



NEWSLETTER

June 2013

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Seagrass, boaters and Little Penguins JEFF RICHARDS



NSW Fisheries has undertaken a major reconsideration of the proposal to ban anchoring in parts of Manly West and Quarantine Bay in Sydney Harbour. The Department has produced an alternative plan that appears to address all the concerns raised by boaters. The changes are in response to serious questions raised by BOA and others about the proposed bans, the process used to consult with the public, and the information provided about seagrass and damage caused by anchoring.

An analysis of the submissions received in response to the Issues Paper (the Submissions Report), the agreed outcomes, updated mapping, and some specific comments on issues raised in some submissions can be found at : <http://www.dpi.nsw.gov.au/fisheries/habitat/boating-practices>

Incomplete analysis

BOA members are advised that the implication in the original Submissions Report that BOA supported the ban on anchoring is due to an incomplete analysis of the BOA submission. Fisheries has agreed to revise the Submissions Report to remove that implication. The original Submissions Report included in the statistical analysis a number of submissions that had been classified as form letters. The Issues Paper clearly stated that form letters would not be considered, and Fisheries has agreed to revise the

submissions report to exclude those submissions.

BOA has also indicated to Fisheries that the Submissions Report is deficient in a number of areas, and in particular in the way that it ignores those parts of the submissions that did not directly address points set out in the Issues Paper. This meant that many important considerations raised in the submissions were not evaluated or received only cursory consideration.

Poor science

The poor science behind the original Issues Paper is one significant matter that was mentioned in a number of submissions, but virtually ignored in the Review. Fisheries has now partially addressed that question by carrying out more scientific investigation at the sites, and revising their use of the data in the original Issues Paper. This adjustment can be found in the additional commentary at the above site.

BOA is pleased to see the acknowledgement of the poor science behind some of the figures quoted in the issues paper, but we also note that the new figures are based on reports that are not yet peer reviewed, and could be subject to similar criticisms.

More importantly, there is the question that many people who responded to the Issues Paper based their comments on the information that it contained. The BOA position is that the revision of the data is sufficiently substantial to mean that any comments in the submissions relating to loss of seagrass coverage over the years cannot be considered. This makes the process virtually ineffective for policy decisions.

Agreed outcomes

The agreed plan is to install 8 courtesy moorings throughout

the area, placed so as to make it unnecessary for vessels to anchor in seagrass. Advisory signs will be attached to the moorings. There will be additional advertising and promotional material available to alert boaters to issues concerning damage to seagrass. There will be no bans on anchoring at either Manly West or Quarantine. Boat access to the beach at Manly West will continue to be available, but there will be ongoing discussion about managing that access for the safety of swimmers and Little Penguins.

BOA supports the protection of seagrass, particularly for endangered species and for areas where there is risk of changes occurring as a result of boating activity. But BOA also supports the continued availability of an amenity that has been a significant part of the Sydney recreational boating life for many years. We are pleased that Fisheries was able to come up with a series of proposals for the management of boating activities in the area that appears to be capable of serving both purposes. There is still work to be done in sorting out the details, but we are confident that boaters will be able to continue to enjoy the amenity of the area, as they have done since the earliest days of boating on the Harbour.

Your Association took a strong position on the attempted ban on anchoring from the moment we became aware of it, and together with the BIA we were at the forefront of public opposition to the proposals. Many BOA members provided responses to the Issues Paper, and it is clear that the strong arguments presented in those submissions, together with the representations made by BOA, were instrumental in securing a favourable outcome for boaters.

Re-thinking marina rentals JEFF RICHARDS

Back in June 2005, BOA organised a tongue-in-cheek letter to Afloat, commending NSW Maritime for their proposal to reduce lease rentals for marinas that provide a full range of services to boaters by tying rents to profits:

"NSW Maritime is actively encouraging the leaseholder to make maximum commercial usage of the site they have been allocated, and this can only be good for ensuring that boaters get access to the services they need on the waterfront". (Afloat Magazine, June 2005, Letters, P6)

Of course, NSW Maritime was suggesting at the time that lease rentals be increased for the most profitable marinas, but the presumption that there was only one possible relationship between profits and rents meant there was ample room for the supposed 'misinterpretation' in the reader's letter.

A significant first step in implementing the idea behind that suggestion has now been taken, and RMS

has agreed that the process of setting commercial rental rates for wetland leases will include consideration of the facilities that the operator provides to the public. Where the operator provides facilities such as foreshore access, fresh water, toilets or pumpout they will be eligible for a reduction in rental. This is part of the Department's strategic plan to improve public access to the foreshore and the associated facilities.

