



From the Bridge

I hope that you have had a great Christmas and New Year.

The fireworks on the harbour were of the usual spectacular standard and it was a pleasure to show these to friends who had not previously had the harbour vantage point.

The thefts that happened from Killarney early in December have not continued – as far as I know.

My thanks to everyone who participated in the Christmas Lights parade. There were several people from the Cruising Division of Middle Harbour Yacht Club. The red and blue lights of the Water Police and Marine Rescue at each end of the line were effective and the line was tight. It was good to see flashing lights on the shore and to hear the reactions.

A major question regarding lifejackets has been: “Do I have to wear one when I row 10 or 30 metres out to my boat?” ***(If you are by yourself, the short answer is YES.)*** This is clarified in the **Frequently Asked Questions on the NSW Maritime website.**

Last winter in Sydney was harsh. Several people were lost from boats. The cover of “AFLOAT” told a clear story.

I have taken the following from the Maritime Website. The ***bold Italic ORs*** are mine.

Lifejackets must be worn:

By all the occupants of a vessel less than 4.8m in length when the vessel is being operated in any of the following situations:

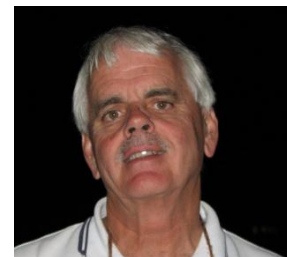
- at night ***(OR)***
- on open (ocean) waters; ***(OR)***
- on alpine lakes; ***(OR)***
- when boating alone; ***(OR)***
- as a tender more than 400 metres from shore.

Next Meeting

Members, friends and guests are invited to attend the next meeting of
Marine Watch Middle Harbour

Monday, 20th February, 2012
Middle Harbour Yacht Club
7:30pm

The meeting will be followed by a light supper



Saturday night and Sunday morning, Feb 11 and 12, we have another premier event. This is our raft up at Blackwattle Bay with breakfast at the Fish Markets. All are welcome and included is the opportunity for a nice boat trip each day.

The Sydney Morning Herald on 27/1/12 had an article in the Travel section about the airflow over a wing. This included a video showing clearly the different speed of flow over the two surfaces. For many years, Bernoulli's principle has been in question. There has been much discussion on this among Industrial Arts teachers over the last few years as flight theory forms part of our syllabus. The result of this is that the wings direct the air down - tonnes of it every second! This, Newton's 3rd law, allows the plane to stay up. AND the wings only provide about 80% of the lift. The attitude of the fuselage helps. So a yacht sail directs air out the back in order to push it to windward.

How much more discussion will this generate?

Happy Boating.

Bob McClung

Annual Raft-up

From 4:00pm Saturday 11th February until late morning Sunday 12st February. Blackwattle Bay

This is a great occasion to relax in good company and share tales, fine food & wine until the wee small hours in one of Sydney's best locations.

After a good night's sleep, finish with a late breakfast at the Fish Markets.



If the weather turns out to be iffy on the day, contact Bob 0403 295 873 or Robert 0403 860 026 to check if the event has been cancelled.

Spit Bridge Lift Mechanism Upgrade

The fourteen day closure of the bridge to high mast marine traffic will occur from **Monday 16 April to Sunday 29 April 2012**, inclusive. Inclement weather may cause the period to be extended.



New Maritime Advisory Committee

30/1/2012 Minister for Roads and Ports Duncan Gay announced a new 11-member Maritime Advisory Council. Mr Gay called for expressions of interest for membership last October, and received more than 40 responses from a wide range of the boating community.

“The new council will be pivotal in getting community views on priorities for the maritime portfolio”, Mr Gay said. “Establishing a statutory Maritime Advisory Council was part of the transport reforms we implemented last year. The council will ensure that boating issues are heard clearly within Transport for NSW. It will guide the work of the Office of Boating Safety within Transport for NSW and the service delivery by Roads and Maritime Services.”

