

# Stakeholder Submission – Lake Eyre Yacht Club

## 1. Introduction

Boating has been occurring on Lake Eyre for 63 years, perhaps even longer if you consider evidence that the Dieri had boat construction technology. Recent attempts to prevent boating have not been tested in court despite the Club's efforts to do so.



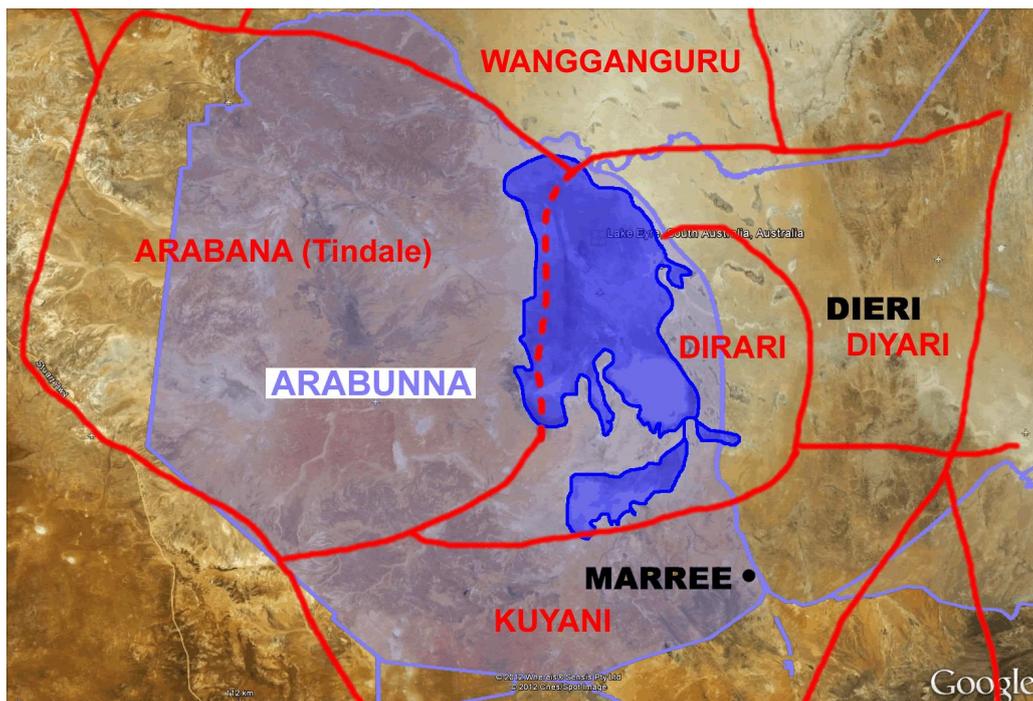
This image could be of people recreating on any seaside beach in Australia. Such activity is a well-recognised part of Australian culture. Yet when it was taken in April 2011, if you believed the then South Australian Premier and Minister for Aboriginal Affairs, these people – swimming, fishing, paddling, building sand castles and boating were breaking the law – simply by recreating within a National Park. The circumstances behind this act of political lunacy would make an interesting book illustrating the political corruption of a government desperate to please a mining company. Particularly when staff of AARD had acknowledged a fortnight before this image was taken that neither Native Title nor Aboriginal Heritage can prevent persons recreating in a National Park.

Essentially the Club's battle has been a political one. In our multicultural society the members of the Lake Eyre Yacht Club have a culture too. Support for our cause is easy to obtain from media, business and ordinary people alike. The members of the Club are willing to continue this battle as it moves into its final stage.

Bob Backway, Commodore, Lake Eyre Yacht Club

## 2. The Club's aims from this point on

1. Recognition of the right to boat as a normal recreational activity in Lake Eyre National Park as it is in all other parks.
2. Agreement that all rules apply to all. No specific boating rules, permits or fees.
3. Any restrictions on boating areas be purely on environmental grounds – such as bird nesting and feeding sites - but only as observed at that particular flood, this being a dynamic situation. These restrictions apply to all activities and park users.
4. The observation that there are no physical aboriginal significant sites within the Lake but agreement to mutual respect for all stakeholders cultural attachment to the lake and a guarantee that physical heritage, regardless of culture will be protected.
5. Restore access to Lake Eyre South as a public access road with camping so that people may directly access a firm beach and enjoy a sunset over the lake. The Club is willing to canvas support and funding to facilitate this aim.
6. Formally register our disappointment that native title over the entire Lake and a substantial area to its south has been given to the Arabunna when there is substantial evidence that five groups abutted the lake and each group "owned" its side only. We particularly feel that our friends the Dieri have been unjustly treated and the area to the south of Lake Eyre should have been designated "neutral" territory as no existing group can have an exclusive claim to it.



### **3. Restoring Public Access to Lake Eyre South**

Lake Eyre South near the Oodnadatta Track has water in it more frequently than the other basins. It is ideally placed to allow a visitor experience with minimum infrastructure - most of it outside the Park.

In 1986 when I first visited Lake Eyre South it was obvious that "View Point" as we call it was a popular place to view the Lake and visitors often camped beside the track along the shore from View Point to a point opposite Swan Island (but outside the Park). Locals have picnicked, swam and boated here at every opportunity – a permanent BBQ was once located here. To wet one's feet in Lake Eyre is an important part of Australian culture that is on many Australian's bucket list. As such it often attracts the terminally ill and wheelchair bound visitor who currently cannot legally access the Lake.

Over the past 10 years or so access to Lake Eyre South has been gradually restricted to the point that visitors can now only look at the Lake from a distance - the current viewing area is at the slushy end of Lake Eyre South. If visitors attempt to walk to the Lake edge they find it muddy and slippery and leave a large area covered in footprints.

