



RIVER MURRAY BOAT OWNERS ASSOCIATION

Mini – Newsletter July 2009

Dear members,

For those of you who took part in Ramble 2009 it must seem like a distant memory, I know it does to me. After months of planning and hard work we on the committee can feel justly satisfied as it was a highly successful event. The committee was hoping to put out a full version of "The Rambler" for this month, however, work pressures and other factors have made this impossible, hence this mini-newsletter, but for those of you not on our weekly e-mail news service (contact Mark, webmaster@rmboa.org.au if you want to be on it), there are a number of things that you should know concerning your Association.

- Ramble 2009 "Supporting River Communities" was highly successful and will make a small profit; there were 55 vessels registered and 2 motor-homes. Sixteen registrants were new members. Over 350 meals were served by local community service clubs in Blanchetown, Morgan, Cadell and Waikerie. We received high profile media coverage in both "The River News", "The Murray Pioneer" and local ABC radio (three interviews).
- 2009/2010 membership subscriptions are due NOW (see enclosed advice)
- We have Members Meetings and the AGM coming up in the not too distant future (details below).

It is very clear that boat owners on the Murray need a strong voice, the recent "mooring strategy" issued by the government would have, if adopted unchanged, impacted seriously on the freedom of enjoyment of the River for all our members. The response to this document by the RMBOA team and other similar organisations has forced a rethink by the government. If the RMBOA **is to survive and continue to be your voice** it is essential that we have new blood with new ideas on our management committee.

One of the themes of the **Members' Meeting** in August will be the theme of revitalising the current management committee, **up to five of the nine committee members are definitely not** standing for renomination and will leave the committee; this includes the vice – president, treasurer and three ordinary members. As secretary I feel burnt out (I've been on committee since 2003) and because of work commitments I will not accept the role of secretary on the new committee for 09/10, however, I am willing to stay on committee to assist a new secretary in every way to settle into the position. A role on committee as an ordinary member is not onerous, committee meets approximately every six - eight weeks, but more frequently (monthly) in the lead up to a Ramble. A basic level of computer literacy and access to e-mail is not essential but highly desirable. Issues as they arise are often dealt with through e-mail communication avoiding the need for more frequent meetings. In general, we endeavour to have our meetings in different public and private venues usually combined with a meal, we always try to be flexible to fit it with members and their commitments. Please give some thought to nominating for RMBOA committee as we really do need your contribution!

Regards

Michael (Secretary/Editor)

PS. Please try to get your subscription fees to us by the AGM, the costs of sending reminders is expensive and time consuming. Thanks!

DIARY DATES

Members Meeting: This will be held on Thursday 20th August at the Tower Hotel, Magill. The meeting will commence at **8.00 pm** after the optional pre-meeting dinner. **If you wish to attend the optional dinner beforehand, please have your meals ordered by 6.30 pm and you must telephone Rob Potter** on (08) 83325675 (H) (08) 84311334 (W) and 0408089753 (Mob) **to reserve your place at the dinner.** The major issues to be discussed will be the "wash-up" from Ramble 2009 and revitalisation of the management committee through committee rotation. Please note non-members are very welcome to attend to learn about the RMBOA.

Annual General Meeting (AGM) will be held on the riverbank at Greenings Landing/Mannum Marine (on the Purnong Road from Mannum) on Sunday 8th November at 11am sharp. There will be a **free barbeque lunch** for members following the AGM, members are asked to bring a salad for sharing. Unlike previous AGMs this is **not** combined with a Mini-Amble. Please phone or e-mail secretary@rmboa.org.au the secretary 0417870955 (BH) 0882691530 (AH) to signal your intent to attend so we can determine the catering requirements. There will be more details and committee nomination forms to follow.

The Christmas Party will be held at 12.00noon on Sunday 6th December on the Mannum Waterfront (Mary-Anne Reserve). The Christmas Party, as usual, also is a Mini-Amble where members are encouraged to come by boat. More details to follow.

