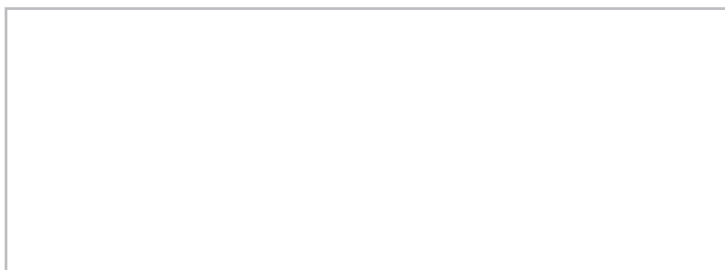


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BOA Newsletter

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Newsletter June 2011

# WAG sees bright light on the horizon

*The WAG Committee is currently feeling cautiously optimistic for several reasons, as follows:*

## Change of government in NSW

WAG has been having discussions with the Coalition for several years and the Coalition has agreed on at least 3 occasions with WAG's request that its members only be required to pay "a fair market rent" for the mud and water under their jetties, boat-sheds etc. That term has a clear definition in legal and valuation terms and is substantially less than what NSW Maritime and the Land and Property Management have been recently charging. Individual WAG members assisted the Coalition in at least 5 electorates at the recent election and it is now hoped that the new government will deliver on its stated "fair market rent" policy.

## WAG requests minister to withdraw from all wetland rent legal challenges

WAG has written to the new Minister (Katrina Hodgkinson MP) responsible for administering the

Crown Lands Act and requested that she instruct the Crown Solicitor to withdraw from all legal actions challenging the calculation of wetland rents, on the basis that the "fair market rent" policy of the new government is in accordance with objectives of all the appellants in those various actions. That includes the Farriss matter, which is now being fully funded by WAG and is set down to be heard by the Court of Appeal on 30 June.

## WAG requests minister to intervene in NSW Maritime lease debacle

WAG has written to the Minister for Roads and Ports (Duncan Gay MLC) and requested that he become involved in the matter of the new leases being aggressively thrust on lessees by NSW Maritime. Those unfair and onerous leases have been found to be unenforceable by two Senior Counsel retained by WAG. One clause locks in for 4 years the old rental formula and the 3.05% rate of return, both of which are currently being reviewed by IPART. IPART is also reviewing whether leases are the appropriate occupancy instrument and if so what terms and conditions are appropriate. IPART

has been requested to report back to the Government by December.

## IPART review of domestic wetland rent formula and other related matters

WAG has attached great importance to the current review by IPART and (at the time of writing) is working vigorously on a substantial submission, backed by independent valuation and legal experts. The Committee has decided to spend substantial time, energy and funds on addressing the fundamental flaws and poor input data within the old formula, which produced "meaningless figures" (to quote a senior NSW Government valuation expert) and resulted in substantial overcharging by NSW Maritime and the Land and Property Management Authority. According to the IPART Issues Paper released in April, the total domestic rents charged by those two agencies increased from \$5.2 million in 2004-5 to \$13.8 million in 2009-10, with individual rents increasing to up to \$159,662.00 (for the use of mud and water for one year).

George Citer  
Secretary, WAG

## From the Editor

The new format of the newsletter has brought big cost savings in postage. We also now have eight colour pages; previously only four. I hope you approve.

The content reflects some new achievements – see the WAG report and the Currarong public boat ramp story. Two valiant marine rescue stories also deserve our recognition and praise.

My call for "To the Editor" letters has been handsomely answered in Frank Talbot's writing on page 10.

Thank you to all who put so much effort into the June newsletter.

Lars Frostell

# President's reports 2010-2011

**O**n your behalf I thank the committee for their efforts this year. Personally, I thank you, David Lyall, for standing in for me and running meetings and taking responsibility in the second half and doing an outstanding job. David is stepping down from the committee. We will all miss him at meetings, but he will continue to provide advice and represent us at peak bodies. It is tribute to him that Maritime has appointed David to the NSW Better Boating Infrastructure Grants Committee.

I also thank Anton le Rutte for producing your excellent BOA Newsletters. Anton's articles are picked up by the media. Often, major boating issues start with Anton's publication. Example – the danger of ethanol in boat fuels.

Thanks also to retiring director Stu Burley who has provided many introductions to politicians and has directed the drive for better boating facilities for Jervis Bay. Please continue with the Jervis Bay project Stu. With a new State government it may just happen.

We welcome our new Editor Lars Frostell and new Secretary Tom Denovan and new Treasurer Edward Pieck. Thank you for accepting your roles and joining a new team. We recognise the great work and leadership provided by Jack Garaty for boaters on Lake Macquarie. Quite simply, the Swansea channel would not have been dredged in 2010 without Jack's voluntary work, research and representations made to Council, Maritime and Lands. We hope Jack can encourage a new team to join him next year. Other committee members deserving special recognition are Keith de Haan for Spit Bridge moorings, Dennis Donald on fishing issues and Tony Morgan for a fairer deal for jet skis.

