



Newsletter

September 2009

Boat Owners' Association of NSW Inc.
– Representing All Boaters –



Picture - courtesy of David Bray Yachts.

THE MARINE FIRE AT NEWPORT – some vital lessons. (An article submitted by BOA member Dave Hall-Johnson* - a Newport waterfront resident who witnessed this event at close quarters)

On the 22nd of July 2009, a vessel moored at a marina in Newport caught fire. The fire quickly spread to adjoining vessels. Shortly thereafter, these vessels floated out from the marina into the adjacent waterway where they were quickly swept away by a 15 knot north-westerly.

At this stage, at least one of the vessels was secured and towed to shallow water and away from other vessels. However, one of the burning vessels, caught by the strong wind, bore quickly down on a congested mooring area, and set fire to another vessel. As each vessel alight hit another moored vessel, it took less than a minute before the next vessel was ablaze and burning through its own mooring line. Additionally, the radiant heat from the vessels on fire caused severe damage to or set fire to other vessels without coming into contact with them. Instead of 3 boats ablaze and drifting in the wind, there were very quickly six. Any more and the domino effect would not have been stopped because of the densely packed moorings.

An extremely big thank you is due to all those who responded on the water so quickly. A mix of local residents and marine workers were quickly on the scene and did a fantastic job. The Police and Rural Fire Service boats followed up and also did a great job. One by one, the burning craft were either forced ashore or caught on other jetties. Much more secondary damage was done along the way.

When the furthest vessel aflame caught on the work pontoon next to Sirsi's Marina, some 500 metres down Winji-Jimmi Bay, it was a blessing. Had the burning vessel missed this obstruction it would have floated onto the vessels moored at the marina. With the marina being, in effect, a lee shore, there would have been no way of stopping the fire spreading. The houses next-door and downwind would have been next to go.



Picture - courtesy of David Bray Yachts

A thorough inquiry is needed into this event. It could have very easily turned into a disaster and, in fact, very nearly did.

There are MAJOR issues arising from this incident, not the least of which are:

1. There must be a review of standard initial responses to a fire like this at a marina. When

the boats on fire escaped into the bay, with a 15kt wind blowing, it was a recipe for disaster.

2. Water fire hoses can be next to useless in a situation like this. The fire is too intense. Marinas should have a fire fighting capability commensurate with their size and the number of vessels berthed there.
3. What type of extinguishant should be available? How much should be available? How can it be delivered to the fire?
4. How good and safe is the access for emergency services to the marina?
5. How would marina staff fight and control a fire like this if it was in the centre of a large marina encircled by other vessels with only a narrow access channel between marina arms?
6. How safe are densely packed mooring areas in a situation like this? Is there an optimum spacing between moorings to minimise the domino effect of a fire like this?
7. Should the NSW Fire Brigade have a major marine presence in congested areas like Pittwater so that it can respond quickly with the correct equipment? In this incident, they were almost completely prevented from assisting until it was too late and almost over. In a pleasing development, a private initiative seems to be forthcoming in this area. This should be a governmental responsibility, not a private one.
8. Does the close proximity of residential housing to large commercial marinas dictate special safety requirements for marinas in such circumstances?
9. What procedures are best in the clean-up phase?
10. Is stormwater pollution from council drains a problem in the clean-up phase?

No doubt there will be many more questions that will arise from this incident.

There must be an open and thorough inquiry into this incident involving the NSW Fire Brigade, the Rural Fire Service, the NSW Police, NSW Maritime, the Ambulance Service, commercial marina representatives and local residents' representatives. Such an inquiry should not be used to apportion or assign blame. It should look at all events and their possible ramifications after the initial fire began. The ability of all these services to integrate in such an emergency is vital.

In a welcome development, the NSW Fire Brigade has initiated an operational and inter-emergency service review of the events of this day. However, any inquiry needs to be taken to full completion so

that policies are developed that will produce recommended procedures in the event of such emergencies recurring. Training programs need to be developed for all personnel who may be present in such an event. The effective use of all resources available at the time, both mechanical and human, is vital. In a situation like this, even a few minutes can change the outcome dramatically.

The events of this day were significant in many ways, **but perhaps the most important of these is that it provided a great learning tool. No operational training exercise could ever be devised to cover as many different individual scenarios as occurred in this single event.**

There will be more boat fires. Whether they occur in an isolated area, on a marina, or on a vessel in a densely packed area of moorings, they **will** occur sometime. It's not a matter of "if", it's a matter of "**when**". Let's hope we are better prepared next time.



Picture - courtesy of David Bray Yachts

*Dave Hall-Johnson has a considerable understanding of matters involving safety, having enjoyed a 35 year career as a QANTAS pilot and, in his latter years there, occupying senior roles within the organisation as both a Senior Check Captain and in the role of Management Flight Standards on Boeing 747s. This latter role was as a member of a Flight Operations Audit team reporting directly to both QANTAS' Group General Manager Flight Operations and also to the Civil Aviation Authority with its delegated authority.

REFUGE BAY GARBAGE BARGE – now permanently removed.

BOA has been alerted to the fact that the Refuge Bay garbage barge has been removed. This is obviously disappointing. But upon investigation, National Parks and Wildlife Service (NPWS) were quick to provide reasons for their action. The main reason is because use of the barge is now being abused on a regular basis. Contrary to its purpose of providing boaters with a convenient place to deposit normal day-to-day galley rubbish, it is also being used by some unscrupulous folk to dump hazardous products such as used engine oils, old paint and, even more alarming, asbestos. Instead of assisting in the management of household waste it is becoming an environmental hazard in its own right. Add this problem to the \$80,000 it costs each year to service and maintain the barge and it became clear to NPWS that the permanent removal of the barge was the most sensible option.

