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M.Y. CONSTELLATION SPECIAL REPORT

Technical Report – Integrated Fire Systems

Industry Report – New Cayman Islands Law

Captains Cruising Notes - Sydney Harbour

MCA Column - New Crew Agreements

Caveat Column – Letters of Intent

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A GUIDE TO SYDNEY FOR THE MILLENNIUM AND 2000 OLYMPIC GAMES

*by Captain Richard Morris, Project Manager Superyacht Management Team
NSW Waterways Authority Sydney, Australia*



This article is intended as a guide for those individuals involved in the planning and execution of a voyage to Sydney for either the Millennium Celebrations or the 2000 Olympics.

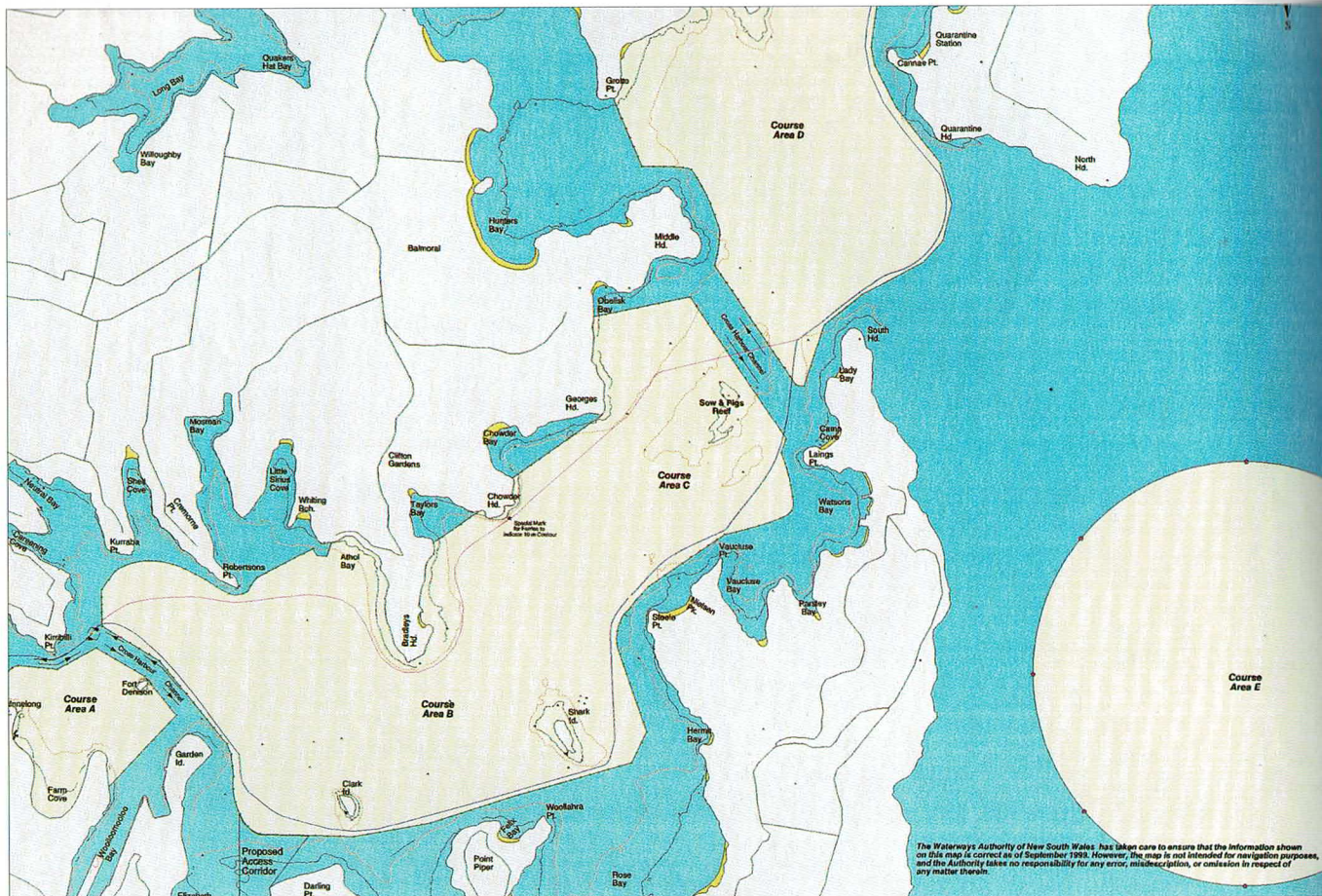
Down Under has the potential to be one of the world's great cruising grounds for super yachts. Destinations in Australia such as the Great Barrier Reef, Whitsunday Islands, Gold Coast and Sydney Harbour are just some of the superb locations on offer.