2011 will be a pivotal year for BOA for other reasons. Almost certainly a new State Government will need assistance with new policies and a fair go for domestic waterfront rentals. There will be an opportunity for the Waterfront Action Group to achieve justice. Make no mistake. BOA has needed WAG. Even after a fair go is achieved, waterfront tenants will also need WAG as a watchdog. If Maritime property is transferred to Department of Lands, leasing policy will be consolidated and the whole process will be under review.

## Major achievements this year

- Working with government for a common sense policy on wearing life jackets
- A new community lease of the Woodford Bay slip
- Courtesy moorings at the Spit Bridge for boats awaiting bridge opening

## What will the next 2 years bring?

- New boating and waterfront policies and administration  
BOA must be ready to work with a new government in partnership with the Boating Industry Association. When consumer and industry groups are united, it is a powerful force that government faces across the table. There will be one opportunity to get policies right. Your new committee must work with a new government from the start, and not sit back.
- Club Membership  
We will also see opportunities for widening our influence and representation through Club membership. The peak yachting bodies are conflicted because they depend on government grants and assistance. BOA is the only non-aligned consumer body which can truly represent boaters to government without bias. We must broaden our base. This will be the first opportunity in a decade to consult with a new government developing new policies. NSW Maritime and the Labour government have done excellent work in areas where significant expenditure is not involved. Evidence - Life jacket reform/Night navigation.

## Funding

Where money is involved, the Labor government's attitude to boaters has been close to disgraceful. The government's consultation has been tokenistic on Marine Rescue levy and accountability. The levy was a fait accompli applied to licences and registrations irrespective of whether a rescue service was planned to be available. Only after BOA's widespread radio and newspaper campaign, did the government agree to provide a service to boaters on country rivers and major dams and lakes. Without public protest, BOA would not have received representation on the Marine Rescue committee.

## The role of ongoing watchdog is important

The Waterfront Action Group has had little success in litigation this year due to the huge legal resources State Treasury has brought to bear against WAG, and to apparent misleading evidence led by the Crown claiming that the Minister has no

**Continued on page 14**



The BOA slipway at Woodford Bay, one of the northern bays of inner Sydney Harbour

## Why is the BOA slipway of such importance?

LARS FROSTELL – MATERIAL SOURCED FROM MICHAEL CHAPMAN

**B**ecause it is the last example of an operating community slipway on Sydney Harbour where recreational boaters can work themselves on their boats.

Most commercial slipways deny boaters this opportunity, for reasons including public liability coverage, risk management and it taking work away from their sub-lessees.

In some cases the Woodford Bay Slipway can mean the difference between affordability and selling a family boat.

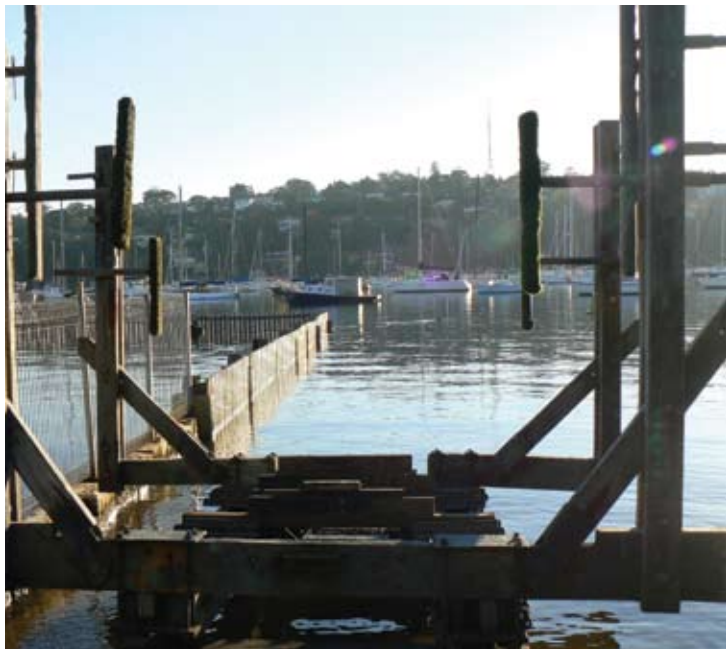
The slipway consists of a large hardwood cradle with metal wheels and base plate running on 2 railway tracks supported by timber sleepers.

It is sited at the end of Dunois Street, Longueville, partly on Council reserve and mostly on wetland owned by NSW Maritime. A large winch, set on a concrete slab on Council land, hauls the cradle. It is powered by a portable generator that is stored in the adjoining boatshed occupied by Don France.

The facility is capable of accommodating vessels up to 10m and 6 tonnes. The slipway is unfenced and located between Jean Mitchell Public Baths and a 1920s timber boatshed originally built and leased to aviator and local resident Charles Kingsford Smith. Research of MSB files revealed that the

boatshed's purpose was to house the applicant's speedboat "Miss Southern Cross."

From the 1960s, the slipway was leased from the MSB to the Chapman family and, around 1980, Richard Chapman made it available to the local boating community as a de facto community facility managed by Don France. The siting of the slipway is environmentally sensitive due to nearby mangrove trees and public baths. To address this, great care has been taken over the years to restrict activities, catch and contain scrapings from slipped boats and retain paint drips on drop sheets.