DISPOSAL OF OUT OF DATE FLARES - for the information of members.

At the beginning of July 2009, the following was forwarded, by the BOA, to the Minister for Ports and Waterways for his consideration. It was followed up with an inquiry on progress. Members will appreciate that all endeavours are being made by your Committee to resolve this matter and what was forwarded to the Minister is, in the Committee's view, the most logical solution.

CONSIDERATION FOR DISPOSAL OF DATE EXPIRED EMERGENCY FLARES - June 2009

Problem and Preliminary Research

- Regulations and necessary safety laws require vessels to carry various types and numbers of emergency flares, which have a use by date of usually three years.
- With compliance renewal, some boaters retain their old flares 'just in case' but eventually end up with these unwanted and hard to dispose of "explosive items".
- NSW is the only State in Australia that has not addressed the issue of authorised disposal locations. Locations and procedures in other States vary from Police Stations to Work Cover Offices.

- With the build up of expired flares throughout the boating community and the realisation of environmental responsibility, this problem in NSW needs to be addressed and positive action undertaken.
- BOA of NSW apart from being made aware of the problem both by members and articles in boating magazines (Afloat) has made contact with NSW Maritime (Brett Moore) and Work Cover (Andrew Gilbert) in an endeavour to understand the implications and assist in formulating some reasonable method of collection and disposal.
- It would appear that NSW has far more stringent conditions of transportation and disposal but, within such laws, there should be scope to achieve results.
- Authoritatively, Work Cover would appear to be responsible for the legislation, rules and controls but would prefer to be distanced from 'hands on' requirements.
- NSW Maritime issues the direction and requirements for vessels to carry flares but is not geared up to handle "explosive items".
- The one bit of upside in regard to solving this problem might be that the Minister, the Hon. Joe Tripodi MP is the Minister for both of the NSW Government Departments.
- Local Governments appear to be advising their rate payers through hand outs. In one produced by Pittwater Council styled "Local Guide to Recycling and Waste" its recommendation in regard to the disposal of flares is to "contact the manufacturer".

Suggested procedure

Normally flares are renewed at the start of the recreational boating and sailing season - around about September when the run on ship chandleries and other marine suppliers is probably at its peak. To that end the following suggestions may be considered –

- Arrange for Work Cover to supply to all NSW Maritime Offices and/or Volunteer Marine rescue Bases an approved box(s) to receive out of date flares, pick up on notification and arrange disposal.

- By appropriate advertising, declare a flare disposal period up to the end of the summer (30 June) at all NSW Maritime Offices and /or Volunteer Marine Rescue Bases to enable the stored backlog to be collected. Boaters renewing their flares could also be advised of the disposal period and disposal locations by the suppliers.
- Following 1 July, make it compulsory for the manufacturer/suppliers to 'swap' one for one when boaters are required to update. This should allow the manufacturers plenty of time to set up for the next season with the 'swap' procedure. This should then work considering they would only be taking away the same number of flares that they are delivering with, of course, established adequate provision for transportation.
- Manufacturer/suppliers may then also consider a fee charge if anyone wished to return more than the 'swap' allowance seeing that they would have established a transportation and disposal scheme.

THE FISH, THE WHOLE FISH AND NOTHING BUT THE FISH SO HELP ME.....

Most boaters appreciate the peace and tranquillity of being in a snug cove with a fishing line dangling over the side and then the joys of actually hooking a fish. In most cases this is usually a bream or, as described by the proud angler to any interested party, a whacking great big snapper. But then arises the question of how best to cook and present such a fine achievement! The following recipe is based on bream or similar but can be adapted to most other freshly caught fish for cooking in an oven, pan, hot plate, barbecue or even an open fire.



"Is that a whacking great big snapper you have there David?"

Ingredients

Freshly caught fish, gutted cleaned and scaled with the head left on.
 One orange.
 Salt and pepper.
 Butter.
 Aluminium foil.

Method

Cut off sufficient foil - at least four times the length of the fish. Double the foil lengthwise so you have two thicknesses to work on.
 Slice the orange into medium or thin slices.
 Slice the fish from the top to bottom on both sides with the vertical cuts about 30 mm apart along the body.
 Lay a bed of orange slices on the doubled foil and then lay the fish on the slices.
 Place some orange slices in the cavity with some lumps of butter.
 Lay the remainder of the orange slices on top of the fish with plenty of butter, salt and pepper to taste. (Other herbs at the Chefs discretion)
 Fold the foil lengthwise and seal the parcel. (The orange slices act as insulation to stop scorching the flesh).
 Cook for about 10 to 15 minutes depending on the cooking heat and size of the fish.
 Open the end of the parcel and pour the sauce into a jug for later use.
 Open the parcel and check the fish is cooked (looking into the cuts) and then, with a blunt ended knife, lift the fillets off the bone working from the top of the fish.
 Turn the fish over and repeat the other side.
 Dress the fillets with the saved sauce
And - don't forget the 'cheek – the little bit of sweet flesh under the eye on each side of the fish.

Enjoy!