BOA will continue to press for an extension of this innovation to include rent adjustments based on the range of commercial facilities that the operator provides. We believe that, in granting public land for the use of a commercial operator, the Government has a responsibility to actively encourage the full use of that land for services to boaters. By reducing rentals for operators who provide the range of services that boaters need at the waterfront, the Government is helping to ensure the land is fully utilised for the purposes intended.

From the Editor

Putting together the newsletter this time has been an absorbing and rewarding job. Much of the material tells of success in our endeavours. Committee members' hard work is bringing considerable results, and no doubt



respect where it matters. And I sense there is more to come.

Among our backbone contributors, let us thank Jeff Richards, Anton le Rutte, George Citer, and Frank Downing. The finished art files go to David Lee of Contact and Clarendon Printing, a never failing

supporter and a life member of BOA. After the printing

Joann McKay with a team of helpers handle the addressing and stuffing of envelopes and distribution by Australia Post and email.

Two distinguished members, Keith Marriott and Andrew McKinnon, have taken up positions on the committee. Both willingly accepted my request to submit a profile of themselves – read on pages 6-7. I furthermore wish to thank Bruce Lane who helped with photos for the Glades Bay boardwalk segment, also Jon Gaul for writing the promising Eden marina story at short notice, with photos supplied by Glenn Brunette.

Photos are nearly always a vital part of a printed page – editors hunger for them. Please, send me *your* photos, surely better than my happy snaps.. Let's keep this rag alive and sparkling.

Lars Frostell

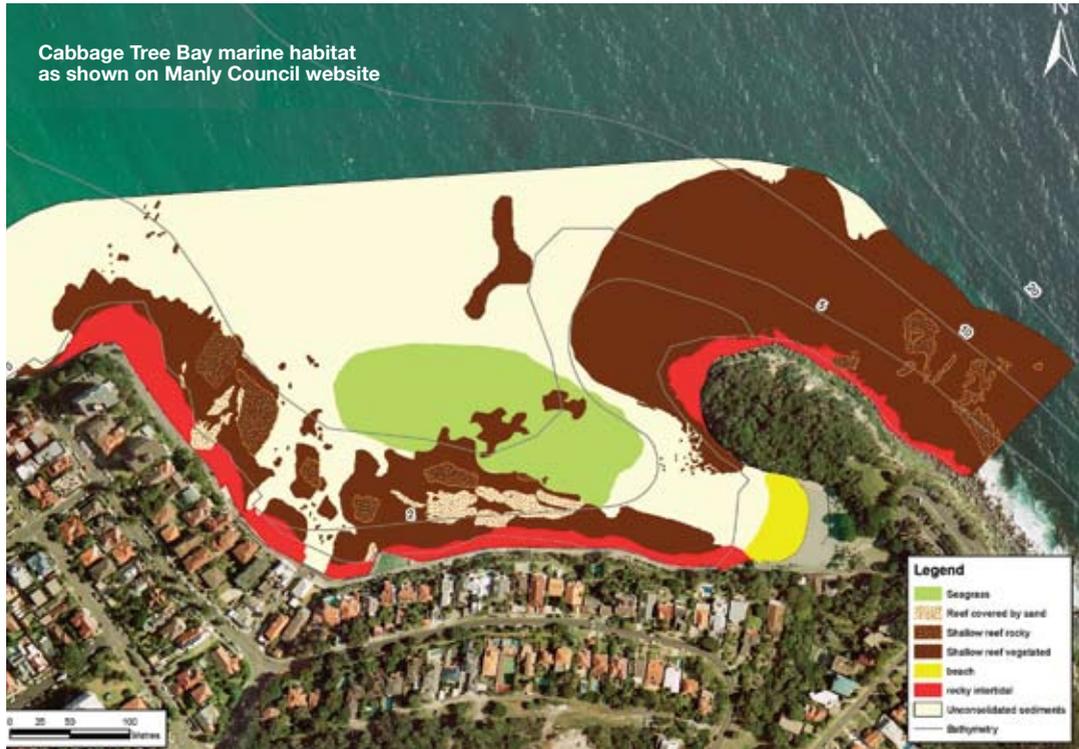


Cabbage Tree Bay – proposed investigation

IN 2010 Fisheries, acting under the Fisheries Management Act, called for representation from a cross section of local government, surf club, boating industry, community groups and recreational boating to establish regulations relating to The Cabbage Tree Bay Aquatic Reserve.

Prolonged and in-depth discussions took place

complete the terms of the agreement as was understood by the participants. We have not been able to locate minutes from that final Committee meeting to confirm the details of the consensus or the responsibilities for implementing it. We recently discovered that Fisheries does not intend to take action to implement the consensus because



over many months, involving a number of representative groups. These discussions resulted in a consensus decision the terms of which included

- To ban motorized craft landing on Shelley Beach between October long weekend and Easter
- Public moorings to be installed by Maritime at no cost to Fisheries or Manly Council.