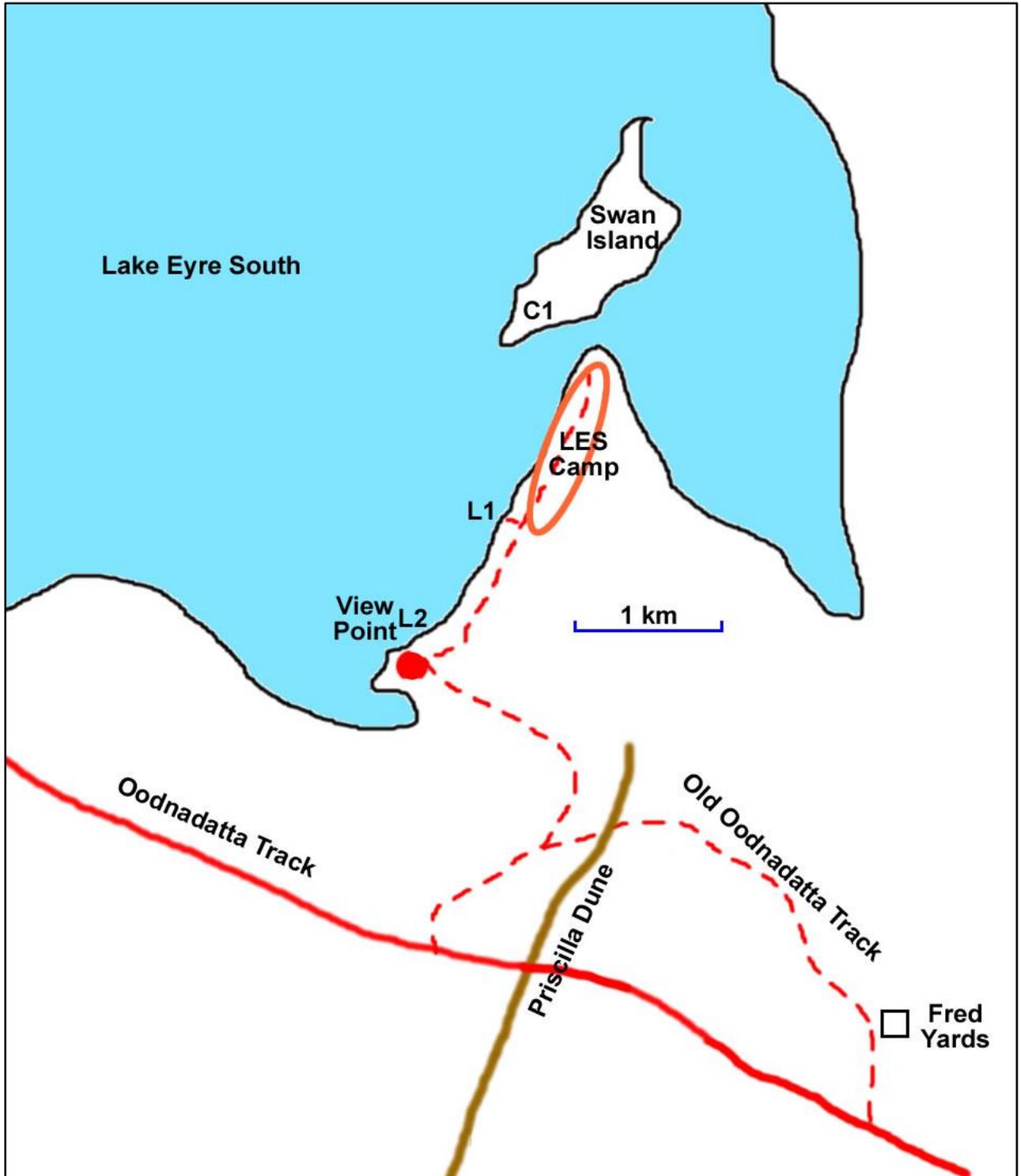
As a consequence many visitors try to get closer to the Lake by driving overland with inevitable environmental consequences. This will not stop until proper public access is restored to the Lake shore. Visitors and tour companies have a right to decent access to Lake Eyre National Park in an area more typical of the Lake shore.

This access [map overleaf], via the "old" Oodnadatta Track around Priscilla Dune to View Point and on to the point opposite Swan Island should be restored. Along this track deeper water and sandy clay beaches are within metres of the National Park Boundary. This is particularly of value to aged visitors, who do not have the ability to walk long distances as they must now, and wheelchair bound visitors may have a legitimate complaint under existing legislation.

With only 5.8km of track, the first half being along a ridge with no real watercourses, it is easy to maintain. It should be accessible whenever the Oodnadatta Track is open with 2WD access to View Point. It would not have the problems the other Lake Eyre PARs have with their long distances, stream erosion and water ponding problems.

L1 is the preferred Launching Point with L2 more suitable at peak flood levels (GPS locations in table below). The preferred camping area between L1 and the tip opposite the southern end of Swan Island is outside the Park on Pastoral Lease in lightly vegetated country. Flushing toilets with septic tanks like those provided in the camping areas along the Birdsville Track are possible with bore water available at Fred Yards 4km away.

We believe the Club can easily obtain the funds to upgrade and maintain this access track and create a launch and camping area.



Detail of proposed LES viewing and camping area

Further detail for this proposal should wait till agreement in principle is obtained. However:

- We would like to see any infrastructure minimised, low profile and inconspicuous, including fencing even though it would be outside the National Park boundary.
- The launching “ramp” ideally to be a 6m wide strip from the inland side of the lake edge dune to the lake floor. It is the only infrastructure within the National Park.
- It will lower environmental impact if the launching ramp was of the chained timber variety. This would help define the approved area and would have the dual role of providing wheel chair access.



View Point is easily identifiable as the knobby hill close to the edge of the Lake. Hence the best view is obtained from here.



The view from View Point (1997)



The current Launching Area at L1 is identified by the Stuart Creek “keep out” sign placed in front of my vehicle in September 2010.

## 4. Boating on Lake Eyre – Infrequency of Opportunity

When considering the environmental impact of boating on Lake Eyre and associated dispersed camping on its shores weight must be given to the fact that these recreational activities are only possible for short periods of time at intervals of years, sometimes generations, apart. In fact a problem “regular” boating users have is that whole regime changes occur in park management and adjacent pastoral lease ownership between flood events. Additionally the short duration of many flood events makes taking advantage of a boating opportunity difficult for most working people as leave is rarely available with two weeks’ notice.

From 1974-1978 the Lake was “full”, peaking at 6m and dropping to 2m in 1978, boating was common place in most areas for this period. This was considered an exceptional flood event (6m) with floods almost as high having an interval of 25 – 35 years such as in 1890, 1920 and 1950 (5m). From 1979 when satellite technology allowed remote depth monitoring more accurate figures are available.

Navigable depths are set differently for each location due to the profile of the basin and accessibility:

Location	Past Boating Minimums	Additionally the Warburton and Cooper inlets are navigable for a short distance into the Lake when each river is in flood.
Lake Eyre South	800mm	
Belt & Jackboot Bays	1500mm	
Madigan Gulf	2000mm	
LEN to Cooper Mouth	>3000mm	
LEN to Warburton Mouth	>5000mm	

The following tables and graphs are compiled from data collected by the Lake Eyre Yacht Club.

