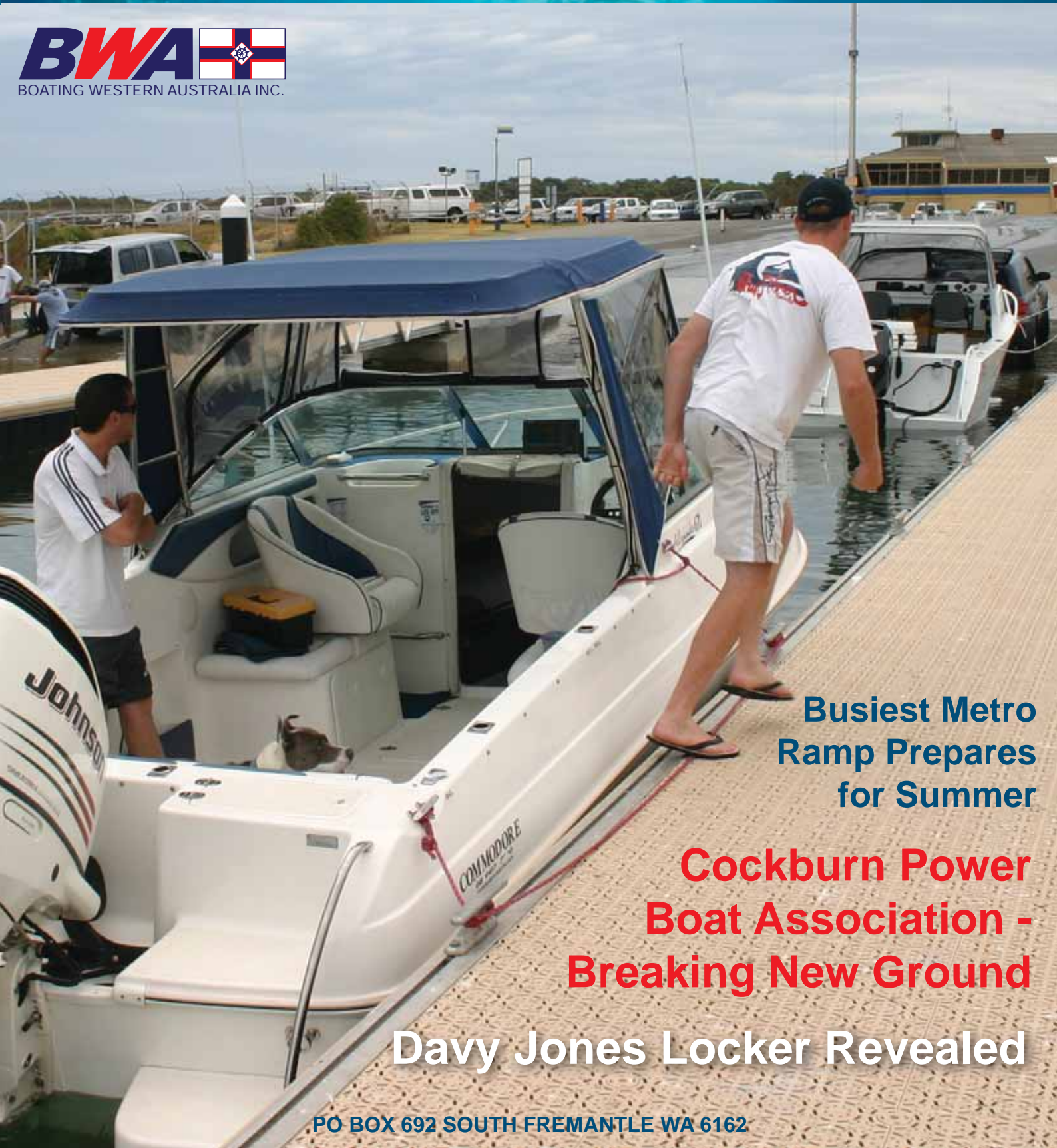


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MAGAZINE



**Busiest Metro
Ramp Prepares
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**Cockburn Power
Boat Association -
Breaking New Ground**

Davy Jones Locker Revealed



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A word from the President

Boating WA President
Colin Lockley

A fantastic New Year to you all from the Executive Team at Boating Western Australia.

The *silly season* has been and gone and we look forward to a great boating season in 2011. We sincerely hope that the Planners and *our representatives* in Government take a large dose of forward thinking – and actually start to put some infrastructure on ground for Boaters. It is far too long since we have seen anything of substance done. How long ago was Hillarys – and do you remember the furore when it was being built? Today it stands as our number one tourist destination. A friend with a good memory recollected to me recently – “Fremantle Sailing Club was 9 months to put in the breakwaters, and another 9 months for the pens to be in and boats in them!”. 18 months total. Now that’s what I call action from Government.

Coogee is now heading for 19 years since conception – and looking like another 19 until we finally see the pens and jetties installed and used.

How Long Until The Trailer Boaters See Another Metropolitan Ramp? 1 in 5 West Australians is involved in Boating, and the population continues to grow. Nothing else does!

Update Our fantastic and long suffering Executive Officer, Sally Baulch has left our team to pursue her artistic endeavours, and Casey Sorrell has taken on the reins of Executive Officer. Casey’s energy is keeping us all moving forward, and when she is not injecting us with enthusiasm, Casey is also a Finance Broker and she can very ably assist our members to get that new boat, home or business.

Greg Dale has joined our team, and brings a very relevant perspective on the use and maintenance of the Swan River. Welcome Greg.

Meetings have been fast and furious. Swan River Trust, Rottneest Island Authority, and Marine Safety (Dept of Transport) – along with several media engagements with Community News, The West Australian, Channel 9, ABC Radio and with several exciting Entrepreneurs who are working hard on developing privately funded facilities. All energy is dedicated to maintaining existing facilities, and convincing folks in authority that we need more.

A Careful Year Boat to boat and boat to shore – we take it as a given. Drop the dinghy or the duck. Motor or paddle, and put all the essentials aboard. Deck chairs, Umbrellas, Nibbles, and of course – the esky.

I didn’t hear anchor, flares, light, paddles! Lynette and I carry a small plastic tool box (purchased from Bunnings of course), and in it we store:

- 30 metres of 6 ml silk anchor rope.

- A folding stainless grapple anchor (a once in a lifetime purchase)
- All attached with 3 metres of stainless chain.
- Waterproof torch
- Packet of flares in good order
- We always carry and use a single paddle rather than oars
- Inflatable LifeJackets (AS1512) for each person on board – imperative at night!

It is all in the stern locker and we can quickly grab it and drop it into the duck everytime. Nighttime transfers – we take particular care. Once ashore we find that we can carry it with us to a restaurant or hotel, lessening the chance of it being stolen. The single paddle is great for leaving the beach, or coming ashore, letting you get the motor up and down.

And when a friend leaves to go back to their boat, arrange a signal, or keep your torch on them until you know they are safely aboard. Mobiles work well, or a flash or two with your torch. Family and friends are a lifetime in the making – and they are well worth safeguarding. Insist that they follow a good safety regime!!

It might even be worth formalising such a procedure at your club – or your section within the club. It only needs to work once and you will have greatest present of your life.

Working towards a great boating summer in 2011.

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President



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Breaking New Ground

Cockburn Power Boat Association to build Hard Stands

Cockburn Power Boat Association Inc. (CPBA) is making great improvements to their facilities for members who trailer their boats to the club's five launching ramps for a day on the water.