Mr Gay said he was eager to work with stakeholders in setting a maritime policy agenda for boating safety reforms, providing easier access to waterways, and making the best use of maritime property.

“Recreational and commercial boating safety will be central to the work of the council, as will developing a clear framework for the management of maritime property around the State. With continued growth in recreational boating, there are challenges in providing safe and quality access to the waterways and in planning for the expansion of boat storage, both on and off the water,” he said.

“It was heartening to see such a wide range of skills and talent on offer from the community, and we have identified a blend of expertise and experience across the maritime sector in the eleven members to be appointed. I look forward to getting down to business with the first meeting of the council in March.”

Members of the Maritime Advisory Council:

Darren Vaux (Chair) - Mr Vaux is Director and Principal of the Empire Marina at Bobbin Head and an office bearer of three peak industry associations. He is currently the President of the

Boating Industry Association, Chair of the Boating Industries Alliance of Australia and Vice President of the Marina Industry Association of Australia.

Kay Cottee AO (Deputy Chair) - Ms Cottee, a distinguished sailor and former Australian of the Year, has run a boat building business and a marina at Yamba. She was a member of the committee responsible for forming Marine Rescue NSW.

Guy Bailey - Mr Bailey has extensive involvement in commercial marine and marine infrastructure operations. He is the owner/operator of Rottneest Ferries and Director and Major Project Manager of Bailey’s Marine Fuels Australia.

John Barbouttis - Mr Barbouttis is the owner of both the Gladesville Bridge Marina and Beacon Marine in Fremantle, Director of Motor Yacht Marine Holdings P/L and Commodore of the Royal Motor Yacht Club NSW Inc.

David Edwards - Mr Edwards is General Manager of Yachting NSW, a Board Member of the Royal Sydney Yacht Squadron and a member of the Marine Rescue NSW Consultative Committee.

Ian Ford - Mr Ford is the founder of charter vessel companies Bass and Flinders and Manly Fast Ferries. He is Secretary of the Commercial Vessels Association of NSW.

David Lyall - Mr Lyall is a public service medallist who is currently NSW President and National Councillor of the Australian Institute of Building and a member of the Recreational Vessels Advisory Group. He is also a former Vice President of the Boat Owners' Association of NSW Inc.

Brett Moore - Mr Moore had a distinguished career with NSW Maritime, retiring in 2010 from the position of General Manager, Recreational Boating and Regional Services Division. In this role he oversaw the delivery of many important safety and service outcomes for the boating community.

Malcolm Poole - Mr Poole is Chair of the Recreational Fishing Alliance of NSW Inc. He is a member of the Estuary Prawn Trawl Management Advisory Committee and the Recreational Fishing Saltwater Trust Expenditure Committee.

Jeff Richards - Mr Jeff Richards is the President of the Boat Owners' Association of NSW Inc. and was formerly a representative of the Boat Owners' Association on the Middle Harbour User Group.

Jan Thurgar - Ms Thurgar is President of the NSW Water Ski Federation and a member of the Recreational Vessels Advisory Group.

62nd Sirius Cup Regatta

The Sirius Cup is the premier and largest NSW scout sailing regatta held annually, and features five divisions of sailing races, canoeing races, rowing and iron man events.

The regatta is named after the oldest NSW Sea Scout headquarters in Mosman Bay which was formerly known as Port Sirius after *HMS Sirius*, flagship of the First Fleet.

Fri 9 – Sun 11 March 2012

Balmoral Oval & South Balmoral Beach/Reserve

For more information, visit <http://siriuscup.webs.com>



Boats, Biofuels and You

In the interests of promoting the use of cleaner, greener, locally made fuels in NSW, the State Government has taken steps to ensure the broader use of biofuels. Biofuels are perfectly safe to use in road vehicles designed to be compatible with them, but they create some significant issues for boat owners.

The biofuels available in NSW are ethanol and biodiesel which are mixed in varying degrees with petroleum. For example E10 is petrol containing 10 per cent ethanol, B20 is diesel containing 20 per cent biodiesel.