Despite the consensus terms agreed by the participants three years ago, there has been no demonstrated action or intention by Fisheries to

the problem has apparently been moved to another Government department.

The Manly Council website for Cabbage Tree Bay makes no reference to the determinations of the Committee – it has no information beyond the release of a habitat map in about 2009.

<http://www.manly.nsw.gov.au/environment/marine-and-coastal/cabbage-tree-bay/>

BOA is concerned with the appearance that process has been sidetracked and gives notice that this matter will be investigated.

BOA Committee

Currarong boat ramp – moving in the right direction ANTON LE RUTTE



Costing more than \$1.2 million to build, the Currarong boat ramp is probably the finest of its type in NSW. But as has been reported on a number of occasions since its opening in May of 2011, there are still a small number of items that require attending to. The two main ones concern the need to construct a walkway along the left hand side (looking seaward) of the ramp and the installation of a set of navigation leads.

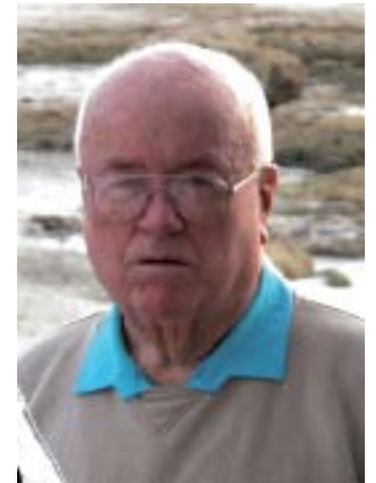
In previous issues of this newsletter, the BOA has provided a significant amount of detail on these two “still to be completed” projects. But although recognised as issues that need to be dealt with, Shoalhaven City Council’s ability to move forward has been delayed not only by opposition from nearby local residents but also finding the further funds to undertake the work – specifically, on the walkway and the installation of ramp lighting to make

safer the ramp’s use at night. NSW Maritime (RMS) would pay for the installation of the navigation leads.

Following on from an extensive community consultation process and submissions (from RMS, the Currarong Bowling & Recreation Fishing Club, the Currarong Progress Association and the BOA), a meeting of Council’s Policy and Resources Committee held on April 16, gave approval for

- the allocation of \$30,000 to construct the walkway,*
- the installation of a single light to make safer the emergency use of the ramp by night and*
- Council to grant consent for RMS to install navigation leads on the foreshore reserve.*

But notwithstanding the very professional and positive nature of each of the submissions supporting what needed to be done, what probably tipped the Committee’s thinking had much to do with the very



John Dale

tenacious address made to its members on the night by John Dale. John has spent a very sizable part of his life (a number of decades) championing the cause for the construction of a boat ramp at Currarong. And having delighted in seeing it finally opened, he is not about to give up making sure it is properly completed.

in profile **Keith Marriott**

I joined BOA Committee recently and would like to introduce myself to our members. I am a spritely 54 with a keen interest in boating. My day job is 747 skipper and whilst juggling the demands of the job plus those of my 21 year old daughter who lives with me in Clovelly and supporting three charities I try to squeeze as much sailing in as possible.



I have a Columbia 27 which I keep at Woodford Bay. 'K Sa Ra' is the fine vessel which I often feel I spend more time maintaining than sailing but I think that may be said of the relationship most sailors have with their boat.

I have been sailing since I was about 12 years old. I started crewing on Flying 11s out of RPAYC. It was about then my Dad took up an interest in sailing and began acquiring a

series of boats on which I used to crew. It was his purchase of 'K Sa Ra' and its positioning in Woodford bay that began my association with Don France and BOA. I began through Don to realize what great advocates the BOA are for the interests of boat owners. I was impressed with their credibility with State Government Departments and the many successes BOA achieved. I then resolved to join as a life member.

With the passing of Don and the consequent Committee vacancy I felt it was time to step up and assist BOA on Committee. As former Secretary of The Australian and International Pilots Association I feel I bring to the Committee administrative skills, a strong desire to see BOA membership grow and the Organisation continue to advocate the interests of boat owners.

I believe the strength of any organization lies in the engagement of the membership. If every member were to sign up a new member we could continue to grow the membership. I would like to see members being more involved, write to us, let us know what you think, how can we assist? Drop in to the monthly CoM meetings, come to the upcoming social events (details of which will be announced soon)

It is your Association and I look forward to helping to represent your interests as a Committee Member.

in profile **Andrew McKinnon**

Good afternoon members, I'd like to introduce myself as one of a couple of new faces on the BOA Committee.