The breakthrough came after the ancient jetty serving the original casual use pens collapsed and required urgent repair work.

Commodore Ray Porter has the view that this had the Management Committee review their forward plans and redirect the funds, not only to repair the dilapidated jetties, but to go all out and install modern floating jetties, despite the increased cost.

This has provided a much safer boat loading and passenger access from the fixed height jetty providing a more pleasurable family experience.

This initiative to provide a significantly improved loading/unloading facility - which met with general member approval - empowered the committee

to look to the future with a vision to make substantial improvements to the facility to cater for, not only better parking for cars and trailers, but to make the bold approach to provide new hard stand areas for up to forty boats on trailers at an expanded club area leased from the WA government for the sole use of the club.

This additional area to the North of the previous leased land (see plan below) has enabled a much improved layout for cars with boats to approach the launching ramps and for the cars and trailers after launching to proceed to improved short term parking areas with improved access.

The card secured entrance gate and exit gate will be repositioned to improve traffic flow within the recently installed security fence.

The current addition of new CCTV security cameras has improved the monitoring of all areas and will be a deterrent against potential

vandalism.

The quantum leap for the club is the new lease area allows for the provision of Hard Stand Bays for the storing of forty trailer-boats on a permanent basis.

Ray has taken a cautious approach to the design of the new layout and while a traffic design engineer looks into the road access/parking plan a trial area for up to twenty trailer-boats will be provided on an existing hard surface to north of the site.

This will allow information to be gathered on ease of access and traffic movement problems while the main plan is being finalised.

The CPBA is to be congratulated for biting the bullet and making provision for additional permanent boat storage in the current difficult climate for boat owners - Well Done!

Background by Ray Porter as told to Keith Sandham

Cover photo by Joan Fidzewicz

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BWA is a not for profit organisation run by volunteers whose aim is to promote and protect the interests of recreational boaters in Western Australia.

We are totally self funded and maintain independence from any of the regulatory bodies.

BWA executive members have regular access to those who make and influence the making of decisions that affect boating enthusiasts.

We are consulted on issues that affect the use of river and costal resources and our expertise is respected when planning and strategy input is required by regulatory bodies.

Davy Jones' Locker

The James Matthews

Resting at the bottom of the sea in our local waters is the *James Matthews*.

Construction

The *James Matthews* was a snow-brig of 107 tons, registered at the Port of London. The vessel was 80.2 feet in length, with a breadth of 21 feet and a depth of 11.5 feet (approximately 24.5m x 6.5m x 3.5m). It had one deck, two masts, a square stern, male bust figurehead with no gallery.

Colonial Trader

The *James Matthews* left London for Fremantle on 28 March 1841 with a cargo of 7,000 slates, farming implements, general cargo, 3 passengers and a crew of 15. One of the passengers, Henry de Burgh, left a comprehensive diary covering the voyage to Australia and his later experiences on the land.

Much of the cargo belonged to de Burgh, who had been involved in the organisation of the enterprise in England and had an interest in the vessel. When the brig was wrecked he suffered a considerable personal loss, included a case of guns and rifles, and a chest containing 200 sovereigns.

James Matthews a Former Slaver

The slave trad generally consisted of a 'triangular run', with ships travelling from Europe with trade goods, to West Africa where slaves were sold, and new cargoes on-loaded for the return voyage back to Europe.

On 25 April 1837 one slave ship, the brig *Don Francisco* was seized as a prize near the island of Dominica by Her Majesty's Brigantine *Griffon*. At that time the *Don Francisco* had 433 slaves on board and was in a near sinking state.

The *Don Francisco* was owned by the notorious slave dealer Francisco Felis de Souza, who arrived in West Africa from Brazil around 1800. He traded in humans, and goods out to the Portugese controlled fort at Whydah on the coast of what is now Benin (west of Nigeria).

His fortune dwindled through declining trade, and the loss of the *Don Francisco* and another slaver the *Florida* with their cargo of slaves would have had considerable effect on the state of his financial affairs.

Don Francisco was condemned as a slaver by the British and Portugese Mixed Commission Court on 21 November 1837. During the court proceedings it was revealed that de Souza had earlier purchased the vessel from a Frenchman, Gabriel Giron, who was apparently a slave dealer also. The Lloyd's surveyor thought the vessel was French built. Subsequent to its condemnation, *Don Francisco* was sold, repaired and entered into general trading under British registration and re-named *James Matthews*.

This should not have happened. In 1836, a Bill was

Davy Jones's Locker is an idiom for the bottom of the sea: the state of death among drowned sailors.

It is used as a euphemism for death at sea (to be sent to Davy Jones's Locker),

Whereas the name Davy Jones is a nickname for what would be the devil, saint, or god of the seas.

The origins of the name are unclear and many theories have been put forth, including incompetent sailors, a pub owner who kidnapped sailors, or that Davy Jones is another name for the devil—as in "Devil Jonah." This nautical superstition was popularized in the 19th century.

The earliest known reference of the negative connotation of Davy Jones occurs in the "Four Years Voyages of Capt. George Roberts", by the author, Daniel Defoe published in 1726 in London.

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Davy Jones' Locker



presented to the British Parliament requiring that slave ships, immediately after condemnation, should be broken up entirely and sold in separate parts. This was to defeat the re-purchasing of vessels for re-employment in the slave trade. In 1837, when the Act came into effect, there were 24 prizes at Sierra Leone. The schooner *Gazita*, which was one of the 24, was cut in two and sold. The remaining 23 were hauled out and burnt.

The effect of this and other similar legislation must have been to severely limit the chances of survival of any representative of this type of ship. It was fortuitous that the *James Matthews* was not broken up after condemnation.

Vessels built for the slave trade needed to meet special constructional requirements, such as a shallow draft, fine lines for speed and various internal fittings to provide for the slaves. Slave ships were famous for their excellent sailing qualities and some of their internal features were so obviously intended for a specific trade that legislation was passed providing that vessels of this design could be detained as a prize even without the actual presence of slaves onboard.

Joe Matthews and the *James Matthews*

Texan Joe Matthews' father had earlier purchased part of the de Burgh property *Cowalla* and Joe came to wonder about the interesting links to the de Burghs and to the little ship. He visited the exhibitions at the Museum and got to meet all the staff, many of whom were involved in the earlier *James Matthews* exhibitions.

His interest was such that he provided a grant to the WA Maritime Museum to study the wreck and to see if the timbers could be raised. A study was commenced under the leadership of Dr M McCarthy, involving many staff of the Museum's conservation facility, notably Ms Vicki Richards, a specialist in the assessment and treatment of 'composites' i.e. wood/metal objects.

When it became apparent that the costs of raising, preserving and presenting the hull was prohibitive, the programme soon evolved into a major in-situ preservation study.

Vicki Richards' study

The results of this on-site conservation pre-disturbance survey which was conducted over the summer of 2000/01 indicates that the exposed hull remains of the *James Matthews* are in relatively poor condition but most of the wreck remains are buried and these structural timbers are in good state of preservation. The rate of degradation would have been accelerated dramatically with the significant decrease in sediment coverage over the past few years.

Therefore, a synergistic maritime archaeological and conservation management plan must be devised to significantly reduce the continued deterioration of this historic shipwreck site.