Sydney Harbour will play host to two major events in the next 12 months; the Millennium Celebrations and the 2000 Olympics. Combined with the Americas Cup being held in Auckland, New Zealand, there is now, for the first time ever, a significant reason for superyachts to make the extended voyage to the antipodes.

As a result, many superyacht captains, owners, and managers have expressed an interest to visit Sydney on a scale that has never been

seen before. Sydney is expecting in excess of 60 superyachts over 30 metres to visit during the Olympics. Whilst welcome, the sudden influx of yachts combined with the expected passenger ships and naval vessels has presented an unprecedented logistical problem in berthing arrangements. Sydney has had no formal superyacht marinas in the past so efforts have been made to modernise existing marinas to accommodate superyachts, and the construction of an IYCA style superyacht berthing facility especially designed for superyachts is nearing completion.

The final result will ensure that Sydney is equipped with world class, state of the art facilities for superyachts to berth, be serviced and maintained to the highest standards.



Event Dates

The event dates to keep in mind are:

The Sydney-Hobart Yacht Race start
Boxing Day, 26th December
The Millennium New Years Eve
Australia Day 26th January
Sydney 2000 Olympic Games
15th September to 1st October 2000
Paralympic Games
18th October to 29th October 2000

Routing to Sydney

Superyachts intending to commence a voyage to Sydney should first contact the superyacht Management Team at the NSW Waterways Authority. Yachts planning a passage to Sydney have a variety of options regarding routing. The optimal route from the Mediterranean is via Suez, Djibouti, Colombo, Singapore, Cairns then to Sydney (the approximate total distance from Monaco is 10,900 NM, which at 15 knots and including fuel stops would mean a passage time of about 35 days). From Miami, routing via Panama, Tahiti and Auckland, the approximate distance is 9,300 NM which at 15 knots and including fuel stops would mean a passage time of about 29 days).

Superyachts will also have the option to be delivered to Sydney as deck cargo aboard a heavy lift or semi-submersible type vessel.

Above: Chart of Sydney Harbour showing details of the Olympic Courses and exclusion zones, this information is available from the Waterways Authority.

Superyachts over 300 GRT entering Australian Waters will be required to report to AUSREP. AUSREP is a ship reporting system designed to contribute to safety of life at sea and is operated by AUSSAR through the Rescue Coordination Centre Australia (RCC AUSTRALIA) in Canberra. Participation in AUSREP is mandatory for certain ships but most other commercial ships participate voluntarily. It was established in 1973 in accordance with the International Convention for the Safety of Life at Sea (SOLAS).

Ships participating in AUSREP are provided with an active SAR Watch. SAR Watch is a 'positive' process. This means that if a position report or final report is not received, RCC AUSTRALIA will initiate checks to establish the safety of the ship. These checks are aimed solely at establishing whether a ship and its crew are safe. The checks include broadcasts to shipping and communications with owners, agents or charterers. If these checks are unsuccessful, then an air search may be started. As a 'positive' system, it is vital that Captains comply with the defined procedures as closely as circumstances permit.

Superyachts over 70m LOA transiting the inside of the Great Barrier Reef from Thursday Island to Cairns will be required to take on board a Reef Pilot for this leg. This usually costs about \$A3,500 per transit for a vessel with a service speed of approximately 15 knots. It is, however, recommended for the smaller superyachts to take on board a Reef Pilot for this leg

of the voyage anyway.

Superyachts over 50m LOA must report to the Torres Strait and Great Barrier Reef (Inner Route) Ship Reporting System (REEFREP) when transiting the reef, although smaller vessels are encouraged to report as well.

Protocols for entry into Australia

Vessels visiting Australia are required to give the usual prior notification to Customs, Immigration and Quarantine. All non-Australian crew and passengers on board should have a valid Australian Visa to cover the intended period of stay in Australia.

Contact prior to entry

Contact should be made with Australian Customs at least 48 hours prior to entry, either directly or via an agent. Customs and Quarantine clearance will be available on entry to the port. When entering Sydney Harbour contact should be made with Waterways to confirm berth or mooring arrangements. For berths during the Sydney 2000 Olympic Games period an intention to visit should be made prior to arriving. No anchoring is being permitted in Sydney Harbour during the Olympic period.

