



WINTER NEWSLETTER

November 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 underwater obstacles*
- *Broads Authority needs to find money to maintain and improve the navigation from sources other than river tolls*

From the Chairman

Turbulent is the only way that I can describe the last few months. So much so that as I sit and type I wonder in which way the Norfolk and Suffolk Broads is heading. A few weeks ago when the Press put a similar question to me, my instinctive response was that it must not become a sterilised theme park.

I reflect that, when I was working full time in a highly political and stressful job, coming home to the Broads was a calming, soothing, mentally replenishing experience for which I was always grateful.

At the same time I recall my own youth when I roamed Broadland with my friends, learning to sail, establishing what was to be a life long interest in its wildlife and in a subliminal way soaking up the culture and freedom of the marshes and waterways.

Listening to the **Broads Authority's Annual Public Meeting** in Acle on October 3rd I wondered sadly if future generations will have the benefit of the Broads as I know them?

Or is this just a perception? The Broads Authority has achieved quite a lot since its inception in 1988. Take the

dredging of Barton Broad or the sorting out of the Yarmouth Yacht Station as good examples... but the perception of most of those people who attended the Annual BA Public Meeting was quite different.

Perhaps continual 'spin' is the problem.

An example is in the EDP on Wednesday 4th October, the very next day after the Acle meeting, telling us that the Minister says 'We'll work to save the Broads'. Examine that article and you will find absolutely no such thing as Mr Gardiner putting his money where his mouth is and, what's more, no mention of the atmosphere of scepticism and suspicion which you could cut with a knife at the BA meeting the night before.

Why did he not come to that meeting and tell those 300 or so Broadsmen and women present exactly how he was going to save the Broads?

Now I come to the **Broads Private Bill**. The cause of most of the turbulence!

First I must thank all of you who responded to our Opinion Survey on this subject earlier this year; your response was overwhelming

and clearly in support of our position. It gave us a clear mandate.

Equally I thank RYA, BMF & IWA for their support with commitment, skill and resources in negotiating with the Broads Authority.

The National Park! What a time consuming, immensely expensive attempt to change the culture of the Broads. Why did they (and hence we) waste so much time on the name when the Government and its lawyers had already advised that this was a non-starter?

The safety aspects of the Bill we supported; the introduction of the **Boat Safety Scheme and compulsory third party insurance** are in the interest of the Broads.

Under the 1988 Broads Act the **Navigation Committee** has the legal status of an advisory body to the Authority in its role as a navigation authority. Its membership is made up largely of local experts and as such had performed well until recent years when attempts were made to remove it altogether or at least reduce it to a nonentity.

It has now been agreed that it will be strengthened and

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Green Book

The 2007 edition of the Green Book will soon be put together. If there is any inaccuracy in your entry in the Individual Members' listing (pp131—146 in 2006) please let Phil Ollier know so that it can be corrected for the new edition. The final deadline for alterations is 31st December.

BA Public Meeting—Acle 3rd Oct

This year the Broads Authority annual Public Meeting moved from May to October. Perhaps it was the issues raised by the Private Bill, perhaps it was the lack of anything exciting on television, but the meeting was very well attended.

Many people braved inclement weather to go to Acle hoping to get some insights into what the Authority was up to and some answers to the questions that concerned them.

The agenda provided 1 hour and 25 minutes for pre-

pared presentations by the Authority and 35 minutes for questions and feedback from the floor.

BA Chairman, Kerry Turner assured the meeting before the start that, as long as there were questions needing to be answered, they would stay there and try to answer them. He might not have been helped by the fact that we were only able to identify seven out of twenty-one appointed members of the Authority at the meeting.

It would have been hoped

that, at the equivalent of the Authority's AGM, more members would have wanted to come to listen to the views of their stakeholders and to put across their own visions for the Broads.

Once the questioning began, the atmosphere soon became tetchy and bad tempered. It is unfortunate that the relationship between the BA and its stakeholders has deteriorated to this extent.

Time for the BA to become "The Listening Authority"?

Congratulations to :
NBYC
Ruth Myerscough
Chris Bunn
SFSC

Thanks to:
NPC
WOBYC

NSBA Regattas

The NSBA Youth Regatta was staged by the Norfolk Punt Club on Barton Broad on 2nd September. 70 boats entered and it was some challenge to register them all and shepherd them out onto the pontoons ready to race.

It was also some challenge to provide a full programme of racing in the windy conditions that prevailed. The Punt Club team provided an excellent day's racing with the essential ingredi-

ent of BBQ'ed burgers on the pontoon ensuring that no-one was overawed by their experiences.

The Centenary Trophy, presented by SSF Hornor in 1994, was won by Norfolk Broads Yacht Club. The Lady Mayhew Trophy was won by Ruth Myerscough. On 17th September, the Ramuz Trophy was sailed for by 15 affiliated organisations at Waveney and Oulton Broad Yacht Club in Waveney One Designs.

Chris Bunn of Snowflake Sailing Club, crewed by his father Granville, won the trophy for the fourth time in five years.

