



BWA 
BOATING WESTERN AUSTRALIA INC.
TM ABN 54 351 799 424

ON DECK
October 2026

bringing you the latest in marine and boating news

FROM THE PRESIDENT

ALL THIS CHANGE – WILL IT IMPACT IN OUR BOATING?

So many changes have been put upon the Boaters of Western Australia.

Dredging for Lime Sand in Cockburn Sound, leading to the diminishing of the seagrass, (Posidonia) Which in turn lead to a diminishing of crabs and prawns. This, then leads to Bans on Fishing for Crabs in the Sound.

Prawns are a natural fish food, and their lessened numbers ultimately led to halts on fishing and fishing Embargoes each year for Snapper.

Even right down to the great Fremantle staple, Herring – Bag limits were set. Scallops, Mussels – Good times need not end!

Great efforts were made to plant or transplant the Posidonia – and albeit, great efforts were made on this front, we have never really got a grip on this absolute building block for the fish and crab population in Cockburn Sound. Throughout the 1960s and 1970s, the beaches in Cockburn Sound (Particularly Coogee Beach) were a shimmering white. Today, they are a soft grey and far less attractive to beach goers.

Shipbuilding Infrastructure came along and started to consume some of the coastline. and as Industry crept south, it covered favourite fishing spots, reefs etc, and also occupied space that Boaters had always thought would be theirs on the coast.

Cockburn Power Boats Club was obliged to shift from its original home around 2ks further south of where it currently stands. The Committee and Members at Cockburn affected this shift extremely well and they are now in a position again, where their perimeter walls and grounds may very well need to be changed again.

Cockburn Power Ramps have grown enormously making Cockburn slightly busier than Hillarys. On long weekends and over Christmas, you may find yourself being asked to move on to another ramp as the car bays are full!

There are now 105,000 registered vessels in Western Australia. That is 1 in 5 West Australians involved in one type of boating or another.

Vying for launching and mooring opportunities throughout WA, remembering that the majority of the vessels are in the Metropolitan area. Rottnest is the absolute focus for these Boaters, with Cockburn Sound and the surrounding Islands and reefs a close second.

WESTPORT, (New Fremantle Harbour) progresses. BOATERS watch and hope. Information so far says that this will be “AN ENORMOUS DREDGING PROJECT” with:

Front cover photo courtesy of Paul Nicholls

1. Two channels down as far as the Wheat Bulk Loading Facility at Rockingham Beach,
2. A turning Area out front of the Wheat Jetty dredged down to 18 Metres,
3. The channels will come up thru Owen Anchorage (Coogee Beach),
4. It is mooted that Cockburn Power Boat Club will have to shift their southern and northern breakwaters, and we would hope that is not as “epic” a move as their original move to the current site.
5. Ship Mooring and Bunkering (refuelling) would continue on the Eastern side of Garden Island as it does now, but in greater numbers.
6. The Silo at Rockingham will be able to handle multiple vessels instead of the “One at a time” as it currently does.
7. Enlargements are already visible at the Stirling Base, and our “rented Subs”, our “new Subs” and visitation by the US Navy will also increase.
8. It will be interesting to see if the Causeway to Garden Island remains unchanged, or if that will be made wider and deeper to facilitate submarine departures.
9. Wapet Mole, which many believe is Woodman Point, has two capped Oil Drilling Wells on its western most point. We have seen no signals as to what must happen with those.
10. From Cockburn Power Boat Club, sweeping south along the Beach, will be a massive amount of Boat Building and support infrastructure. That may limit opportunity for boat /trailer parking going forward.
11. It will be interesting to see what configuration the new retaining walls will have around Cockburn. Hopefully, they may provide greater opportunity for “On Water” pleasure boat pens.
12. Dredging. Advice and reports so far, are that the “Spoil” will be used to infill the coast for the supporting transport marshalling area, Container Storage infrastructure, cranes etc. When North Fremantle Storage and Victoria Quay Storage are considered – this will be an enormous area!
13. Interface between Commercial shipping and pleasure Boaters will be a concern. We hope that we can get in early and negotiate a good outcome. Nothing is insurmountable.
14. Loss of fish and crab habitat through the enormous amount of dredging is a major concern. Some early initiatives at Artificial Reefs, Mussel Seeding and more, are being trialled and explored, so everyone is working toward the absolute best outcome
15. Access to Garden Island – nothing mooted at this point – but the arrival of Nuclear Submarines might signal a need for greater security zones or clearance.

CONSIDERATIONS,

There are 39kms of busy traffic between Cockburn Power Boats Launch ramp and the Hillarys Boat Ramp with NOTHING IN BETWEEN! We need another ramp on the coast, somewhere in between.

Western Australia has around 105,000 registered vessels and the majority of these are in the metropolitan area.

Rottneest is the “Jewel” amongst our Boating Destinations - and hence most Boaters would like to launch from somewhere close to Fremantle.

Ramps in and around Cockburn Sound down through to Rockingham are many years old and in decay – Eg Challenger Beach at Kwinana, Bell Park at Rockingham, Bent St Rockingham.

Much of this responsibility falls to Local Govt (ie Councils) - and much of this needs to be considered on a State basis rather than an Area basis.

A good deal of the concerns signalled above, are being worked through – but there is always that “WELL – ULTIMATELY, THIS IS HOW IT HAS TO BE!”.

BoatingWA continues to be in touch with decision making bodies” and interestingly, BoatingWA is the only Representative Body for Recreational Boaters!