Approaching Sydney Harbour

Sydney Harbour is a busy commercial port. Approaches to the Harbour and transit within the Harbour, using either the east or west channels, are prominently marked on Charts AUS197, AUS200, AUS201, AUS202 & AUS203. Leads and channels are well lit and easily identifiable. Contact "Sydney Harbour Control" on VHF Ch 16 three hours before ETA at Sydney Heads and maintain a listening watch on the harbour working channel - VHF Ch 13.

The Waterways Authority will provide each yacht with an information pack well in advance of arrival, which will detail the exact procedures for entering the harbour and location of the yacht's berth. Additionally,

Below: Details of Sydney Harbour showing exclusion zones for the millennium celebrations and fireworks.

each marina's tender will meet yachts as they approach the marina to be shown their exact berth.

Pilotage

Recreational or privately owned vessels do not require a pilot unless they are over 30 metres in length and being used for commercial purposes. If required, pilotage can be arranged by contacting Sydney Sea Pilots. It is intended that each Captain undertake a short briefing by the Waterways Authority to provide them with the information and local knowledge necessary for them to operate their yachts on the harbour. The seminar will cover all navigational hazards, Vessel Traffic Management, communications and Olympic specific conditions.

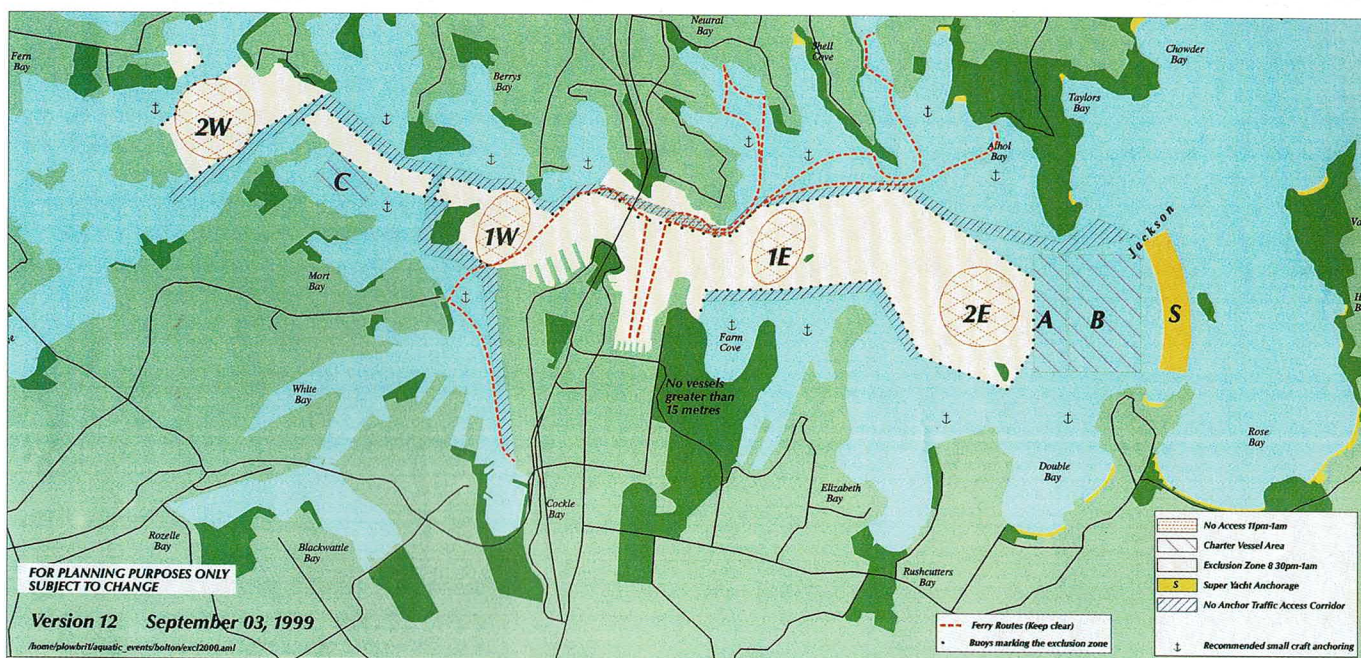
Tenders

Superyacht tenders will make an ideal mode of transport for guests and crew around the harbour in order to avoid the expected road traffic congestion. Certain berths in specific locations will be made available for superyacht crews to berth their tenders close to the Olympic Village and CBD.