LATEST WATERFRONT ACTION GROUP NEWS

In the Local Land Board, convened on 15 September at Gosford, a BOA/WAG member successfully appealed against a rental invoice issued by the Department of Lands.

The Board took the unusual step of issuing its decision on the day. Although not yet confirmed in writing, the judgement held that the Department of

Lands' rental invoice was not in accord with the IPART recommendation for the rate of return and should be amended. Interestingly, the rate of return used was identical to thousands of rental invoices currently issued by NSW Maritime and the Department of Lands.

The Board ordered that a fresh rental invoice be issued. And it recommended that the Residex index used by CIE, as tabled by the appellant, be used to calculate the rate of return in the rental formula. This would reduce the rental invoice by approximately 43%.

The Local Land Board is an administrative review tribunal having formal status under the Crown Lands Act. Its decisions can only be overturned by the Land and Environment Court on appeal. There are several other cases listed for the Board on similar grounds.

It is understood that NSW Maritime contends that it will make no changes in response to the case because it is not subject to the Local Land Board. This is not an unexpected response given that money is involved.

SEA TOW – “Your Road Service at Sea”



Sea Tow is a marine road service providing on the water assistance to recreational boaters 24 hours a day, 365 days a year. Services provided include non-emergency towing, removal of lines, ropes or other foreign objects disabling the running gear of a boat, delivery of fuel, jump starting and other general assistance.

Sea Tow was established in 1983 when Joseph Frohnhoefer, founder and CEO, recognised the potential for a marine assistance company after the United States Coastguard ceased its response to non-distress boating calls. The business started out on Long Island, New York in a small seasonal town called Southold - a picturesque and rural spot with wineries, beautiful waterways and some very expensive real estate. Being only a two hour drive from New York City, every year it undergoes the transformation from a sleepy little town to a summer mecca for boaters and holidaymakers. But the sudden increase in boating activity also brings with

it a commensurate increase in the need for on the water professional assistance such as that provided by Sea Tow – to assist in getting many folk out of a problem that might otherwise have spoilt the rest of their day. It wasn't long before the service provided by Sea Tow took off and soon the business, started by Joe and his family, expanded by way of franchise operations all over America.

Back in Australia, while working with the ferry service running tourists to and from Great Keppel Island, Queensland, Matt Cumming met his wife Cluny. Cluny was managing a holiday village on the island. Two weeks after marrying in 2000, they both set off for Florida to look for work in the super yacht industry. There they both landed jobs - “as engineer and chef on a nice big white boat, enabling us to get to travel and do some pretty cool things” says Matt. “Everywhere we went in the USA and the Bahamas we saw Sea Tow yellow boats”. Intrigued by the idea and the potential for this type of service in Australia, Matt and Cluny made enquiries. Soon they found themselves in contact with the Frohnhoefer and discussing the potential for Sea Tow in Australia. “They were just as excited as us and, after a period of training at Sea Tow’s head quarters in Southold, we returned to Australia and started Sea Tow Sydney from Gladesville Bridge Marina”. “Seven years later, we have five bases in NSW and Queensland, several thousand members and still growing”.



Cluny & Matt Cummings – Owners of Sea Tow Australia

Details of Sea Tow, its services and the many special discount arrangements it has with other marine suppliers through its “Advantage Network” can be found by visiting their website at www.seatow.com.au. or contacting them directly on **1800 732 869**. BOA members are being offered “Sea Tow Gold Card” membership for an attractive discount. To take advantage of this offer, members

should contact Sea Tow directly quoting their BOA number.

WATERFRONT ACTION GROUP LAUNCHES MAJOR RECRUITMENT DRIVE



The Waterfront Action Group (WAG) is aiming to triple its membership, with a major recruitment drive around Sydney Harbour, Middle Harbour, Lane Cover River, Parramatta River, Georges River, Port Hacking, Pittwater and Lake Macquarie. About 6,000 brochures will be distributed in September, advising waterfront property owners that they are being dramatically over-charged by the NSW Government, and inviting people to join in WAG's fight to get the rents substantially reduced to a fair market rent.

Public Meetings: The current plan is to follow up the brochure delivery with public meetings in strategic locations, in order to broadcast the matter further, and provide opportunities for discussions with and questions from waterfront property owners. Ministers Tripodi and Kelly will be invited to attend and to address the meetings.

Department of Lands Failures: WAG has recently increased its focus on the Department of Lands (Lands). WAG has accused Lands of performing even more poorly than NSW Maritime, in regards to its application of the April 2004 IPART recommendations, all of which were accepted by the Minister for Lands. In a recent letter to the Lands (summarising numerous earlier unanswered letters), WAG has accused Lands of failing in 9 different areas.

Auditor General's Report to Parliament: Following a complaint by WAG in June 2008, the NSW Audit Office has conducted an extensive audit

of NSW Maritime and the Department of Lands. WAG has been advised that the Auditor General is planning to release his report on this audit to the NSW Parliament on September 23.

Meetings With NSW Opposition: WAG has arranged to meet with the NSW Opposition to discuss their waterfront rental policy prior to the next election. Based on what sort of commitment is offered by the Opposition, WAG might offer support in some coastal marginal seats during the next election campaign.

Support For Some Members Rent Appeals: WAG is offering support and assistance to several members, who are appealing against oppressive rents. This is being done on a "test case" basis and does not mean that WAG will necessarily do the same for every member. WAG is keen for the basis of hugely increased rents to be legally tested.