**Table 1: Theoretical Boating Opportunity**

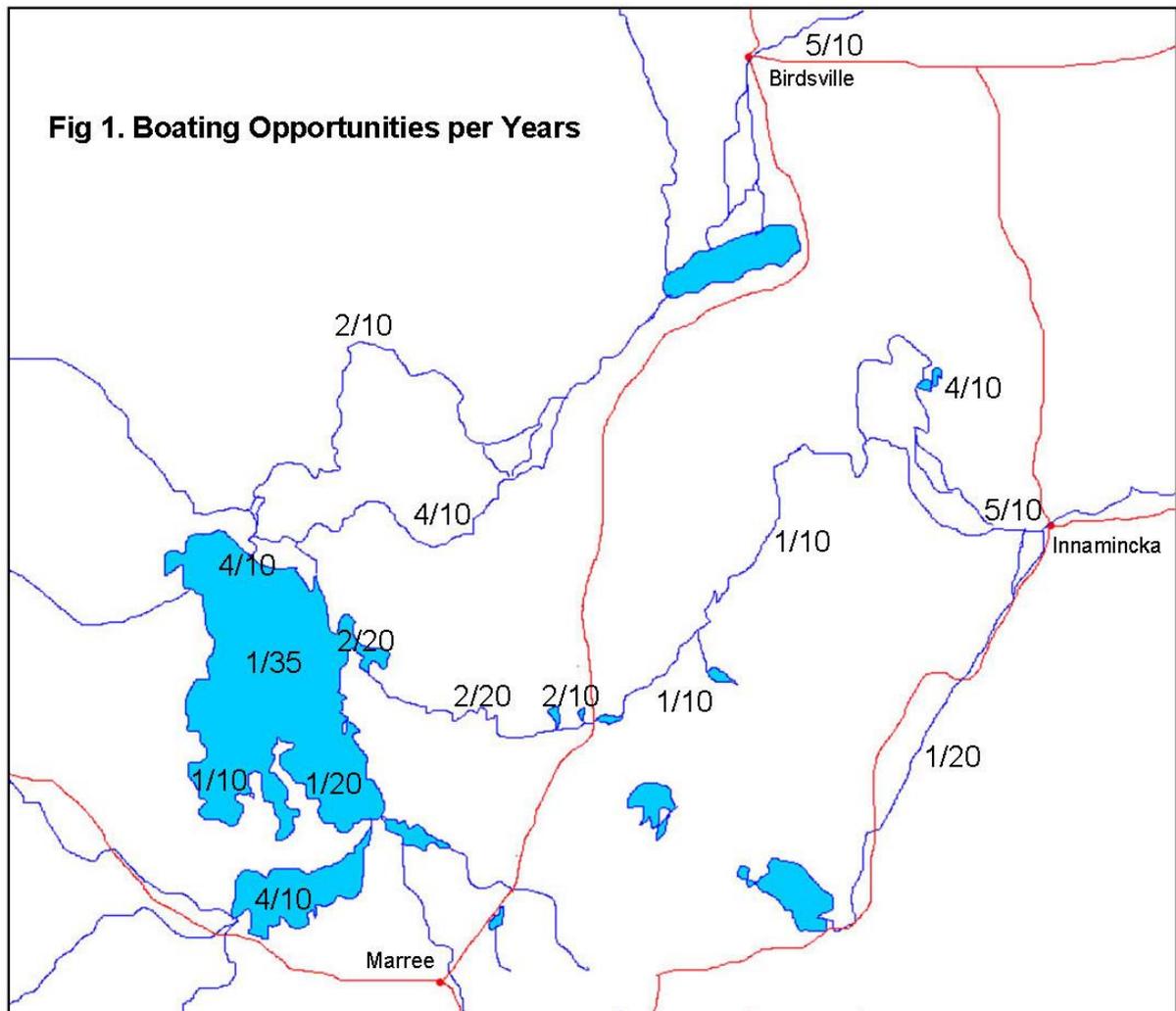
This table shows the theoretical opportunities of the past 40 years including the exceptional flood of 74-78 and the hotter summer months.

Location	Opportunities or seasons	Total theoretical months	Avg. flood length (months)	Boating possible percentage
Lake Eyre South	23	141	6.1	29.4%
LEN Belt & Jackboot Bays	13	111	12.3	23.1%
LEN Madigan Gulf	6	66	11.0	13.8%
LEN >3m	6	55	9.2	11.5%
LEN >5m	1	8	8.0	1.7%

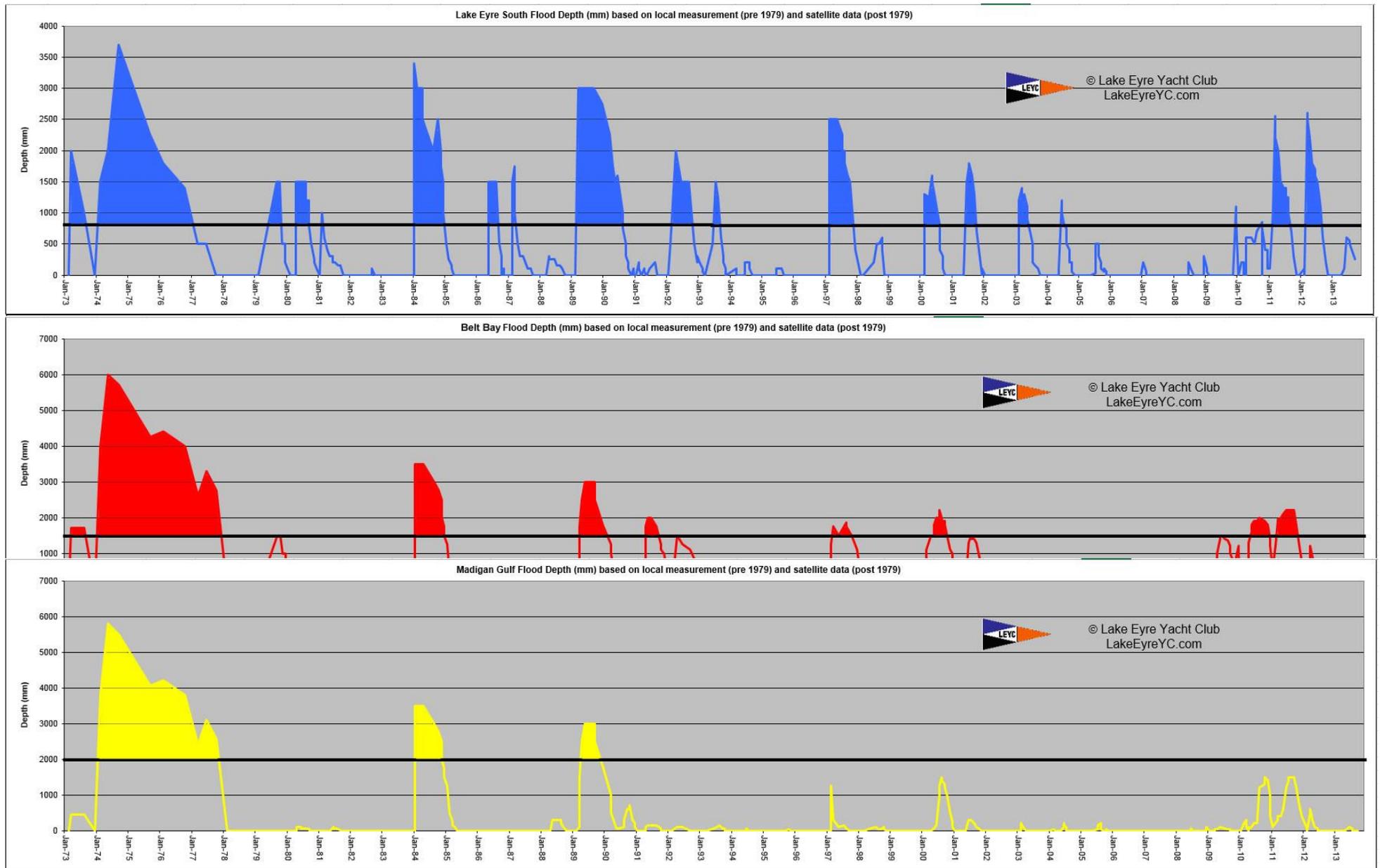
**Table 2: Practical Boating Opportunity**