From a boating viewpoint I'm quite new in my own right but have been on and around them for decades. A close friend's family has always had yachts and so I've been sailing since I was about 12 – however it has only been in the last couple of years, with family growing up, that we've found the time and resources to acquire a Compass 28 of our own, now moored in Five Dock Bay.

When not sailing (which sadly is in the majority) I am the CEO of the Optometrists Association Australia NSW/ACT, a role I've held for more years than I care to remember. However it has stood me in good stead with the BOA, as I have a sound understanding of the many political issues the Association faces, as well as management and governance.

Being very new to the BOA I have been immediately impressed by the breadth of issues which the Committee has been addressing and also astounded by the range of matters confronting the boating public of



NSW. The energy and commitment of the Committee members is invigorating!

I hope to meet many of you in the coming months and would genuinely love to hear from members about what it is that we should be pursuing on your behalf.

*With my best regards
Andrew McKinnon*

The Hunter region report Frank Downing



The Hunter Region Committee (BOAHR) is active on two fronts to protect recreational boating opportunities in Lake Macquarie. The Committee is participating in a State Government program to maintain the navigability of the Swansea Channel in the long term and is opposing the Lake Macquarie Council's move to re-zone the Lake. Member and public support will be needed in regard to both issues if we are to protect the wider interests of the recreational boating community.

Swansea Channel

Lake Macquarie remained open for business throughout last summer's sailing season thanks to the successful completion of a dredging campaign in the Swansea Channel during 2012 by NSW Crown Lands. This program followed an active 12 months' campaign by the BOAHR.

The report by Umwelt Australia



Pty Limited on a strategy for a sustainable long-term approach to the issue of dredging of the Swansea Channel has been completed and is now being passed to the Deputy Premier, the Hon Andrew Stoner MP. We expect that consideration of the report and the development of a long term maintenance plan for the Channel will take place over the coming months. The BOAHR

has had the privilege of being a member of the Project Steering Committee and will continue to negotiate with the Government on behalf of the recreational boating community.

Although access through the Channel into Lake Macquarie is still good, critical areas are again silting up and further dredging will be needed to maintain navigability through the 2013/14

season. The BOAHR is in discussions with the NSW Government to secure the additional work which we hope can be integrated into the long-term program.

Zoning of Lake Macquarie

On 13 May 2013, the Lake Macquarie City Council endorsed a new Lake Macquarie Local Environment Plan 2013. Within this plan is the decision to zone the Lake and the Swansea Channel as a W1 Natural Waterway under the State Government's planning provisions.

carried out over the past 10 years. This work has led to the vast improvement of water quality that we now enjoy. We commend the Council on this work and support strongly the protection of the environment of the Lake and its catchment.

The Council claims that a W1 zone is necessary to protect the Lake. This is incorrect because both W1 and W2 zones have the same primary mandatory requirement to protect the natural values of the waterway. It is also incorrect because environmental protection controls are drawn from State and Federal statutory

Department of Planning.

This action removes the differentiation in planning terms between, for example, Lake Macquarie and the largely pristine and closely protected Myall Lakes system, two very different waterways. The NSW Government in present planning legislation and in its Planning White Paper makes it clear that differentiation between waterways of different uses is an important objective.

It is not entirely clear why the Council has been so adamant in regard to a W1 zoning for Lake Macquarie and the Swansea Channel. It might be because it believes that a W2 zoning would promote recreational boating at the expense of environmental protection. This is nonsense. It might be because a W1 zoning will give the Council power to prevent any development that would have an adverse effect on the waterway without having to consider whether the effect was sufficiently adverse to warrant it being stopped. This condition should be of concern to anyone wanting to build around the Lake or in the catchment.

Lake Macquarie is not a locally owned pond. It is an important recreational, residential, commercial and environmental resource for the people of the region and the State and should be managed as such.

Have your say by writing to the Minister for Planning supporting the BOA's case for Lake Macquarie and the Swansea Channel to be zoned as a *W2 Recreational Waterway*.
office@hazard.minister.nsw.gov.au



Zoning is about cataloguing land use. The long established principal use made of Lake Macquarie is for active and passive water based recreation in boats and along the shoreline. Why, then, are these waterways not being zoned *W2 Recreational Waterway*?

The Council is anxious to protect the environment of the Lake and the excellent environmental work that it has

requirements rather than Council by-laws.

The Council claims that anything that could be done under a W2 zoning can be done under a W1 zoning. This is true only because the Council has amalgamated the W1 and W2 zoning templates and called the result a W1 zone. The resulting W1 template is inconsistent with State planning legislation and the guidance provided by the

A Marine Rescue search easily avoided

Source: Marine Rescue NSW

Volunteers from Marine Rescue Cottage Point, Hawkesbury, Broken Bay and Central Coast took part in a search Saturday evening, April 20, and on throughout Sunday before the missing sailor was located safe and well on shore.