Legal Advice – Revised "Defence Packs": WAG has recently received fresh legal advice which has caused it to revise its "Defence Pack". WAG is still in consultation with class action lawyers and funders, in regards to a possible class action, to recover past rents over-paid.

Pittwater Rate of Return Review: WAG has commissioned Egan National Valuers to review the Rate of Return for Pittwater (north of Sydney), and their report is expected to be available in early September. WAG will then commission a University Professor, who is an expert on the Rate of Return to review the Egan report and to provide a written assessment of it. Both documents will be provided to the Department of Lands and the Minister for Lands.

Rate of Return Review: NSW Maritime and the Department of Lands have finally agreed to undertake (in late 2009) a review of the Rate of Return, which is used to calculate rent on wetland leased to owners of jetties, boat-sheds, mooring pens etc. IPART recommended that "the rate of return will need to be reviewed regularly", but it has not been reviewed since early 2004. The Rate of Return has fallen dramatically since then and the 3.05% used in 2009 to calculate rents is totally irrelevant to waterfront properties in 2009. However, Steve Dunn, CEO of NSW Maritime has indicated to WAG that the NSW Government may ignore the result of the review and not reduce the inflated figure currently in use, depending on the Government's need for funds. If that happens, WAG will need a membership of many thousands to be

able to exert pressure on the Government to behave responsibly in this matter.

Improved Website: WAG has recently substantially upgraded its website and you are invited to view it at www.waterfrontactiongroup.com.au

DISCOUNTS FOR MEMBERS

As a service to our members, the Committee is seeking to establish an attractive list of boating services offering discounts to financial BOA members. Each Newsletter will update and list those merchants and service providers providing discounts to BOA members upon presentation of official BOA membership cards.

As at August 2009, the following are on the accredited list:

Lake Macquarie	
Mr Moorings	10% discount off all mooring servicing and mooring parts.
Alkira Mooring Services	10% discount off all parts but only as required during a mooring service undertaken by Alkira.
Pittwater	
Careel Bay Boat Services	Discounts off boat services and maintenance. (more detail in next Newsletter).
Sydney Harbour	
Base Point Maritime Training	10% discount off all courses. (more detail in next Newsletter)
Dockside Buyers Group	50% discount off membership fees. (see June 09 Newsletter for more detail)
Sea Tow	10% discount off annual membership fee plus discounts and other special offers available from other marine suppliers through the "Advantage Network" (see this Newsletter for article on Sea Tow).

LED LIGHTING – Significant Advantages

Light Emitting Diodes (LEDs) have been around for some 40 years. But over the last five years or so massive advances in technology have seen the efficiency of LEDs improve to the point where they are now used for just about anything to do with lighting including television screens, outdoor displays, automotive lights, commercial lighting, residential lighting and for marine lighting.

When replacing incandescent, halogen or florescent lights with LEDs, the biggest benefit is the LED's ability to produce the same amount of light for far less power – up to 80% less. For boat owners, this means less drain on batteries, which will translate into shorter charging times when the boat is in use.

The question for many boat owners is how do you take advantage of this technology. While a large number of new boats being manufactured are fitted with LED lighting, for most of us it will mean upgrading our existing lights. One way to do this is simply to outfit the boat with replacement light fittings. These have the advantage of (usually) being sealed at the factory and have specially designed lenses to disperse the light. Unfortunately however, these units can be very expensive with most costing between \$60 and \$300. But there is a far cheaper and more expedient solution.

Recently, a number of manufacturers have recognised the need to manufacture replacement bulbs not just light units. And for the reason that these bulbs are specifically designed to replace their incandescent counterparts and are not much more expensive, the switch is reasonably painless. Better still is the fact that the better produced bulbs have about a 50,000 hour life and draw up to 80% less power for same amount of light.

But there are LEDs and LEDs. Putting it more precisely, there are a number of characteristics that should be checked off before purchasing replacement bulbs. The more important of these are discussed below:



Comparison of standard 10 watt G4 halogen with a 2.2 watt plug in replacement LED

Power Supply Circuit – LEDs run on very low voltage and need an advanced power supply to drop the voltage to the correct level and yet at the same time be capable of coping with voltage ranges experienced in any marine electrical system. At rest a marine system will be at around 12 to 12.5 volts whereas, while charging, it will typically get to 14.5 volts. These advanced power supplies are known as constant current drivers. Some LED replacement bulbs available only use a resistor to drop the voltage, which is inadequate to deal with the wide

range of voltages on a boat. Such replacement units have a very short life in such an application.

Heat Dispersion – Although LEDs produce very little heat, what heat they do produce needs to be got rid of. The use of aluminium circuit boards solves this problem – the circuit board is sufficient to disperse the heat by acting as a heat sink. These are often white in colour. Cheaper units are mounted on plastic boards that are typically green.

Polarity – LEDs by their nature only allow power to flow in one direction. Good quality units automatically reverse the polarity. This can mean not having to rewire your existing light housing to accommodate the replacement unit or accidentally cooking it.

Colour Temperature – Colour temperature refers to the colour of the white light that a white LED produces. A good way to illustrate colour temperature is to compare the typical “cold” white light of a florescent tube as against the typical “warm” white light of an incandescent bulb. Better quality LEDs are now available in a range of colours including red, green and white for navigation and a number of whites ranging from cold to warm for interior lighting. Cold white is great in engine rooms but the availability of warm white LEDs are a better choice for living spaces.