An Active Committee (NOT FOR PROFIT) working for you!!! – The Boat Owner and representing your Safety, Amenity and enjoyment requirements to all levels of Government and Authorities.

Nobody needs to be told – the greater the number of Members Voices – the stronger the message will be to the Government, Things can be improved, Things can added to the plan for an even better outcome. For example,

RecFishWest has joined forces with Byssal Mussel Farms for a truly exciting initiative in Cockburn sound.

All Boaters who have been in Cockburn sound remember the “Mussell farms on the Northern End of Garden Island, and the larger plots down by the wheat Jetty in Rockingham. Some may also remember when the farms were ravaged in one night by a school of Snapper who proceeded to eat many tons of mussels. So, we know that they are natural snapper food and an attractant)

After that the farms were decommissioned and the floats removed with the rope frames dropped to the bottom. Byssal Director Glen Dibbin and our good friends at RecFishwest met and have both invested in resurrecting the Mussel Farm, - NOT AS A COMMERCIAL VENTURE. They are developing the ‘Mussell Biomass” purely as an attractant for fishing. It has already produced around 70 tonnes of mussels (that’s around 2.5 Million mussels) for an amazing contribution to the habitat.

Further discussions with RecFishWest has revealed more exciting information. Mussels harvested from the Farm can be taken to other “newer structures” such as groynes and artificial reefs and seeded onto the reef. In the past, juvenile mussels were seeded onto new structures and they did not adhere. Investigations have since found that adult mussels can and do adhere – and once the adults have taken hold – juveniles can effectively join them. What a sensational outcome RecFishWest! BoatingWA truly appreciates your work and your science.

(See article in 2026 August edition [[CLICK HERE](#)])

So, as you can see, BoatingWA and our Committee of Volunteers gets into the science/mechanics/ politics of what is happening around our State. Particular where those “things” might impact on Boaters. We also take suggestions and concerns to all Government Departments on a regular basis.

To consider exactly what BoatingWA does, please read the attached “the voice of WA Boaters.

Members are welcome to let us know that they wish to become part of the Committee and we will tell them how to achieve that. Your skills and experience can help others. Remember, that “Many voices raised in unison make for a strong voice to Government that cannot be ignored”.

Membership to BoatingWA will definitely make a great Christmas present- Helping to keep friends and family informed and SAFE!

Contact our Executive Officer Elizabeth Duncan on secretary@boatingwa.com.au. She will get back to you asap with details.

As a final thought,

Please read the attached Mission Statement for Boating Western Australia.

Here's to making Boating Safer and more enjoyable



Colin Lockley, PRESIDENT

Boating Western Australia Inc.



BREAKING NEWS – In the West Australian Newspaper (Monday 12-10-2026)

The Premier and the Federal govt have concerns that the two projects (AUKUS and WestPort) will be almost impossible to manage simultaneously- and perhaps we should delay the Westport Program and allow AUKUS to bed in first.

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The voice of WA Boaters

OUR PURPOSE

Better boating experience for all Western Australians.

We exist to make recreational boating better by protecting the interests of boaters, improving access and facilities, supporting safe and responsible boating and ensuring the boating community has a strong voice in the decisions that affect it.

OUR VISION

A Western Australia where everyone can enjoy safe, accessible and rewarding boating.

W.A has an extraordinary coastline, rivers, estuaries and boating destinations. Our vision is for recreational boating to be recognised, valued and supported as an important part of the Western Australian way of life.

OUR MISSION

To protect, promote and improve recreational boating in Western Australia.

We do this by representing boaters, influencing decisions, advocating for better access and infrastructure, promoting boating safety, knowledge and bringing together the people and organisations that make up WA's boating community.

OUR POSITION

The voice of WA boaters.

Boating WA is an independent peak body representing Western Australia's recreational boating community. We bring together individual boaters, clubs, associations and the wider boating community to ensure recreational boating has a strong and credible voice with government, regulators and other decision makers.

WHAT WE STAND FOR

REPRESENT - A strong voice for boaters.

We listen to WA boaters, understand the issues that matter to them and represent their interests where decisions are made.

SUPPORT - Safe, informed and confident boaters.

We promote practical boating safety, skills and knowledge, so people can enjoy being on the water safely and responsibly.

IMPROVE - Better places and opportunities to go boating.

We advocate for better boat ramps, marinas, moorings, navigation, facilities, destinations and access to the water.

CONNECT - A stronger boating community.

We bring together boaters, clubs, industry, government and other organisations around a shared interest to the water.

OUR PROMISE TO WA BOATERS

If it matters to WA boaters, it matters to Boating WA

We will listen, speak up and work constructively with government and the boating community to achieve practical improvements that make boating safer, easier and more enjoyable.

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A licence by any other name?

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There is an interesting question that recreational boaters in Western Australia might reasonably be asking.

When does a fishing licence become a boating licence?

When the Recreational Skipper's Ticket was introduced in Western Australia, recreational boaters were asked to accept a new compulsory qualification before taking charge of a powered recreational vessel.

There was considerable discussion around the proposal at the time. Importantly, the commitment from the Minister responsible was that this was not going to become another annual impost on recreational boating.

The qualification was to be about competence and safety, not about creating an ongoing revenue stream. The RST was introduced as a lifetime qualification, and that remains the case today.

Fair enough.

Most responsible boaters can understand the argument for ensuring that people in charge of powered vessels possess a minimum level of knowledge and practical ability. If it makes boating safer, it is a reasonable requirement.

But then there is fishing.

If I walk down to the beach, cast a line into the water and catch a fish for dinner, I generally don't need a recreational fishing licence.