E10 is now widely available in NSW and, subject to certain exemptions including for marinas, the minimum ethanol content of all regular unleaded petrol sold in NSW after July 2011 will be 10 per cent. Petrol that contains ethanol must be labelled at the dispenser. Premium grade unleaded petrol without ethanol will still be available.

On 1 March 2009, the national Diesel Fuel Quality Standard was amended to permit up to 5 per cent biodiesel in all diesel fuel in Australia. B20 will also be increasingly available but any diesel blend with more than 5 per cent biodiesel will have to be labelled at the dispenser.

Marine engine manufacturers are producing new engines capable of using biofuels, however there are still some significant safety and fuel management issues of which boat owners need to be aware.

Implications for petrol engine owners

Generally ethanol blended fuel is not recommended in a marine application because ethanol absorbs water readily, to the point where it may separate from the petrol. The ethanol itself may cause problems for carburettors, fibreglass fuel tanks, rubber fuel lines, fittings, seals and filtration systems, particularly in older engines, and non-standard engine installations.

The NSW Government has provided for exemptions so that regular unleaded petrol may continue to be available from marinas after 2011. Boat owners who purchase their petrol from service stations will be able to purchase premium grade unleaded fuel without ethanol.

E10 should not be used in a boat unless:

- the engine manufacturer recommends the engine model is compatible with E10;
- the fuel tank, fuel hoses/fittings and fuel filtration system use ethanol-compatible components;
- the vessel is used frequently, ensuring fuel is not stored for long periods of time;
- the fuel system, including fuel tank, is regularly inspected and serviced to remove water and debris;
- specific procedures are adopted for “off season” fuel management; and
- the vessel will not be operated in conditions where engine failure may result in a serious threat to the safety of the vessel and its occupants.

Always consult your marine dealer or engine manufacturer before using E10.

Implications for diesel engine owners:

- ensure the engine manufacturer recommends that the engine model is compatible with biodiesel before any biodiesel blend greater than 5 per cent is used;
- ensure the fuel tank, fuel hoses/fittings and fuel filtration system use biodiesel-compatible components;
- biodiesel has a shorter storage life than mineral diesel. Oxidation stabilisers are added by biodiesel manufacturers to meet the Fuel Quality Standard, however an additional fuel stabiliser additive may be required if biodiesel blends are stored for more than a few months. Acidity should be measured monthly;
- biodiesel blends are more susceptible to microbial contamination. Sound fuel management practices, including monitoring and especially keeping all water out of the fuel system, are essential;
- the fuel system, including fuel pumps, tanks, filters and injectors should be regularly inspected and serviced to remove water and debris; and
- specific procedures should be adopted for “off season” fuel management.

No Interest to Run Clifton Gardens Kiosk

Mosman Daily 19/12/11 by Emma Page

A plan to build a kiosk in Clifton Gardens has hit a bump after Mosman Council received no offers from potential operators through its tender process. But the council



has decided to re-sell the idea. Councillor Denise Wilton argued the kiosk would be successful because a survey (conducted last summer) showed most people wanted it.

The council's General Manager Viv May said it would cost \$100,000 to construct the building and estimated at least \$15,000 was needed each year to break even. The council's governance manager Tony Fitzpatrick said the kiosk would only attract a “niche market” of local service providers but there was “sufficient commercial interest” to allow the council to negotiate a contract for the fit-out and lease.

THE KIOSK

- 18sqm weatherboard shop will be located on the grassed area in front of the new toilet block
- Open Monday to Sunday from 6.30am until 9.30pm
- Will sell snack foods, light meals (such as sandwiches) and non-alcoholic drinks
- Food cannot be cooked on the premises but re-heating of food is permitted
- No signage permitted unless approved under a separate DA
- Leased for five years plus a five-year option

CSIRO Researchers Map Marine Rubbish

Manly Daily 6/1/12 by Peter Bodkin



Waste left on a Manly beach.

