

Welcome to the latest news from the Boat Owners Association



## The Boat Owners Association of NSW Inc

*Consumer Action in Boating*

### **BOA Alert April 2020**

Good morning,

**Follow us on Facebook and our website:**

<https://www.facebook.com/boatownersNSW/>

<https://www.boatowners.org.au/>

**Members - what can you do for your Association?**

**Introduce a new member - *they can join and pay online!***

An organisation like the BOA thrives on its diversity of membership. The more members we have, the more effective we are when addressing issues with our affiliate organisations, government and the bureaucracy. ***If you have a friend who is also a boatie, why not introduce him to the BOA?*** The more members we have, the stronger our voice! Just go to [www.boatowners.org.au](http://www.boatowners.org.au) to find out more or call 9960 1859.

**COVID-19**

The COVID-19 pandemic has caused massive upheaval to our lifestyle and this extends to recreational boating restrictions on our waterways. The latest directives from NSW Maritime can be viewed here:

<https://www.rms.nsw.gov.au/maritime/covid-19-update.html>

Link to helpful BIA advisory here:

<https://boatingindustryassociation.cmail20.com/t/ViewEmail/d/B544C42EADAB3F092540EF23F30FEDED/88CDDAEB8F4B8F0C27D1E72AD0FD8334>

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## **Mooring Reform Program**

Our members are frequently in touch with us regarding “mooring minders” and the problems caused by mooring breakages. These are just two of the factors being addressed under the state government’s Mooring Reform Program. BOA Committee Members Chris de Jong and Mitch Geddes were appointed in 2018 to the NSW Maritime Community Reference Group (CRG) dealing with these matters. The role of the CRG is to provide NSW Maritime with advice and guidance around proposed policy changes in line with the key initiatives identified in the Mooring Review.

Some of these key initiatives, or objectives, include:

- a reduced incidence of mooring failure,
- reduced salvage frequency and associated cost/impact,
- reduced impact of moorings on seagrass, and
- reduced on-water storage of end-of-life vessels.

As a result of the March 2019 state election and the consequent reorganisation of Roads & Maritime into Transport for NSW, the CRG has not met since November 2019. At that time, development of an engineering standard for swing mooring apparatus had not been finalised and appeared to be still some way off. NSW Maritime had however recently undertaken sweeping audits of swing moorings resulting in the scrapping of many end-of-life vessels. To find out when your area will be audited go to the “SAFETY” page on our website:

<https://www.boatowners.org.au/safety>

BOA recognises the scourge of “mooring minders” but also the regulatory framework that encourages their existence. While the need for fit-for-purpose mooring apparatus is a given in all locations, the problem of “mooring minders” displacing other vessels remains one where priority should be given to high demand wait-list areas.

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## **Reducing the impact of swing moorings on seagrass**

NSW Maritime continues its search for an alternate swing mooring design for seagrass areas – one that is capable of serving its function while having reduced “radial scour” impact on seagrass. The current trial of “hybrid environmentally-friendly mooring” (EFM) in Shoal Bay is distinguished from other so called EFM systems in that it does not involve a permanent fixture into the sea bed, but a fixture into a 4.5t concrete dump weight. The idea of the dump weight is to allow the entire apparatus to be hauled to the surface for servicing. Above the dump weight, in lieu of heavy ground chain, is a bungee arrangement of specified elasticity designed to cope with the expected duty. The benefit to be derived from this system is the absence of any chain contacting the seagrass below.

Regrettably, the four trial moorings at Shoal Bay are reported to have been installed at a cost of approximately \$9,000 each. At such a cost, a situation where there is a greater capital outlay in the mooring than in the boat swinging upon it is not inconceivable. BOA also identifies fundamental design flaws with such an approach that relies on some component of the duty load being seen by the dump weight itself, rather than absorbed almost entirely by a properly-sized ground chain. The four moorings are available for the public to “trial” on a casual basis, however this approach is not expected to yield the kind of reliable results that might have been available if trialled using a vessel of fixed displacement/windage through all conditions. More details here:

<https://www.rms.nsw.gov.au/maritime/moorings/hefm.html>

## **Anchoring advisory buoys in Spring Cove, North Harbour**

There was much confusion during summer caused by the new anchoring advisory buoys installed at Quarantine and Store Beach just before Christmas. The buoys are to alert the boating public to the Critical Habitat (CH) protection zone, within which anchoring is not permitted (nor anchoring in such a way that has the boat sitting within the zone) during the penguin breeding season (1 July to 28 February).

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Regardless of the position of the buoys, which in some cases can be 100m from shore, the CH zone is defined as 50m seawards from the Mean High Water Mark (MHWM). For the purposes of estimating MHWM, the intertidal oysters provide something of a guide, as does the beach (most of which is below MHWM). The buoys themselves provide no delineation of the defined CH zone - merely an alert to be aware of it. More details here:

<https://www.environment.nsw.gov.au/criticalhabitat/LittlePenguinNorthHarbourCriticalHabitatDec.htm>

See the map here:

<https://www.environment.nsw.gov.au/resources/nature/penguincriticalhabitat.pdf>

### **Batemans Bay**

Our local BOA representative reports that dredging of the bar at the entrance of the Clyde River has commenced. This is in response to heavy lobbying by our local representatives at RBAG and at state level.

### **Yarra Bay**

The planning for the proposed new passenger terminal in Yarra Bay, next to the Botany Bay container terminals have been postponed to next year, by which time the situation with the cruising industry might be clear.

### **AGM**

The following list shows members appointed to the BOA Committee at its AGM in November 2019, plus members added to the Committee since then. Also included are members who represent BOA in various regions.

<i><b>Surname</b></i>		<i><b>Code</b></i>	<i><b>Mobile</b></i>	<i><b>Email</b></i>
<i><b>Management</b></i>				
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McKinnon	Andrew	2046	0412 401 102	<a href="mailto:andrew@oaansw.com.au">andrew@oaansw.com.au</a>
<i>Vice-President</i>				
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*Secretary/Treasurer*

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**Committee:**

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Frost David 2540 0414 543 602 [david@delmech.com.au](mailto:david@delmech.com.au)

**New Appointments**

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**Regions:**

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*NSW Far South*

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*NSW Hunter*

Scrivener Ian 2077 0404 464 308 [boa@zilogy.asia](mailto:boa@zilogy.asia)

*Pittwater*

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*Botany*

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With our best wishes to you all,

The BOA Committee

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