In 2000, Waterways sought to close the slipway and have it and associated structures removed because they were private and occupied public land. BOA

managed facility, open to all who could afford BOA membership and who were prepared to work on their own boat and comply with simple rules respecting the environment, neighbours and other users of a quiet, protected bay.

An address was made to a full meeting of the Lane Cove Council seeking support for the facility to be run as a

community slipway by BOA under a Code of Conduct and an Operational Management Plan. The Greens controlled Council was initially apprehensive but was persuaded by a commitment given to develop a Code of Conduct and Management Plan similar to what had been developed by Michael Chapman and David Lyall for Pittwater Council to run a co-operative cargo compound. The EPA was approached and 6 months of negotiating produced

an approved Code of Conduct and Management Plan. With EPA and Council supporting the community co-operative model, NSW Waterways found it difficult to object. Newspaper articles proved to be a powerful tool in turning around bureaucratic attitudes.

The slipway has undergone renovation under the leadership and organisation of Don France including the replacement of the railway to meet Council engineering recommendations. At Don's suggestion, Maritime agreed to provide isolated danger markers at the end of the tracks to alert boaters to a submerged obstacle.

Recently, Michael Chapman negotiated a further 15 year licence of the site from NSW Maritime to ensure long term tenure of the facility.

But after something like 40 years of running the slipway and fearlessly and unselfishly serving BOA members, Don France has finally had to concede that he needs to retire. To keep this very important iconic piece of Sydney Harbour infrastructure operational, the BOA needs to find volunteers – volunteers to take over the management of the slipway and to keep the last community facility of this type going.

All the requirements are in place – infrastructure, insurance, drop sheets, engine, know-how, code of conduct, up to date replacement and repair program. Please contact the BOA if you are able to lend some support.

As the Sydney Weekly Courier reported in 2003 – *“some of the threads of the rich tapestry of Sydney's working harbour came perilously close to unraveling at Longueville had it not been for the action of BOA”*.

President Michael Chapman, however, believed the slipway should be saved for use by boaters on limited incomes, retirees and those wanting to work on their own boats. The philosophy would sit well with BOA's objectives, so Michael pursued this idea by holding discussions with the BOA Committee, the Waterways Property Division and the Lane Cove Council.

The plan was for a self



# Currarong boat ramp – finally a reality

ANTON LE RUTTE

**L**ate in the afternoon of Friday May 20, the Mayor of the City of Shoalhaven, Councillor Paul Green, officially opened the newly constructed \$1.2 million Currarong

Few played a more important role in driving the project from concept through to completion than Currarong resident, fisherman and BOA member John Dale. In addi-

tion to being a member of the BOA, John is also a member of the fishing division of the Currarong Bowling and Recreational Club and sits on various local committees including the Currarong Progress Association, the Shoalhaven Coastal Management Committee and the Jervis Bay Resources and Floodplain Committee. Shelley Hancock, the local state member, once said of him, that he is “one of the powerful voices of Currarong” – a powerful voice that, from all accounts, clearly played a key role in ensuring the project’s completion.

But notwithstanding everyone’s delight in the delivery of the new boat ramp, John Dale has indicated that its full potential will not be realised until a number of significant issues are properly dealt with. These include the following:

## Navigational marks or leads

For reasons, which are a little unclear, NSW Maritime have not been particularly supportive of this project and in that regard have rejected numerous requests for



**Ribbon ceremony on the new Currarong ramp. From left to right: Councillor Greg Watson, Mayor Paul Green, BOA and Currarong Fishing Club member John Dale, Progress Association President Peter Cumes, Currarong Fishing Club member Wayne Watling, Shoalhaven City Project Manager Michael Strachan**

boat ramp. Opening the new boat ramp represented the final chapter of a forty year wait, twenty years of which have been accounted for by some very persistent lobbying, debating and, finally, planning.

Attended by some fifty guests including the federal member for Gilmore, Joanna Gash, the state member for the South Coast, Shelley Hancock, and all those that were key to driving the project from concept through to completion, this was a momentous occasion for the patient but very determined residents of Currarong.



funding assistance under the “better boating grants” scheme. Of even greater concern is their stated opinion that the boat ramp’s access to the open sea is unsafe. This has also meant that, in spite of numerous submissions for it to do so, NSW Maritime refuses to assist in installing any navigational aids such as channel markers, cardinal markers for the nearby reef or, as Michael Chapman has suggested, an even simpler solution, two sets of leads.

All they have assisted with is the installation of a safety warning sign at the top of the ramp. In the absence of navigational marks, the ramp cannot be used safely for the launching and retrieval of boats during the hours of sunset and sunrise – clearly a significant

impediment as it concerns the typical early morning and early evening routine of the average fisherman. Is this consistent with NSW Maritime’s mission statement of “supporting the maritime community?”

And for the reason that the absence of any navigational markers would make the use of the ramp at night generally unsafe, the Shoalhaven City Council won’t install a street light at the top of the ramp because it might be seen to be aiding and abetting an unsafe activity.

### **Repair of the toe of the ramp**

Problems with the pouring of the ramp at the seaward end (the toe) resulted in part of the ramp breaking up. This needs to be repaired as soon

as possible so that launching and retrieval activity is not compromised at low tide.