Only days before, WOBYC Commodore, Roger Asher had learnt that his son, Nic, had won the 470 World Championships in China. That all added to the enjoyment of the event.

NSBA thanks NPC and WOBYC for the hard work involved in staging the two events.

"Nic Asher, 21, and 23-year-old crew Elliot Willis clinched gold at the 470 Worlds"

Oulton Sailor wins 470 World Championship

Two of British sailing's rising stars have clinched gold at the 470 World Championships in Rizhao, China, and in doing so have become the first Britons since 1988 to win the world title in the Olympic double-handed class.

Nic Asher, 21, and 23-year-old crew Elliot Willis clinched gold at the 470

Worlds from a field of 87 boats, which included defending World Champions Nathan Wilmot and Malcolm Page of Australia, and Britain's own Nick Rogers and Joe Glanfield, who won silver at the Athens Games in 2004.

Rogers and Glanfield won the recent Olympic Test Event in Qingdao after a

year away from the 470, with Asher and Willis close behind in bronze medal position.

In Rizhao, youth prevailed with Asher and Willis sailing a consistent series across the 13 races while Rogers and Glanfield were tenth overall.

Now for the Olympics!!

Improvements at Norwich Yacht Station

NSBA has made very strong complaints to Norwich City Council about security at Norwich Yacht Station and has recommended that our members do not moor there overnight due to the demonstrable risk of vandalism. As a result some steps have been taken by the Council to improve matters:

Gates with combination locks have been installed at the entrance to Riverside Road—they are locked at night and mooring users are

given the combination to the lock;

Experimental “weldmesh” infills have been fixed to a section of the fencing. This is on an experimental basis due to objections from Riverside Road residents;

An additional CCTV camera has been installed on the end of the Yacht Station Office. At the moment it is monitored during working hours and recorded continuously.

Promised for the future are:

Linking CCTV to central control;

Warning signs;

Further gates and railings.

NSBA welcomes these improvements and the promise of further work to follow.

We will continue to monitor progress but feel that there is some way to go before the Yacht Station could be described as a completely safe mooring.

“We will continue to monitor progress but feel there is some way to go”

NSBA Merchandise

Don't forget that you can buy NSBA Flags by send-



ing 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

Waterspace Management Plans

The Broads Authority has considered two waterspace management plans, one for Barton Broad and one for the Upper Thurne. It has accepted the Barton plan but referred the Upper Thurne one back for further consideration of points raised by Hickling Broad Sailing Club.

The Barton plan was developed by a group which first came together as a consultation panel to as-

sist with the implementation of the Clearwater 2000 project which sought to restore Barton to a favourable state. The Upper Thurne group was convened partly to prevent the type of problems which arose a few years ago when the arrival of clear water and resultant plant growth meant that navigation across Hickling Broad became difficult.

The Broads Authority was unable to reconcile the conflicting interests of navigators

and conservationists.

The process aims to provide a forum for the different stakeholders to agree a common vision and plan covering natural and cultural heritage, navigation and other forms of recreation and local livelihoods.

NSBA is involved in both groups and will continue that involvement with a determination to safeguard the ancient rights of boaters on these waters

“A forum for different stakeholders to agree a common vision”

Norfolk & Suffolk Boating Association

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

From the Chairman (continued from Page 1)

all matters, including finance and planning, relating to the navigation must be referred to it first for scrutiny and advice. It is worth noting that no Navigation Committee recommendation was rejected by the main Authority from 1988 until the issue of the 2006 tolls increase.

Fundamental to this strengthening is the **Navigation Account**.

We completely agree with the then Minister, Alun Michael, who said in April 2005 that it is important that the toll payers can see that their money is spent wisely. This is completely opposite to the proposal in the Bill that the Navigation Account is amalgamated with the general Account.

I can hear the sceptics say that whatever we agree now will be changed back by the next Minister, but suffice it to say that how the Authority does its book keeping is neither here nor

there and after much negotiation we reached agreement that all income and expenditure relating to the Tolls would be published clearly and transparently.

On condition that these two key issues were agreed, we did not object to other aspects of the Bill such as the change in the way the Minister must consult before appointing BA Members or the repeal of section 9(8) of the 1988 Broads Act. They make little difference.

We expressed our concern that there should be safeguards that the powers of **General Directions** would not be used unreasonably and it has been agreed that independent arbitration will be available to deal with any outstanding issues.

As I write we await agreement between all the national and local boating interests and the BA on the final draft Broads Private Bill but we be-

lieve that we have made a significant contribution to protecting the Broads.

Finally I want to make it clear to whoever reads this that I define a 'Broadsman' as anyone who has a genuine interest in **all** aspects of the long term well being of this small but unique area. I am sure I speak for all Broadsmen and women when I say we are determined to help the Authority constructively with the protection of our heritage and the securing of the Broadland legacy for future generations.

But, and it is a big BUT, the circumstances that will allow this to be achieved have to be created. This can only be done by the Authority itself.

Where now for my beloved Broads?