Put my fishing rod in a boat, start the engine and head out to the same stretch of water, and suddenly I need one.

Not just once.

Every year.

The current Recreational Fishing from Boat Licence costs \$40 and is valid for 12 months.

And this isn't simply a licence for a particular species. The rules apply to recreational fishing from a powered boat, including fishing, crabbing and other activities. The Department describes the licence as applying to the use of a powered boat to fish or even to transport fishing gear or a catch to or from a land-based fishing location.

So here's the question.

What is the fundamental difference between the person standing on the beach fishing and the person sitting in a boat fishing?

The fish certainly don't seem to care.

And if the purpose is fisheries management, why is the presence of a boat the trigger for the annual fee?

The original justification for introducing the boat fishing licence was largely about gathering information about recreational fishing activity and catches. The Government said the licence would

help establish a database of boat-based recreational fishers and improve estimates of recreational catch.

That may be a legitimate objective.

But if information is what Government needs, perhaps we should ask whether **an annual licence fee attached specifically to the use of a recreational boat** is still the fairest mechanism for obtaining it.

There is also a philosophical issue here.

WA recreational boat owners already pay annual registration fees simply for owning and operating their vessels. The skipper must have an RST. There are safety requirements, equipment requirements, navigation rules, speed restrictions, marine parks and a growing collection of regulations governing where, when and how we can use our boats.

And most boaters accept that these things exist for good reasons.

What we should be wary of is the gradual transformation of every recreational activity into another licence, permit or annual charge simply because it involves a boat.

Because at some point, a licence to fish from a boat starts looking remarkably like a licence to participate in recreational boating.

Perhaps it's time to ask the question.

Was the promise that recreational boating qualifications would be a once-only requirement intended to mean something more than just the RST?

BWA isn't suggesting that fisheries management shouldn't be funded.

Nor are we suggesting that fish stocks shouldn't be protected. Quite the opposite.

We want sustainable fisheries, healthy waterways and safe boating for generations to come.

But recreational boaters are entitled to ask whether the system is fair and whether the same rules should apply to people undertaking essentially the same recreational activity simply because one person happens to be standing on the sand and the other happens to be sitting in a boat.

After all, the fish don't know which one paid the \$40.

And perhaps that's a conversation worth having before another annual licence becomes simply accepted as part of the cost of being a recreational boater.



"Our waterways belong to all of us. But does sitting in a boat really change the justification for requiring an annual fishing licence?"



- **DTMI dredging campaign to benefit Lancelin erosion**

DTMI dredging underway at Lancelin Jetty will also help combat severe erosion of the coastline to the north.

Approximately 14,000 cubic metres of sand will be removed from the jetty basin and approach channel, then pumped through a pipeline onto beaches to the north replenishing and widening areas subject to severe erosion while also restoring safe navigation at Lancelin Jetty.

The dredging campaign, previously planned for April 2027, was fast tracked to complement other measures being implemented to buy time for long-term decision making on how to best address rapid erosion threatening the coastline.

In August the State Government confirmed up to \$1.1 million in additional and redirected funds for a rock bag wall to be implemented at North Lancelin, providing a five-year interim fix.

Together these measures provide interim protection while the Shire continues longer-term analysis and planning to update existing information on coastal processes, to provide a better understanding of the performance and impact of structural interventions.

For more information about DTMI's dredging program and [coastal management work visit our Projects and coastal management page.](#)



• Prosecution supports demersal recovery

Two unlicensed recreational boat fishers have been fined more than \$7600 and ordered to forfeit equipment used in illegal fishing activities, including a boat, trailer and fishing rods.

The men were found guilty of fishing without a licence, fishing in a prohibited zone and the illegal take of 11 undersize pink snapper from closed waters north of Cape Naturaliste in June this year.

Boat-based fishing for demersal scalefish, including pink snapper, is currently not permitted in the West Coast region between Kalbarri and Augusta to help stocks recover to sustainable levels.

The two men from Leda and Greenfields, aged 22 and 21, were initially found in possession of eight pink snapper during a traffic stop by WA police. The snapper were located in a boat being towed at the time of the stop.

Fisheries officers from the Department of Primary Industries and Regional Development conducted a subsequent search at the men's residence and located the eight whole pink snapper and a further six fillets of pink snapper among other non-demersal fish.

All of the pink snapper found at the residence were under the legal size limit of 500 mm. The fillets were scientifically determined to have come from pink snapper less than 271mm in total length.

Neither offender held a recreational fishing from a boat license.

When handing down the decision in the Busselton court today, due to the seriousness of the offence the magistrate also granted the forfeiture of equipment used to fish including a boat and trailer, five fishing rods and four reels, as well as the fine.

Regional Compliance Director Matt Clarke said DPIRD was actively targeting demersal fishing offences to support the recovery efforts. Serious offenders would be dealt with by the courts and risked having their boat and equipment seized and forfeited.

"We have been using our full range of education and compliance activities including contacts with fishers at marinas, boat ramps, tackle retailers and community events," Mr Clarke said.

"It is great to see the vast majority of fishers are doing the right thing. However, in the past nine months we have issued 210 infringements and completed four prosecutions for demersal related offences with penalties totaling more than \$57,000."

The rules for recreational fishing are available in the [Recreational Fishing Guide 2026](#) and information can also be found online by [searching the rules by species and location](#).

Anyone who suspects illegal fishing activity should call FishWatch on 1800 815 507 or report the matter via the online form on Crimestoppers.





- **Parachute flares no longer compliant**

A three-year phase out of parachute flares is complete with the items no longer recognised as safety compliant on WA waterways.