Unit Commander David White of Marine Rescue Cottage Point said the MR Cottage Point duty officer had received a call about 6pm on Saturday from a man concerned his friend had failed to arrive at Clareville Beach in Pittwater six hours after setting sail from Refuge Bay – an 8nm journey that should take no more than two hours. The strong winds and rough sea conditions gave cause for concern for the skipper, as did the condition of the ageing 30 foot wooden yacht with a faulty engine.

The NSW Police Force Marine Area Command requested the Cottage Point and Hawkesbury Marine Rescue units to search the vessel's likely route and safe anchorages in the area. The search was suspended at 10.30pm after failure to locate the yacht.

Early on Sunday morning the search continued over all bays, safe havens and anchorages in the Broken Bay – the extensive effort recorded and reprinted here.

The search was hampered by the poor description of the vessel and the inability to contact its skipper by mobile phone or VHF radio. Following many hours of searching, the missing vessel was found safely on a mooring at Clareville Beach early on Sunday afternoon.

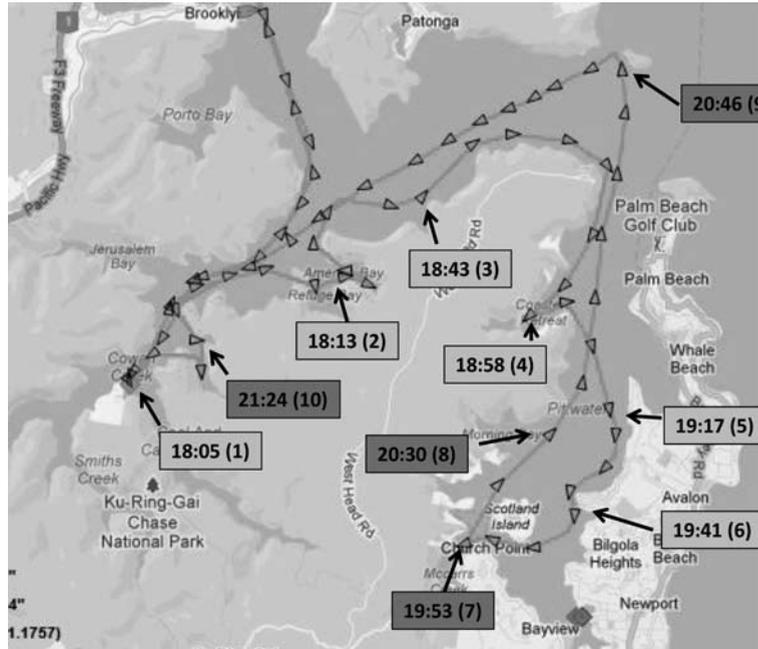
The skipper had rowed ashore to call his friend to advise he was safe

and well. His mobile phone had become wet during his rough passage and was inoperable.

While the outcome of this search was successful, the need to call out numerous volunteer Marine Rescue vessels and Water Police resources

means someone responsible knows you're out there, is monitoring your journey and can swiftly mount a search if you fail to arrive as planned," UC White said.

"The deployment of Marine Rescue vessels from all Broken Bay



Marine Rescue Cottage Point 20 (CP20) Search Location & Times – 20 April 2013

could well have been avoided if the skipper had properly planned his trip, logged on with MRNSW and used his onboard VHF radio", says Commander David White. He encourages sailors and other boaters to log on with their nearest MRNSW base when they were heading out on the water, advising of their destination, planned route and expected arrival time.

"It doesn't matter if you're cruising up the coast or just heading out for a day trip. Logging on with MRNSW

units to support the Police-coordinated search had shown the depth of resources and capability in the area", David White continued. "The boating public of the Broken Bay area is well served by the professionalism and energy of our dedicated Marine Rescue volunteers".

Membership renewals – Is this your last newsletter?

JEFF RICHARDS

Membership renewal notices were sent out in mid-March. If you haven't renewed yet then this issue could be your last newsletter!

BOA needs your prompt renewal to ensure that we can continue to function effectively on your behalf.

This newsletter reports on some significant wins that BOA has secured for boaters over the last year.

To continue to do that we need your support.

If you have paid your membership

one or two years in advance a renewal notice will not be sent – your membership is already renewed.

Prompt renewal is appreciated. Chasing up overdue renewals takes time and money.

When paying by Electronic Funds Transfer

If you are paying by Electronic Funds Transfer please be sure to

include your name or membership number as part of the transaction details, so we can be sure to correctly match your payment to your membership. If you renewed by EFT and did not get a new membership card, please contact the Membership Secretary!

When paying by mail

If returning your payment by mail please be sure to **INCLUDE YOUR INVOICE** with your payment.