### **Wave barrier – left hand side**

Right now only the right hand side of the ramp has a wave barrier. John Dale indicates that the left hand side also needs such a barrier – particularly to give crew a catwalk along which to walk above and beside the ramp more safely.

But notwithstanding what still needs to be done to fully realise the benefits of the project, *what the residents of the small community of Currarong have achieved through perseverance, effort and the type of leadership John Dale has provided, is quite remarkable.*

## **Vale John Ward**

**1926 - 2011**

John was one of the earliest members of BOA, having joined in June 1990. John took a great interest in BOA from the beginning and served on the Management Committee for a number of years. In particular, he acted as liaison between BOA and National Parks & Wildlife Service with respect to maintaining appropriate access and boating services in the many waterways in the National Parks of NSW.

At the funeral his daughter, Merran Courtney, spoke with affection of her father as a “true, independent thinker, designer and inventor. It didn’t matter if it was mechanical, electrical or chemical, he took it on as a challenge to understand”.

John studied electrical engineering at Sydney University and soon took up the role of designing transformers and meters for the university professor instead of completing a degree, then moved into sales of



instrumentation for power stations.

John’s passion was sailing yachts. He designed 3 yachts and built two of them. “Building a boat was to Dad not the usual buy the bits at Whitties and screw them on,” says daughter Merran, “he actually designed and made the patterns, machined the castings and turned every thread on every nut and bolt on the boat on his lathe... a labour of love and a mammoth task, taking 5 years on his yacht *Intrinsic*”.

John sailed in early years with Sydney Amateurs and later became a Life Member of the Club.

“He simply loved sailing”, says Merran “just for the sake of being out there, getting the most out of the boat, trimming to best performance all the way”.

The BOA granted Life Membership to John Ward some years ago in recognition of his long term interest in and service to the BOA. His bright personality and unflagging enthusiasm will long be remembered by those who served with him.



The Committee, left to right: Dave Johnston, Secretary John Hunter, Treasurer Edward Pieck, Frank Downing, Vice President Anton le Rutte, Glenn Mathias, David Miles, John Grist, Michael Chapman, President Keith de Haan

## AGM April 2011

The Association's AGM was held at the Mooney Mooney Club on 13 April 2011. The meeting was a follow-on meeting to the November 2010 AGM, and was well attended in

beautiful Autumn weather.

The President's Report was circulated and is reprinted on page 3.

Proposed amendments to the Rules of Association, explored by Edward Pieck, were discussed at length and accepted unanimously as the BOA Constitution. It is being further reviewed and submissions from Members are sought.

Election of Office Bearers and Committee Members followed. The Office bearers elected are:

President	Keith de Haan
Vice-President	Anton le Rutte
Treasurer	Edward Pieck
Secretary	John Hunter

Eight Ordinary Committee Members were elected:

Don France, Glenn Mathias, John Grist, Michael Chapman, Frank Downing, David Miles,

Tony Morgan & David Johnston.

The Chairman thanked Keith de Haan for his excellent support and leadership over the past months. He also thanked Glenn Mathias for standing in as Acting Secretary, and extended his thanks to Edward Pieck for his work on the Constitution.

The new President, Keith de Haan, advanced a proposal for granting Life Membership to the outgoing President, Michael Chapman. Michael joined the BOA in 1994 and had been President since November 1999. Glenn Mathias spoke on behalf of the proposal, which was carried with acclamation. Glenn's notes are included opposite.

Jack Garaty noted that Mike Collins had been President for the BOA Hunter Region for 8 years. During this time Mike had done a great amount of research into



Michael Chapman receives BOA Life Membership plaque from new President Keith de Haan

# An invitation to participate

**Y**our Committee would like more members to be involved in the BOA activities. Even if you don't have a whole lot of time available, your involvement can help us achieve more for boaters. We need mem-

bers to participate in Marine Watch groups, Maritime Users Groups, BOA sub-committees and so on. Or perhaps you have a particular area of knowledge that would be useful for the committee to tap into: let us know!

Help us protect the boating life style. If you have some time or knowledge to share, email [info@boaters.org.au](mailto:info@boaters.org.au) or call 02 9960 1859 and someone from the committee will get back to you to discuss.

Edward Pieck



the boating industry and putting forward issues for the betterment of NSW boaters. Jack proposed a vote of thanks to Mike Collins, who has now been relieved by a new Chairman, Frank Downing. The vote of thanks to Mike Collins was carried with acclamation.

Keith de Haan asked members to join him in a vote of thanks to Don France for his sterling work, together with David Dee, in looking after members' use of the Woodford Bay Slipway for many years, which contributes funds to the Association. The vote of thanks was carried with acclamation.

The Chairman asked the meeting to acknowledge Joann McKay's contribution over the past ten years. A vote of thanks to Joann was expressed and met with acclamation.

## Farewell speech to Michael Chapman, Immediate past BOA President

Glenn Mathias

Joann and Gentlemen,

Thank you for giving me a few minutes to say a few words on Michael Chapman. I first met Michael in 1990 when I joined the then Maritime Services Board.