Major changes to safety equipment requirements were announced in 2023 with the aim of simplifying the laws and making better use of the available technology. The changes gave skippers the option of carrying an Electronic Visual Distress Signal (EVDS) rather than flares, when using a GPS-enabled Emergency Position Indicating Radio Beacon (EPIRB) or Personal Locator Beacon (PLB) in unprotected waters more than 400 metres from shore.

To simplify requirements skippers were also put on notice that from 1 September 2026 only red and orange handheld flares would be accepted and the use of parachute flares was being phased out.

Skippers should responsibly dispose of old, non-compliant flares. Out-of-date or unserviceable flares should not be put in general rubbish because they can be dangerous and pose a fire risk.

There are further upcoming deadlines for upgrades to safety gear including having a GPS-enabled EPIRB or PLB and a VHF radio by 1 September 2028.

Follow the links below for information on this website:

- To view the list of DTMI approved disposal centres go to [Find a Location](#)
- [What safety equipment do I need?](#)
- [Flares and EVDS](#)



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Our friends at ShopRite have developed a new member benefits mobile app to make it easier for members to access their benefits, save not only money but also time.

The app will be replacing the cards currently sent out to members.

You will need to create a ShopRite digital account, using your BWA member number. If you don't know your number, please contact our secretary at secretary@boatingwa.com.au

How do I create a ShopRite digital account? Its simple!

1. If you do not have an account, go to "Sign In or Register", found at the top of the page, and enter the required information.



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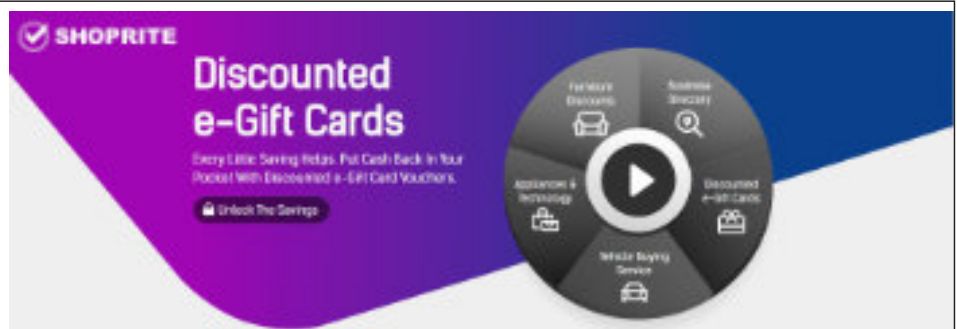
Are you aware that your BoatingWA membership gets you other great benefits outside of representing your interests and the interests of your fellow recreational boaters?

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- Priceline
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- Flight Centre
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- BWS
- Dan Murphys
- BigW and **many more.**

The Shoprite team are currently in talks with many new businesses who are most eager to join their network and offer preferential discounts to members. Watch this space!

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Advice: Installation of Seabed Environmental Monitoring Moorings – Nanarup Beach, Albany

Mariners are advised that two (2) seabed environmental monitoring moorings have been deployed adjacent to Islet Point, at the far western end of Nanarup Beach, Albany.

The monitoring instruments are seabed mounted and positioned with a minimum clearance of 5 metres below the surface. As such, the installations are not surface marked.

Instruments are located in the following positions:

- 35°00.230'S, 118°04.039'E
- 35°00.187'S, 118°03.868'E

Mariners are advised to maintain a proper lookout at all times and proceed with caution when navigating in this area.

Chart reference: AUS118 - Approaches to King George Sound

Location: 35° 00.203'S 118° 03.937'E

Start date: 13/9/2026

End date: 30/9/2028

Issued: 17/9/2026

Warning: Wooded Island Passage Port Buoy Off-Station and Unlit - Abrolhos Islands

Mariners are advised the Port Buoy at the Wooded Island Passage, Abrolhos Island has been reported as off-station and unlit.

Please proceed with extreme caution when navigating this area.

Chart reference: WA999 - Houtman Abrolhos - Easter Group

Location: 28: 45.416'S 113: 47.9827'E

Start date: 12/10/2026

Issued: 12/10/2026

Warning: Ravenswood Bridge East, Murray River - Starboard Marker No. 25 Unlit

Mariners are advised that the Starboard Marker No. 25 at Ravenswood Bridge East, Murray River is currently unlit.

Mariners are advised to maintain a proper lookout at all times and proceed with caution when navigating in this area.

Chart reference: WA848 - Peel Inlet and Harvey Estuary

Location: 32: 35.1371'S 115: 49.5845'E

Start date: 12/10/2026

Issued: 12/10/2026

Advice: Bridge Inspection Works – Mandurah Estuary Bridge and Mandurah Traffic Bridge

Mariners are advised that bridge inspection works are scheduled to take place on 19 October 2026 at Mandurah Estuary Bridge, Mandurah Road, and from 20 to 22 October 2026 at Mandurah Traffic Bridge, Pinjarra Road, Mandurah. Works will be conducted daily, between 7am and 5pm.

The works will be conducted from self-propelled barge “High Achiever” (12m x 5.5m) equipped with an elevated work platform. Vessel access through the navigational span will be maintained; however, partial obstruction may occur during certain stages of the works.

A spotter vessel will be positioned near “High Achiever” to assist with vessel traffic management. Where necessary High Achiever will cease operations and exit the navigational span of the bridge to allow marine traffic to pass through.

