



# SPRING NEWSLETTER

March 2007

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## Key concerns for Broads navigators

- *Dredging is needed throughout the Broads*
- *Moorings continue to be lost or fall into disrepair*
- *Methods being used by the Flood Alleviation Project are depriving navigators of many informal moorings*
- *Banks and staithes need maintenance*
- *Broads Authority needs to find money to maintain and improve the navigation from sources other than river tolls*

## Agreement on the Bill followed by objections in the Commons

The long negotiations between the boating organisations and the Broads Authority over the Private Bill resulted in a binding agreement, signed on January 25th. The full text of this agreement is available on the web sites of the NSBA, RYA and BA.

On January 26th the Broads Authority passed a resolution confirming its intention to proceed with promoting the Bill.

The Bill passed its first reading in the Commons but three attempts to give it a second reading have been blocked by objections from two local MPs, Keith Simpson and Richard Ba-

con. Mr Simpson has said that he does not want to derail the Bill. His intention is to get the content of the Bill debated in the Commons. As we go to press, it looks as if the debate will take place in mid-April.

The boating organisations believe that their concerns over the original draft of the Bill have been met as a result of the changes made to the Bill before it was laid before parliament, coupled with the agreement reached on January 25th which covered further changes to the Bill and agreements on how the powers would be exercised. There is now some concern that yet fur-

ther changes may be introduced which might not necessarily be to the benefit of boating interests.

As a result of the negotiations, the boating organisations had not only achieved moderation of the powers to be acquired by the BA, in some cases getting agreement that they would not be applied to pleasure craft, but also agreed an independent arbitration process for any contentious general directions and gained significant benefits from increased transparency in the BA accounts and clearer definition of the role of the Navigation Committee.

## NSBA donates £2000 to the RYA

The costs of negotiating with the Broads Authority over the content of the Broads Authority Private Bill were largely borne by the RYA. These costs were mainly legal fees and the costs of providing meeting venues. The other boating organisations (BMF, NSBA, IWA, BHBf) met their own travel expenses.

NSBA is aware that these costs have been substantial.

At its meeting on February 5th the NSBA General Purpose Committee decided to make a donation of £2000 to the RYA as a contribution towards those costs. That sum represents approximately 10% of the Association's assets.

Writing to Rod Carr, Chief Executive of the RYA, Mike Evans said, "I was asked to write to you and thank the RYA for its sup-

port in protecting the interests of navigation. We are very conscious of the fact that this support has been much more than moral and administrative in that the RYA must also have incurred substantial legal expenses. NSBA is a small organisation and would not have had the capacity in either time or money to cope with the implications of this Bill."

### Green Book

You will probably have received your Green Book with this newsletter. If any information in the members' listing is incorrect, inform the Executive Secretary or update the web site (see page 3).

If any Club or Class information is incorrect, inform the appropriate Club or Class Secretary.

We do our best to be accurate, but with your help we will do better.

## Boat Safety Scheme

In papers presented to the Navigation Committee on March 1st the Broads Authority confirmed its intention to introduce the Boat Safety Scheme on the Broads from April 1st using temporary bye law powers until it succeeds in getting the Private Bill passed into law.

From April 1st this year owners of the Broads' largest motor craft (hire craft over 30 sq m and private motor craft including motorised sailing craft with engines over 10 hp of 21 sq m and above) will need to

be covered by BSS certificates before they can navigate the Broads.

Boat owners whose vessels are required to comply by 1 April 2007, but cannot because of lack of workshop capacity by the boatyards, can apply to the Authority for a time constrained exemption but will need to satisfy all of the following criteria:

Boat owners must have had a BSS examination completed on their vessels. Copy to be forwarded to the Authority for assessment.

The vessel must not be subject to a "dangerous boat warning" notice issued by the examiner at the time of examination.

The vessel must be booked in with a boatyard and the boat owner must provide a letter from the yard detailing when the work is scheduled. The completion date of works must be no later than the end of July 2007.

All of the above must be in place and agreed in writing by the Authority before the vessel is allowed to use the navigation.

**NSBA Committee  
welcomes Pat  
Larner and  
Professor Richard  
Card**

## NSBA co-opts two committee members

The NSBA General Purpose Committee has co-opted two new members. Both volunteered following Mike Evans statement at the Annual General Meeting that he would be pleased to hear from members who felt they could contribute to the work of the committee.

Pat Larner is a trustee of the East Anglian Cruising

Club and a Chartered Surveyor by profession. He is interested in the BA's approach to Town Planning, the Flood Alleviation Project and water quality.

Professor Richard Card has recently retired as Head of the De Montfort Law School in Leicester and moved to Beccles. He has had a boat on the Broads

for many years, visiting most parts of the navigation each year. The author of a number of books, he is looking forward to putting something back into the Broads.

These additions to the committee came too late for their names to be included in the 2007 Green Book.

### NSBA Regattas

**NSBA Broadland Youth Regatta** will be held at Norfolk Broads Yacht Club on September 1st.

**The Ramuz Trophy** will be sailed for in Wayfarers at Rollesby Broad Sailing Club on June 23rd

The Broadland Dinghy Regatta will not be staged this year.

NSBA thanks NBYC and RBSC for hosting the events.

## Dredging

Dredging has been a hot topic over the last twelve months. In a paper presented to the Navigation Committee, the Broads Authority reported:

Dredging disposal sites have been identified at The Mud (Haddiscoe Cut), St Benet's, Ant Mouth, Thurne Mouth, Seven Mile Bends (River Yare).