RMBOA MEMBERS MEETING MINUTES

Thursday 5th March 2009 Tower Hotel Magill

MEETING COMMENCED: 8.05PM

ATTENDEES: See list attached to the original minutes (56 signed the attendance sheet). Approximately 40 members attended the dinner prior to the meeting. **APOLOGIES:** Celia & Walter Schollar, Pam & John Culshaw, Gary & Claire Love, Trevor Edwards, Ray and June Thornton, Bob & Eleanor Bleechmore, Malcolm & Dianne Burgan, Tim Potter, Ron & Carol Greening, Ian & Chris Bodinar, Geoff and Judy McAllister, David Potter, Max & Annabel Harkin, Graeme & Janet Andrewartha, Rob & Nadine Swanney.

MINUTES: Rob Potter took the chair and the previous minutes from 21st August 2008 were accepted Trevor Beythien/ Sue Holland **All Agreed**.

MATTERS ARISING FROM PREVIOUS MEETING (21st August 2008)

BIASA TV ad campaign – They were looking for donations to run short TV ads on Canberra TV about the plight of the Murray in SA. They estimate cost at \$20,000, they are looking for donations. This idea seems to have been shelved.

Wooden Boat Festival: RMBOA paid a \$25 deposit, however because of the Ramble taking place in a month and the amount of work involved in the response to the draft strategy it was decided not to attend this year.

Ramble 2009: Is well advanced in the planning, we expect 40+ vessels to take part.

THIS MEETING - CORRESPONDENCE:

New Members: 12 since the last members meeting, all resulting from the website. RMBOA now has nearly 190 vessels registered as belonging to members.

Dept of Planning and Development: Draft strategy entitled "Houseboat, Mooring and Marina Strategy and Guidelines for the River Murray in South Australia"

Ramble 2009: 40 applications (including 8 new members)

PRESIDENTS REPORT: No formal report, he spoke briefly about the vast amount of work put in by Mark Little and Peter Allen in attending meetings and formulating a response to the draft strategy.

FINANCIAL REPORT: We have an operating account balance of \$5885.01 (includes \$1475 Ramble fees) and \$11,293.43 in the term deposit. RMBOA donated \$200 to the Victorian Bushfire Appeal. Colin Hill/Gerry Potter **All Agreed**

WEBMASTER REPORT: Mark Little said not much happening at present, we are getting the number of hits we would expect for this time of year. Michael Heuzenroeder/Colin Hill **All Agreed**

OTHER REPORTS:

Recreational Boating Council: Craig Birbeck had attended a meeting recently, the Council supported RMBOA's stance concerning the Draft strategy for mooring. The Committee had written again to Karlene Maywald concerning wake boats and the damage they cause.

Murray Care: Presented by Colin Hill, they basically have no funding and it is looking very difficult for them to continue. Colin had sent around an e-mail from the DWLBC that the number for reporting Riverbank Slumping and other Murray related incidents are the Murray Watch hotline 8531 0710.

OTHER BUSSINESS:

RMBOA Response to draft strategy entitled "Houseboat, Mooring and Marina Strategy and Guidelines for the River Murray in South Australia" Peter Allen presented a PowerPoint presentation outlining our response to the strategy; we agree with some of it but have deep concerns about many aspects. It does not appear to be a balanced document. Mark Little spoke about his impressions of the level of understanding of the river and boating by government officials during talks with them.

Greywater: Rob Potter attended a meeting concerning this issue. The deadline for compliance has been extended and is likely to be extended again. The EPA approved device is not working well in trials. There are other simple and cheaper devices in the pipeline. It would appear there is a long way to go with the issue of greywater

Ramble 2009: Craig & Julie Birbeck modelled the polo-tops for the Ramble. The Superheroes dress up competition was mentioned. The mascot for the Ramble will be a Pelican. **Meeting closed at 9.30PM**

THE DAY WE MOVED HOME (By Trevor and Lorraine Beythien)