VHF channels 9 and 16 will be monitored during the hours of operation, The spotter vessel will display orange flashing lights, vessel signage, and use a loud hailer for communications with vessels that do not have VHF radio.

All vessels taking part in these works will display lights and shapes in accordance with the Prevention of Collisions in State Waters Regulations 1983 at all times.

Mariners are advised to keep a proper lookout, follow direction from the spotter vessel, and minimise wake and wash when operating in the vicinity of the works.

Chart reference: WA848 - Peel Inlet and Harvey Estuary

Location: 32° 32.5078'S 115° 43.0912'E

Start date: 19/10/2026

End date: 22/10/2026

Issued: 9/10/2026

Advice: Dive Inspection Works – HMAS Stirling Low Level Bridge – Cockburn Sound

Mariners are advised that diving inspection works are scheduled to be conducted on the HMAS Stirling Low Level Bridge, Cockburn Sound from 13/10/2026 to 20/10/2026, Monday to Friday 6am to 4pm.

Divers will be undertaking inspections and cleaning of the bridge piles. The international code flag “A” will be exhibited whilst diving operations are in progress.

Operations will be undertaken from a 10-metre work vessel “C.Y. O’Connor” which will display lights and shapes as required by the Prevention of Collisions in State Waters Regulations 1983.

Operators will monitor Marine VHF Channel 16.

Mariners are advised to maintain a proper lookout at all times and maintain a minimum safe distance of 50 metres from the diving works area.

Chart reference: WA913 - Cape Peron to Dawesville

Location: 32: 16.0247'S 115: 41.9971'E

Start date: 13/10/2026

End date: 20/10/2026

Issued: 13/10/2026

Advice: Installation of Swim Marker Buoys - Quinns Mindarie Surf Life Saving Club

Mariners are advised that six (6) swim marker buoys and one (1) lit navigational marker will be deployed in the vicinity of Quinns Mindarie Surf Life Saving Club from 12 October 2026 to 30 May 2027 at the following locations:

- Buoy 1: 31° 40.7856'S, 115° 41.6760'E
- Buoy 2: 31° 40.8054'S, 115° 41.6940'E
- Buoy 3: 31° 40.8162'S, 115° 41.7072'E
- Buoy 4: 31° 40.8336'S, 115° 41.7252'E
- Buoy 5: 31° 40.8528'S, 115° 41.6718'E
- Buoy 6: 31° 40.8660'S, 115° 41.6850'E
- Lit marker: 31° 40.8936'S, 115° 41.6868'E

The above buoys are yellow in colour, and the lit navigational marker is equipped with a flashing yellow light (Fl. Y. 3s).

Mariners are advised to navigate with caution when transiting the area and keep well clear of the above buoys.

Chart reference: WA 25-398 - Quinns Rocks

Location: 31: 40.8398'S 115: 41.6968'E

Start date: 12/10/2026

End date: 30/5/2027

Issued: 7/10/2026

Advice: Maintenance Dredging Operations – Beadon Creek, Onslow

Mariners are advised that maintenance and dredging operations are scheduled to be conducted at Beadon Creek, Onslow from 15 September to 17 October 2026, daily.

Dredging operations will be conducted during daylight hours only. Activities outside daylight hours will be limited to the safe securing, maintenance, and preparation of equipment for continuation of dredging operations.

Operations will be undertaken from split hopper barges 'AOM 1802' and 'AOM 23', and work vessels "BHD Woomera", "P.T. Monto", "M.V Groote Eylandt", and "Bay Lass".

All vessels taking part in these works will display lights and shapes in accordance with the Prevention of Collisions in State Waters Regulations 1983 at all times.

Operators will monitor Marine VHF Channels 9 and 6.

Mariners are advised to maintain a proper lookout at all times and proceed with caution when navigating in this area.

[Location Map](#)

Chart reference: AUS64 - Approaches to Port of Ashburton and Onslow

Location: 21° 38.6992'S 115° 7.8994'E

Start date: 15/9/2026

End date: 17/10/2026

Issued: 16/9/2026

Advice: Turner Street Jetty Replacement Works - Blackwood River, Augusta

Mariners are advised that works to demolish the existing Turner Street Jetty and construct a replacement steel-piled jetty, in the Blackwood River at Augusta, will be undertaken from 21 September to 16 December 2026, Monday to Friday, 7am to 6pm.

Operations will be conducted from a construction barge /floating plant and workboat as required. These works may impact vessel movements in the immediate vicinity of the Turner Street Jetty.

The works area will be delineated by yellow buoys, approx. one metre in height, and equipped with flashing yellow lights. All piles will be marked with reflective tape and located within the confines of the works area.

All vessels taking part in these works will display lights and shapes in accordance with the Prevention of Collisions in State Waters Regulations 1983 at all times.

Operators will monitor Marine VHF Channel 16.

Mariners are advised to maintain a proper lookout at all times and proceed with caution when navigating in this area.

Chart reference: WA1681 - Augusta

Location: 34° 19.458'S 115° 10.060'E

Start date: 21/9/2026

End date: 16/12/2026

Issued: 23/9/2026

Advice: Scour Protection Works – Fremantle Railway Bridge, Swan River

Mariners are advised that scour protection works for the Fremantle Railway Bridge, Swan River will be commencing from 25 September 2026 until 31 March 2027, daily between 6:45am and 5:15pm.

Works will be conducted by divers beneath the surface with a diver assisted vessel, cargo barge and tugboat positioned in the area, between the north and central spans of the railway bridge. The majority of works will impact

- **Yacht Grot adds a new level of service for BoatingWA Members!**

Roger and his Team at Yacht Grot have been serving BoatingWA Members (individually) for around 30 years – with every conceivable boating part and accessory.