In order for yachts to be able to use their tenders, each tender must be individually registered in the State of New South Wales. If the tender is operated at more than 10 knots then each operator must be licensed. The Waterways Authority will be facilitating this by obtaining the necessary details of each tender and the crew members that will operate them in advance of the yacht's arrival so that the completed paperwork can be ready immediately on the yacht's arrival in Sydney. Crew will be issued with a NSW Waterways Boat License on production of an equivalent or higher foreign or interstate boat license.

Protection of the environment - Sewage

Stringent environment protection legislation applies to NSW waters including Sydney Harbour to



protect public health, sensitive habitats, aquaculture industries and the waters generally.

All superyachts will be required to pump out all Black and Grey water into a shore based sewerage point. Most superyacht berths are being fitted with a sewage point, and yachts will be able to pump out such waste at their leisure. In some marinas, a vacuum assisted system is being considered to help the sewage pumps to maintain a reasonable pump out rate, as the head can be as much as 5 metres. Superyachts that do not have a pump out point at their berth will be required to store their Black and Grey water in their holding tanks and pump it out either at a pump out station or pump out barge at a later time.

Superyachts that do not have a pump out fitting (i.e. 2" Camlock Male) mounted at some external point on their deck should consider getting retro-fitted before arrival in Sydney. This will avoid the inconvenience of having a long hose running across the deck and down the engine room hatch and coupled directly on to the sewerage system.

Bilge water is another obvious concern, and yachts will be required to pump their bilge water into their waste oil tank and have that emptied at a later time into a waste oil tanker truck.

Another important issue of concern for local authorities is that of galley waste oil. No cooking oil should go down the galley sink and into the shore side sewer main. The standard procedure to be followed for the disposal of used cooking oil is to pass it to the Chief Engineer, who should then deposit it in the waste oil tank.

Authorised Officers will take appropriate enforcement action where pollution of water is evident and its source identified. This may include the issue of Infringement Notices, "on the spot" penalties of \$750 for individuals and \$1,500 for corporations, or referral for Court action (which may result in hefty penalties of up to \$120,000 for an individual or \$250,000 for a corporation).

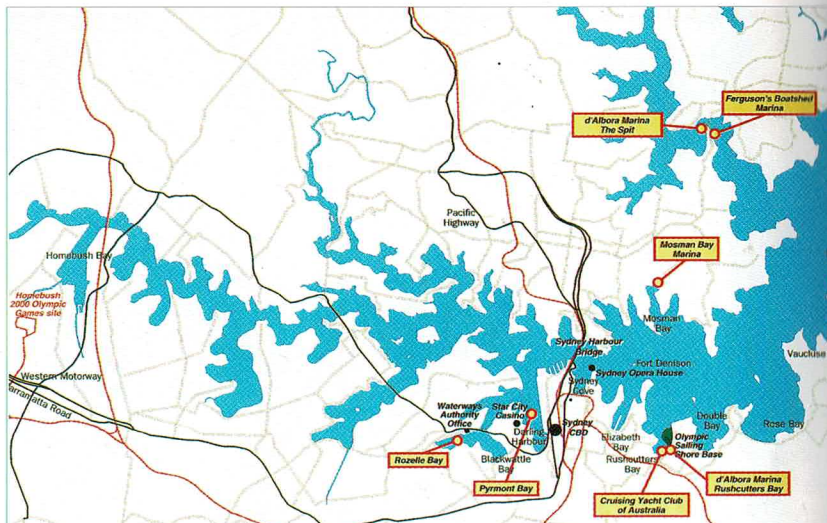
Conclusion

A trip to Sydney is a huge undertaking, a once in a life time opportunity to sail to the other side of the world, and upon arrival in Sydney, superyacht Captains and crews can count on a friendly reception, state of the art facilities for the yacht and a shore-side support infrastructure in place to ensure a pleasant and rewarding visit.

Our goal is to open up the South Pacific region as a major superyacht cruising area with Sydney being the base from which to cruise and service the yacht.

About the author:

Captain Richard Morris is an ex superyacht Captain who lists among his recent commands the yachts "Little Sis", "El Bravo", "Tigre D'Or" and "Lady Suffolk II". He has recently "swallowed the anchor" and has returned home to Sydney, where in addition to his appointment as Project Manager, Super Yacht Management Team with the Waterways Authority, he operates a small boat yard and yacht brokerage business at a marina on Sydney Harbour with his wife Donna.



Available Facilities -

Following is a brief description of the marinas where superyachts will be berthing. As demand is high for the limited berths available, early reservation is encouraged to avoid disappointment. Professional attendants will staff each facility and a wide range of concierge style services will be available.