The Wreck Site

The wreck lies buried in sand approximately 100 metres from shore. The water depth varies between two and three metres. The sand basin in which the wreck lies is surrounded by a bank of sea-grass. The highest section of the wreck consisted of a mound of slates and a bundle of large iron lengths resembling railway lines. Beneath these are the ballast stones which lie on top of the ceiling timbers.

Visibility on the site is usually poor due to the proximity of the site to a cement works jetty. Barges deposit loads of lime sands at the end of the jetty for dredging into the factory. Consequently a fine milky suspension

Excerpt from the diary of Henry de Burgh - 22 July 1941

... the sailor on watch rushed into the cabin to say that the anchor had given way and the brig was drifting. The second anchor was instantaneously let go, but did not take hold, so we drifted with great rapidity...

They then endeavoured to make sail, but this failed... A few seconds more and the brig's keel struck with great force... The ship's bows went down and her stern settled on the rock...

...I saw a large chest of ours, containing among other valuables 200 sovereigns, consigned to the deep. We had now sunk to the uttermost the rocks would permit us...

I confess that I was not unmoved at seeing the beautiful brig that had borne us so manfully over such a waste of space in such a state of dilapidation.

See Burgh, W. J. de and Henderson, G., 1979, *The last voyage of the James Matthews*, Western Australian Museum, Perth.

cloud repeatedly moves over the site, sometimes reducing visibility to less than 30cm. A south-westerly breeze is necessary to clear the site entirely. The site is protected against swell and rough wave conditions during all weather with the exception of a north-westerly wind.

Excavation

Maritime archaeologists and volunteers under the archaeological direction of Graeme Henderson of the Western Australian Maritime Museum carried out four seasons of excavation on the wreck site between 1974 and 1976, initially using airlifts and later water dredges, a three dimensional 'bed frame' recording grid and photogrammetric recording.

Preservation conditions were good on the site and a significant amount of the hull and cargo remained.

Davy Jones' Locker

The entire remaining hull structure was excavated and all of the loose artefacts that lay within the hull structure were raised, conserved and some are now on display at the Shipwreck Galleries of the WA Maritime Museum, Fremantle.

While research into the ship's rigging and cordage has been published, most of the research and publication has concentrated on the hull, as an important representative of the slave trade.



Aerial view of the wreck site at Woodman Point.

The Finds

A significant proportion of the final cargo of *James Matthews* appears to have been intended for the construction of one or more farmhouse buildings including items such as roofing slates, window panes and door hinges. By far the largest single component of the cargo was 7,000 roofing slates.

Builders or carpenters tools were found together with bundles of iron rods, believed to be intended for blacksmithing purposes. Eight iron wagon axles, four iron horse harness traces (some complete with ring and swivel), nine wool carding combs, quarters of a grindstone, together with glass window panes and heavy iron door hinges were also recovered.

While Henry de Burgh mentions the presence of ploughs in his diary and writes that during the sinking the "decks had been cleared off and the ship lightened of everything possible, among which our ploughs, instruments and heavy luggage, which was on deck ready to be landed in the morning", no evidence of these ploughs was found during the archaeological excavation.

The Timbers

The entire hull was cleared over three seasons from 1974 through to 1977. The keelson was exposed, and then the adjacent inner planking was uncovered.

Dredging proceeded up the ceiling to the bulwarks of the port side about midships, where the scuppers and chain plates were exposed, as well as what may be part of the coaming of the main hatch.

The remains of iron griddings, which may have been deck gratings, were also recorded in this area.

The outer planking is sheathed with copper, and the timbers are fastened with copper, iron and wooden treenails. A thick pine inner skin covers a section of the inner planking.

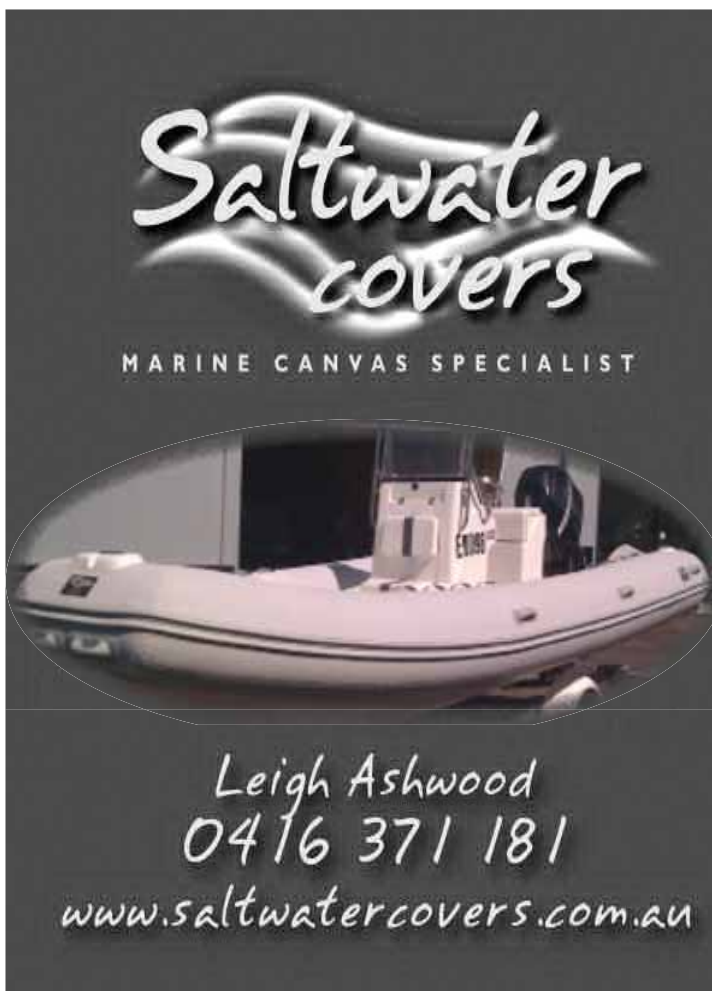
The remains were recorded in three dimensions using stereo cameras on a tower and a grid frame that allowed tape measurements in an X, Y and Z (vertical) axis. After the excavation, the timbers were covered over and the materials raised were sent to the conservation laboratory in Fremantle where they were readied for study and exhibition.

Research provided by Gary Marsh.

Gary researched many of the vessels that have met their demise around Fremantle (particularly Woodman Point) and is formally credited with the discovery of the James Matthews. Gary said he was about 16 at the time. If ever there was a way to indelibly etch a hobby/passion into a young man – that had to be it. Diving and exploring were always on the agenda for Gary – whilst his father undertook his duties as Manager of the Woodman Point Camp.

Gary continues his fantastic work for the Woodman Point Restoration Society, and he very kindly gives full access to his work to Boating Western Australia.

Our heartfelt thanks Gary for including our Members in your adventures – and we certainly look forward to more stories about the speckled past of our rocky coastline in future editions of Boating Western Australia Magazine .



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It was a Rock Lobster!



Recreational fishers reminded about new Lobster pot specifications

New pot specifications apply to recreational fishers, as the new 2010/11 rock lobster fishing season commenced on 9 November 2010.

Both recreational and commercial rock lobster fishing will commence on 15 November.

Department of Fisheries Principal Management Officer Graeme Baudains said the new rules, dealing with the escape gaps for recreational rock lobster pots, were flagged with fishers at the end of last season and through information sent to recreational licence holders.