As the General Counsel of the Board, one of his duties was to appraise relevant General Managers of the decisions of Board meetings. Those decisions were sent out within 48 hours of the meeting, however, when he was appointed Managing Director of the then MSB Waterways Authority – now NSW Maritime – his replacement took weeks to deliver those Board decisions. A sign of a man in a hurry as I will soon demonstrate.

When he left the Authority to strike out on his own and take over the Presidency of the Boat Owners Association of NSW, the February 2000 newsletter of the Cruising Helmsman carried an article headed "Man on a Mission" from which I request your forbearance while I read out a few sentences ...

*... There's a new man at the helm of the NSW Boat Owners' Association and he's taking no prisoners.... In the two weeks since taking over, he had sent six submissions to the NSW Waterways Authority and asked for four matters to be included on the Waterways' agenda...*

Michael knew that to get things done, one needed the ear of the Minister and he got himself appointed to the Ministerial Council that oversighted boating issues.

He championed the cause of the Waterfront Action Group – a coalition of home owners who were being charged rents on their boat jetties and ramps that were incorrectly calculated. The WAG committee comprises very single-minded individuals with whom Michael has forged a strong alliance. The Group continues to be a valued and active subcommittee of the BOA.

Thank you for your valuable contributions, Michael, and I join with your colleagues and the members in wishing you success in your future endeavours.

Dear Editor,

A response to Alan Thompson's article  
in March Newsletter

# Global warming

by FRANK TALBOT

Your last BOA Newsletter had an article by Alan Thompson "We are in for a cool change." This is a statement at odds with scientific opinion. The late Professor Steve Schneider, an outstanding Stanford University climate scientist who sadly recently died of cancer, last year published an assessment of the views of over 1,000 climate scientists who were actively publishing in refereed journals on the issue. Over 97% considered global warming was real, and primarily human induced. As in any human endeavour there is a small group who disagree, in this case a very small fraction of climate scientists.

Mr. Thompson states world temperature measurements are biased because no account has been taken of the fact that many temperature recorders have been affected by being near growing cities that are warming. This is incorrect. This effect has been taken into account by climate scientists providing information to the Inter-Governmental Panel on Climate Change (IPCC). We are not cooling, the world temperature is up, and measurably so.

Mr. Thompson also refers to Professor Göran Frostell of Sweden who says we will be entering an ice age in 350 years. Over the past 800,000 years or so the earth has experienced glacial (ice) ages followed by warmer interglacials. These changes have occurred between tens of thousands to hundreds of thousands of years. There is, however, great debate among climate scientists about whether the next glacial will follow the same pattern, even if there is no warming by human greenhouse gases being added to our atmospheric thermal blanket. It is a tough call for climate scientists to predict, and estimates range for the next cooling to start between 1,000 to 50,000 years if it does occur.

But we are now a factor in the game. Since industrialisation we have added one third to the greenhouse gases that make up our atmospheric "blanket" (mostly CO<sub>2</sub> added from burning coal, oil and gas). This has already warmed us and is continuing to do so at a rate so rapid that its changes will affect us in the hundreds, not thousands of years.

Perhaps the words of Dr. James Hansen may help here. Dr. Hansen (a distinguished international climate scientist and the Director of the NASA Goddard Institute for Space Studies) giving evidence to the United States Congress reported: "The human-made change of atmospheric CO<sub>2</sub> is ten thousand times larger than the natural rate that drove the huge climate changes" (my emphasis). "Humans are now in charge of atmospheric CO<sub>2</sub> and global climate, for better or worse."

He states in this report "But shouldn't Earth now, or at some point, be headed into the next ice age? No. The long lifetime of human-made CO<sub>2</sub> perturbations assures that no human generation that we can imagine will need to be concerned about global cooling."

I am only a marine biologist, and am professionally interested in the marine world. World sea surface temperatures are up now by nearly one degree centigrade, but off Sydney our sea temperature is up by 1-2 degrees. We are in a world hot spot. This increase may sound small, but is already causing changes in the distribution of marine species along our coastline. Also very disturbing is the fact that the acidity of surface water has increased by 20-30% due to absorption by the sea of a portion of human induced CO<sub>2</sub> which is producing carbonic acid. Increased acidity makes it more difficult for organisms to lay down calcium carbonate. These changes are real and measurable. Professor Ove Hoegh-Guldberg of Queensland University reported to a conference in Cairns early this month that corals must move southward at 15 kilometres per year to stay cool, and while "individual coral larvae can travel great distances, the whole coral reef can't. The uncomfortable conclusion is that we might lose the reef." (New Scientist Vol. 210 No 2807)

There are awful long term effects from a 2-4 degree C. increase in temperature. These include a massive loss of biodiversity, huge changes in food production, shifts in droughts, flooding rain, cyclonic storms and a sea level rise that will drown areas where millions of people presently live.

We now have a global climate problem that needs our understanding and active response. Pointless denial merely delays effective action and leaves more serious problems for our offspring.