To formalise our partnership, Roger is offering an individual discount to BoatingWA members on the production of their membership card.

It will not take the form of a set discount, as every item in stock has a different margin on it. It will be up to you to ask Roger and the Yacht Grot team – What is my BoatingWA price?

Discounts will vary on the item – but discounts are discounts, and the store that as given our members the best service and prices for this long – it will certainly be worth producing your BoatingWA Membership card.

Introduce yourself to Roger and the Yacht Grot team - and enjoy the expertise and old world values that Yacht Grot has to offer.

Roger even has an extensive amount of used antique equipment. Might not be useful on your boat, but it sure will look great in your bar!

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the northern navigational channel from 25 September 2026 until 5 February 2027, with the barge positioned in the closed channel for the duration of the time (day and night). From 8 February until 31 March 2027, the works will move to the southern navigational channel.

Spotter vessels will be managing the river traffic while operations are underway within the navigable span of the rail bridge, with one navigational span remaining open at all times. The spotter vessel will alert approaching vessels to the works ahead and coordinate with the diver assist vessel to allow river traffic to pass safely. Spotter vessels will communicate through Marine VHF Channel 71 (and monitor VHF Channel 16) during operational hours.

All vessels associated with the works will display appropriate lights and shapes in accordance with the Prevention of Collisions in State Waters Regulations 1983 at all times.

The International Code Flag 'A' will be exhibited whilst dive operations are underway.

Mariners are advised to maintain a proper lookout at all times and proceed at a safe speed to minimise wake and wash.

Location: -32: 2.481'S 115: 45.227'E

Start date: 24/9/2026

End date: 31/3/2027

Issued: 24/9/2026

Advice: Fremantle Harbour J-Berth Refurbishment Works – Swan River

Mariners are advised that demolition and reconstruction works at the Tug Boat Jetty and associated mooring dolphins at J Berth, Victoria Quay, Fremantle Inner Harbour, are scheduled

to commence in September 2026 and continue until approximately August 2027.

Works will be conducted between 7:00 am and 5:00 pm, Monday to Friday.

The project will involve the use of a shore-based crane, a piling barge, and a small utility barge/pontoon. The piling barge (UVI 455194), measuring approximately 16.5 m x 10.5 m, will remain on site and secured by spud legs for the duration of the works.

A 50-metre exclusion zone will be established around the work area, marked with lit yellow navigation buoys. Mariners are requested to remain clear of this area at all times.

All vessels engaged in the works will display the appropriate lights and shapes in accordance with the Prevention of Collisions in State Waters Regulations 1983.

The International Code Flag "A" will be displayed whenever diving operations are being undertaken. Diving activities will occur on an as-required basis.

All project vessels will maintain a listening watch on VHF Channels 16 and 12 throughout the duration of the project.

Mariners are advised to reduce speed, limit wake and wash in the vicinity of the exclusion zone and maintain a proper lookout at all times when navigating in this area.

Chart reference: WA898 - Swan and Canning Rivers

Location: -32: 02.6136'S 115: 45.0681'E

Start date: 1/9/2026

End date: 31/8/2027

Issued: 28/8/2026



FREMANTLE SAILING CLUB

FSC SAFE MARINA 2026: EXTINGUISHERS & DETECTION

In a fire, every second counts.

Week 6 of FSC Safe Marina 2026 focuses on fire extinguishers, fire blankets and early detection, making sure equipment is in good condition, working properly and easy to access in an emergency.

Check that your extinguishers are securely mounted and serviceable, fire blankets are accessible near cooking areas, and any fitted smoke or carbon monoxide alarms are working correctly.

Remember **PASS: Pull, Aim, Squeeze, Sweep**. Only attempt to tackle a small fire if it's safe to do so and you have a clear escape route.

This week's action: Check your extinguishers and fire blankets, and make sure everyone onboard knows where they are and how to access them quickly.

[Read the full Week 6 update on extinguishers and detection here.](#)



November means one thing for our Angling Section. It's time to chase the King!

The annual King George Classic is back on Saturday 14 November, bringing anglers together for a day on the water chasing one of WA's favourite catches, the King George whiting.

After a day of fishing, the action moves back to the Club for the weigh-in at 4pm, followed by presentations on the Sunset Deck from 5.30pm.

Entries are now open. Limited parking and boat launching are available for non-members.

[Find out more and register here.](#)



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DRESS THE BOAT. DRESS THE PART.

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SATURDAY 24 OCTOBER

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JUDGED BY GAIL WELLS & ANNOUNCED AT THE AFTERPARTY

HAWAIIAN THEME!

ITINERARY

- 1:30PM OPEN FORMALITIES ON THE LAWN
- 1:45PM MOVE TO BOATS
- 2:35PM SAIL PAST & CRUISE TO CLAREMONT YACHT CLUB
- 4:15PM AWARDS & SEASON PARTY SUMMER MARQUEE
- 6:15PM LIVE MUSIC (ALL MEMBERS WELCOME TO JOIN)

REGISTER YOUR BOAT WITH RECEPTION
EVERY REGISTERED BOAT RECEIVES \$400 TO SPEND AT THE AFTER PARTY

\$100 CREDITS

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Overview

Discover the people and stories behind 40 years of guiding on Wadjemup / Rottnest Island.

For four decades, the Rottnest Voluntary Guides Association (RVGA) has helped visitors learn more about the history, heritage and environment of Rottnest Island.