Pyrmont

Pyrmont Wharves (left) 9 and 10 are within walking distance of the Sydney CBD, Darling Harbour and Cockle Bay entertainment and restaurant districts and the Star City Casino.

Wharf 10: 8 berths x 40 metres

Wharf 9: 2 berths x 35 metres.

Stern-to mooring and alongside available.

Rozelle Bay

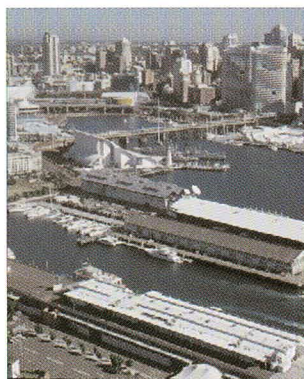
A total of 27 superyacht berths able to accommodate yachts ranging in size from 45 to 70 metres. This berthing facility is currently being constructed and is modelled on the best features of the IYCA. Ten berths will be available by November 1999 and the remaining berths available in April 2000. Mooring is stern-to with a 3-metre floating pontoon at the dock. A chain ground-line system will secure the yachts forward. Wide ramp/gangways will provide access to the higher-level wharf and land base. Individual mooring pens will be available for the yacht's tenders.

Power will be available at each berth in the range 125 ~ 250 Amps (415v, 3 phase, 50hz). For larger vessels (over approximately 60 metres in length), power up to approximately 300amps will be available on selected berths. A number of berths will be supplied with 380v. Fresh potable water will be available at all berths.

Five telephone lines, an ISDN line and a cable television feed will be available in each berth.

Sewage pump-out will be available to fixed discharge line on the wharf.

A full time Facility Manager will be appointed to



Customs Requirements

Arrival procedures

Vessels visiting Australia will be boarded by both Australian Customs and Quarantine Officers, to ensure the vessel complies with the legislated requirements, in relation to Visa/Travel Authorities, Customs and Quarantine controls, and possession of valid Safety Certificates. Customs does not levy any charge for clearance, however the Australian Quarantine and Inspection Service operates on a full cost recovery basis.

First port of arrival

There are a limited number of ports to which foreign registered vessels may go on arrival in Australia. Masters must not enter any other port as the first port in Australia except in an emergency. The prescribed ports are:

New South Wales: Newcastle, Sydney, Eden, Coffs Harbour, Lord Howe Island, Port Kembla (Wollongong), Yamba

Queensland: Brisbane, Townsville, Bundaberg, Cairns, Gladstone, Thursday Island, Mackay, Weipa

Northern Territory: Darwin

Cruising Permits

When a vessel arrives in Australia, there are a number of options available. If it is intended that the vessel will leave Australia within 12 months, a cruising permit generally will be granted.

A cruising permit will be issued to the Master provided Customs is satisfied that the craft is transiting Australia. Cruising permits are issued for a period of six months or the length of the Master's visa, whichever expires first. Extension of the permit for a total period of up to 12 months will be considered on application.

Cruising permits will be issued to foreign owned vessels intending to come to Australia for the Sydney 2000 Olympic Games with the owner remaining on board for the Olympic period.

Vessels owned by Australian residents, if visiting for the Sydney 2000 Olympic Games, will be allowed entry under the Temporary Import provisions of the Customs

Act. These provisions require production of a letter undertaking to Customs that the vessel will be exported within 12 months from the date of importation.

Status of vessels whilst in Australian waters

Vessels not visiting for commercial purposes (private use only)

The Australian Customs Service guidelines in relation to these vessels allow for the granting of permission to remain in Australian waters for an initial period of up to 12 months (subject to Visa conditions). Extensions beyond the period of the initial permission will normally be granted, without cost or penalty, as long as Visa conditions allow this, the vessel still fits into this category, and the vessel has complied with the conditions of the initial permission. Vessels under lease or charter when arriving in Australia are considered to be for the exclusive private use of the named charter party.

Vessels imported on a temporary basis for commercial purposes Commercial purposes include sale, lease, hire, charter or other activities undertaken for profit whilst in Australia. These vessels are subject to the lodgement of formal customs entries and the payment of customs duty and sales tax. There is no provision for the payment of refunds or drawbacks of customs duty and taxes upon export.

Immigration requirements

Passport and Visa requirements

All those on board, including the Master, will need to hold a current passport and, where required, a valid Australian Visa, and are required to complete passenger card and travellers statement.

