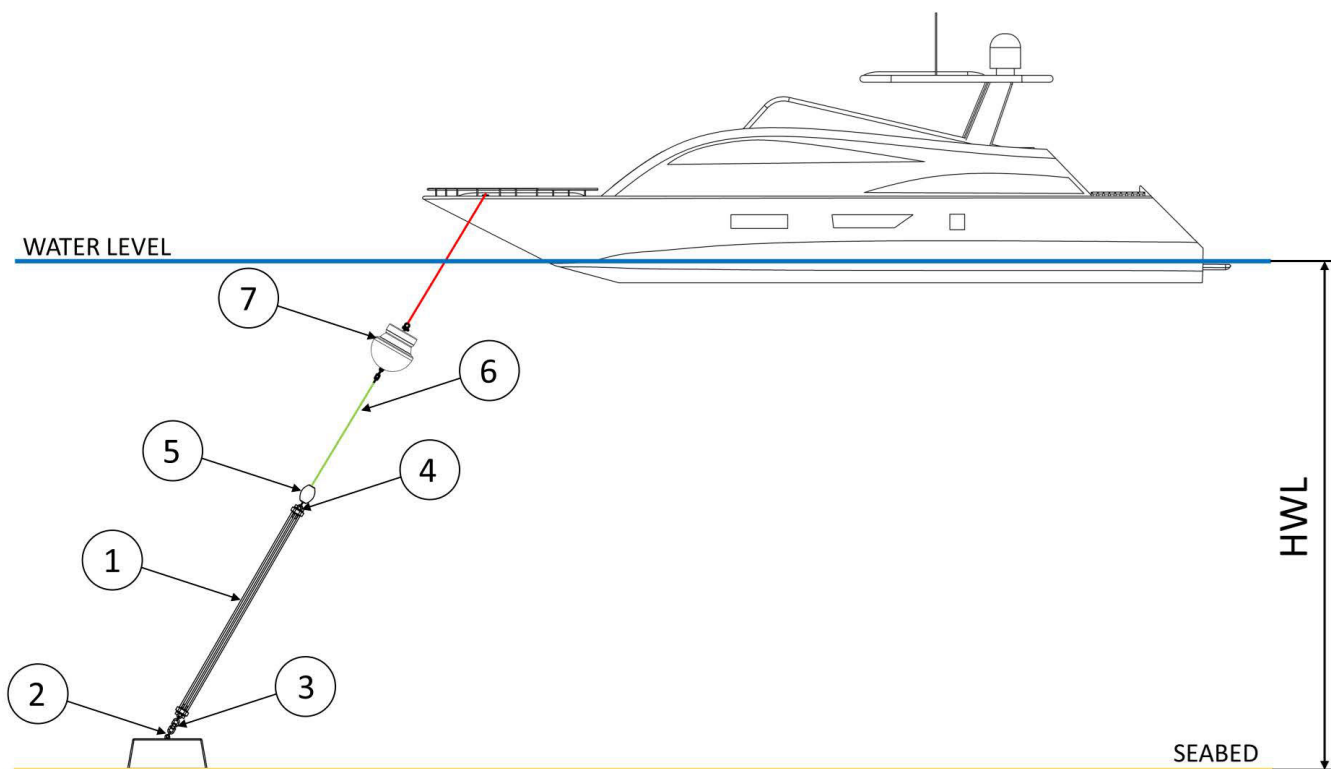


# The South Australian Marine Moorings Network 26/7/2023 proposal to SABFAC

## To Establish a Network of Coastal Courtesy and Emergency Moorings in South Australia.



## Introduction:

We thank you for an opportunity to present a submission on behalf of over 1,887 yachts and motor vessels currently paying significant and nation leading boat registration fees in South Australia.

We estimate that over the past 26 years over \$9.5 million has been collected from the 7 meter to 15 meter range of boat registrations in South Australia. (These figures have been sourced from publicly available data.)

Current boat registrations, as outlined in the link below, indicate that all the boats we are talking about here pay both a Registration Fee (which we agree is reasonable) and a “Facilities Levy” which again we all support.  
[Current Motor Boat Registration fees as at \(1/7/2022\)](#). The recent CPI increases are not online yet.

# Interstate Comparisons:

It is of note that New South Wales and Queensland have a similar yacht registration rate at around \$440/year for a 40-foot (12.2m) yacht.

[New South Wales](#) have over 400 “Courtesy Moorings” for the boating public. These are marked with a pink buoy and are freely available by the general boating public for vessels under 20 tonnes for up to 24 hours and are maintained on a regular basis. They are currently being upgraded under the supervision of the CSRIO.

[Queensland](#) have 279 maintained public moorings in the Great Barrier Reef area alone with many more moorings along the southern coastline of the state.

[Tasmania](#) has an annual registration fee (for any length of boat with a motor of >4 HP) of \$81.00 and currently has 24 “Public Cruising Moorings” with plans for more. [One Tasmanian page Information flyer:](#)

[Western Australia](#) also has moorings available to the cruising public in unsafe and high traffic areas.

[Victoria](#) offer 20 public moorings in Port Phillip Bay and a network along their coastline.

All of these courtesy/safety moorings are provided for local and visiting yachts as they cruise around the coastline of Australia.