Table 2 excludes the exceptional 74-78 flood in considering the past 35 years and also excludes the summer months December to February. This table should be considered as being more realistic.

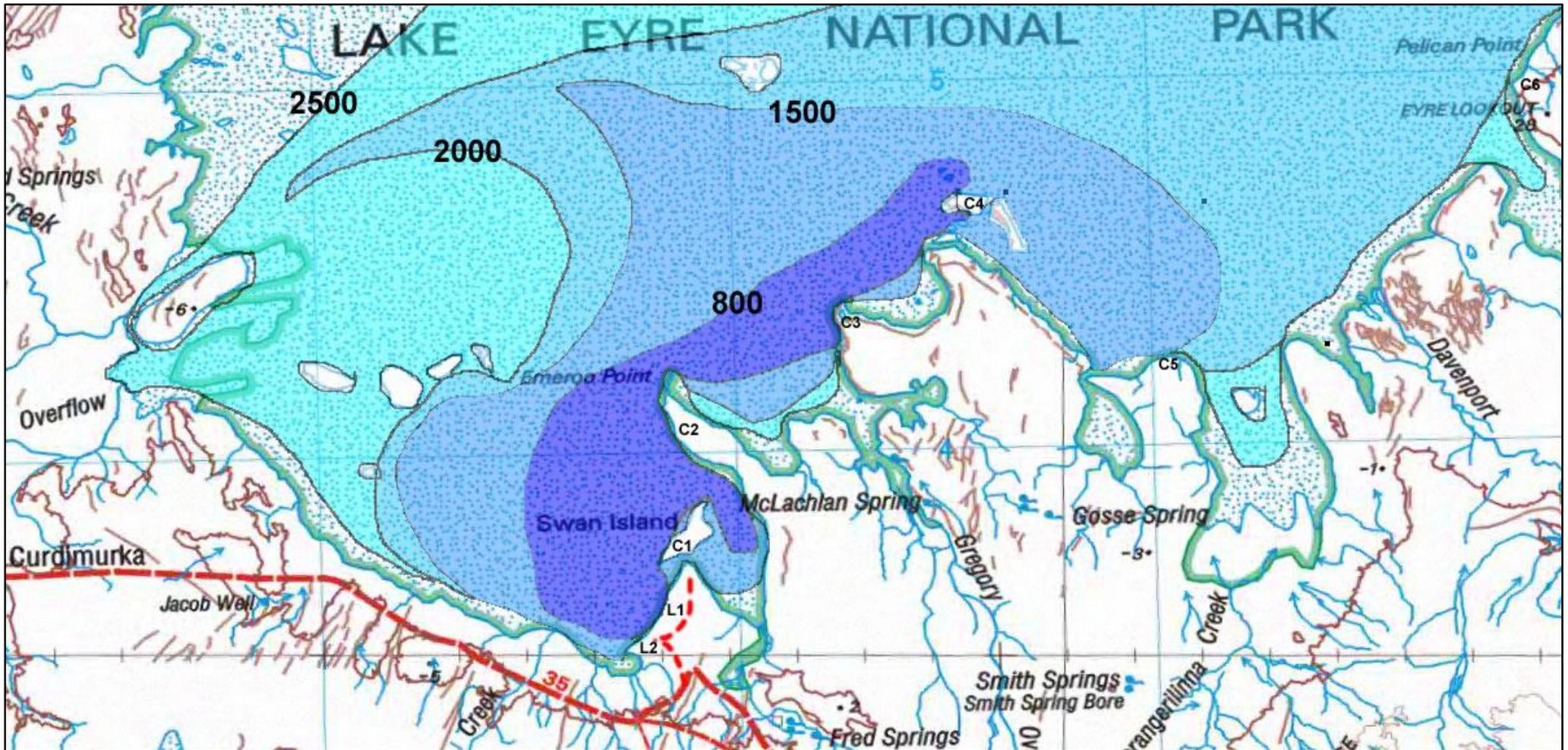
Location	Opportunities or seasons	Total practical months	Avg. navigable flood length	Boating practical percentage
Lake Eyre South	17	87	7.5 months	20.7%
LEN Belt & Jackboot Bays	8	58	7.25	13.8%
LEN Madigan Gulf	2	18	9.0	4.3%
LEN >3m	2	12	6.0	2.9%
LEN >5m	0	-	-	-
Warburton Inlet	13	30	2.3	7.1%
Cooper Inlet	3	9	3.0	2.1%