Prof. Frank Talbot (BOA Ambassador)  
Graduate School of the Environment  
Macquarie University  
12th April 2011

# BOA new constitution and 2010-2011 AGM

As mentioned on page 8, much work has been done to amend our Constitution. The results were presented and accepted at the 2009-2010 AGM on 13 April 2011. The work is being further reviewed and BOA members are welcome to participate in that process.

The BOA constitution in its accepted form is posted on the website for Members to read.

The AGM for the financial year 2010/2011 is likely to be held in October 2011. At this meeting the reviewed and modified Constitution will be put to the Members for approval and acceptance. *Ed.*

## If you change your address or contact details...

...please contact the Membership Secretary on 02 9960 1859 - otherwise the newsletter may not reach you and your membership may lapse... since we cannot find you. *Ed.*

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## Discounts to members

As at February 2011 the following suppliers are on the accredited list.

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### LAKE MACQUARIE

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#### Mr Moorings 0414 351 779

10% discount off all mooring servicing and mooring parts

#### Alkira Mooring Services 0415 318 747

10% discount off all parts but only as required during a mooring service undertaken by Alkira

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#### Lifestyle Marine (Toronto)

(02) 4959 1444

10% discount off slipping fees and chandlery items except those items already on special

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#### Coulin Marine Trim (Marks Point)

(02) 4945 3322

10% discount off repairs to dodgers and covers

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### PITTWATER

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#### Careel Bay Boat Services (02) 9918 2331

Discount off boat services and maintenance

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### SYDNEY HARBOUR

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#### Base Point Maritime Training

(02) 9931 7711

10% discount off all courses

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### ALL MAJOR AREAS

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#### Sea Tow 1800 732 869

10% discount off annual membership fee plus discounts and other special offers available from other marine suppliers through the "Advantage Network"

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#### Dockside Buyers Group (02) 9970 8459

50% discount off initial membership fee

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#### Marine LED Solutions Australia

0404 856 824

10% discount off all LED replacement bulbs

www.marineled.com.au

## MIAA President Andrew Chapman assesses the state of play in the marina industries



MIAA President, Andrew Chapman CMM

**A**s a marina operator and developer I've been like most in the Australian industry over the summer period: very busy building business activity that had been lost as a result of the GFC. As a leisure industry we are susceptible not just to economic forces but also the forces of nature and some of our colleagues in Queensland (and Victoria) have felt the full force of mother nature and our thoughts have been with them over the summer period.

2011 however is generally shaping up as a better year for marinas. Boating activity and boating repairs and maintenance should both see acceptable growth over the next 12 months. Higher end boat sales may remain under pressure with the flood of foreign internet sourced boats likely to continue.

The difficulties of refurbishing and developing marinas may only improve slightly in the short term. Some state governments now seem to understand they must provide marina leases that encourage businesses to reinvest. However the planning and compliance regulations in all states are making marina development too onerous for all but the most patient and deep pocketed investors. If governments want to encourage recreational boating and the growth of modern marinas that provide excellent environmental and social amenity for their communities, they will need to work vigorously in reducing the time and complexity associated with marina development.

In the next MIAA e-news I will outline what MIAA is doing on behalf of its members to assist the industries long term growth and development. In the mean time if you are serious about growing your business I suggest you register now for Marinas 2011: the best way to benchmark your performance with fellow marina operators and pick up the latest on ideas and world trends in our industry.

*Courtesy Marina Industries Association of Australia  
newsletter, e-news*

### in profile – **John Hunter**



**J**ohn, BOA Secretary, is a retired in-house lawyer having worked with Ampol/Caltex for 18 years, the last 10 years as Company Secretary and more recently as General Counsel for grocery wholesaler IGA.

John started sailing on VJs as an 8 year old at Connell's Point. Since then he has sailed dinghies and yachts at Burraneer Bay, Bayview, Sydney Amateurs, Palm Beach, Clontarf and Middle Harbour before succumbing, with teenage children at the time, to ("dare I admit it", he says) speed boats - the Bayliner, the Wellcraft and the Sea Ray. He currently twilights with the Castlecrag Yachting Group. He has also done some offshore sailing - East Coast and a Hamilton Island Race Week. John, furthermore, is currently the Secretary of Marine Watch Middle Harbour.

# Safety a top priority for Roseville ramp

DANIELLE NICASTRI MANLY DAILY APRIL 5 2011

The latest stage of the Roseville boat ramp upgrade at Davidson Park will address a host of maintenance issues identified by the NSW Boat Owners Association.

The upgrade will level potholes and concrete surfaces, replace lighting and repaint parking lines.

The association also asked for a wider and deeper landing pontoon to sufficiently cater for wheelchair access, alternative plants and for grassed parking areas to be levelled or provided with adequate drainage.

But an Environment Department spokeswoman said parking and drainage improvements were part of the next stage of the upgrade. She said plant species could be discussed further, drainage would be reviewed by a civil engineer and that \$18,000 had been spent on potholes, drainage and resurfacing over the last 18 months.

"We're more than happy to look at all ideas, which is why the concept plans were placed on public exhibition," she said.

"We will refer the BOA submission about the pontoon to the marine engineer and NSW Maritime to see if it's feasible, safe and can be done within budget.

"Our intention has always been to incorporate disabled access into the replacement landing pontoon, so the detailed design will address the standard requirements for disabled access in conjunction with the length of the gangway.