Crew on Articles of Agreement do not require a Visa or Travel Authority to travel to Australia. However, crew who have individual contracts with the vessel's owner must have some form of Visa/Travel Authority prior to arriving in Australia. Travel Authorities include Australian Government issued Visas, Electronic Travel Authorities, or possession of either an Australian or New Zealand Passport.

Crew on Articles of Agreement are allowed to go ashore for short term leave without issue of a Visa/Travel Authority. However, whenever they sign off for extended leave or are repatriated to their home country, a Customs Officer must attend the vessel. Similarly such crew joining a vessel must also be 'signed on' by a Customs Officer.

Customs Officers may visit your vessel without notice, to check the security of items sealed on board, check for compliance with the conditions of permission issued, or to search for items such as undeclared drugs or weapons.

Prohibited goods and restrictions

The Master and all those on board a vessel should be aware of the strict laws prohibiting or restricting the import and export of drugs, weapons and firearms, heritage items, animals and articles subject to quarantine and wildlife protection. The penalties for breaking these laws are severe. If the vessel is carrying anything that may fall into these categories, they must be declared to Customs.

Weapons and Firearms

All weapons on your yacht must be reported to Customs. A permit from the relevant State or Territory Police Service is required before you can carry firearms ashore. Certain weapons are prohibited in Australia and may be detained in safe storage for transhipment to your intended port of departure (at Customs expense) or may be subject to seizure.

At the time of boarding, Customs officers will assess the adequacy of storage aboard your vessel. If such weapons storage is not sufficiently secure, Customs will detain your weapons in safe storage and arrange for their return before your departure from Australia. It should be noted that during the Sydney 2000 Olympic Games period, increased security measures will likely result in all weapons being detained by Customs.

Quarantine regulations

Australia is an island with unique flora and fauna and has thriving agricultural, horticultural and aquacultural industries. In world terms, the aforementioned are relatively disease and pest free.

The monitoring and enforcement authority is the Australian Quarantine and Inspection Service (AQIS). AQIS is responsible for keeping exotic pests and diseases out of Australia and all vessels require quarantine clearance on arrival in Australia from overseas ports. All persons, animals, provisions and goods on board are subject to quarantine until cleared. The preferred option for vessels entering Australia is to arrive without animals on board and re-provision with food stores from Australian ports on arrival.

Should you seek exemptions there will be regular inspections that will incur a cost and may also restrict the cruising itinerary while in Australian waters. Prohibited entry of foodstuffs applies to fresh foods, vegetables, dairy products, eggs, honey, meats, poultry, seeds and nuts, dried beans, salmon and trout



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products - canned salmon is allowed.

Prohibited entry of plant items applies to live plants, including cuttings, roots, bulbs, corms, rhizomes and stems.

Prohibited entry of other material applies to biological materials, including human and animal vaccines, veterinary therapeutics, packing material/stuffing, soil and sand. Almost every kind of food available elsewhere in the world can be found in Australia, either locally produced or imported under strict conditions.

If a vessel provisions in Australia and returns with those stores still on board, all dry stores, canned goods and packaged frozen goods identifiable as Australian origin will be acceptable. Fresh fruit and vegetables and fresh or frozen meat will not be allowed clearance on return to Australia regardless of origin (this is because of the risk of infection/contamination).

Ballast water

Guidelines which apply to all vessels from all overseas ports have been developed to prevent the introduction of marine pests and diseases in vessels ballast water, and to prevent toxic blooms and other organisms spreading.

These guidelines include measures in relation to ballasting in safe areas at the port of uptake and en route treatment of ballast water de-ballasting on arrival.

Vessel Masters may use one, or a combination of measures

List of Agents/Service Providers

We are fortunate in having available to us a significant and varied list of service providers. The N.S.W. Waterways Authority is in the process of preparing a complete compendium of services that will be available to all yachts visiting Sydney and this will be sent to each yacht well in advance of their arrival. In the meantime, should you have any specific requests or queries, please email or fax the author or the Superyacht Management Team.

Contact numbers

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Email: information@customs.gov.au

Website: <http://www.customs.gov.au>

Waterways

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Sydney Pilots:

Telephone: +61 2 9337 6648

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Great Barrier Reef Pilotage is provided by two different companies:

Australian Reef Pilots: +61 7 3262 4600

Queensland Coastal Pilots: +61 7 3839 5144

MRCC Canberra

Telephone: +61 2 6230 6899

AUSREP/REEFREP

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Website: <http://www.amsa.gov.au/AUSSAR/AUSREP/Ausstart.htm>

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