"This brings the escape gaps for recreational lobster pots in line with those used by the commercial sector," Mr Baudains said.

"Between North West Cape and Cape Leeuwin, all batten, beehive, or moulded plastic pots must have the new minimum escape gaps of 55 millimetres for the new season.

"This will enable a higher proportion of undersize rock lobsters to escape from pots and assist in the reduction in the handling mortality of undersize rock lobsters."

More details on recreational rock lobster pot specifications are available in a special brochure that can be

found online at www.fish.wa.gov.au. Select Recreational Fishing from the homepage menu and then click on the "new rules for rock lobster" icon for more information.

Mr Baudains said an estimated 25,200 fishers would be licensed to participate in the recreational rock lobster fishery for the coming season. The vast majority of recreational rock lobster fishers have embraced the 'fish for the future' message.

This is vital, as we continue to manage the fishery for long term sustainability and the enjoyment it provides as a WA recreational fishing pastime.

As was the case last season, the overall western rock lobster catch target for 2010/11 will remain at 290 tonnes for the recreational sector.

The target is established through resource sharing allocations that are assessed under Integrated Fisheries Management (IFM) principles, which assign five per cent of the total allowable catch to the recreational sector and the balance to the commercial fishers.

The Recreational Fishing Guide – Rock Lobsters 2010/11 provides substantial detail on all the rules and information needed by fishers.

It is available at www.fish.wa.gov.au or from Department of Fisheries offices and information outlets.

Wind In My Wings

Fran Taylor (pictured below), author of *Wind In My Wings* recently returned to Perth after a trans-Atlantic voyage as a guest on a Star Clipper ship.

Fran Taylor has done what generations of boys dreamed of and never achieved: she ran away to sea on square-riggers.

And it was all a lot harder to achieve than in the days when you only needed to hang around a waterfront bar to get knocked on the head and shanghaied aboard an outward bounder. And far harder still for a woman.

Fran's book *Wind in My Wings* tells the fascinating story of her career in sail, from her first trip on "Leeuwin" to a trans-Pacific voyage in "Endeavour".

This is not one of those books with endless descriptions of parbuckling the futtocks, and extracts from the ship's log.

This is a story about fun, occasional panic, and companionship on the voyages, with plenty of intriguing anecdotes. (One that stays in the memory is about the day when the "Endeavour" opened fire on a nuclear submarine with her cannons). And it was written by a woman passionate enough about it to resign from her job, sell her house, and reduce her possessions to a couple of bagfuls to achieve it.

Wind in My Wings is available for purchase from Boating WA, Maritime Museum, Leeuwin Office, Fremantle Arts Centre and Fremantle Dymocks.





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Don's Party

By Don Gorman

Sailing The Greek Islands...

Since the last edition of the BWA magazine, I have been fortunate enough to spend the entire month of September 2010 in and around the Dodecanese Island Group just off the Turkish Coast. This group of endless (so it seemed) islands is part of the many Island groups available to visit and in the smaller Islands it appears time has almost stood still over the centuries leaving a very idyllic but barren environment that is oozing with this ancient culture.

I am now going to relate for any yachting and boating enthusiast, what a wonderful experience is out there for you all to enjoy! When the opportunity presents itself don't wait too long.

Day 1 Flight from Perth to Athens and then connected to the major island of Santorini where we stayed on this tourist mecca for three days in the village of Perissa. We hired a small motor bike, the best form of transport, and managed to visit all the hot spots. Thira is the main village set into the side of the cliffs, and, in typical Greek architecture, in blue and white, it is a magnificent spectacle below lay the three or four Cruise ships laden with tourists eager to spend their time and dollars dining and sampling Greek wines (another story), the olive oils, sweet red wine vinegars and magnificent lamb dishes and the best Greek salads all very reasonably priced. This island is definitely worth a look but a little touristy for me if you know what I mean....

From there we flew back to Athens for a tour of the Acropolis built in the 5th Century BC, some 2500 years ago. After a couple of days in Athens, we moved on to Antalya (Turkey) on the coast. It is an ancient city and a very exotic place to visit. Back on the bus, we headed to Marmarisa and then on to Kusadasi where we toured the "Lost City of Ephesus". It is very interesting for anyone intrigued by Greek history dating back some 2,000 years.

At this point of our journey, we caught a ferry to the Island of Samos, our starting place for our Yachting Cruise. We met up with four other couples and after many drinks and a great Greek meal, we were introduced to our 2 magnificent Bavaria 46 Cruisers in which we would spend the next 14 days & nights exploring and experiencing the delights and sights that those ancient Greek Islands offer the visitor.

Our boat will be crewed by 4 of us and the other 46' had 3 couples on board. With 4 cabins and 2 bathrooms there was plenty of room for all. After thoroughly checking the inventory and stocking the boats with refreshments and other essentials, we eventually set sail in a light breeze at 4.45pm, a bit late but we were all keen to get going. We motored out of Pythagorio Port and out into the open Mediterranean Sea. The first thing we notice is the clean and deep water. It is a magnificent colour of blue very inviting on these typical hot days.

Our destination is set for the Island of Arki, an estimated three hours sail, however due to the light winds we decided to change course for Agathonisi, a smaller island about half way...PHEW!! We made it by dusk. This is a quaint fishing village. By the morning, the wind is blowing at 8-15 knots, so on we sailed at 7.4 knots with a top speed of 8.7 knots to Arki. It was a great sail with a full main and the jib; we finished this leg in no time, a very enjoyable smooth sail with the wind up our tail all the way.

Day 3 – We sail to Patmos, stern to bow berthing, my first time doing this with a yacht and luckily it went relatively smoothly. 12-15 knot winds gave us a great sail followed by some bay hopping with a few anchoring problems because of the deep water and lack of maintenance on the anchor gypsy. We managed to get some great quality time swimming in the 20-50 metre water (no sharks here). On to Scalai overnight, a busy Port with motor bikes, buzzing up and down. We hired a car for 30 Euros and toured around; it is very hilly here with pebbly beaches.

We had dinner and nightcaps in a restaurant right on the beach, no wind with the water lapping our feet it was magnificent.

Day 4 – We found a Mechanical Electrician to look at the Gypsy Winch with mixed luck. So we sailed to Nisos in 20 knot winds, a very fast sail! Our wives abused us for racing I think someone spilt a drink or some other major mishap however a man's got to do what a man's got to do.

The Bavarias are looking good, especially when we rafted up for lunch. The two boats and their motley crew appear to be having a ball in the tiny bays, surrounded by cascading Rocky Mountains with goats grazing on the odd bit of stubble that is struggling to throw a green tinge over the hard scenery. In contrast is the deep blue aqua turquoise sea which is seeming with fish. Am I in heaven? It reminds me of Parker Point (well sort of).

Day 5 – On to Nisos we enjoyed a walk in the village (where Church bells were ringing) had a coffee and then back to the boats. The Bavarias are sailing very well together in light moderate winds and we are all having fun, "wives and all". On to Lipso for lunch, another raft up with similar results, warm water and very salty. We motored to the nearest Harbour because of the very light winds, and anchored off shore where we dropped a dinghy in for the land assault on the many bars and restaurants on offer in Lipso and very reasonably priced serving quality food, beer the red wine reminded me of bilge water but you get used to it!