**BOA President Keith de Haan has kept a close eye on the upgrading of the Roseville boat ramp.**



**At the Roseville ramp**

## Boating Industry Association of NSW elects new President

Darren Vaux was recently elected as the new President of the Boating Industry Association of NSW at the AGM. Darren who is the owner and operator of Empire Marina Bobbin Head, has already served on the board for the last six years and also holds the position of Vice President of the Marina Industries Association of Australia.

At the AGM, Darren said, "I am very excited about taking on this challenge and see a bright future for our industry. Our association has had tremendous success over recent years under its retiring President,

Doug Olding, and I plan to build on the board and BIA team's achievements under his control"

Darren is also well known for his commitment and chairmanship of the new Boating Industries Alliance of Australia, that has brought all BIAs around Australia together to tackle national issues.

Immediate past President Doug Olding has served 15 years on the board as Treasurer and 5 years as President. Doug will remain on the board as Immediate Past President for a further 12 months to assist with a smooth transition.

Roy Privett, the Association's General Manager said, "We welcome Darren as President and look forward to his vision and guidance. Over the years our board has been stable and has provided tremendous support to our team."

## President's report

continued from page 11

power to review the rate of return. This occurred at the same time as the Minister's department is apparently conducting a review of the rate of return.

We certainly look forward to better times and better government.

Thank you for your support this year.

### Addendum to Presidents Report – AGM 13 April 2011

The most notable event subsequent to the November 2010 AGM is the overwhelming majority achieved by the coalition to achieve government in NSW. This provides BOA with opportunities for a fair go, including:

- Regular maintenance dredging of Swansea channel
- Access to marine parks
- Fair rents and fair leases for domestic waterfront tenants
- A major regional boat ramp with adequate trailer parking at White Bay so that trailer boaters from western suburbs may enjoy the harbour without a long boating trip

These are real challenges to ensure BOA remains relevant.

## Further achievements

The last decade has seen 3 significant objectives achieved:

- BOA Hunter Region established
- Waterfront Action Group established
- Woodford Bay slipway saved and leased to BOA for a 20 year term.

Each one of these has secured the BOA's financial base.

Michael Chapman  
President  
13 April 2011

## From the Membership Secretary

**T**hank you very much to those members who renewed promptly upon receipt of their Membership Renewal Notice – this is always greatly appreciated as the major proportion of the Association's financial resources comes only at this time of the year and must be budgeted to cover expenditure for the following twelve months. For those who are yet to renew, please do so by 30 June as your Association needs you! **Please note:** this applies only to members who were due to renew in April 2011. If you have not received a Renewal Notice, you are a paid up member until at least April 2012 through paying for one or two years in advance.

**Thank you also** to those members who, in addition to their membership fee, made a special donation to the BOA or a contribution to the WAG Fighting Fund.

These extra contributions are very much appreciated and are applied as follows:

### Special Donation to BOA

To carry out its work on behalf of NSW boat owners, the BOA needs money to operate and go about its business. And although it operates as a voluntary organisation, the expenses the BOA incurs are significant. Any donations the BOA receives are very welcome to assist in offsetting the difference between increasing costs and a relatively flat revenue base.

### WAG Fighting Fund

This is self-explanatory as it supports the management and progress of the project for which the Waterfront Action Group was formed, and members are kept up to date at all times – via emails and the WAG website - on what is being done on their behalf and the ways in which the Fund is expended. Funds are typically used to get expert advice from lawyers and property valuation experts, as is happening now in regard to the submission to IPART.

Joann McKay  
BOA/WAG Membership  
Secretary

## Donators to the fighting funds

### BOA Fund

Peter Behr  
Geoffrey Boaler  
David Brown  
Peter Cox  
Kevin Curry  
Warren Grounds  
Timothy Glover  
Kevin Ham  
Ian Hicks  
Robert Harvie  
Ross Irvine  
Barry Jackson  
Michael Kalajzich  
Michael McKimmie  
Lindsay McBride  
John Moore  
Struan Robertson  
John Reed  
Andrew Strange  
Keith Turner  
Barry Zieren

### WAG Fund

Ronald Boys  
Maxwell Breckenridge  
George Clark  
Tony Clarke  
Danny Crowther  
Jeremy Davis  
Anthony Drew  
Vicki Emmett  
Geoffrey Ford  
Christine Fraser  
Claudio Giovenco  
Lionel Hunt  
Gordon & Fay Keech  
John Langley  
Dane Latham  
Edward Lee  
Clare Loudon  
David Manchee  
Alan Neilson  
Kevin Orsman  
Egil Paulsen  
David Rose  
Greg Sawyer  
Lynette Wherry  
Iris Yee  
Michael York