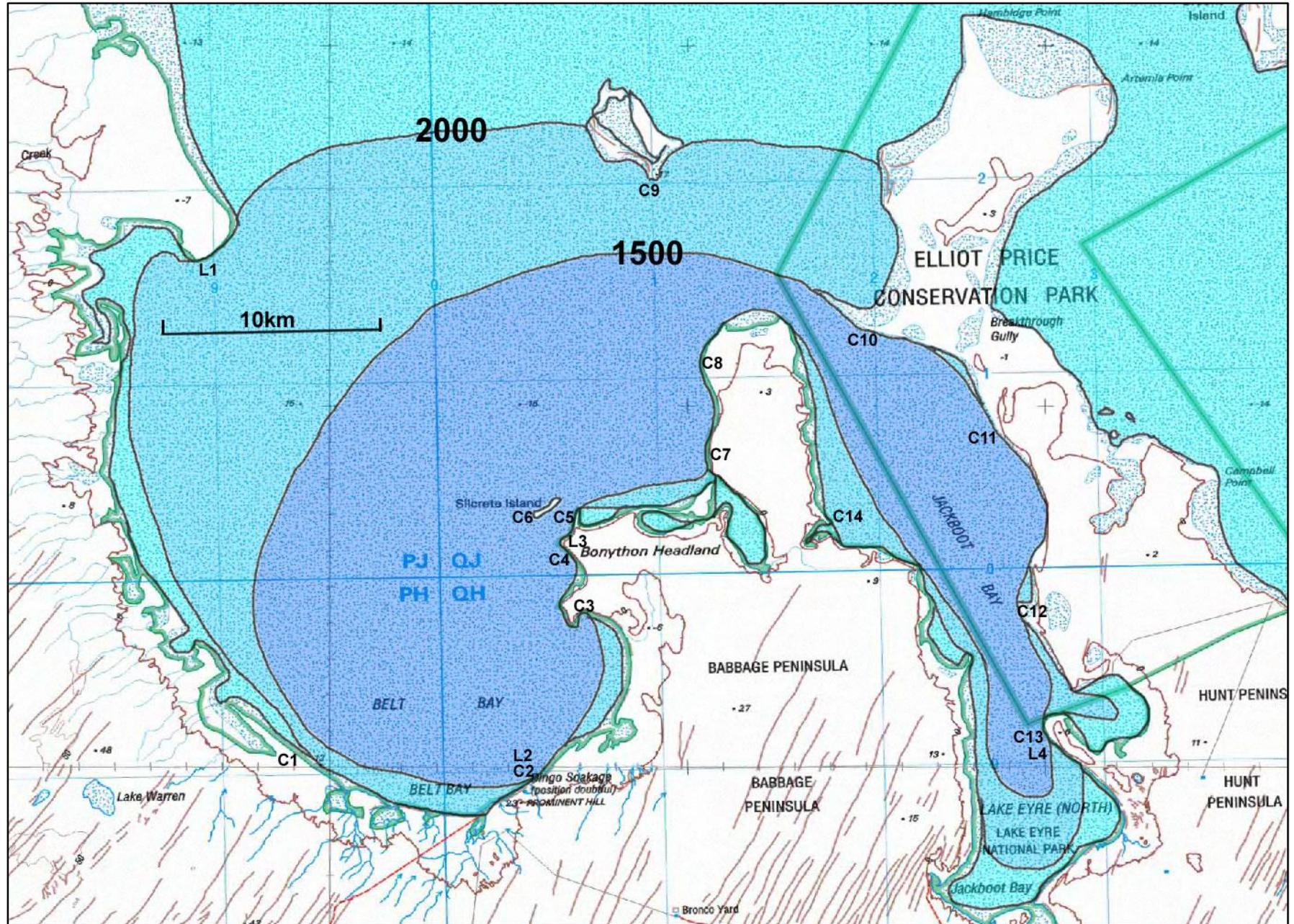
The data in the above tables is shown in graph form below:



Bathymetry of Lake Eyre South showing practical boating areas for 800mm (minimum), 1500mm, 2000mm and 2500mm flood depths:



Bathymetry of Belt/Jackboot Bays showing practical boating areas for 1500mm, 2000mm and 2500mm flood depths.



## 5. Known Launch Sites

### Lake Eyre North

LENL1 - North West Head (AKA Haligan Point) was used by William Creek Hotel pilots and others in 1997 and 2000 and the Lake Eyre Yacht Club in 2011. The Lake has to be over 2m deep to make launching practical here (PAR).

LENL2 - Dingo Soak (via Prominent Hill) was used by LEYC in April and September 2000 and others in 2010. It has a firm sandy clay beach and allows launching if LEN is above 1.8m. Permission was obtained from Anna Creek Station in 2000 but the area appears to be now part of Stuart Creek (BHP).

LENL3 - Bonython Headland was used by unknown individuals in 2009 & 2010 by arrangement with Muloorina Station. It gives good launching at levels down to 1.2m but is a full day's drive in. Again this area is now part of Stuart Creek (BHP).

LENL4 - The southern headland of Boundary Bay (the heel of Jackboot Bay) - was investigated in 2009 by arrangement with Muloorina station as a possible regatta launch site. The Dulhunty's launched in the area in 1973 on a 1.8m flood using the Boundary Bay track. The beach was hard sandy clay and did not leave a footprint. Unfortunately that year the flood peak was 1.5m and the water there was too shallow. Also now part of Stuart Creek (BHP).

LENL5 - Level Post Bay (Madigan Gulf) - All boats on the 1950 and 1974 – 77 floods launched at as this site, including the Hartley 16 Association regatta in 1976, as it was the only available access to Lake Eyre North at that time. Boats also launched here in the 1984 and 1989 floods. The current walkway from the car park to the Lake started life as a launching ramp and features in numerous photographs. Boats have also been launched towards the mouth of the Goyder Channel from here as the area from the Goyder Channel mouth to Level Post Bay has been used as a camping area during every major flood (PAR and Muloorina Station).

### Lake Eyre North Launch Sites:

	Launch Site	Lat/Lon	Depth Landing Possible	Attributes
LENL1	North West Head	28 45.905S 136 56.283E	>2000mm	Ease of access
LENL2	Dingo Soak	29 00.535S 137 05.365E	>1800mm	Low flood access
LENL3	Bonython Headland	28 53.066S 137 06.843E	>1000mm	Wide area of choice S from this point
LENL4	Boundary Bay	28 59.498S 137 20.456E	>1500mm	Hard Beach
LENL5	Level Post Bay	28 58.999S 137 44.149E	>2000mm	Deep water, ease of access

## Lake Eyre South

The area from “View Point” to the point opposite Swan Island’s southern tip has been used in every flood since at least 1974. In 1984 and 1989 a number of people launched here as it became a popular camping and picnic spot for tourists and locals alike. A proposal for the return of this area to the public is discussed earlier in this document (Stuart Creek).

### Lake Eyre South Launch Sites:

	Launch Site	Lat/Lon	Depth Launch Possible	Attributes
LESL1	Midway View Point and Swan Island	29 29.334S 137 15.003E	>800mm	Deep water 20m from Park Boundary
LESL2	View Point	29 29.834S 137 14.600E	>1000mm	Deep water 20m from Park Boundary

## 6. Dispersed Camping

Practical experience has proven the locations in the tables below to be the most suitable. They are selected as safe landing points at deep water beaches approximately half to one day's sailing apart. The beaches themselves are mostly sandy gravel that barely leave a footprint. The preferred camp site on these beaches is on the upper wave terrace created by the larger floods. These terraces are mostly devoid of vegetation with ample room for hike tents. The camp is also close to the boat that the campers are living out of thus minimising the camp footprint. In one particular trip a location may be used for lunch, overnight camping or in favourable conditions bypassed completely.