Day 6 – Leros. We need to fill LPG bottle as it was not full (lesson-check the inventory!!) Sailed on to Xerokambos Bay for lunch where we visit Platanos, the main village. Not many people speak English here. On to Aklakki on Noros, stern to bow again. This town was Mussolini's favourite. It is a magnificent natural Harbour surrounded by naval governmental type architecture. I believe they were mental institutions so we all probably fitted in well in 2010.

Don's Party

Day 7 – Believe it or not, we watched the Dockers play Geelong in the final “live” on the big screen in a bar. It was amazing as it was in Greek commentary. PS. the Dockers might as well have been with us after the 10 minute mark, but a good season boys! On to Kalymnos about an hour south. We spent overnight on a mooring and had dinner on the boat.

Day 8 – Kalymnos has craggy rocky -mountains with goats running around everywhere.

Day 9 – Vathi is a tiny inlet village with a lush valley growing vegetables. It is an amazing place. Lots of Greek Aussies here even though it is remote this place is definatly worth a visit the hospitality shown to the crews was amazing .

Day 10 – On to Kalmnos after 5-6 hours sailing. A Good experience going around the Western tip of Koz and on to Nisos. The winds were very strong, 23 knot plus. We had to use the spare anchor in the harbour. It is surprising how my greek is getting better and even more amazed by the fact that so many words seem to begin with “F”.

Day 11 – On to Tilos we sailed, two hours to Livadhta Fishing Harbour. Reversing in was not so good this time. We had many attempts. We need wind on the nose they cry. There is action in this place. Boat people and people smugglers arrests, and a sinking of one of the offending boats.

A bit of light entertainment that reminds me of home!! The people have been told that for \$5000.00 they will be dropped in Italy from Turkey (note that Turkey is 50 miles away) from this island. Poor souls, woman and children mainly, but they all seemed happy to be somewhere that may offer hope in the future.

Day 12 – Tilos/Livadhia. A couple of days here. We need the relaxation! We had a day on the beach and topped up the tans. All is good in this place. I would definitely re visit this spot.



Don Gorham at the helm.

Day 13 – A 6 hour sail to the old Koz Harbour. We set sail about 9.15 and arrived about 3 pm. A truly great sail. Note: we have separated from boat 2 as we decided to do our own thing. All is good. And we will meet up again in Koz. Note we had to go hard on this leg to empty the fridges!

Day 14 – We need to re-fuel. Note: we have used 53 litres for the entire trip. Power boaties eat your heart out! It costs me that much in fuel to visit the fuelling jetty back home. Ha Ha.

Taxi costs 30 Euros to the Airport. We came home via Frankfurt, Dubai, and home to Perth. Quite a journey (we are so far away from Europe). Jet lag is always fun, two days recovery, but worth every cent.

A great experience sailing, swimming and enjoying good company and perfect conditions all set in superb locations resulting in a relaxing perfect holiday for all.

If anyone would like to discuss charters or buying a new Bavaria, please call and see me for a fantastic deal right now for summer.

Don Gorham
0416194926

MARTIN BOX MARINE

La Niña translates from Spanish as “the girl-child”

The term “La Niña” has recently become the conventional meteorological label for the opposite of the better known El Niño.

The term La Niña refers to the extensive cooling of the central and eastern Pacific Ocean. In Australia (particularly eastern Australia),

La Niña events are associated with increased probability of wetter conditions.

Changes to the atmosphere and ocean circulation during La Niña events include:

- Cooler than normal ocean temperatures across the central and eastern tropical Pacific Ocean.
- Increased convection or cloudiness over tropical Australia, Papua New-Guinea, and Indonesia.
- Stronger than normal (easterly) trade winds across the Pacific Ocean (but not necessarily in the Australian region).
- High (positive) values of the SOI (Southern Oscillation Index).

A La Niña event is sometimes called an anti-ENSO (anti-El Niño-Southern Oscillation) event.



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SERVICE, REPAIRS & PARTS

Importing a Boat

Seems a lot of people are trying to bring boats in from the states these days.

They've heard about it or they know of someone who's done it. We get a lot of enquiries about whether we do it for people for boats they've found online.

Most of these people want us to assume all the risk of importing their boat for a minimal fee and then give them full retail service, warranty etc and if there is something wrong with the boat (that they found and bought) then it's us to blame and not them.

We've imported a lot of boats and gained a lot of experience in the process and the truth of the matter is it's a lot harder and more expensive than it appears on the surface.

The main motivation for us to get a top quality new boat dealership was we came to the conclusion that it was impossible to get a regular supply of good condition used boats. And we flew to the states, got a rent a car and went around to dealerships, obtained dealer membership and went to dealer only auctions with full boat inspection reports. We also have a couple of really knowledgeable boat guys on the ground in the US who are friends who have wider contacts in the boating world in the US. Even then we can't find what we consider good condition boats easily.

And the situation has only got worse since then. Why? Because the sale of new boats in the US has dropped by 80% or so in the last couple of years. Hence the supply of quality used trade ins has dropped by a similar amount.

But what about repos I hear you ask? Yes there are some repos out there, no more than before mind you when the economy was good. We've been to repo auctions and liquidation sales in the US and what looks like a great boat on the net the day before you go turns out to be a rough, tired, stripped money burner when you stand next to it.

You can't see hull stress cracks in net pictures, you can't see the mildew in the cabin or carpet. People who couldn't afford to keep up the payments on their boat certainly didn't have the money to look after and maintain it and as they knew the repo man was coming they couldn't care less either.

In fact they almost always strip it of every electronic device and sometimes even the outboard! The nice stainless prop has been replaced with anything that fit, wrong pitch, size whatever.

Now that's just finding the boat. When you do you have to convince the guy you don't live in Austria, you do in fact speak English (don't underestimate the stupidity of Americans, those interviews you have seen on you tube where they can't find Australia on a map of the world are true. Nice people when you are there in their country, when you aren't you are some foreigner), to please give you an invoice without state taxes applied. Don't ask him to transport it to your required port out of his home state, he'll just hang up.

What about a marine survey to check the boat out? Sounds like a good idea, we did that on one of the boats we bought from a so called reputable dealer as well. The survey was fine, great boat according to that good old boy, trouble was he must have been blind in one eye and half in the other. Worse boat we ever bought. Cost us a lot of money to put right.

Honestly, buying a boat over the internet, sight unseen, based on a seller's so-called truthful description, would be about the dumbest thing anybody could do. It's akin to russian roulette, you might as well take your money down to the casino and roll the



dice a few times, at least you have a chance of coming out in front.

So let's assume you buy your boat and are able to pay for it. Then you need to transport it to a port that loads boats for Australia. Towing a boat through a couple of states gets expensive. Prep for shipping, cleaning, shrinkwrapping all add \$300 here and \$350 there.

The sea freight rates are not fixed and based on the freight agent you are booking through. Rates of US\$150/m³ plus 10% BAF are fairly common especially if you are only bringing in one boat. The cubic calculation of your boat is based on the longest point from the front of the trailer to the back of the raised outboard, widest point of boat or trailer and the highest point, even if it is an aerial or guide pole.

Even a small boat can cube out to 50m³ and land you a bill of US\$8000+. Fees in Australia for clearance, quarantine etc. usually exceed \$2000 plus 10% GST on the total including freight.

We haven't even spoken about trailers and that is where 99% of boat importers come foul of the law. Whilst the boat regulations in this country are ridiculously lax with no inspection of boats for seaworthiness for first registration, trailer regs are covered under road transport and they are strict.