Marking its 40th anniversary, this exhibition at Lomas Cottage traces the story of the association from its beginnings in 1986 through to today.

See historic photographs, objects and displays from across the decades, from handwritten tour notes and the early days of guiding to the tours and experiences now delivered by more than 300 volunteer guides.

The exhibition is free to visit and no registration is required.



CLUB
MARINE
INSURANCE



2026 Annual General Meeting

I hereby give notice that the Garden Island Fishing & Aquatic Association (Inc) Annual General Meeting and election of office bearers will be held on Wednesday 18th November 2026 at the Cockburn Power Boat Association.

Exact timings will be communicated at a later date.

Nomination forms for President, Treasurer, Secretary, Mooring Manager and Committee are available to be downloaded:download from GIFAA Website.

Nominations are to be forwarded to

The Returning Officer, GIFAA PO Box 630, Melville, 6956.

Nomination forms to be received no later than 5.00PM on Monday 19th October 2026

To support your nomination, you are invited to attach a resume with up to 200 words to your nomination and this will be included in the Newsletter.

Please note that to nominate as a candidate, propose a candidate or second a candidate your payment for membership fees for the 2026-27 year must be received by 19th October 2026. Members will be advised of the candidates soon thereafter.

As per our constitution, no new members will be processed after 12th October 2026.

All existing members must be financial by the 16th of November 2026 to be eligible to vote at the AGM.

There will be a meal and a limited bar tab for members at the AGM. Please come along to your AGM and take the opportunity to meet fellow members and share a refreshment or two with the members and committee.

Looking forward to seeing you all at the AGM

Pete Fry

Secretary Garden Island and Aquatic Association (Inc)

For more information goto [GIFAA WEBSITE](#)

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For more info, visit <https://www.motoryachtsunlimited.com.au/our-point-of-difference/>



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Interested? Contact us at secretary@boatingwa.com.au

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Recfishwest CEO's Western Angler article on what comes next for the West Coast demersal fishery

Setting the Destination - What Comes Next for the West Coast Demersal Fishery

By Dr Andrew Rowland, CEO, Recfishwest

Over the past 18 months, I've spent more time thinking about West Coast demersal fishing than any other issue in my career.

Last month we made our submission to the Western Australian Parliament's inquiry into the West Coast demersal fishing closure. Recfishwest lodged a comprehensive submission on behalf of recreational fishers, drawing on months of engagement with fishers, careful analysis and a clear vision for where we believe this fishery should head next.

But this article isn't really about the inquiry. Nor is it about reliving the arguments that have dominated recreational fishing over the past year.

It's about what comes next.

Because if there's one lesson I've learnt over many years representing recreational fishers, it's that good advocacy isn't measured by how loudly you oppose government or how many headlines you generate. It's measured by whether governments ultimately adopt the principles you're fighting for and whether, years later, recreational fishing is genuinely in a better place than when you started.

That doesn't always make you popular. It's easy, and tempting, to oppose change. It's much harder to help shape better outcomes that protect fish stocks and secure a better future for recreational fishing. That's the role of a peak body.

If there's another lesson I've learnt over the years, it's that recreational fishers care deeply about the fish we catch. No species captures that emotion more than the West Australian dhufish. Found nowhere else on Earth, it represents something uniquely ours. It evokes pride, privilege and respect in equal measure.

While debates continue around aspects of management and people will always hold different views on the best way forward, I have never met a recreational fisher who doesn't genuinely want to see healthy dhufish stocks and a faster recovery.

That common ground is important because it reminds us that, despite all the debate, we're actually trying to achieve the same thing. The question has never been whether we should recover the fishery. The question has always been how.



Practical solutions for a better fishery

Representing 750,000 fishers means balancing diverse expectations. Some want greater access, others stronger conservation, others simply want the fishery their children will inherit to be healthier than the one we have today.

Our role isn't to simply reflect the loudest voices. It's to develop practical solutions that first meet the needs of the fish stock. Because without healthy fish there is no fishery. From there, it's to maximise the access, enjoyment and community benefit that flows from that resource.

“Governments don't need more people telling them there's a problem. They need organisations prepared to bring genuine solutions.”

That's always been Recfishwest's approach. We start by asking what gives recreational fishing the strongest future: healthy fish stocks first, then the greatest possible fishing experiences within those environmental limits, supported by practical management and the best available science.

Those principles guided our submission to the parliamentary inquiry, just as they guided our work before the Government's decision was ever made.



Breaking out of the broken cycle

For nearly two decades, West Coast demersal management has followed a familiar pattern. A stock assessment...another review... another restriction...another debate. Then the inevitable promise that this latest change would be enough. Yet the underlying sustainability challenge remained.

Eventually you have to ask whether you're solving the problem or simply managing the symptoms.

When the latest stock assessment was released, it became clear to me that this Government was approaching the issue differently. It was equally clear that the Minister was taking her responsibility for the long-term sustainability of the fishery extremely seriously. Rather than looking for another incremental adjustment, Government was prepared to consider fundamental reform.

Whether people ultimately agreed with every aspect of the decision or not, one thing became obvious. The question had changed.

Good fisheries management begins with a simple question: what are we trying to achieve? If government isn't clear about what it wants a fishery to deliver, managers are left responding to individual issues rather than working towards a clear outcome.

Policy sets the destination. Management decides how to get there. Advocacy helps ensure both reflect the interests of recreational fishers.