Logging barcodes and tracing the origin of marine waste back to its source is helping researchers better understand the causes of water pollution and protect the environment. A group of scientists visited Manly's Shelly Beach last month as part of a survey of marine debris along the Australian coast. They uncovered a large quantity of glass and cigarette butts on their stay.

CSIRO research scientist Denise Hardesty, who leads the project, said her team had stopped every 100km to catalogue the waste found in each area and note critical factors such as population density or beach-cleaning regimes. She said Shelly Beach was the most densely populated site the group had visited and was subject to regular council sweeping. "Even in a place where people are quite mindful of their environment there was a lot of debris on the beach," she said.

Dr Hardesty said the researchers would use all the data to draw up a "risk map" and show where marine species were most likely to be threatened by debris. "We will be setting up a national database where people can see our data and go out and collect their own data - so that people can actually contribute to what we do," she said.

Dr Hardesty said the group was using barcodes and other identifying markers on recovered items to work out "where in the supply chain items are being lost. Sometimes we find bits of balloons that even have phone numbers for where they have been released," she said.

One-third of global marine debris resulted from the beverage industry, with commonly found items including bottles, cans and straws, Dr Hardesty said. "They should all be something that is reused or recycled, not ending up in a stormwater drain or being tossed off a boat. Our goal is not to place blame or point fingers, but to find solutions to the problems," she said.

Diary

11 Feb	Annual Raft-up Blackwattle Bay 16:00 hours
20 Feb	Marine Watch Meeting 19:30 hours MHYC
4 Mar	Clean Up Australia Day
19 Mar	Marine Watch Meeting 19:30 hours MHYC
6-9 Apr	Easter
16 Apr	Marine Watch Meeting 19:30 hours MHYC
16-29 Apr	Spit Bridge closed to high mast vessels
25 Apr	Anzac Day

La Niña dominates the BOM's Annual Climate Statement for 2011

The Bureau of Meteorology has released its Annual Climate Statement today (4 Jan), highlighting a year likely to go down as the third wettest on record, with widespread and severe flooding across northern and eastern Australia.

Last year's weather was dominated by two La Niña events. The first, one of the strongest in recorded history, began in 2010 and continued into the autumn of 2011. The second, weaker event, formed toward the end of winter.

The Spanish term La Niña translates as the 'girl-child'. The meteorological opposite of El Niño, La Niña is associated with cooling in the central and eastern Pacific Ocean which often plays out in increased rainfall, particularly in the eastern states.

Last year much of the country received above average rainfall. Rainfall was heaviest in the tropics and over eastern Australia at the start of the year, while much of the western half of the continent received good falls in spring and early summer. Only isolated regions received average or below average rainfall.

Wetter conditions contributed to the first cooler than average year for Australia since 2001, although the past ten years rank as the equal warmest decade on record.

In contrast to the national pattern, Perth and the southwest of Australia recorded its hottest year on record. Ocean temperatures around Australia were well above average, with parts of the eastern Indian Ocean recording the warmest temperatures on record.

A number of significant tropical cyclones impacted Australia in 2011. Tropical cyclone Anthony crossed the north Queensland coast near Bowen, while TC Bianca tracked along the west Australian Kimberley and Pilbara coasts.

On 3 February tropical cyclone Yasi, which developed near the Fijian islands, became the strongest tropical cyclone to make landfall since 1918, another La Niña year. Two weeks later, TC Carlos brought heavy rainfall and flash flooding to northern Australia between 15 and 17 February. The year ended with Grant bringing intense rainfall and flash flooding, washing away roads and railway lines in the Top End.

Globally, 2011 saw the equal 10th highest mean temperature on record according to preliminary data released by the World Meteorological Organization, with 13 of the warmest years having occurred in the past 15 years.

For further information, or to download the Annual Climate Statement 2011, go to: http://www.bom.gov.au/announcements/media_releases/climate/change/20120104.shtml

Clem Morath Rock Pool Rectification

The long-awaited works to the Balmoral children's rock pool, also known as the Clem Morath pool, will start on 20 February and take approximately two weeks.



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