

Harbors and Navigation Bill, 1992

This is intended to repeal the Harbors Act, the Marine Act and the Boating Act. In addition to providing for "the efficient and effective administration and management of South Australian harbors and harbor facilities for the purpose of maximising their use and promoting trade" an object of the new law will be to promote safe practices "by those engaged in commercial and recreational activities." Salient features of relevance to Squadron members are:

An "authorized person" may direct a vessel to be manoeuvred or secured; board a vessel; require an operator to take a breath test (Alcotest) in the same way as may a police officer on the roads; and require the production of a certificate of competency or registration of the vessel.

It becomes an offence to moor a vessel to a navigational aid.

The Chief Executive Officer of the Marine Department may grant a licence for the exclusive use of a piece of water for an aquatic sport "or any other purpose." It becomes an offence to intrude into such an area without permission. A similar power is given to declare restricted areas for vessels and "aquatic activity" [not defined: presumably this would include swimming.] These restrictions may be indicated by suitable notices.

A boat operator's licence is required to operate a recreational vessel, which would

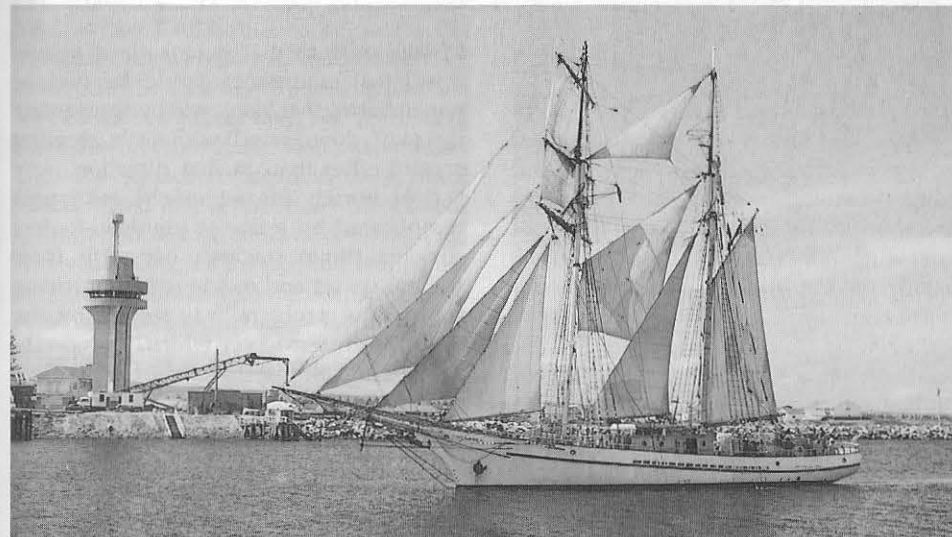
be defined by regulation. [This could be widened beyond the current definitions without amending the Act.]

A vessel held to be overloaded or not having prescribed equipment or markings may be required to proceed to safe anchorage or be taken out of the water. An operator or responsible crew member with a blood alcohol reading of 0.08 g/100 ml or more becomes liable for fines of \$700 or more. An alcotest may be required up to two hours after operating a vessel, with the same conditions and principles applying to penalties as on the roads. Similarly, an injured person admitted to hospital after a boating accident is required to have a blood alcohol test as applies to motor vehicle injuries. Casualties (other than minor injuries to be defined by regulation) must be reported. Similar obligations arise to stop to render assistance and to supply names/addresses etc as after road crashes. It becomes an offence for a person to "behave in an offensive or disorderly manner while on board a vessel" or to molest a passenger or member of the crew. Unauthorised use of a vessel becomes an offence.

Participants in regattas may receive exemptions from specified provisions of the Act.

It will be interesting to see whether the Bill is amended as it passes through Parliament. SQ

One & All - The Great Odyssey on SA 1



On 17 May, 1993 *One & All* starts out on its most ambitious voyage since the Bicentenary in 1988. Sailing from Port Adelaide to Melbourne, Sydney, Brisbane, Gladstone, Cairns, the Ship takes on board various scientists for the journey to Thursday Island, Cove and Darwin, where she is due to arrive in mid-July. From Darwin the voyage proceeds to Kupang and the Spice Islands, with cruises to Ambon and Irian Jaya before returning to Australian waters

in late October. *One & All* is due back in Adelaide just before Christmas.

For Squadron members *One & All* offers a 10% discount on any of the various legs of this fascinating journey. This is a superb chance to sail on SA 1, the only Tall Ship on our register. For more information and details call Tony McCusker or Raelene MacKellar on 08-475144. SQ

Honour for Anyndah

The Albert Strange Association was formed in 1978 to trace and preserve the designs and little ships of Albert Strange, and to make a permanent record of his life and work. In November, 1992 Harry Cook

received a letter from the Honorary Secretary with a plaque confirming that *Anyndah* had been "lovingly restored and maintained and regularly sailed in keeping with the Association's aims." SQ