Suffice to say that 9 out of 10 used American trailers never get registered in Australia without major modification to the point you would

be better to buy a new trailer in the first place then deal with all the grief and expense involved in getting a used one modified and across the pits inspection.

And at the end of all this cutting and chopping, how well is your trailer going to tow?

So it's been close to three months now since you bought your boat, you finally get to see it and take it out. Mate of mine who went through an import broker assumed it was all A1, because he had been told it was and he took the guy at his word. There was a problem with the live bait well plumbing, it was quietly pumping water into the hull, 300 litres later they realised something was wrong as they were checking for such problems, turned it off and got the bilge on.

Luckily that was working but most are usually toast or rusted out. The boat went like a dog, took forever to get up on plane. Quite a bit of money later on parts, engine servicing, new correct prop, it went OK.

The whole import process had taken 4 months plus then the time to sort the boat out, cost way more than what he was led to believe and he got an average boat that he didn't really like and ended up selling.

Ironically if he had come to us in the first place, he could have looked over a few different boats, sea trialled them, got a fully fitted out boat with safety gear, registered boat and trailer, warranty all for about the same money. Of course he wouldn't have had the satisfaction of telling his mates, "I imported my own boat from the states, I'm hard core, I'm a legend"

I haven't heard of or met anybody who has used an import broker that was either 100% happy with their boat or paid what they were led to believe. When a client of ours asked an import broker for a reference the best one he could dig out was a guy in Mandurah who had bought an almost new Pro Line, year old or so the guy said, "I'm happy with the boat, it's a good boat, cost me a few thousand more than I expected though." That's the best he could do!

It was an almost new boat, of course it was good and he paid normal retail in the end with no warranty, no Australian Builder's Plate - so no insurance payout if something bad happens, nothing.

If you want to get a good boat by yourself, fly to the states, expect to spend some time, inspect some, sea trial some and then buy it and arrange the freight etc. before you fly home. Expect to pay good US retail for your boat, expect to pay through the nose for freight and clearance and expect to have to buy a new trailer that meets Australian regs. Don't expect to save anything though over what you could buy here especially if you figure in your airfare, hotel, car etc.

Now most people will dismiss everything I've written because it isn't what they want to hear, they want to hear that it's easy, anybody can do it, just choose the first boat you like off ebay and ship it on down and save a fortune! Well that's their choice, I've done my best to help them by explaining the reality.

I hope you make the best choice for you.

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Visiting Rottnest

Information for the Rottnest Boating Community

Aqua Park

For some slippery, inflatable fun come and try the brand new Just 4 Fun Aqua Park operating in Thomson Bay all summer! The Fun Park operates from 1st December and is open every day (except Christmas Day) through to March 31st 2011. Opening times are from 10.30am to 5.00 pm each day. This floating water playground is suitable for ALL AGES from small children right through to adults.

Upgrade of Navigational Aids into Thomson

The Department of Transport in consultation with the Rottnest Island Authority have upgraded the main ferry channel markers into Thomson Bay. New starboard and port markers have been installed at the start of the 5 knots zone and the existing lateral markers on inner Kingston Reef have been changed to Port markers.

Synchronised night signalling devices have been placed on all the navigation aids to assist in night time navigation. The Department of Transport will update local marine charts with the improvements. Further information will be published by the Department of Transport until then please exercise caution when using the new aids.

Tenders left on moorings

The RIA has allowed Licensees to leave their tenders attached to their mooring between 1st October to 30th April each year. It is a condition of leaving a tender on the mooring that it does not inhibit or interfere with other vessels using the mooring. Over time, "creep" has developed where vessels up to 6.75m are being left attached. A tender is defined under the Rottnest Island Regulation 1988 as a vessel no more than 3.7metres in length.



Dive tank refills

The RIA has made a substantial investment in a scuba tank refill facility now located at Bike Hire buildings. The new facility is being constructed which will allow speedy refills from an air bank and commercial capacity compressor. Until the facility is totally completed the RIA is using a dive compressor supplied by the contractor. Opening hours vary seasonally, please phone 08 9292 5105 or e-mail: bike.hire@rotnnestisland.com.

Ranger activities

The Rottnest Island Authority Rangers will be out and about during the busy summer period making contact with many of you for a friendly chat with a focus on safety and environmental protection in the reserve. Rangers are available to answer any queries you may have contact them by phoning (08) 9372 9788 or via VHF channel 16.

West End boardwalk

Following the recent closure of the West End boardwalk due to environmental risks to nesting shearwaters, the Rottnest Island Foundation has provided funding to assist the RIA to re-design and upgrade the boardwalk facility. It is anticipated that these works will occur after the summer months.

Swimmer pontoon

The RIA is planning to install a swimmer pontoon at Parakeet Bay. A site was selected based on swimmer safety, accessibility and environmental factors. Parakeet Bay has a large beach and is popular with day visitors and the site selected is close to shore, sheltered from predominant swells and winds over a sandy area away from rocks and seagrass.

Raft up

Over recent month the RIA has become aware of the marketing of "Raft Up" type events to be held in Rottnest Island reserve waters over the summer. Any events of this nature require approval by the RIA. Furthermore, new regulation is being finalised which will allow Rangers to provide direction to persons to cease any disorderly or offensive conduct or behaviour which is causing disturbance or annoyance to other persons within the limits of the island.

Festival of Sail 2011

On the weekend of the 9-10th of April 2011 The Rottnest Conservation Foundation presents the inaugural Festival of Sail. This premier sailing event is celebrating West Australia's long history of yachting and fascination with our unique island. There will be a number of racers starting at Fremantle and around Rottnest Island over the weekend with festivities planned for Saturday night.

The Rottnest Conservation Foundation is a non-profit volunteer organisation established in 1985 with the purpose of retaining and enhancing the essence of Rottnest Island for present and future generations.

100 years of Tourism

Rottnest Island has been used for recreation for many years and "tourists" have been coming to Rottnest since the days of the Governors using the Island as their

Visiting Rottnest

summer residence. The official opening season of the Island, under the management of the Department of Immigration, Tourism and General Information, was in 1911.

The Rottnest Island Authority has therefore elected to celebrate the year 2011 as the year when the centenary of recreational use on Rottnest Island should be celebrated.

Results of boating visitor survey

In June 2010, a dedicated survey of Rottnest Island's boating visitors was conducted for the first time. The aim of the survey was to investigate marine capacity issues and gain information about the needs of boating visitors which would assist the Rottnest Island Authority (RIA) in providing facilities and services to them.

The key aspects that were addressed in the boating survey were:

- Visitation levels and patterns;
- Boating visitor activities;
- Marine capacity issues;
- Perceptions of the environment including crowding;
- Preferences for facilities and management approaches; and
- Satisfaction with the Island and its facilities.

For further information please follow this link to our website:

www.rottnestisland.com/en/Travel_info/Boating_information/Pages/Boating_Visitor_Survey_Results.aspx

Night navigation safer at Rottnest Island

Navigation of Thomson Bay at Rottnest Island will be easier for skippers on the water at night following an upgrade of navigation aids by the Department of Transport (DoT).

DoT Manager of Navigational Safety and Compliance Ray Buchholz said improvements to existing navigation markers and the installation of additional navigational aids have significantly increased boating safety for those approaching Rottnest Island after dark.