The water injection trial at the Lower Bure was considered a success but the

method is unlikely to be used again on the Broads because the additional monitoring costs required reduce its price competitiveness and there are a limited number of places with adequate tidal flows to make the technique successful.

Relative costs of side casting on the bank at Fleet Dyke or transporting spoil to St Benets were quoted as £10 against £15 per m<sup>3</sup>.

Dredging is under way or complete at Surlingham Bends, St Benets, South Walsham Fleet Dyke, Lower Ant and Haddiscoe Cut.

At the beginning of February, cumulative expenditure was reported as £487,000 out of a budget of £650,000. Unspent money at the March year end will be carried over to next year, which already has a budget of £750,000.

## NSBA Web Site

The NSBA web site can be found at [www.thegreenbook.org.uk](http://www.thegreenbook.org.uk) and at [www.nsba.co.uk](http://www.nsba.co.uk). Both addresses point to the same site. It has undergone a few changes recently.

The information on the site has been updated to match the content of the 2007 Green Book. This is a tedious job, performed each year by Paul Douglas, our webmaster, and we thank him for all the hard work he puts in. Paul has also been busy improving the way the site works.

The membership database has been loaded onto the web server in a secure area and can be accessed by the Executive Secretary and the Treasurer. They can now maintain a single central record of the Association's members and hope to avoid the problems that can arise when they both have separate databases which needed reconciling from time to time.

This central database means that several new facilities are possible:

We can provide members

with their own login IDs and passwords, so that we can validate forum postings and create sections of the site that are accessible only to members. See below for how to obtain your ID.

You can also update your membership information (e.g. address or boat name).

Club and Class Secretaries can maintain the information about their organisations.

The membership list can be viewed on the site in the same format as is published in the Green Book.

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## Maintain your own information on the NSBA web site

To get a login ID and password for the web site, send an e-mail to [webmaster@thegreenbook.org.uk](mailto:webmaster@thegreenbook.org.uk) giving your name and address. The webmaster will check your details against the database and send you the information you need to log in to the site. New members will be given an ID when they join.

When you have an ID you can login to the site using

the login/logout button at the top right of the Home Page.

Once you have a login ID, you can maintain your own information on the site in the Member Services area. This will allow you to notify changes of address, phone number, e-mail address or the name(s) of your boat(s).

If you change your title, initials or surname (e.g. by

getting married) you will need to notify the Executive Secretary because you will not be able to make these changes to the database yourself.

We hope that this centrally maintained membership database will improve the administration of the Association and help to make the information published in the Green Book more accurate.

**Once you have a login ID you can maintain your own information on the site in the Member Services area.**

## Improvements to the Forum section of the web site

The software that drives the Forum section of the web site has been updated. The appearance has been improved and the rules about posting messages have been modified.

If you are logged in as a member of the Association you can post a message and it will be displayed immediately. If you are not logged in as a member (i.e. you are

treated as a guest user) your message will not be displayed until it has been approved by the webmaster or one of the site editors. This is unlikely to take more than 24 hours.

Messages posted by members can be edited by that member at any time after they have been posted. Messages posted by guest users cannot be edited.

Please use the Forum responsibly. NSBA does not necessarily condone or endorse any of the views expressed and any inappropriate, offensive or defamatory material will be removed.

The Forum provides a means for the Association's members to make the Committee and other members aware of their views and concerns.

Minutes of the NSBA General Purpose Committee can now be seen on the NSBA web site. Look on the Main Menu under "About the NSBA"

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Guarding the future of Broads boating

**We're on the web**  
**[www.thegreenbook.org.uk](http://www.thegreenbook.org.uk)**

### From the Chairman

As you will all have read the Broads Bill has come to a stuttering stop!

After all the work that we have done to implement the Boat Safety Scheme and introduce third party insurance, at the same time avoiding the Broads Authority acquiring unnecessary powers to give General and Special Directions to boaters, two of our local MPs have objected to the Bill in order that it may be debated in Parliament.

Grand sentiments they may be but ones that cause confusion and uncertainty. This is something of an anticlimax and my principal concern is that having reached a significant result for boaters and a victory for the Broads this may open Pandora's Box. It is certain that

the Boat Safety Scheme will go ahead with all vessels over 21m<sup>2</sup> requiring a certificate by April 1st, although I understand that if you are booked into a Yard for the work necessary to reach the pass standard your boat will receive a period of grace. Apart from this who knows what will happen next?

The turbulent passage of this piece of legislation spells out an important message. In future we will have to fight even harder for the Broads Navigation if we are to avoid more government interference and bureaucracy. NSBA membership has been rising quite fast but persuading all boat owners to join us, thus strengthening our bargaining position with numbers, is absolutely vital. The more we are the more we will be

- **The NSBA has a voice on the Broads Authority but needs more information and support from representative boat-owners.**
- **The NSBA supports the Broadland joint interests of recreation and conservation with navigation but urges balance and fairness by all.**
- **The NSBA is lobbying for improvements on issues including: dredging; moorings; river work and funding for navigation priorities.**
- **The NSBA stands firm on protecting the navigation from any closure threats to any part of the Broads.**
- **The NSBA represents 42 sailing and boating clubs plus more than 1000 individual members.**

listened to. Full membership details and an application form can be found on our website [www.thegreenbook.org.uk](http://www.thegreenbook.org.uk). An application form is also in the 2007 Green Book. Use them to make sure the next boat in your moorings belongs to a member.

Finally I must again thank the National Boating Organisations, the RYA, IWA and BMF for their enormous support in dealing with the Broads Bill. We could not have done it without them.