



SUMMER NEWSLETTER

May 2006

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Key concerns for Broads boaters:

- *Dredging is needed throughout the Broads*
- *Insufficient 24 hour moorings*
- *Methods being used by the Flood Alleviation Project may deprive navigators of many informal moorings*
- *Banks and staithes need maintenance and clearance of scrub and under-water obstacles*
- *Broads Authority needs to find money to maintain and improve the navigation from sources other than river tolls*

BA promotes Private Bill in Parliament

The Broads Authority is promoting a Private Bill in Parliament to amend the provisions of the 1988 Norfolk and Suffolk Broads Act. The reason for the new Bill is stated as the wish to implement the Boat Safety Scheme on the Broads and to obtain the necessary powers to impose compulsory third party insurance on craft using the navigation. The Authority says it is also taking the opportunity to deal with other issues that were raised as a result of the Defra review of the Authority and during the preparation of the Broads Plan in 2004.

The provisions of the draft Bill, published in early April, include:

Change name of Authority to Broads National Park Authority and change name of area to Broads National Park.

Obtain powers to issue General and Special Directions to vessels in the navigation and contiguous waters.

Require all vessels to be registered and to set construction and equipment standards and to require vessels to be insured.

Require hire boat operators to

be licensed.

Allow the Authority to regulate water skiing.

Extend the navigation area to include Breydon Water and the lower reaches of the Bure.

Establish a code of practice for drainage work.

Obtain powers concerning discharge of sewage and dumping.

Acquire powers to require the cutting of vegetation which affects the navigation.

Alter the constitution of the Authority.

Do away with the separate Navigation Account.

Do away with the requirement to delegate all navigation matters through the Navigation Committee.

The Authority asked for responses to this first draft by 28 April, which did not leave much time for organisations to consult their members and stakeholders and respond. NSBA has worked closely with the RYA, BMF and IWA to put forward constructive responses to the proposals, bearing in mind the limited period allowed for consultation and has reserved its position, intending to com-

ment further in the light of mature reflection and later drafts of the Bill. RYA/BMF and NSBA submissions can be seen on the Campaigns page of the NSBA website.

The timetable for getting the Bill onto the Statute Book involves a second draft published at the end of May with a consultation period running to early July, Authority meetings in September and November to finalise the Bill which will be deposited in November and should become law in the middle of 2007.

You will find, accompanying this newsletter, a survey of opinion on the provisions of the Bill. NSBA feels it is important to gauge opinion and to demonstrate the response to the Bill within the boating community. It would like to encourage as many members as possible to make their views felt, both directly to the Broads Authority and, by means of the survey, to the NSBA.

The survey can also be downloaded from the NSBA website. Please return completed survey forms to Phil Ollier by 16 June.

Green Book

By now you should have received your 2006 Green Book. We would like to make the Green Book as accurate as we can. If you are aware of any inaccuracy in the list of individual members (p131—146), please draw it to Phil Ollier's attention. If you spot an inaccuracy in the boat lists (p91—124) please notify the appropriate class secretary.

NSBA Campaign on Norwich Yacht Station Bears Fruit

The £315,000 revamped yacht station was opened last year. It has been plagued by security problems.

NSBA posted a warning on its website advising people not to moor up in the city centre. Now the council has pledged to spend £160,000 to secure the Riverside Road station.

The work includes a lockable gate at the entrance from Riverside Road, a fence to prevent access on to the roof of the new building and improved lighting

as part of the new ramped access.

There are plans to install a security gate across the quay, just down from the picnic area, and it is hoped the replacement of the CCTV system will take place later this year.

Hereward Cooke, deputy leader of Norwich City Council, said: "We're upgrading the yacht station. There's been quite a lot of controversy about the yacht station, with some users saying it's not of sufficient quality."

Mr Cooke said the council was looking to "put that right" by not only tightening security, but also enhancing the whole area to create "a better atmosphere for all boat users who want to spend the night there".

"We're hoping it will make it a less obvious attraction for passers-by out at night to cause a disturbance," he said.

NSBA welcomes the response to its campaign and will wait to see the effect of this work before modifying its advice to boaters.

"Each year the NSBA sponsors three regattas."

NSBA Regattas

The **Youth Regatta** will be hosted by the Norfolk Punt Club on Saturday September 2. The Centenary Trophy, presented by SSF Honor in 1994, is competed for by Clubs represented by competitors aged under 18. The Lady Mayhew Centenary Trophy, presented in 1995 by the Broads Society in memory of Lady Mayhew, is awarded to the

competitor who has applied great effort and has shown the spirit of sport, determination and fun without necessarily achieving a top finishing position.

The **Ramuz Trophy** will be staged this year by the Waveney and Oulton Broad Yacht Club on Sunday September 17 and will be sailed for in Waveney One De-

signs. Affiliated clubs may each put forward a team. Boats are kindly provided by members of the host club and are allocated by lot. No owner can sail their own boat and no team can sail the same boat in the heats and the final.

The date and venue of the Broadland Dinghy Regatta are yet to be decided.

"English Nature will decide whether weed cutting will damage the ecology."

Barton Broad Waterspace Management Plan

When weed growth accelerated at Hickling, the ensuing inability of the Broads Authority to cut the weed and maintain the navigation led to much bitterness and anger.

Attempting to prevent similar problems in the future, the BA set up the Upper Thurne Working Group and the Barton Liaison Group. They brought together stakeholders in the respective areas including

conservationists, navigators of all persuasions, anglers and local residents.