Why you should be renewing your BOA membership

JEFF RICHARDS

So that this issue of the newsletter won't be your last!

While we would all like to enjoy our recreational boating without worrying too much about how it is being managed and regulated, the reality is that we have to keep an eye on what's happening, and we have to ensure that boaters' rights and interests get appropriate consideration in any planning or decisions that affect recreational boating. That's what BOA does.

New challenges ahead

Issues that are likely to confront boaters in NSW in the coming twelve months include

- Waterway safety and management plans that set the framework for managing on-water boating activities
- Regional development plans that will control foreshore and adjacent development

- Changes to State Government waterways infrastructure development planning processes
- A replacement for the Better Boating Program, which allocates boaters' funds for the development of boating infrastructure
- Increasing pressure for boating restrictions in environmentally sensitive areas.
- Waterfront access, particularly for small boats.

BOA needs to be involved with all those issues to ensure that the boaters' viewpoint is heard loud and clear. Your membership is an important part of ensuring that happens.



The WAG report *May 2013*

GEORGE CITER



George Citer. Chairman WAG

WAG fights proposed boardwalk above Glades Bay

WAG has become actively involved with a group of its members in Glades Bay, Gladesville, in fighting a proposal by Ryde Council to build a raised boardwalk (with balustrades) above the water in Glades Bay.



Some of the affected shoreline in Glades Bay

The boardwalk would effectively cut off the water access of a number of our members in Glades Bay and would set a dangerous precedent, if it was allowed to proceed. WAG has set up a local Sub-Committee, to actively manage this important project.

WAG has assisted the group financially, by

contributing to the cost of legal advice, including a written opinion from a Senior Counsel, experienced in such matters. WAG has also been involved in writing letters to the State and Federal Governments, requesting that they withdraw funding support for a proposal that ignores the common law rights of waterfront property owners, writing to Roads and Maritime Services (RMS), requesting that they do not consent to the proposal, making a submission to Ryde Council and meeting Ryde Councillors and the Ryde Mayor, to discuss the issue. WAG has also been involved in the detailed strategy deliberations and decisions, in the interests of ensuring a successful outcome.

The opinion from Senior Counsel supports the WAG view that waterfront property owners have a common law right of direct access to the water and that remedies are available, including the right to apply for an injunction to prevent the construction of such a structure and the right to sue for damages, if such a structure was built, causing a loss of amenity and a loss of property value.

WAG is confident that its multi-faceted approach will be successful and that the boardwalk will not be built. WAG's involvement is not just about protecting the rights of a small group of our members, but about the wider impact throughout NSW, should the Ryde Council proposal proceed. **WAG report continues on p14**

Safe harbour marina project for Eden JON GAUL



Snug Cove in calm weather

For recreational boaters, power and sail, the Port of Eden in Twofold Bay near the Victorian border is the key strategic location, before entering or leaving the often-turbulent Bass Strait. Skippers know: once past Green Cape, you're in the 'Strait.'

Until now, the wharves and moorings in Eden's port at Snug Cove have been officially unsafe (RMS website) for recreational vessels. This is due especially to regular and strong southwesterly winds.

Over many years, there has been significant loss and damage to recreational vessels tied up at Snug Cove wharves, or moored nearby, when southwesters generate aggressive local short period wind waves from the 3kms fetch across from Twofold Bay's south shore.

Now, at last, a major combined port development project for Snug Cove is well-advanced at the detailed planning stage. This project will



The threat of rough times in Snug Cove has long been real



offer safe harbour and modern marina facilities very close to town in Eden plus expanded cruise ship berthing.

The current estimated cost is \$30 million, funded by investments from the Federal and NSW governments, the Bega Valley Shire Council (BVSC) and private sector marina developers. The Federal Government is now assessing a 50%, \$15million funding application for this project, submitted by BVSC and strongly supported by Regional Development Australia South Coast. This pivotal decision by Canberra is due by June 2013. The success of this project will **Continued on p14**

The WAG report

Continued from page 12

WAG submission to Parliamentary inquiry into the land valuation system

WAG made a substantial submission to the Parliamentary Inquiry into the Land Valuation System in NSW. That submission included evidence of huge valuation discrepancies between waterfront neighbours and between similar properties in specific waterfront areas. WAG supplied the inquiry with Excel spreadsheets of its analysis of about 1,300 waterfront valuations, which WAG had purchased from the NSW Government in 2011 (for its submission to the IPART inquiry into wetland rents). The report of the Parliamentary Inquiry has recently been released and it recommends a major overhaul of the land valuation system.

WAG submission to Department of Planning and Infrastructure

In November, WAG lodged its submission, in response to a draft amendment to the Environmental Planning and Assessment Act 1979. WAG's submission was designed to make it easier for members to maintain, repair and replace waterfront structures. WAG is still waiting for this matter to be resolved.