### Lake Eyre North Belt/Jackboot Bays

	Camp	Lat/Lon	Depth Landing Possible	Attributes
LENBC1	First Landing	28 59.575S 136 59.010E	>1.8m	Closest to NW Head
LENBC2	Dingo Soak	29 00.535S 137 05.365E	>1.8m	Easiest access to Prominent Hill
LENBC3	S. Bay of Bonython Headland	28 55.889S 137 06.920E	>1.8m	Excellent View point and camp
LENBC4	Eagles Nest Beach	28 53.988S 137 06.709E	>1.5m	Beautiful firm, wide beach
LENBC5	Silcrete Spit	28 53.066S 137 06.843E	>1.2m	Beautiful firm, wide beach
LENBC6	Western tip of Silcrete Island	29 52.894S 137 05.672E	>1.2m	Closest to NW Head
LENBC7	North of Big Camel Canyon Mouth	28 51.780S 137 10.664E	>1.5m	Scenic cliffs
LENB8	Big Beach Babbage Pen.	28 48.900S 137 10.434E	>1.5m	Large, steep beach
LENB9	Dulhunty Is southern tip	28 43.716S 137 08.994E	>2.0m	Best camp at bottom of Groove
LENB10	Base of Jackboot Spit	28 47.959S 137 15.502E	>1.5m	Coarse sand, good camp
LENB11	East Jackboot	28 50.801S 137 18.862E	>1.8m	Scenic cliffs
LENB12	Middle East Jackboot Spit	28 55.889S 137 19.419E	>1.8m	Coarse sand, good camp
LENB13	S Head Boundary Bay	28 59.498S 137 20.456E	>1.8m	Hard sandy clay beach
LENB14	The Sentinel	28 53.258S 137 13.928E	>1.8m	Coarse sand, good camp

### Lake Eyre North Madigan Gulf

This area was last navigable in 1989 prior to GPS availability. As Madigan Gulf has to be 2m deep when navigable many options are available for dispersed camping. On the Western shore the sand spits would be most suitable. Those who have boated on Madigan Gulf report good sandy beaches along most of the shore. There is insufficient accurate data on landing/camping sites in this basin.

### Warburton and Kalaweerina Mouths (accessible by river)

Both mouths are navigable into the Park at any Warburton flow level. The Warburton mouth is navigable for about 8km east of the mouth into the start of the Warburton Groove. The only area used for camping in the Park has been Royal Spoonbill Island in the Warburton Mouth just inside the Park boundary. The Kalaweerina Mouth is navigable inside the Park for about 2km to an unnamed island.

### Cooper Mouth (accessible by river)

The Cooper Inlet which is entirely within the Park is navigable to the inlet mouth about 15km when the Cooper is flowing. The inlet itself is vast and has good deep water sandy beaches for most of its shoreline.

### Lake Eyre South

	Camp	Lat/Lon	Depth Landing Possible	Attributes
LESC1	Swan Island southern tip	29 28.606S 137 14.926E	>800mm	Deep water entire W. coast of island
LESC2	West side of Emeroo Point	29 26.263S 137 15.022E	>800mm	Deep water for 4km S. from here
LESC3	Fossil Beach	29 25.111S 137 17.576E	>800mm	Deep gravelly Beach
LESC4	North Barrier Island	29 23.479S 137 19.611E	>800mm	Deep water for 500m N. of here
LESC5	Western Headland of Werg. Creek	29 25.706S 137 22.760E	>1.2m	Best landing in area
LESC6	Pelican point	29 21.463S 137 27.733E	>1.8m	Walk to Eyre Lookout

## 7. Minimum Impact Camping

The publication:

### **A Handbook for Managers and Recreational Users**

Department for Environment and Heritage

South Australian Association of Four Wheel Drive Clubs

Adequately covers dispersed camping within the Park with reinforcement of the following points:

- Toilet waste and paper to be buried behind lake edge dune where possible (but not within 100m of fresh water lakes) at least 300mm deep and covered by compacted sand to minimise possibility of dingos digging waste up. In most cases this is outside the park boundary.
- No burning of toilet paper or burning rubbish to minimise volume as all fires are prohibited in park.
- All rubbish placed in strong bag and removed from park and properly disposed of in nearby town dumps.
- Maximum stay 48 hours at any location unless prevented by bad weather or stranded by tide.
- Small hike tents/swags only and placed on beach terrace. Beach terraces are usually level, flat and sparsely vegetated gravel surfaces.
- All gear to be secularly stowed at all times as southerly busters can arrive at any time (but mostly in the evening). This prevents accidental littering.
- Check site when leaving to ensure no evidence left of occupation.



Fossil Beach LES 1997 – an ideal camp from a boating and a minimum impact camping perspective.

## 8. Boating Guidelines

The membership of the Lake Eyre Yacht Club ranges from practical to extreme conservationist. The recreational activity itself relies heavily on the environment we sail in and we vigorously encourage the preservation of this environment.

Lake Eyre is vast, the largest inland waterway by far in this country. This inland sea attracts sea birds, most of which coexist with humans and boats in their alternative coastal habitats. With the following recommendations the interaction between boats and birds should be minimal.

### **Environmental recommendations:**

- Landing on rookeries prohibited (and this should apply to ALL staff and visitors to the Park)
- Avoid groups of feeding birds on water. If navigation restrictions make it necessary to approach feeding birds the maximum speed is 2 knots.
- Wading birds such as avocets and stilts feed in water too shallow for boating and so are not disturbed.
- Do not feed any wildlife or leave food where wildlife can access it.

### **Safety**

We find it amusing that other players in this battle mention their concern over our safety. Of the many recreational activities that occur in National parks boating is the only one that has legislated safety regulations.

For the uninformed, boating safety is legislated as the responsibility of the Department of Transport under the Marine Harbors and Navigation Act. Lake Eyre is designated as “Smooth Waters” viz:

#### **Harbors and Navigation Regulations 2009**

under the *Harbors and Navigation Act 1993*

#### **Schedule 1—Smooth and partially smooth waters Part 1—Smooth waters**

##### **Area Smooth water limits**

[Other areas deleted for brevity]

Lakes and rivers in the Coopers Creek, Lake Eyre, Lakes Frome, Lake Gairdner, Lake Torrens  
North of South Australia

Other inland areas: All other inland waters except waters designated by this Schedule as partially smooth.