We chose Goolwa in 1999 because it had everything. Most importantly Lots of Water. We had just retired and had and still have lots of good friends in Goolwa. We had found MUD DUCK after searching all of Victoria, some of NSW and the full length of the River Murray. After a flight to Melbourne to look at a boat, we decided to go and see John & Phyllis in Goolwa and check out the Sales again down that way. Well what do you know, just what we had been looking for on Capt Sturt Marina Notice Board. After a bit of TLC and a change of motor in her we were hooked on Goolwa for a Mooring. Our boating had always been with trail-able boats until this stage

So began our love of Goolwa. We had the Coorong for weekend trips or longer. We had Snake Creek for overnights or up to Deep Creek, Clayton, Ducks, Finnis River, Currency Creek, Boundary Creek, Mundoo Channel, and Milang or even around through the Lock at Tauwichee into the Coorong for a longer trip. We also had Narung and the shallows to Meningie and then the best of all we crossed Lake Alexandrina and we had all of the Mighty Murray for weeks on end. Over the years we traveled up and down the Murray, as far as Psyche Bend (above Mildura) several times and made a lot of friends along the way. We have stayed on the boat in Goolwa and socialized over many weekends.

THEN the rain stopped in the Basin and Goolwa started to dry up over a few years. Even though we only have 22in draft, Mud Duck was having trouble getting to the places we loved and then we couldn't even get out of the marina. Our 10 year love affair with Goolwa had to end if she was ever going to see the Murray again.

We are, as many know, involved with the Chrysler Restorers Car Club and planning a National Tour to Renmark in 2010. We were on the way to Renmark for a check on a few things for this when we had a phone call just out of Blanchetown. The Voice on the phone said "are you still looking for a marina berth". Well I couldn't answer, I thought it was a joke as we had been up and down the river looking for a berth above lock 1 for 18months and had given up at that stage. "Yes Yes Yes" was my answer. So on the way back from Renmark that night we called in and signed up.

NOW how do we get MUD DUCK up there? We can't even get out of the Marina at Goolwa let alone go across the lake and up stream. So we need transport. This happened to be the weekend of the Goolwa Wooden Boat Festival and everyone was busy. So we made arrangements with Michael & Jock Veenstra to transport her, the following Monday.

We went to Goolwa on Sunday night to get prepared and took Mud Duck to the travel lift at 8.30 Monday morning. Everyone, us included, expected her to have barnacles on the bottom when she was lifted out of the water, as the quality of water in Goolwa had been bad for a while. Even though we had her anti fouled 12 months before, her bottom was clean. (Credit goes to Shipways Anti Foul which was used.). By 9.30 Mud Duck was saying her very sad farewells to Goolwa and was on the Transporter to Morgan via the Truck route. Callington, Monarto, Sedan then onto the Sturt Highway at the bottom of Accommodation Hill. I traveled behind in our Jackaroo and Trevor traveled with Jock in the Truck. She looked much bigger than her 7.2metres on top of the truck.

As the Truck was to enter the Sturt Highway we could see flashing lights and Police cars coming down the hill. We had got tangled up with, not 1 but 2 wide loads. The big one was 7.2 metres wide; the same width as Mud Duck was long. This meant that anything coming towards it had to move right off the bitumen on to the dirt verge as far as possible.

The lead wide load escort vehicle had just gone past when our transport arrived at the intersection and the next was a Police vehicle who told Jock and Trevor to get in front of him with Mud Duck and behind the first escort vehicle.

So off they went, I was a little behind them so missed the fun. I could hear the messages going back and forth on the radio between the whole convoy. I was able to get between the two wide loads and travel with no problems. Every transport and vehicle was well off the road as we traveled through.

Unfortunately, as Trevor and Jock with flashing lights for a wide load were behind the front Escort vehicle, all on coming traffic thought they were the main Wide Load. So it became a little dangerous, so the escort vehicle asked them to pass him on a passing lane section of the highway. I was still between the two wide loads.

When we got to Blanchetown all traffic over the Bridge was stopped, as the load was so wide, that the back escort vehicle had to check to make sure the wide load vehicle was in the middle so as not to hit the bridge on either side (bit tricky). That was good to see.

After Blanchetown they turned towards Swan Reach and we heard on the radio that the load was an extension for the Mannum Ferry because of the low water. Trevor & Jock turned up the Morgan Road and got out of the main traffic flow. I picked up a friend in Blanchetown to bring the car back there for our return.