# New members

December 2010 – May 2011

Fraser Todd  
John Foley  
Andrew Brooks  
John Hunter  
Bruce Meldrum  
Geoff Lavis  
Carl & Helen Leary  
Neil Griffith  
John Hood  
Fred Murray-Walker  
Roy Cohen  
Emilio Gonzalez  
James McInerney  
Ron Redwin  
Wilfred O'Young  
Peter Irvine  
Rhonda Purvis  
Jonathan Bell  
Dennis & Suzanne Roll  
James Lloyd  
Elizabeth Fletcher  
Sue Paton  
Jack O'Mahony  
Michael Simmons  
Shane Rendalls  
Karen Warburton  
Phillipa Harvey-Sutton  
Kenneth Joyce  
Philip Redmond  
Brian Carney  
Andrew McKinnon  
Steve O'Brien  
Bob Bunning  
Ann Koutts  
John Dunn  
Ian Denner  
Garry White  
Mark Willson  
Lynne Crookes  
Henry Chan  
Charles Graham  
Gordon Esden  
Brendan Howell  
Glen Kinging  
Chris McMahon  
Russell Edwards  
Charles Mendel  
John Dolan  
John Hayson  
Paul Brogan

## Tathra ocean rescue

**NSW Maritime** is investigating a boating incident at Bithry Inlet, near Tathra, South Coast NSW.

On Sunday 20 March, three young men survived the capsizing of their 3.7m boat.

The boat was reported to capsize just over 100m offshore.

It is believed none of the three were wearing lifejackets.

While the details of the incident remain unclear, it is a reminder of the importance of lifejackets.

New rules in November 2010 make it compulsory to wear lifejackets in a range of heightened risk situations and that includes when boating offshore in small craft.

Lifejackets are compulsory for all on board when offshore in boats of less than 4.8m. For more details on lifejackets go to <http://maritime.nsw.gov.au/campaigns/lifejacket.html>

For interest, the media report from ABC Radio – Bega follows below.

ABC RADIO BEGA REPORT:

Map: Wapengo 2550

A Tathra teenager has survived an accident in dangerous surf north of Tathra, on the New South Wales far south coast.

Three 19-year-old males from Tathra and Bega were fishing outside of the Wapengo Lake at

Bithry Inlet when their small boat capsized yesterday afternoon.

Two swam to shore, but the third was carried by currents along the rocky coastline for more than an hour before being found by life savers.

He was winched into an ambulance helicopter from an inflatable rescue boat.

Tathra-based life saver Tony Rettke says he is relieved the operation was a success.

*"The boy had been battered quite a bit and was very tired, and they pulled him into the duck," he said.*

*"He was very pale and hypothermic and not very well at all, but it was good news."*

Mr Rettke swam for 30mins from the inlet, and helped to direct the boat. He says it was an impressive rescue effort.

*"They very skilfully negotiated a path inside the break and did a great job," he said.*

*"At that point, they heard someone yell – the third person they were looking for – they heard him yell out and then they saw him.*

*"I was amazed, because I was expecting a very different outcome."*

The teenager was treated in Bega Hospital for hypothermia.

Stephanie Field  
NSW Maritime Media Officer



Marine Rescue Cottage Point team and patient racing to meet ambulance. Left to Right: Paul Millar (obscured), John Bensley (back to camera), and new member Luke Hogarth.

## Two first aid emergencies for Marine Rescue Cottage Point

On Saturday 7<sup>th</sup> May Marine Rescue Cottage Point was kept busy with 2 medical emergencies. The first incident involved a man who had suffered a deep (3cm) slice in his ear while climbing from his dinghy on to his cruiser. Water Police alerted the Marine Rescue team and CP 20 raced to the scene where the badly bleeding man was transferred to their vessel. His wound was bandaged and he was taken to an ambulance at Cottage Point.

The second, more serious incident involved a young man who had been injured in an accident on a local houseboat. The Cottage Point radio operator was able to calm the desperate caller and obtain sufficient clues to identify their location. CP 30 was dispatched at speed to attend.

On arrival, the team found a 27 year old man named Matt on deck with a deep wound to his forehead and obvious face and jaw injuries. He was barely conscious and in

considerable pain. Matt had misjudged a dive from the top deck of the houseboat and struck his head heavily on the vessel's outboard engine cover and fibreglass propeller guard. His friends had pulled their semi-conscious mate from the water.

The Cottage Point team assessed that the patient had suffered deep head and facial wounds with a probable broken jaw and broken ribs. There was also a possibility of other internal injuries and lung damage. A neck brace was fitted before the crew carefully moved the patient to their Stokes Litter and transferred him onboard CP 30 where he was placed on oxygen therapy. This was done with great care to help ensure that any neck or back injuries were not exacerbated and to minimise the patient's pain. Quick passage was then made to nearby Parsley Bay where an ambulance met them.

Unit Commander David White was full of praise for his crew –

John Bensley, Paul Millar, Luke Andrews and Luke Hogarth, who performed with great skills on the day ensuring that the injured man was properly cared for.

The following day an update from both patients was received. The man with the lacerated ear was released from hospital early on Sunday morning, and returned to his vessel. The more seriously injured Matt remained in North Shore Hospital with a badly broken jaw, missing teeth, broken ribs, punctured lung and concussion. Despite the seriousness of his fall, he suffered no neck or spinal injuries.

Incidents such as these demonstrate the importance of having well trained and equipped Marine Rescue crews and vessels available for emergencies on the waterways.

David White  
Unit Commander  
Marine Rescue Cottage Point