Note that with the “Federalising” of boating safety smooth waters are now referred to as “Protected Waters” – the word protected meaning “sheltered” and is not used in the sense that DENWR would use the word.

## Minimum Safety Equipment

All vessels operating in South Australian waters are required by law to carry certain items of safety equipment. Minimum safety equipment requirements for all types of vessel are shown in Schedule 9 of the *Harbors and Navigation Regulations 2009*. The latest version of the Regulations may be viewed by visiting: [www.legislation.sa.gov.au](http://www.legislation.sa.gov.au) and following the links to 'Regulations and Rules' go to 'H', then from the Alphabetical List select *Harbors and Navigation Regulations 2009*.

Minimum safety equipment requirements vary according to the size and type of boat, whether it has an engine and where it is being used. Areas where a boat may be used are defined as protected waters, semi protected waters and unprotected waters.

**Protected Waters** – all inland waters, excluding Lakes Albert and Alexandrina .....

**Exemptions** - The safety equipment requirements apply to the majority of boats. However, certain types of boat are either partially or totally exempt from these requirements. Some of the more common exemptions are summarised below. A surfboard, surf ski or racing shell is exempt from the safety equipment requirements listed, however, if using a surfboard, surf ski or similar vessel in protected waters, each occupant must wear a Personal Flotation Device (PFD). Waterskiers (or persons being towed in any other manner) must wear a PFD Type 2 or 3 at all times when engaged in waterskiing.

For canoes, kayaks and similar small, unpowered boats the safety equipment carriage requirements are:

- a PFD that complies with one or more of the appropriate standards for the area of use (that is: protected, semi-protected, or unprotected waters) and is worn at all times
- suitable bailer (unless the hull is permanently enclosed)
- a waterproof torch or lantern (while the vessel is being operated during the hours of darkness). A sailboard rider or kite surfer must at all times wear an approved PFD that complies with the area of use.

For tender vessels, while being used in conjunction with another vessel, the requirements are:

- a pair of paddles or oars, or other means of auxiliary propulsion
- a bucket, bailer or bilge pump/s to drain each compartment of the boat
- if the vessel is 1500 metres or more from the shoreline: – before 1 June 2010, a PFD Type 1, 2 or 3 for each person onboard – on or after 1 June 2010, a PFD Type 1 for each person onboard.

For surf rescue boats propelled by paddles or oars, the vessel must be equipped with a suitable bailer that is attached to the vessel by a lanyard.

For motorised inflatable surf rescue boats involved in rescue work within 1500 metres of the shoreline or patrol work within 1000 metres of the shoreline, the requirement is that the vessel must be equipped with a pair of paddles or oars, or other means of auxiliary propulsion.

For Personal Watercraft (PWC) such as jet skis®, waverunners® and jetboards®, the requirements are:

- all operators and passengers aboard the PWC must at all times wear a PFD Type 2 or 3 that complies with one or more of the approved standards – a PFD Type 1 is not suitable for use when onboard a PWC.

Note: From 1 September 2009, the following vessels may not be operated in unprotected waters, i.e. beyond two nautical miles offshore, without the approval of the CEO:

- Personal Watercraft (PWC)
- Canoes, kayaks or other similar small human powered vessels (other than rowboats).

### **Vessels under 8 metres in length (the practical limit for Lake Eyre)**

#### ***Protected Waters***

- one approved PFD Type 1, 2 or 3 for each person on board
- bucket/s with line attached, or bilge pump/s sufficient to drain each compartment of the boat • an anchor with cable
- if the boat has an engine or cooking facilities, one fire extinguisher
- one fire bucket (can be the same bucket as for bailing water if that bucket is suitable for collecting water for use in case of a fire of solid combustibles, i.e. it won't distort or break)
- if the vessel is being operated between the hours of sunset and sunrise one waterproof torch or lantern. While operating in protected waters a vessel that is less than six metres in length must be equipped with all of the above plus one pair of paddles or oars.

## 9. Boating on Lake Eyre - Two Categories

Boating safety is dependent on distance from launch point. This generally falls into two categories:

### Day Boating

Most visitors would probably fit in this category. They don't have time or the experience for a long trip and are happy just to have said they have "done it". Day boating is generally defined as where the operator remains within site of the launching point and plans to return before sunset. For example if launching at LESL1 the area would be defined as the bay between the Oodnadatta Track shoreline and Emeroo Point.

The existing boating safety legislation is adequate for day boating purposes. However the Lake Eyre Yacht Club suggests a waterproof (or waterproof bagged) UHF radio could prove a valuable accessory.

### Overnight Boating

In this category the operator is navigating in waters that can be described as "remote" and precautions additional to the marine safety requirements, although legally not mandatory, should be strongly advised.

When overnight adventure boating the Lake Eyre Yacht Club prefers its members to be carrying within a group:

1. Satellite Communicator - a hybrid between a GPS, a satphone and an EPIRB  
**OR** a satphone (newer devices have GPS)  
**OR** an EPIRB\*(also incorporates a GPS)
2. A GPS
3. Waterproof (or waterproof bagged) UHF radio
4. A map of the area they intend boating in.
5. A compass

We also strongly advise the setting up of a private safety and rescue plan.

The Club has guidelines for water, food, camping equipment, clothing and medical.

### \*Difficulties with EPIRBs

EPIRBs rely on government agencies to detect and arrange rescue. This takes time. Authorities are also becoming complacent with requests for help such as heard on the ABC news in 2011:

*"Marine Safety have detected an EPIRB distress signal halfway between Birdsville and Innamincka. They have contacted the owner's family who have confirmed that the owner was well equipped with food and water so they are not looking for him until tomorrow".*

I hope he survived!

An EPIRB is a device of last resort to be used in a life threatening situation. The more versatile “communicators” have different levels of communication from position information only, position with detail of the problem or position with emergency detail.

Adventurers are now turning to these private communication systems using communicators or satphones which provide direct communication with their appointed “guardians”. These guardians are provided with a plan that includes appropriate rescue options, maps and contact details. Guardians are normally chosen for their familiarity with the area.

Another advantage of private communication, search and rescue is that the media can be excluded. For example in 2004 Jarvis and Kozel, walking out from the Warburton Groove, were turned into a media circus by the very person who told them it was possible to boat it.

## 10. Signage

A suggested sample for location LESL1 & 2

### **Welcome to Lake Eyre National Park**

Kati Thanda – Lake Eyre is a place of important cultural significance for both Indigenous and European peoples. This Lake provides a pristine wilderness environment for significant migratory bird populations. The environment and its cultural heritage are strongly protected. We ask that you respect the cultural and environmental heritage within this Park by minimising the impact of your visit.