On reaching Morgan, Mud Duck was ready to hop back in the water. She just slipped back into the water with no problems. We said our goodbyes to Jock and our friend and started heading down stream towards Blanchetown. About 20minutes had gone by and someone in a Houseboat, which we didn't recognize was waving as if they knew

us. So we had better check them out. Well I'll be, it was Rod and Robyn Turley from Goolwa. They were arguing that it couldn't be Mud Duck as they had seen her in Goolwa the day before, tied at her moorings. We didn't recognize the Turleys either as they had a new boat we hadn't seen and they had just arrived from Goolwa by road a few minutes before. So after a cupper and chat we headed to Pelican Point where we stayed overnight with friends.

Next morning about ½ hour down stream, we found another Goolwa boat; Brian & Margaret Rawlings, with Dolphin, at her new mooring. Obviously we had to say hello again. Then about 40mins out of Blanchetown we came head on to the Ellistons with Jumbuck and GravoX (their dog). Mud Duck is now tucked away in her mooring at Blanchetown and I think very happy because she has water. We were sad to leave Goolwa and maybe when the water is back we will return. Who knows?

The Perils of Bio-diesel (By Colin Hill)

Our boat Helen is powered by an 84hp Perkins Perkins diesel and in the interest of caring for the environment I started using bio-diesel for the 2006 River Ramble. I took on board about 240 litres, enough for the complete return trip, some of you may remember the smell of the exhaust fumes while in the locks with us which prompted remarks such as 'whose cooking hamburgers'.

I purchased the fuel from a SAFFF outlet, not a backyard fish and chip shop oil converter and discussed using it with the SAFF chemist who assured me that it would be alright and that there might be some 'waxing' in colder weather but that they 'shandied' it with ordinary diesel during the winter. He also said the Trans-Adelaide were trialling the fuel in their buses and trains. He also said that it would 'clean' tanks, pipes fuel pump etc.

The engine certainly started easily, ran very well with a less obnoxious smelling exhaust fumes, although there was one occasion when the fuel filter became blocked with wax and had to be changed. We sometimes mixed ordinary diesel with bio-diesel and the engine continued to operate as usual and we regularly started the engine to top up batteries even if we were not going on a trip.

We had arranged to go on the 'bottom-enders cruise' after Easter this year so we tested started the engine a few days beforehand without any problems. When we attempted to commence the cruise the engine would not start... With the help of Bill Ingram we found that the fuel pump was not working and that when drained the pump the liquid looked and smelt like wood varnish. Furthermore in the bottom of the fuel tank there was a tar like substance which we could not dissolve.

The result has been that the fuel pump and injectors have to have had some very expensive treatment and a new fuel tank will have to be fitted, the present one has baffles inside and cannot be steam cleaned. I think that a possible cause of the problem was that like most boat owners we did not use the boat for long periods during winter and this had a negative impact on the fuel quality. Anyone want about 140 litres of diesel fuel – FREE!!!!

For those who are interested in the "myths and facts" of bio-diesel, Mark has found the following website:

http://www.biodiesel.org/pdf_files/fuelfactsheets/Myths_Facts.pdf

We welcome all contributions to "The Rambler" or mini newsletter you don't need to be a Nobel Prize winner in literature to contribute, thanks again to The Beythiens and Colin.

FOR SALE

Inverter

800W "Dick Smith" Digitor brand modified sine wave inverter, very little use, comes with heavy cables for connection to your battery. I am looking for \$100.00 o.n.o.

Please telephone Michael on (08) 82691530 (AH) or 0417 870 955 or e-mail secretary @rmboa.org.au if you are interested in buying.

<p>DISCLAIMER: The views expressed in this newsletter do not necessarily reflect the opinions of the River Murray Boat Owners Association of SA Inc, the editor or members of the Management Committee. Readers should rely on their own enquiries in making decisions concerning their own interests or purchase of any article advertised for sale in this or any other issue of the newsletter.</p>