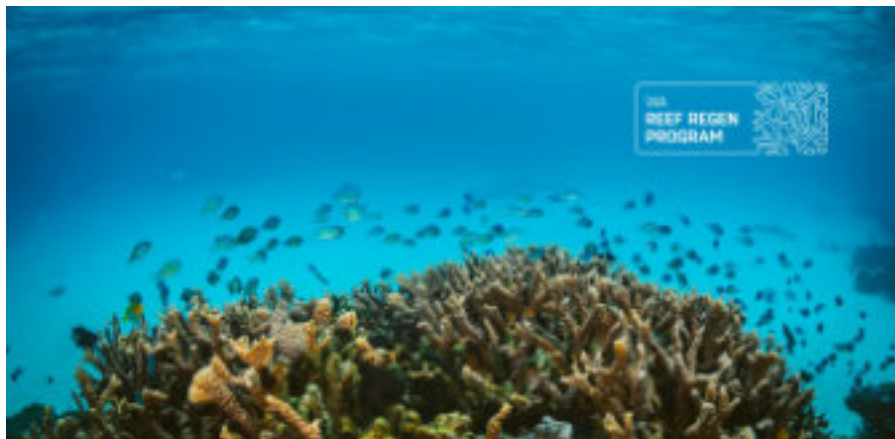
If the policy objective is unclear, every management decision becomes reactive. Every review becomes another compromise. Every restriction becomes another attempt to buy a little more time.

The result is exactly what many of us have experienced over the past 20- years, essentially an incremental-change merry-go-round with no clear destination.

That, in my view, is what fundamentally changed.

[\[READMORE\]](#)





• **New roadmap to guide future of coral regeneration in WA**

The Cook Labor Government has launched the WA Reef Regeneration Program Roadmap in Exmouth alongside project partners, establishing a landmark blueprint to guide coral regeneration activities across Western Australia.

- WA Reef Regen Program Roadmap launched to guide coral regeneration efforts
- Cook Labor Government invests \$5 million through the Healthy Oceans Program as part of an \$11 million partnership with philanthropic organisations
- Launch builds on the Nyinggulu Coral Larval Enhancement Trial underway in Ningaloo and Coral Bay since March this year
- Cook Labor Government committed to restoring and protecting oceans

The Cook Labor Government has launched the WA Reef Regeneration Program Roadmap in Exmouth alongside project partners, establishing a landmark blueprint to guide coral regeneration activities across Western Australia.

Managed by the Western Australian Marine Science Institution, the roadmap has been developed in response to the unprecedented impacts of the 2024-25 marine heatwave, which caused widespread coral bleaching across parts of the State's reef systems.

It is being delivered via the WA Reef Regen Program, an \$11 million partnership supported by a \$5 million Cook Labor Government investment through the Healthy Oceans Program announced in September 2025, and contributions from the Angela Wright Bennett Foundation and the Jock Clough Marine Foundation.

Building on reef restoration efforts and research from Australia and around the world, the roadmap provides a framework for a multi-year, State-wide program to test, refine, and scale coral regeneration approaches across WA's diverse reef ecosystems.

The launch follows the Nyinggulu Coral Larval Enhancement Trial, the first project under the WA Reef Regen Program, which was carried out in Exmouth and Coral Bay in March and April.

Traditional Owners, scientific institutions, tourism operators, philanthropic organisations, and local communities will play a central role in the program, helping build the knowledge, capability, and partnerships needed to support reef recovery in a changing climate.

For more information about the program, visit wamsi.org.au/projects/reef-regen

USEFUL LINKS

- **Major Projects Rottnest Island**

Click: <https://ria.wa.gov.au/major-projects>

- **Boating on Rottnest Island**

Click: <http://www.rotnestisland.com/boating>

- **Rottnest – Temporary Notice to Mariners**

<http://www.rotnestisland.com/boating/boating-information/temporary-notice-to-mariners>

- **Rottnest Marine News**

<https://mailchi.mp/rotnestisland/latest-rotnest-island-authority-marine-news?e=0a6b7000a1>

- **Garden Island Fishing and Aquatic Association GIFAA**

Click: <http://www.gifaa.com.au/>

- **TEMPORARY NOTICES TO MARINERS LINK**

[Click Here](#)

- **TIDE PREDICTIONS LINKS**

For general tidal predictions around WA: [Click Here](#)

Tide Tables for Western Australia: [Click Here](#)

For 2021 Fremantle tidal predictions: [Click Here to Download](#)

- **FSC DIVERS GROUP**

This is a page to showcase the comings, goings and doings of the Dive Section at Fremantle Sailing Club.
More info: [Click Here](#)

- **BOATING COMMUNITIES NEWSLETTER**

Stay up to date with the latest news relating to recreational boating in Western Australia through the Department of Transport's Boating Communities Newsletter. [CLICK HERE](#)

Other useful links

ShopRite – <http://www.shoprte.com.au/>

River Guardians – <http://www.riverguardians.com/>

Fremantle Sailing Club News – <http://www.fsc.com.au/home/latest-news-information/>

Swan Yacht Club News – <http://www.swanyachtclub.com.au/news/>

Bunbury Yacht Club: <https://www.facebook.com/p/Bunbury-Yacht-Club-100067325569262/>

Perth Game Fishing Club News – <http://www.pgfc.com.au/news>

BoatingWA does not take responsibility for the accuracy of the material included from a third party, it's the responsibility of the members to do further investigation into the subject before relying on its accuracy especially when it comes to boat regulations, safety and navigation.



Contact Us

Boating Western Australia (Inc.)

PO Box 692

SOUTH FREMANTLE

WA 6162

www.boatingwa.com.au

secretary@boatingwa.com.au

Find us on 