## **Courtesy or public moorings offer the following advantages over anchoring.**

1. They provide a guaranteed emergency safe refuge for boats when faced with dangerous weather conditions.  
*(South Australia has some poor and dangerous anchoring conditions with a number of bay anchorages being a thin layer of sand over a limestone base causing anchors to drag in dangerous and hazardous conditions).*
2. Moorings are environmentally superior as fixed moorings protect the marine environment on the sea floor as opposed to denuding sea grass with up to 50m anchor chains being laid out.
3. Public moorings would encourage both local and interstate boating tourism to regional areas of South Australia. Recreational boating is booming and with the eastern seaboard getting more and more congested there is an exciting opportunity to attract some of this tourism market to South Australia and in particular Kangaroo Island and the Sir Joseph Bank Group.

# South Australia:

## In South Australia we have no public/courtesy moorings.

Currently cruising in South Australia is characterised by motoring or sailing to regional areas like Kangaroo Island for a few days, then fleeing back to the city marinas before the boats are hit with an approaching dangerous weather system. This factor alone significantly increases the levels of risk when cruising South Australian waters.

Recognised safe mooring bays are poorly utilised due to the use of anchors and the significant amounts of chain let out for safety. The C.S.R.I.O. have done extensive research on moorings and the mooring networks they have studied interstate have demonstrated that the anchoring field density can be increased by 400% by using a mooring network as opposed to anchoring whilst almost eliminating any environmental damage.

Quality courtesy and public moorings of a type like those in Queensland, New South Wales, Tasmania, Victoria, and Western Australia would allow boats to seek safe refuge from bad weather on these moorings to wait out the weather and then continue to cruise and support local business in these beautiful tourist areas.

Since SABFAC has been established there has been nearly a total emphasis on boat ramp infrastructure both along the coast and river. There has been no consideration of facilities for deep keeled yachts or larger motor yachts who have in fact funded a conservative estimate of 11.2% of this “boating facilities fund”.

As boat owners we can fully appreciate this historical priority with boat ramps but as a group being tasked to raise a very significant percentage of the income into the fund we consider it is now time for our group to be supported with a Coastal Network of Courtesy and Emergency Moorings. Please also note that a very large percentage of these yachts also pay a second registration fee for their yacht tenders.

We note from the 2016 – 2020 Strategic plan (page 19) that

***“It is recognised that the waters in and around the coastline of South Australia can be susceptible to sudden change, often making boating conditions hazardous. Subsequently, sufficient facilities need to be established to ensure that boating is relatively safe and as convenient as possible.”***

We concede that it is reasonable for most S.A. registration fees and the “Facility Levy” to go towards the largest section of the boating community. This section is clearly the smaller recreational boats using the network of boat ramps and they have been well served over the last 26 years.

However, it must also be considered as unreasonable that another section of the boating community who have contributed around \$9,500,000 in the “facility levy” fees have not been considered.

The good news is that exciting developments in swing mooring technology with Marineflex systems and the like have suddenly made swing moorings relatively inexpensive, safe, and very environmentally highly desirable. This new technology is endorsed by the C.S.R.I.O. also allow a greater “field density” in safe refuge havens and popular anchorages with an increase of up to 400%.

A specialist CSRIO engineering team has been working on advising New South Wales, Western Australia, and Tasmania on exactly what we are asking SAFAC to consider. We are certainly in the right place at the right time.

# Proposal:

## Establish a Network of Coastal Courtesy and Emergency Moorings in South Australia.

In the interests of safety, regional economic activity, local, interstate, and international tourism we propose that a program of installation and maintenance of coastal courtesy and emergency moorings be commenced around the South Australian coast.

A program funded by \$120,000 be budgeted each year for the next 10 years to install 100 moorings in a network of courtesy and safety moorings in regional areas around our state.

This \$120,000 is less than 32.6% of the annual income from our boat sector from the "Facilities Fee".

A maintenance budget line of \$30,000/ year to be established to maintain the integrity and safety of these moorings. This \$30,000 will be an ongoing cost that will be around 8% of the incoming revenue from the cruising/boating community.

We suggest that this program be implemented in a 10 year program as below.

2024	Kangaroo Island	11 moorings	Kingscote (2)	- for provisioning and medical
			American River (3)	- safety and tourist
			Bay of Shoals (4)	- safety and tourist
			West Cape Bay (2)	- safety transit mooring
2025	Sir Joseph Bank Group	10 moorings		
2026	Yorke Peninsula	10 Moorings.		
2027	Adelaide and Fleurieu	10 Moorings		
2028	Port Lincoln Area	10 moorings		
2029	Kangaroo Island	10 moorings		
2030	Sir Joseph Bank Group	10 moorings		
2031	Yorke Peninsula	10 Moorings.		
2032	Adelaide and Fleurieu	10 Moorings		
2033	Port Lincoln Area	10 moorings		

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- [South Australian Boating Facilities STRATEGIC PLAN SA Boating Facilities Strategic Plan \(PDF, 7664 KB\)](#)

The purpose of this plan is to set out strategies for the effective use of this levy funding. 2021 – 2022.

- [SABFSP: Background report \(PDF, 2037 KB\)](#)  
SOUTH AUSTRALIAN BOATING FACILITIES STRATEGIC PLAN June 2017
- [Attached file SA Registration SA stats.xlsx](#)