A total of 14 markers within Thomson Bay have been upgraded or newly installed and fitted with synchronised lighting, at a cost of \$46,000 providing a much safer boating environment for vessels transiting the area.

The completion of the upgrade and enhancement of this area marks the end of the first stage of a three year program to improve navigation aids at Rottnest Island at a total cost of \$176,000.

Mr Buchholz said boating traffic in the area at night had increased in recent times and various stakeholder and user groups including the Rottnest Island Authority, Boating WA, Department of Fisheries and the Water Police had expressed support for the improvements.


The LED synchronised rhythmic lighting that has been installed is solar powered and has enhanced visibility, even in areas where there is background lighting.

The project was implemented as part of the DoT's 2010111 Navigation Aid Capital Works Plan.

DoT is responsible for developing and maintaining an extensive network of navigation aids within WA waters to provide safe passage for recreational and commercial vessels.

DoT currently manages more than 1,200 navigation aids in WA and works closely with stakeholders to identify projects and works to improve navigation and keep boat owners and their passengers safe,

People wanting more information about the Department's navigation aid program can visit www.transport.wa.gov.au/marine or call the Navigational Safety section on 9431 1025.



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Media Releases

Deep Water Channel Buoy Repositioning

As part of the realignment works required for Deep Water Channel (DWC), a number of navigational buoys will be removed and/or repositioned in preparation for the declaration of the new channel.

This process will commence with the removal of the current starboard hand DWC No. 2 buoy.

This buoy will be replaced by a temporary wreck buoy marking the ground mooring in the same location and can be used as a starboard hand mark with the existing DWC alignment whilst under Pilotage.

Commercial shipping movements will not be adversely affected by these operations.

Two (2) virtual AtoNs have been established in the new buoy positions at the southern entrance to DWC but are not to be used for navigation at this time.

It is expected that the new DWC alignment will be declared in mid to late March, 2011.

Mariners are advised to navigate with caution.

Charts Temporarily Affected
RAN: Aus 112 , DPI: WA 001

Disability Access to Beach

Ways to improve and expand access to WA's beaches were examined in a beach and water access forum hosted by the State Government with Cottesloe, Rockingham and Cockburn councils and Surf Life Saving WA.

Demonstrations showed how beach wheelchairs and matting, which are being used at some WA beaches, can assist people with disability get on to the sand or into the water.

Everyone, including people who use mobility aids and equipment, or those with young children, should be able to enjoy our beautiful beaches, lakes and rivers.



Penguin Island boardwalk

Plan to manage small boats and dinghies on river shorelines

Local councils and the Swan River Trust have developed a plan to manage private dinghies stored on the shoreline of the Swan Canning Riverpark.

The new policy will give foreshore land managers the flexibility to use an approach suitable to the local area.

The Dinghy Management along the Swan Canning Riverpark Shoreline policy applies to the entire Riverpark and essentially requires storage of dinghies on the foreshore to be managed in a way that is not detrimental to the environment and public use of the foreshore.

The Trust works with relevant local authorities to implement the plan and may result in no dinghy storage in some locations, and managed storage systems in others.

While the storage of dinghies on the foreshore has been an accepted historical practice, in most situations it has never been formally endorsed or approved.

The increase in boat ownership and moorings has also led to a proliferation of dinghies being left on the foreshore and it's now time to address the environmental and public amenity problems arising from the unmanaged dinghy storage.

New boardwalk for Penguin Island tourists

A new \$305,000 boardwalk on Penguin Island Conservation Park in the Shoalwater Islands Marine Park south of Perth was opened late last year.

The new boardwalk was designed to reconnect visitors to the island's southern lookout and to allow east-west pedestrian access on the southern end of the island. It also improves safety for visitors and provides better protection of the island from erosion and for nesting bird populations, including penguins, pelicans and terns.

Penguin Island is home to a diverse array of wildlife and boasted breathtaking marine and coastal scenery, supporting the largest colony of little penguins on the west coast of Australia.

Penguin Island is one of the State's premier ecologically sustainable nature-based tourism destinations, attracting many thousands of people who made more than 90,000 visits to the island during the last tourist season.

The boardwalk follows some of the previous walk trail alignment to reduce disturbance of vegetation, realigned in areas to avoid dune blowouts, to fit in more aesthetically with the natural environment and to provide the easiest access for visitors of all abilities.

Media Releases

Cockburn Sound crab fishers reap benefits

Crab fishers will benefit this summer from the continuing improvement in blue swimmer stocks in Cockburn Sound.

Crab stocks are recovering well after a three-year total ban on crab fishing was replaced last Summer by a limited three and half month fishing season.

The fishery's continuing recovery has enabled me to extend the coming recreational season by an extra month.

Recreational crab fishing in Cockburn Sound runs until the end of April, 2011. This extension will enable recreational fishers to enjoy the pastime during Easter.

The commercial crab fishing season in Cockburn Sound will remain the same (December 15 – March 31), but for those fishers I have reduced the minimum size of blue swimmers they can catch to 135mm carapace width (down from 140mm).

Department of Fisheries' researchers had monitored Cockburn Sound's crab stocks and noted a slow increase in recruitment prior to this year. However, 2010 had delivered much higher counts of juvenile crabs.

When fishing for crabs in Cockburn Sound, recreational fishers must comply with the crab fishing rules that apply in all areas of the West Coast Bioregion.

Recreational fishing rules - available on a special flyer - 'Crabbing for blue swimmer crabs in the West Coast Region' - include a minimum size limit of 127mm carapace width, a bag limit of 10 crabs per fisher per day, and a boat limit of 20 crabs.

The flyer is online at www.fish.wa.gov.au and available through Department of Fisheries' office on (9482 7333) and information outlets.

State Govt provides record funding for boating facility improvements

A massive boost in funding for the 2010-11 round of the Recreational Boating Facilities Scheme (RBFS) from the State Government's Royalties for Regions program will see an additional \$20million available for eligible projects over the next four years.

RBFS Guidelines have been revised and facility managers can now apply for 75 per cent of the project cost, with the maximum grant available set at \$2.25million for projects in regional areas and \$750,000 in the metropolitan area.

These changes will allow large-scale projects to be undertaken with assistance from the RBFS, which previously had a grant limit of \$500,000 for a single project.

Grants can be used for boat launching ramps, jetties, moorings, and channels and breakwaters directly related to a public recreational boating facility or land-based items located at such a facility, including trailer parking areas, toilets, fish cleaning tables and signage.

At least 75 per cent of the \$6.5 million available in RBFS funding in Round 16 is to be allocated to projects outside the Perth metropolitan area.

The RBFS is administered by the Department of Transport. Boat owners make a direct contribution to the RBFS as it is partly funded from boat registration fees.

Recreational boat owners are encouraged to discuss project proposals with the local government. Individuals cannot apply for funds - applications can only be made by eligible authorities.

Application forms and more information about the RBFS are available at www.transport.wa.gov.au/rbfs or phone 9216 8000. Applications close 16.02.11.

New Wharf at Kalbarri

Work is underway on a new \$1.4 million land-backed wharf at Kalbarri to meet the growing needs of the local fishing and charter boat industry.

The design of the new facility, is being built at the Kalbarri Maritime Facility between the existing fisherman's jetty and boat pens on the Murchison River, resulted from close consultation with the local community.

The new wharf will allow local fishing fleet operators to directly load and unload; avoiding double handling of bait and fishing catches and greatly improving efficiency and safety.