WAG submission on streamlining administration of wetland occupancies

In December, WAG wrote to the Deputy Premier, with copies to the Premier, Treasurer, Finance Minister and Minister for Roads and Ports, suggesting a method for streamlining the administration of wetland occupancies throughout the state. WAG suggested that if the current

waste and inefficiencies could be removed, the administration charge added to each annual wetland occupancy rent bill could be substantially reduced to about \$160 (plus GST). WAG has received a response from the Deputy Premier advising "A review is currently underway...and options for integrating and consolidating functions will be considered as part of that process".

Negotiations on sale of reclaimed land by RMS

WAG has been involved in negotiations with RMS about the method of valuing reclaimed land, for the purposes of selling that land to the adjoining waterfront property owner. With the assistance of valuers and lawyers, WAG achieved an improvement in the method of valuing reclaimed land, but still considers that the revised method is substantially flawed and results in a valuation about twice a fair market value (as determined by the courts).

Membership issues

At the time of writing (May 11), there were more than 100 members who had not renewed their WAG membership. Without substantial membership, WAG cannot function. It seems that some members are of the view that WAG's work finished, when IPART handed down its report on wetland rents and the new RMS lease was finalised. But the report above demonstrates that WAG still has much work to do, in looking after the interests of its members. The Government (from the Ministers to the public servants, who administer government policy) recognise WAG as the major representative body for waterfront property owners. That will only continue, while we have substantial membership numbers.

George Citer – For the WAG team

Safe harbour for Eden

Continued from page 13

see major transformations on several levels. For recreational boaters moving between all eastern States of Australia, Eden will finally become a major safe haven, a service and resting point on voyages, south or north. No longer will boaters have to take shelter anchoring by the Navy wharf on the south side of Twofold Bay with no fuel or food within 45kms. Nor will they have to negotiate difficult port entry in bad weather to small ports with bars or narrow channels like Bermagui or Narooma.

For the ocean racing yachting fraternity, a major marina in Eden opens the potential for elite level

Sydney-Eden and Melbourne-Eden yacht races and regattas based in one of the best deepwater harbours on the east coast, Twofold Bay.

The project plans outline public sector construction of a sheet panel wave attenuator in Snug Cove, making possible private sector investment in construction of a 200-berth marina built in two equal stages. Sheet panel wave attenuators already protect marinas in Cairns, Royal Yacht Club of Tasmania, Lindsfarne Motor Yacht Club, Royal Geelong Yacht Club, Sandringham Yacht Club, and Blairgowrie Yacht Squadron.

The other half of the port development project is a major extension of the existing Snug Cove

commercial wharf by 60m, plus dolphins, to allow cruise ships to berth alongside, instead of anchoring in the bay and tendering passengers ashore. Major cruise operators predict this development will produce an increase in cruise ship visits to Eden from about one a month to one a week.

On the recreational vessel side of things, the current visitation of around 300 vessels per year is predicted to more than treble to over 1,000 visits, combined with a major increase in recreational vessels home porting in Eden.

Jon Gaul is Public Officer
Port of Eden Marina, Inc

Committee members

The Management Committee members listing has been amended, as follows:

President	Jeff Richards
Vice-President	Position Vacant
Treasurer	Andrew McKinnon
Secretary	Position Vacant
Acting Secretary (Public Officer)	Joann McKay
Committee	Max Clark David Dee Frank Downing (Hunter Region) Keith Marriott David Miles Frank Talbot

2 vacant positions

New members

December 2012 – May 2013

We welcome the new members listed below and thank them for supporting all recreational boaters in NSW.

BOA COMMITTEE

Dr John Whaite	Errol Penrose
William Watkins	Richard Massasso
Bill Thompson	Gerry Manderson
Robert Griffiths	Anne Cullen
Johan Brinch	Jean Jones
Geoffrey Scott	Judy O'Connell
Tony Griffiths	Leone Budge
Matthew Ellery	Scott Parsons
Craig Norman	David Wilson
Tess de Quincey	Tom Borg
Glen Keene	Benjamin Angel
Egon Ostergaard	Steven Utley
Stephen Brompton	Anthony Harvey
James Hunter	Tony Gates
Bruce Lane	Chris Young
Norman & Janine Hannan	
Leanne Bass	
Tanya Carr	

Total = 33

Discounts to members

As at November 2012 the following suppliers are on the accredited list.