Light Output – Traditionally light output was roughly determined by wattage. In boats we employ 5 to 20 watt halogen and incandescent globes and 8 watt florescent tubes. As watts are a unit of energy, the wattage of the bulb or tube has not only been referable to the amount of light but also the power we consume to produce it. Unfortunately for LEDs, that relationship no longer works. Usually light is measured in lumens. There are various conversion tables around however and as a general rule of thumb, 10 watts = 100 lumens.

Clearly when considering the conversion of your lights to LED, consideration needs to be given to the application and the environment in which it going to operate. In this regard, it may well make sense to contact an LED expert and even trial a few globes to make sure what you have chosen works for you.

JOIN YOUR MANAGEMENT COMMITTEE FOR LUNCH

Meet The Members Who Represent Your Interests

Where: The Mooney Mooney Club,
Kowan Road, Brooklyn

When: Sunday 01 November -
Immediately following AGM

Time: 1200 Noon – 12.30 p.m.
Seafood Platter (Complimentary)
12.30 p.m. - Sit down Two
Course Lunch

Who: **Members and Guests**

Menu: **Two Courses - Main/ Dessert**

Cost: **\$28.00 per person**

We will choose two from the lists below for alternate service /
Served with Bread rolls

Mains: Roast of the Day / Beer Battered Fish & Chips / Chicken Schnitzel with Mushroom Sauce, Chips & Salad / Beef Lasagne with Salad /Curry of the Day with Rice & Salad

Desserts: Sticky Date with Cream & Ice Cream / Cheese Cake with Berry Coulis & Ice Cream / Mini Pavlova with Fruit Salad /Apple Crumble

Booking details: Name..... Number Attending...

(Numbers are required for catering purposes – but you may pay on the day)

RSVP by 25 October to info@boaters.org.au or to BOA Secretary, PO Box 212, Spit Junction NSW 2088 or to Fax: 9960 1859

NEWS FROM THE HUNTER REGION

Swansea Channel: The BOA welcomes the announcement by the Minister for Lands, Tony Kelly that a \$300,000 contract has been awarded to carry out emergency maintenance dredging of the Swansea Channel. Announced by way of a press release on August 27, Tony Kelly stated, “The work will involve the dredging and transportation of approximately 30,000 cubic meters of marine sand from the estuary”.

The contract has been awarded to a local contractor, Hunter Wharf and Barge. To undertake the work, an excavator located on a barge will be used to remove the sand. This differs from the normal method of utilising a suction dredge. “Work on the project should commence in September of this year and is

expected to take approximately ten weeks to complete” Mr Kelly stated.

The sand dredged from the channel will be placed on the surrounding foreshore lands or transported to Blacksmith Beach. It is estimated that 30,000 cubic meters of sand will be dredged near the southern entrance to Swan Bay and further north toward the “drop over” at Marks Point. It is estimated that removal of the sand in that area will result in a channel of more than 2.5 meters deep and 40 meters wide. For the short term at least, this will improve the conditions for safe navigation.

But it should be understood, however, that the \$300,000 government grant originally announced in June was not formulated on the volume of sand that actually needed to be dredged but as an emergency measure to accommodate the delay and uncertainty concerning the outcome of an EOI process designed to secure private sector involvement in the long term ongoing maintenance of the channel. At the time of that announcement, the BOA was concerned that \$300,000 would not be sufficient to remove the amount of sand required to achieve what was needed. This concern was based on the cost per cubic meter of previous channel dredging and NSW Maritime’s own depth surveys of May 14 last indicating a need to remove 45,000 cubic meters of sand to obtain a design depth average of 3.5 meters and a width in excess of 45 meters. While such a channel profile would not achieve the ultimate design profile, it would at least increase water flow in this area - extending the longevity of such emergency maintenance dredging work and increasing the time available for the Government to establish a proactive long-term maintenance plan. And so with the view that the Government’s \$300,000 grant would not achieve a desirable outcome, the BOA arranged a series of meetings with NSW Maritime, Department of Lands and senior staff at the Lake Macquarie City Council with the objective of investigating ways to incrementally increase the \$300,000 funding. The outcome of these meetings was general acceptance that the grant may not be sufficient to dredge the sand volume required. To that end, it was agreed that efforts would be made, on a collective basis, to find ways to obtain incremental funding if required. The amount of such funding would be determined after the contract was awarded and estimated volumes were known. It was also agreed that the Department of Lands would expedite the tendering process so that, with the funds available, dredging would be carried out prior to the forthcoming summer boating season.

The emergency contract, which has now been awarded, is only likely to be sufficient to dredge 30,000 cubic meters of sand resulting in a channel profile averaging only 2.5 meters deep. This will only be sufficient to dredge the channel to the triggering depth as set out in the proactive maintenance strategy document “Accessing Lake Macquarie” presented to the Government by the Lake Macquarie City Council Project Management Committee in 2006. An extract from that document reads as follows: **“When shoaling reaches a threshold (trigger) level (e.g. less than 2.5 meters in depth), a process should be instigated to initiate further dredging of the channel as required. Sufficient lead time will be built into the trigger level to account for the time taken in obtaining the necessary funding and approval for the works”.**

It is now clear that incremental funding is required to increase the dredged sand volume to increase the depth and width of the navigation channel. Accepting that the average cost per cubic meter of the awarded contract is \$10.00, the incremental amount required to increase the amount of sand removed from 30,000 to 45,000 cubic meters would be \$150,000. The Government’s support in providing the increase in funding required would be a testimony to its real commitment to maintaining safe navigation and to regional tourism and the regional economy.