It will also free up the existing jetty for use by other operators including those in the charter and tourism industries.

An extension of the facility's existing service jetty in 1998 had failed to adequately address access issues and resulted in operating restrictions being imposed after occupational health and safety concerns were raised.

Night navigation on Peel Inlet and Harvey Estuary

Navigation aids on the Peel Inlet and Harvey Estuary have been upgraded to assist skippers on the water in the area at night.

Improvements to existing navigation markers and the installation of new ones in some areas has significantly increased safety.

Markers have been either fitted with synchronised lighting, upgraded or newly installed along the Yunderup Channel, Murray River, Serpentine River, Cox Bay, Harvey Bay and from the navigation marker Big Red to Windmill Point in the Peel Inlet.

Boating traffic in the area had increased in recent times and various stakeholder and user groups including the Mandurah Boating Communities Group, Boating WA, the Department of Fisheries and the Water Police had expressed support for the improvements.

Stern Lines

The lights are on, the chairs are warm but.....

In recent years we have been sounding warning bells concerning the appalling lack of progress with the zonings for and the supply of new marina space. Still there has been minimal progress from the State Government or its responsible authorities.

This is in spite of various Ministries being well aware of the previous lack of attention to the glaring statistical evidence accumulated by government. The record now shows that there has been a collective and abysmal failure in the duties of those charged with these matters to address these extremely important needs.

We cannot *pussy foot* about any longer on these issues. The whole scenario is much too serious. It is affecting a whole industry and tens of thousands of households. People are in gridlock over second hand boat sales. Serious money invested in many small and not so small businesses, and by countless households in boats purchased and registered in good faith, is at risk of evaporating because the public service and their masters continue to ignore the community's ongoing needs.

The sheer naivety and ignorance in past and current governments about the scale and value of the recreational boating community and industry is stunning. It is all the more so in view of the physical and statistical knowledge before the people who are supposed to be monitoring this information for long term planning and the benefit of the community. Boating is not a pastime for the rich only, but a valuable community activity for all. Boating in all forms is a serious state asset helping to underwrite the wealth of the state.

We do not use the terms "duty" or "dereliction of duty" lightly but this is what we are faced with and suffering the consequences of. When we discuss a duty owed we suggest that it is to a vibrant, previously successful, competitive and no cost to government industry. This is an

industry from which any government would be delighted to receive the kudos, employment and taxes flowing in. There is a duty to the community who have supported these industries and who have invested billions of dollars in the products.

There is a duty to assist the community to participate in their chosen, healthy and character building recreation which has one of, if not the highest, participation rates in the state.

Thousands of ordinary citizens of this state are looking at serious losses of vessel capital value and added overheads simply because it has not been politically correct to consider and include recreational boating facilities as a part of a "must do" policy schedule. Now the problems have come home to roost with a government seemingly, either still not understanding the enormity of the problem or lacking the mental horsepower to "ramp up" the management, to effectively keep up with long term demand.

We acknowledge that Broome is now receiving some attention but this appears to be with the assistance of the *Royalties for Regions* scheme and does little to make up for the 20 years of near neglect in the southern and metropolitan areas. The Hon Brendon Grylls is ensuring the success of his deal with the Liberal Party but needs to bear in mind always that his other portfolios include Minister Assisting the Minister for Transport and he needs to remind the latter of the dire condition of one of this state's major industries.

We also acknowledge the proposed north Rockingham marina development, but this has been created by private enterprise and the zoning has followed the proposal, rather than being the initiative of the departments charged with such provision. The same can be said for the Port Coogee development by Australand. These were not pre-zoned and pre-planned developments by government but by private enterprise which was awake to community needs.

However the government's position is not being helped by the perceived erosion of the concept planning for the Coogee development, which a few years ago was seen as providing some relief for the demand for marina space. It would appear to the casual observer that this marina development is not proceeding as quickly as the community expected and the water based facilities, such as canal sizes, marina space and boat pen sizes are diminishing. All things which need to be conditions of the project approval, as well as staging time limits.

We are aware that the land component of such developments can be financially more attractive to developers, which leaves the marina as a secondary consideration. However it can also be a serious error of judgement if the marina space is not compatible with the value and quality of the residential component. This scheme could be a major disappointment to those who expected a timely development with a good spread of facilities, both public and private, for boaters at various levels of ownership.

The Coogee development has failed to make a timely contribution to the crisis in boating and it would appear that some of the expected benefits of the scheme have been compromised to the detriment of the boating community. Once again the crisis in the boating community has been used to help to support the need for a scheme but abused in the politics of the final details. It now appears that the completion of this development will be too little too late to ease the stress.

At the risk of being ostracised, penalised or compromised Boating WA needs to question how it can be that after all these years, all the known information on demand and the known effect on the industry and recreational boating, that the net number of new facilities is practically infinitesimal to the development of the sector. For all of the desks occupied by public servants charged with the responsibility for providing

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for civil needs and demand, history will have few positives to record. Where is the evidence of completed forward planning over the last 20 years for the provision of the basic growth needs for the recreational boating community and industry?

This is a question for a department, which can not consider itself at present, to be a reflection of the dynamism of this state by planning for the future and assisting the solving of these long standing issues.

In the past the Department for Transport, Marine Division, usually has been the only developer of new marina facilities, and yet judging by the output of completed public ownership schemes in the past 20 years, it could not be considered a viable operation relative to its last 20 years of productivity.

How often do we have to reiterate to those in government that it does not need to have the money to develop W.A.'s boating and tourism facilities because in the main, private enterprise already has the financial facilities and is keen to get started.

There are many opportunities in W.A. to expand boating and boating tourism, which will keep much holiday money in W.A.

What we need is for government to understand that in numerous projects as the developer manager it has been a serious and costly disaster highlighted by ineptitude for the tasks in hand.

The Perth Arena is a fair example. Subsequently, the public will be reminded that in all things government today, the "user pays" is the rule.

Let us be honest and state that this is hardly likely to be a realistic, fair or successful scenario whilst government is the developer and project manager.

The Premier and his responsible Ministers need to urgently reassess the "Government as developer – project manager" philosophy and concentrate on the required zonings for the much needed infrastructure and let private enterprise get on with the work more efficiently and cost effectively.

There is no doubt that marina spaces would be taken up at a fast rate. The state seems to be suffering from a rather myopic view that mining or football stadiums are the only issues contributing to the financial well being of the state.

Well a little more time spent understanding the value of boating and boating tourism in this state may well be a revelation to our leaders.

The next state election is in sight and the 500,000 people that go boating every year in W.A. will be voting. We are certain that boat owners will be reviewing their boat ownership experiences and costs over the last two and a half years. They will be relating these thoughts to their confidence in this government to solve their problems of ownership.

So far there is little to record by way of progress by this government, despite the Premier's promises in August, 2008. It is time for our leaders to be seen not as the train but as the drivers and take ownership of these issues.

Rent your RIB during Perth 2011 ISAF Sailing World Championships

If you have a 5m - 7m RIB with a minimum 60Hp engine, many visiting International coaches are looking to rent over November and December 2011.

Most visiting teams arrive from early November for training prior to the Olympic qualifying event held from December 3-18 in Fremantle.

To register the availability of your inflatable vessel, please send an email to activities@fsc.com.au with the following information:

- Your contact details
- RIB length, make and model
- Engine specifications
- Photo of the RIB
- Weekly rental charge



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