LAKE MACQUARIE

Mr Moorings 0414 351 779
10% discount off all mooring servicing and mooring parts

Lifestyle Marine (Toronto) (02) 4959 1444
10% discount off slipping fees and chandlery items except those items already on special

Coulin Marine Trim (Marks Point) (02) 4945 3322
10% discount off repairs to dodgers and covers

Marmong Point Marina Lake Macquarie (02) 4958 3333
10% disc off travelift & hardstand, must be members vessel, not to be used with any other offer
www.marmongpointmarina.com.au

PITTWATER

Careel Bay Boat Services (02) 9918 2331
Discount off boat services and maintenance

SYDNEY HARBOUR

Base Point Maritime Training (02) 9931 7711
10% discount off all courses

ALL MAJOR AREAS

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"

Dockside Buyers Group (02) 9970 8459
50% discount off initial membership fee

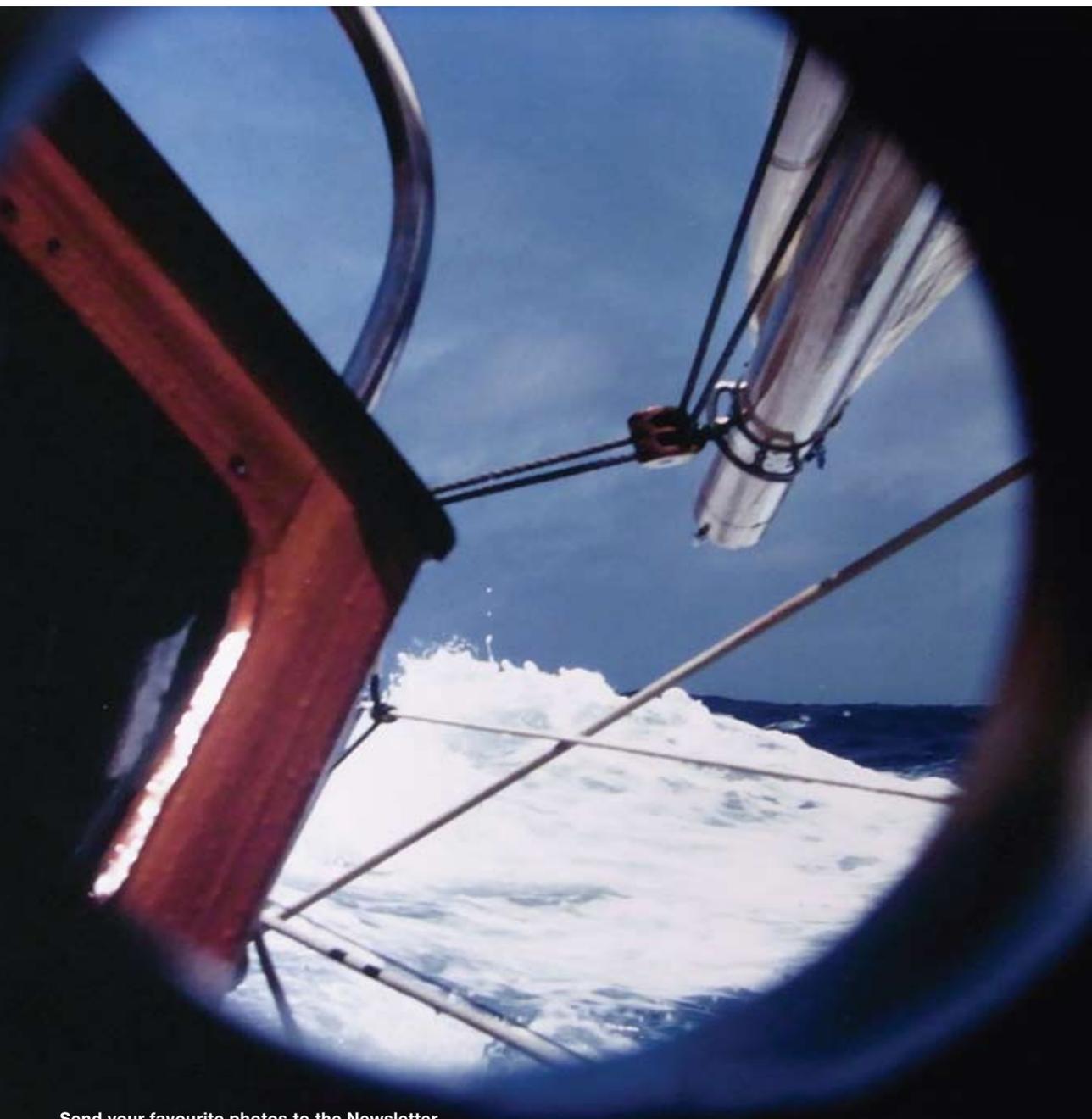
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Send your favourite photos to the Newsletter.
Here is Swedish sloop *Rendezvous* in the
1968 Newport to Bermuda Race. Ed.