The BOA will continue to pursue a positive outcome in regard to the Swansea Channel on behalf of NSW boaters.

Trinity Point Marina Development: A revised application has been submitted reducing the marina size from 308 to 188 berths and deleting the helipad proposed for the end of the marine. Lake Macquarie City Council has now recommended the revised plan to be approved by NSW State Planning.

Self- Hire Yachts: It has been reported that a self-hire yacht business on Lake Macquarie is no longer operating due to the cost of the bureaucratic system having a negative effect on the viability of the business.

BOA Member Discounts: Our two Lake Macquarie mooring contractors, Mr Moorings and Alkira Mooring Services who, until now, provided members with a 10% discount against the cost of mooring maintenance parts have now broadened that to also include the mooring service fee. To receive

this further discount, members must present their current membership card.

Get Well: Everyone at the BOA send their best wishes to David Johnston, secretary BOAHR, for a speedy recovery following his recent major heart surgery.

BOA of NSW COMMITTEE DELIBERATIONS

A summary of items dealt with at the monthly meetings of your Committee.

June 2009

From the Chairman's (President's) Report

- BOA was represented at the DPI Fisheries workshop on marine pests and expressed concern and valuable input.
- Ministerial Advisory Council – BOA was invited to participate on the Council.
- Afloat publication – BOA provided input into editorial on prop strike.
- NSW Maritime questioned on fees received from PWC's supported by BIA reply expected.
- BOA activities – with increased work load, the Committee is seeking more members, particularly younger boaters.

Matters Arising From the Previous Meeting

- Swansea Channel – an email has been sent to the Minister for Ports and Waterways. NSW Maritime is unclear about the issues. BOA has been invited to attend a meeting with NSW Maritime in August.
- Rowland Reserve Church Point – no answer has been received from Pittwater Council regarding the scrapping of fees.
- Jervis Bay – Ongoing discussions on the needs of the Bay. Determination made to send letters to the Department of Lands, NSW Maritime and the Shoalhaven City Council detailing BOA's views.

Treasurers Report:

- Provisional financial report not available.
- Financial recording systems to be uplifted to MYOB to improve overall efficiency.

Hunter Region Report:

- Marmong Marina – BOA proposal for development to go on public display.
- Trinity Point Marina – has been rejected by Council
- Issues concerning "cut-outs" on outboard motors considered necessary to cover the occurrence of a heart attack.
- Central access down Lake Macquarie considered to reduce wash.
- Public facilities at boat ramps needed.
- Pump out facilities now a concern due to vandalism. BOA's focus is on such facilities being available at marinas.

Correspondence:

- As tabled

Newsletter and Afloat

- Afloat continues to facilitate good coverage of issues concerning BOA.

Volunteer Marine Rescue

- Integration progressing well with extra funding received.

Local Governments

- BOA represented at a Pittwater Council meeting on changes to "Pittwater 21" in particular, in regard to moorings in Pittwater.
- Gosford City Council invited BOA to participate in workshops on Brisbane Water's Estuary Management Study plan.

Membership/Applications for Membership

- 518 renewals sent out and, so far, 298 renewed.
- 68 new members accepted.

BIA and Sydney Boat Show

- No participation at boat show for this year but considering 2010.

National Parks and Wildlife

- Committee member Stuart Burley appointed as a representative on the Northern Region Advisory Committee.

Topic of the Day

- BOA's representation at two conferences – Melbourne and the Gold Coast.

General Business

- Meeting with Base Point North Sailing Club for mutual benefits.

July 2009

From the Chairman's (President's) Report

- Prop Strike – NSW Maritime have begun a media campaign warning of the dangers of unguarded props.
- Gosford Challenge Focus Group concerning the development of the Gosford foreshore – by invitation attended by BOA President and committee.
- Disposal of out of date flares – meeting held with NSW Maritime and the Minister's representative.
- Integration of Volunteer Marine Rescue Organisations in NSW – attended the media launch and the handing over of a \$3 million cheque. BOA has contributed strongly to this outcome.
- Swansea Channel – responding to pressure from BOA, the NSW government has allocated \$300,000 in the June budget. BOA met with NSW Maritime to discuss further assistance.
- PLBs for off the beach boats and kayaks – meeting with NSW Maritime to encourage PLBs to be carried offshore.
- Biofuels – meeting with NSW Maritime who agreed to write to the Minister to arrange a top level meeting.
- WAG – meeting with NSW Maritime to discuss anomalies.
- Curarong Boat Ramp – approved by Council.
- PWC registration and rider surcharge – NSW Maritime to advise how fees are spent.

Treasurers Report

- Provisional financial report to the end of May tabled.

Correspondence

- As tabled

Newsletter and Afloat

- June issue of BOA newsletter setting high standards.

Membership/Applications for Membership

- 28 new members accepted. 2 members reinstated.
- 194 unfinancial members to be removed from the register.

Topic of the Day

- Presentation of identification plates for members vessels
- Presentation of the functions of the water ambulance on Sydney Harbour.

General Business

- Discussion on boat launching facilities.