The BLG has produced the Barton Broad Waterspace Management Plan. This identifies the key issues in managing the Broad to recognise the importance of the different activities that are enjoyed there.

An area of the Broad (roughly 20m around the outside edge) has been identified as a "non interven-

tion" area where aquatic plants will not be cut. Over the remainder of the navigation, if weed growth threatens navigation, a two stage process will ensue. English Nature will decide whether cutting will damage the ecology. If not, cutting will be carried out. If they feel it will, cutting will only go ahead after an assessment process. NSBA now look to the BA and EN to act promptly and constructively.

Responding to the Bill

Recent weeks have seen a flurry of activity by NSBA to respond to the issues raised by the proposed BA Private Bill.

In mid January the NSBA chairman and executive secretary met the BA chief executive and waterways manager to discuss navigation issues on the Broads. One point identified was the proposed content of the Bill.

The draft Bill was published early in April. Responses to the consultation were required by April 28.

April 10 saw one of the regular NSBA General Purpose Committee meetings and, of course, the BA Private Bill was on the agenda. It was decided to liaise closely with the RYA and other bodies with a navigation interest.

On April 12 four members of the NSBA GP committee met representatives of the RYA and the Broads Hire Boat Federation to go through the contents of the Bill and to identify the impact on navigation users.

On April 24 the RYA, the

British Marine Industries-Federation, NSBA and the Inland Waterways Association met the BA and their respective parliamentary agents to discuss the Bill.

On April 25 the NSBA GP committee held a special meeting to discuss the Bill in detail and agree their initial response to the first draft. That response was communicated to the BA chairman and chief executive at a meeting on April 26 and by letter.

Copies of those responses are on the NSBA web site.

“The draft Bill was published early in April. Responses to the consultation were required by April 28.”

NSBA Merchandise



Don't forget that you can buy NSBA Flags by sending a cheque for £6.50, payable to NSBA, to Phil Ollier.



Additional copies of the Green Book can also be obtained from Phil Ollier at a cost of £5 including postage.

As an experiment, we are making available copies of the Green Book on CD. The complete content of the Green Book is provided as .pdf files in three formats (72, 150 and 300 dpi). This is available to members for £2.50 including post and packing.

Why not keep the paper copy on the boat and load the electronic file onto the computer at home?

Buy flags or Green Books in hard copy or electronic formats

Email Experiment

This newsletter and the accompanying survey of opinion on the BA Private Bill will be sent to all members by post. They will also be sent to all members, whose email address is known to the Association, by email. This is an experiment to identify any problems we might experience with electronic communication.

If you think that NSBA knows your email address and you do not receive an email copy, please let Phil Ollier know. That way we can attempt to identify the causes of problems.

Please also try to ensure that philip.ollier@breezebarn.com is an accepted source of communication by your internet security systems, such as spam filters and firewalls.

If this experiment proves successful, we will move to an arrangement where email becomes our preferred method of communication with members and post is only used where we do not know the member's email address. This will significantly reduce our costs. Printing and posting a newsletter to all individual members costs around £600.

Thank you for helping to reduce our running costs.

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Guarding the future of Broads boating

We're on the web
www.thegreenbook.org.uk

- **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 39 sailing and boating clubs plus more than 1000 individual members.**

From the Chairman

Broads National Park Authority Bill

You will have seen advertised in the EDP and highlighted on the front page of this newsletter that the Broads Authority is promoting a Private Bill. The principal purpose of the Bill is to give the Authority the power to implement the national Boat Safety Scheme and to require third party insurance for relevant boats. We welcome in principle proposals to introduce these matters as soon as possible. Nevertheless there are a number of other items for which the Authority is using this opportunity to amend the 1988 Broads Act.

We are particularly concerned that the Bill also contains a number of changes to the basis upon which navigation interests are currently safeguarded, notably:

A further revision to the BA Constitution which could lessen the extent of navigation experience available at the Authority level; The replacement of the existing ring fenced navigation account with some as yet unspecified accounting arrangement. In 2004, the then Minister, Alun Michael, insisted that the BA retain the account because 'it is important that toll payers can see that their

contribution is being spent wisely'; Repeal of the provision requiring navigation functions to be delegated solely to or through the Navigation Committee.

NSBA is also concerned about the proposals to give the Broads Authority sweeping powers to control what vessels do and where they go, even in non-urgent circumstances.

There are a number of other powers which the Authority is seeking to obtain under the Bill, but rather than try to explain them all here I recommend that you look at the entire draft Bill on the Broads Authority website. We will keep you posted on progress on the NSBA website, www.thegreenbook.org.uk.

Water Skiing / Wakeboarding.

Water skiing is permitted under certain management conditions that limit the number of ski boats and the times and places when and where they may operate. NSBA has held the view that we should not oppose this activity which is only practiced on the Yare and Waveney, providing it is properly managed. Very much a policy of 'live and let live'.

However we have received complaints this last summer about wake boarding. This style of water skiing requires that the towing boat makes a wash such that it provides a platform for jumping into the air and performing various tricks. Your Committee considered this very carefully and after inviting a leading water skier to come and discuss it with us, concluded with regret that, whilst we would continue not to oppose water skiing as such, for reasons of wash and the safety and enjoyment of other river users, wake boarding is not in our view a suitable activity on the Broads. The key factors that influenced the committee were the effect of wake on passing craft, particularly inexperienced boat hirers and boats engaged in towing, and general safety and disturbance issues which it believes to be incapable of mitigation by closer management.