

# **Small Boat Club of SA Inc.**

## **Environmental Protection Management Plan**

The Small Boat Club of SA Incorporated is committed to ensuring that our presence at Garden Island SA has minimal effect on the flora, fauna and marine life of Angas Inlet. We acknowledge the traditional owners of the land and are sensitive to fragility of the local environment.

By adopting this EP Management Plan we hope to continue our co-existence within the unique and varied ecosystem of the Angas Inlet.

The Small Boat Club of SA Incorporated acknowledges that the EPA has granted us a licence for boat storage, marinas and privately operated slipways. By effective use of our Clubs' limited resources, funds and manpower we will address the following issues.

- Control of Pollutants
- Wastewater management
- Repairs and maintenance Boats
- Moorings/Berths Slipways
- Emergency Situation Procedures (Vessel recovery, & Oil/Fuel/Pollutant spill)
- Record keeping
- Reporting Procedures

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### **Control of Pollutants and wastewater**

The Small Boat Club has purpose built slipways an integral part of which is a large concrete sealed containment sump. The unique design of the slips allows easy movement of boats on cradles to be placed over the sump area during wash down to prevent contaminated materials returning to the waterway.

The club has a petrol driven high pressure water blast washer that effectively removes marine growths and antifouling materials. The amount of antifouling material removed is controlled by pressure adjustment.

Pollutants generated through maintenance on cradles are contained within the concrete sump (catchment device) area of the slips. All natural growth and antifouling materials can be collected and removed from the sump as soon as practicable to ensure that any rainwater entering the sump does not become contaminated.

Any excess fresh rainwater that accumulates in the sump may be pumped out to any area that will not allow runoff back into the waterway. All contaminated material will be collected in bins for that purpose and disposed of as per the EPA Vessel and Facility management information sheet.

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## Repairs and Maintenance

Our boating facility consist of a hardstand, a trailer park, marinas & chain moorings, and slipways. The club committee has delegates for each area who are responsible for monitoring any safety, maintenance and wellbeing issues that may impact on the club.

Monthly reports are given at committee meetings, and quarterly general meetings are held to inform members of any issues. Monthly working bees have been successful in carrying out general maintenance and upgrades as identified.

The **hardstand** is designated for long-term repair and maintenance to predominately large vessels. Shipping containers adjacent to hardstand sites (to a maximum length of 20 feet) contain tools and materials to expedite the repairs. The club encourages members to work diligently towards completing their boating projects within a reasonable time.

All hazardous materials are the responsibility of the club members including the removal of any contaminated timber, concrete, steel, fibreglass and associated cloths and resins. Storage of volatile liquids and hydrocarbons is carefully regulated, and the club encourages members to only bring what they need for the day or a weekend's work.

Club members working on boats in the hardstand are responsible for keeping a clean and clear work area around their projects. Shade cloth or plastic sheeting is used if any spray painting is done, although the vast majority of this type of work is done by hand brushing or rollers.

The **trailer park** is mainly a storage area for trailerable boats of all descriptions. Very little maintenance or repairs are done at all in this area. Again, members are responsible for a clean and clear area around their boats.

The **marina** includes walk on/walk off berths and fore'n'aft (rod/chain/rope) moorings. The club maintains a water lease agreement with the Department of Transport, Energy and Infrastructure (DTEI) and pays annual fees for the license.

Maintenance and repairs are not done in these areas apart from minor painting with brush only and hand tools. Members are encouraged to do above waterline repairs when on the slips for antifouling purposes or transporting to the hardstand area for bigger projects.

The **slipways** are a work area and a designated Dry Zone. A small number of selected committee members of the club have done in house training to a level of competency to operate the winch facilities. Maintenance and monitoring of the winches and slips work area is done regularly as a preventative measure.

Committee members control the winching procedure with competent assistants as required. Safety provisions are in place at the slips such as fire extinguishers, access to water and hoses, pumps, empty plastic 200litre drums, first aid equipment and oil spill kit items.

All boat operators are advised of their responsibilities for setting the cradles, placement of vessels over the sump area, safe disposal of any contaminants and carrying out any work in a safe and responsible manner. They are also provided with a copy of the club's *Slips Standard Operating Procedures* for reference, and must sign the Indemnity document.

Shade cloth or plastic sheeting is used to prevent any drift if any spray painting is done, although the vast majority of club members prefer this type of work to be done by hand brushing or rollers.

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## Emergency Situation Procedures

### *Vessel recovery*

The club has on hand a quantity of 200litre blue plastic drums, ropes, a high volume petrol driven water/trash pump, and access to several portable electric bilge pumps to deploy in the event of an imminent sinking.

There are several divers within the club to assist as required. Any vessel sinking or that has sunk and been raised can be quickly towed to our slipways and then winched out on a cradle. All reasonable attempts will be made to remove batteries, fuel tanks, wastewater tanks (if fitted) loose containers of oils, grease etc.

DTEI would be advised on any sinking, and their advice sought regarding any hazard to navigation issues. The EPA and the Marine Oil Spill Response Team likewise would also be informed of any sinking, and advice sought.

### *Oil/Fuel/Pollutant spill*

In the event of a spill on land or sea, the club would ensure rapid and effective deployment of the oil spill kit and any extra cleanup/absorbing materials as needed. This equipment is located in an unlocked shed within the slips area which is fitted with a double rear door to allow forklift access to quickly lift pallets of sandbags if required.

We would advise the Marine Oil Spill Response Team as soon as possible and seek advice on appropriate method for dealing with the event we are dealing with. The initial main focus would be on containment to minimise spread of contaminants.

As there is no black-water pump out station in close proximity to our club, presently vessels unable to navigate under the Power Station bridge must travel around to the Port River or North Haven for this service. The club would be very interested in working with EPA, DTEI and other yacht clubs in our area to have a pump station installed at our facility to service the wider area of Barker Inlet.

Boat owners without holding tanks are required by the club to only use portable toilets while in the Angas Inlet and anywhere within three nautical miles of the coast. The club has facilities suitable for the emptying and cleaning of portable toilets.

### *Record keeping*

The club recognises the importance of record keeping as a key to effective risk management.

A record book is maintained containing detailed information on any spills/pollution/sinking or other event that impacts on the environment. Further information may include maintenance schedules as preventative measures, any identified deficiencies and legislative requirements.

A photo log is being kept of vessels using the slips. Apart from a visual record of the correct placement of boats on cradles, it serves as an indication of degrees of marine growth

and species of marine organisms that may be new to the area. This may be of assistance to scientists and study groups interested in the spread of introduced organisms.

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## Reporting Procedures

Pursuant to Section 83(1) of the Environment Protection Act 1993, a person undertaking an activity that results in environmental pollution or the threat thereof must as soon as reasonably practicable notify the EPA of the incident and the action taken.

The club will keep records in the event of the following situations arising that have potential to cause an environmental incident including plant equipment breakdown or malfunction, pipe breakage, storage container or vessel fracture, a physical or chemical reaction, or vandalism, sabotage or misuse/damage by persons unknown.