August 2009

From the Chairman's (President's) Report

- Rowland Reserve – Executive will formulate a response to request an annual breakdown of income and maintenance to ensure grant funds are not included and to identify what the outcome is each year for the past five years as requested.
- Bays Precinct Sydney (White Bay and Rozelle Bays) – I wrote the editorial for August AFLOAT exhorting boaters to respond to the Minister for Planning supporting the retention of Sydney's maritime heritage and apposing the suggested plan for residential waterfront development and token parks. Committee members are urged to log on to the Bays Precinct website and respond. It is our last chance or be rolled by the Balmain and Glebe NIMBYs.
- In order to increase membership, BOA needs public issues such as the Swansea Channel. To identify these, it needs to focus on regional needs such as those concerning Jervis Bay, the Hunter, WAG and Woodford Bay. White Bay presents such a focus as it offers access to the harbour without the need to boat down river. Traffic around the area would be regulated. White Bay can be used for trailer boats as well as non-powered vessels with dry stack storage offered for kayaks. Kayakers are currently not aware of the White Bay potential. This needs to

be discussed in an AFLOAT editorial as well as in information made available to key associations and possibly on the BOA website. Parking is available in the NSW Maritime staff area on weekends/holidays (ie dual parking purpose) and park and ride during the week. Population growth is another 1 million people by 2031 in Sydney which represents another 25% of the current population size. This will lead to an increase in boats in the harbour area.

- White Bay has a proximity to the CBD, Darling Harbour and Circular Quay. It can be a ferry and water taxi interchange ie, a water transport hub. This is a green concept as it can keep cars out of the city thus easing congestion. Such a “people quay” concept would be a public private partnership. Also, it will be good to get the Rowing Association involved and obtain funding from them. It is also possible to consider moving the fish markets to Whit Bay. This can be about “trailer boats unite” and BOA needs new members to get this issue moving with articles in the newsletter, AFLOAT and press releases. John Grist may be able to assist in getting this issue on air as his neighbour is Allan Jones. Use Victoria Harbour British Columbia in Canada as a concept which works in having power boats and non-powered vessels use the same space.
- BOA Committee workload – We urgently need more of the Committee to share the workload please because too much work is being undertaken by too few. Every Committee member is asked to contribute notes for an article of their interest to provide content for the Newsletter.
- Disposal of Out of Date Flares – This was raised with the Minister and with the Chief Executive of NSW Maritime. At last progress is being made. It is easy to fix this matter. Minister Tripodi needs to advise Work Cover to deal with it. An updated version of David Lyall’s recommendations in this regard will appear in the next Newsletter.
- Sponsored Boat Sales into BOA membership by BIA/Sponsor adverts by Course Master – this was deferred until after the Sydney International Boat Show to assess feedback and need.
- BOA at 2010 Sydney International Boat Show – I believe that on review of the Boat Show and the government and volunteers precinct stand at the entry to the internal halls that
 - (a) BOA should be there next show and
 - (b) planning should start now with a team leader.

- Woodford Bay Slipway and Commercial Mooring License – An excellent unofficial outcome has been achieved. BOA now has a mooring in front of the slipway that can be used as a holding mooring for boats on and off the slipway.
- Ministerial Advisory Council – I attended the 1 August meeting and am confident that a good outcome will be achieved on lifejackets/positive buoyancy devices and that there will be a distinction made between (a) activities and (b) risk. At this stage it is important to separate activities and risks. There are three activities where life jackets are compulsory – alpine, towed craft (water ski etc) and children on a boat underway. The heightened risk follows on from the skipper is responsible and includes – when boating alone, at night, with elderly people, non swimmers, people with serious medical conditions.

Treasurers Report

- Provisional financial report tabled.

Hunter Region Report

The minutes of the BOA Hunter Region meeting held on 20 July were distributed with the August 2009 agenda.

Lake Macquarie Council Aquatic Services Meeting on July 15.

- Swansea Channel – The EOI for the removal of sand has not yet been evaluated. The grant from the State Government of \$300,000 is separate to the EOI and tenders are presently being prepared.
- Trinity Point – A revised application has reduced the marina size from 308 to 188 berths, reduced the height of buildings and removed the helipad.
- Caulerpa taxifolia – this is an invasive seaweed that entered Lake Macquarie some years ago and the Department of Primary Industry has spent many thousands of dollars trying to eradicate ever since. This project has been successful and the Lake is now free of the weed.
- Self-Hire Yachts – Lake Macquarie no longer has any self skipper (bare boat) yachts for hire for the reason that bureaucratic process has made such businesses unprofitable.

Regional Meeting with NSW Maritime on July 1:

- Swansea Channel – Funding of \$300,000 has been allocated by the NSW Government for the dredging of the Swansea Channel. The Department of Lands will undertake the design and process for the project. Unfortunately it is likely that the available money will be insufficient to carry out the project properly and that additional funding will be required – possibly from the NSW Maritime’s “Better Boating Fund”. The latest hydrographic survey of the Swansea Channel of May this year is on the website.
- Lake Macquarie Mooring Management Plan – The mooring management plan review will not commence until the release of a boat storage strategy for NSW. This is expected to be released in August of this year.
- Courtesy Moorings Lake Macquarie – At present the sleeving of the lines makes the ropes sink and difficult to pick up. Also the increased diameter of the ropes makes the rope tend to jam in boat hooks this creating a safety hazard. NSW Maritime will liaise with the contractor to either remove the sleeving, find an alternative such as “fire hose” and look at connecting small float buoys with short lanyards to assist pick up.
- Mooring Audit Lake Macquarie – Charlie Dunkley advised that a mooring audit is underway in the region and that unseaworthy vessels would be targeted. Discussion was held regarding the costs associated with removing, refloating and disposing of derelict vessels, which are not covered by insurance. Currently, it is not a requirement to have your vessel insured if it is on a mooring. NSW Maritime will investigate the introduction of compulsory insurance for all vessels located on moorings.
- Position of Cardinal Markers at Wangi Point – Following a boating incident involving two racing yachts, an additional new north cardinal mark has been installed at Wangi Point and the existing east cardinal mark relocated to better define shoaling at the point. Charlie Dunkley reminded the members that they should advise their groups not to cut close to navigation markers and be sure of their location and approach.
- First Aid Kits for Offshore – Currently a vessel is not required to carry a first aid kit offshore as part of the compulsory safety equipment. Jack questioned why this was the regulation and why it was not compulsory. Charlie advised that the safety equipment regulations were revised for

the new regulations and are aligned with national standards. Consequently, the carriage of a first aid kit is only recommended and is not compulsory.

- Education Concerning Cut-Off Lanyards and the Effects of Wash on Small Vessels – A request was made to NSW Maritime for an education program regarding the use of the engine cut-off lanyards. These devices are critical in stopping a boat in the event of a driver falling overboard or falling over within the boat. Also raised was the impact of wash on a small boat particularly as it might concern a person standing in a boat while fishing.

Action Plan:

- Swansea Channel – Further discussion on the recent State governments grant of \$300,000 and the estimated amount of sand to be removed being at around 45,000 cubic meters.
- The present cost of sand extraction is between \$7 and \$12 a cubic meter and at least half as much again would need to be removed. If the dredged channel was narrowed down to suit the government grant, the channel would very soon silt up again.
- Marmong Point Marina – The submission for redevelopment has been lodged with the Department of Land and Planning. To date the Department has not requested public response to the submission. When the redevelopment proposal is open to public comment, BOA Hunter Region will submit comments on behalf of BOA members.

General Business

- Mooring Contractor – “Mr Moorings” is offering members of the BOA a 10% discount on all mooring servicing and parts. This offer will be published in the next BOA Newsletter.
- Mooring Contractor – “Alkira Mooring Service” has been absent from Lake Macquarie for several months but are notifying customers of their return in August. AMS is offering a 10% discount on parts only during a mooring service.
- Groynes – Discussion on the wooden groynes between Swansea Bridge and Mats Point and whether they are functioning properly because the entrance to Black Neds Bay is getting shallower. It was suggested that the question be asked at the next LMCC Estuary and Coastal meeting.

- Tsunami – On the 15th of July, a tsunami was registered. A simple survey taken of present members indicated that each was aware of the warning in time to take evasive action had it been necessary. KH, during the tsunami period noted a variance of around 250 mm in tide level and noticed a change in the tidal flow of up to twelve times during the 4 hour tsunami period.

Bruce Richardson –

- It was with deep regret that members were informed of the passing of Bruce. Bruce was a keen member of the Hunter Region BOA. A sympathy card will be sent to Bruce's wife.

Correspondence

- As tabled with the following discussion
- Letter from NP&WL advising the non acceptance of the BOA's nomination to the State Advisory Council in favour of an orienteer.
- An approach from a boater in Queensland to extend BOA to Queensland.

Newsletter and Afloat

- The next Newsletter to members will be mailed/emailed out to members at the end of September.

BOA Website

- A website company is to be considered for upgrading as will be a BOA member who has been approached.

Woodford Bay Slipway

- New rails are now available. Transport to the site has to be organised.

Volunteer Marine Rescue

- Former water police chief Glen Finnis has been appointed as CEO

Local Government

- BOA representation to Pittwater Council has been successful with changes to "Pittwater 21"- in particular the retention of moorings in Pittwater.

Membership/Application for Membership

- 18 new members accepted and 18 members reinstated.

BIA and Sydney Boat Show

- See Chairman's report!

Jervis Bay

- BOA policy statement sent to Shoalhaven City Council.

NSW Maritime User Groups

- BOA has good representation on most user groups – a replacement for Hawkesbury Estuary Management Committee has been referred to Hornsby Council.

Waterfront Action Group

- Decided to change from a "sub committee" to a "sub group".

NMSC

- Consideration on the need for the NMSC when same tasks are being carried out by each of the states.

Topic of The Day

- Discussion on identification tag for members vessels – for next meeting.

General Business

- Servicing of lifejackets - discussed and confirmed that servicing can be done by an authorised service person or by the owner if so labelled.
- Sydney Boat Show – good networking with Committee members and Department of Tourism from Queensland.
- Recent boat fires at Newport discussed and further action planned.
- Masthead lights in Sydney Harbour discussed and will be referred to NSW Maritime again.

More details and information are available from the minutes of the meetings and members are reminded they are welcome to attend any

Committee meeting, as an observer, if they should wish to do so.

BOA NEWSLETTER is the quarterly newsletter of the Boat Owners Association of NSW.

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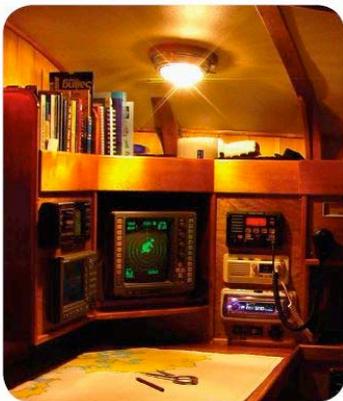
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