**Enjoy – Tread lightly – Take only photographs**

**Do not feed the wildlife**

NO VEHICLES are allowed within the park boundary. You may think you're smart but getting bogged on the Lake, paying for recovery and the fine incurred will soon wipe the smile off your face. Ring Cookes Motors, Copley on (08) 8675 2618 for a quote.

#### **Day Visitors**

This site has been chosen to give easy access to one of the better beaches on this Lake. Enjoy your walk along this beach but please avoid any feeding or nesting birds you may come across. Keep the beach clean and take all rubbish out with you.

#### **Camping at this location**

The nearby camping area has been selected to provide easy beach access and one of the best sunset views over the Lake. Please camp only in the designated area and leave the area looking as though you had never been there. Use toilets provided and take out ALL rubbish to be disposed of properly at Marree, Roxby or William Creek.

#### **Park Boating Rules**

- Launching is only permitted in the area designated "Launching Ramp". Vehicles are not permitted outside this area. Beach rollers must be used over soft ground.
- Landing on rookeries prohibited
- Avoid groups of feeding birds on water. If navigation restrictions make it necessary to approach feeding birds the maximum speed is 2 knots.

### **Day boating**

- The day boating area is designated as the entire bay before you.
- You must carry the safety equipment required for your craft by SA Marine Authority
- Take water with you
- A handheld UHF radio is recommended
- Have someone on shore keep an eye on you

### **Overnight Boating**

Set up your own safety “net” using friends or relatives you can trust. Advise of anticipated daily locations and return times, discuss daily communication methods and plan your possible rescue for every conceivable situation.

In addition to marine safety requirements for your craft it is strongly advised that you take:

- A satellite Communicator (eg Spot)
  - OR a Satphone
  - OR an EPIRB\*
- A GPS
- Waterproof (or waterproof bagged) UHF radio
- A map the area you intend boating in.
- A compass

**Seek advice from a local boating group in regard to what else to take for a safe and successful adventure.**

### **Dispersed Camping - Practice minimum impact camping**

- Refer to maps for landing/dispersed camping sites. These sites have been chosen as the most suitable deep water sites with sandy gravel beaches allowing camp and boat to be in close proximity.
- Maximum stay at any site 48 hours - weather permitting.
- Place small tents on beach terraces minimising interference with vegetation
- NO FIRES within Lake Eyre National Park.
- Bury toilet waste at least 300mm deep behind the lake edge dune more than 100m from fresh water and compact covering sand to prevent dingos from detecting the waste.
- Take ALL rubbish out with you and dispose of it properly at a nearby town.
- Secure all gear at all times. Southerly Busters can cause accidental littering.

## 11. Access through Pastoral Lease

From time to time access has been granted by leaseholders to Lake Eyre National Park for the purpose of boating. For example:

1. In addition to the William Creek - Lake Eyre North PAR Anna Creek gave permission three times in 2000 for access via the Prominent Hill Track to the Dingo Soak launch point.
2. Negotiations commenced in 2009 with Muloorina but unfortunately LEN was not deep enough.
3. Etadunna have suggested we utilize their access to Clayton Inlet.
4. In 2011 BHP gave approval to access Lake Eyre South conditional on Arabunna approval.

We find we have to renegotiate access for each flood event due to management and ownership changes. For example except for the William Creek PAR all the above access points are now on Leases primarily owned by BHP. BHP, unlike family owned leaseholders, tend to have difficulty understanding their tenure over the land – or try to bluff their way through.

The following extract from the Pastoral Act recognizes that Pastoral Leases are only a licence to graze Crown Land in exchange for certain improvements and care of that land. As Crown Land ordinary Australians have a right to enter and recreate within it. Viz:

### **48—Right to travel across and camp on pastoral land**

- (1) Subject to this Act, a person may travel (by any means) or camp temporarily on a public access route.
  - (2) Subject to this Act and to the terms (if any) of an ILUA relating to public access and activities on the land in force in relation to the land, a person may, on giving oral or written notice to the lessee, travel across pastoral land (otherwise than on a public access route) by any means other than a motor vehicle, a horse or a camel and, in the course of so travelling, camp temporarily on the land.
- (2a) A term of an ILUA may only limit a right conferred by subsection (2) to the extent reasonably necessary for the following purposes:
- (a) restricting public access to places identified by the native title group as being places of cultural significance;
  - (b) preventing injury, damage or loss to any person that may arise from an activity undertaken under the ILUA or under section 47(1);
  - (c) protecting an activity of the native title group on pastoral land the subject of the ILUA.

- (3) Subject to this Act, a person may, with the consent of the lessee or the Minister, travel across pastoral land (otherwise than on a public access route) by means of a motor vehicle, a horse or a camel and, in the course of so travelling, camp temporarily on the land.
- (4) This section does not give a person the right to camp—
  - (a) within a radius of one kilometre of any house, shed or other outbuilding on the land; or
  - (b) within a radius of 500 metres of a dam or any other constructed stock watering point on the land.
- (5) A person who proposes to travel across or camp on pastoral land in the manner referred to in subsection (3) must first seek the lessee's consent to the proposal and the lessee may refuse that consent if of the opinion that it is necessary to do so for the purposes of the safety of the public, the management of stock or the carrying out of rehabilitative work on the land or for any other good and sufficient reason.
- (6) If the lessee refuses to consent to a proposal under subsection (5), the person may seek the Minister's consent to the proposal.
- (7) The Minister may, without consulting the lessee, consent to the proposal but, if the Minister consents to the proposal without consulting the lessee, the proposal cannot be carried out until the Minister has notified the lessee that consent has been given.
- (8) The Minister incurs no liability by virtue of giving consent to a proposal to travel across or camp on pastoral land.
- (8a) A lessee must not give consent under subsection (5), or the Minister under subsection (7), to a proposal to travel across or camp on pastoral land in a manner referred to in subsection (3) if to do so would be inconsistent with the terms (if any) of an ILUA in force in relation to the land relating to public access and activities on the land.
- (9) For the purposes of this section, camping is temporary if it is for a period not exceeding two weeks or, if some other greater or lesser period is prescribed in respect of a particular area, that period in relation to camping in that area.
- (10) An authorised person may give to a person travelling across or camping on pastoral land the subject of an ILUA such directions as may be reasonably required for the purpose of giving effect to a term of an ILUA relating to one or more of the purposes referred to in subsection (2a).
- (11) A person who, without lawful authority or reasonable excuse, fails to comply with a direction under subsection (10) is guilty of an offence.

Maximum penalty: \$1 250.

(12) In this section—

**authorised person** means—

- (a) the lessee of pastoral land the subject of the ILUA; or
- (b) the native title group in relation to pastoral land the subject of the ILUA; or
- (c) an employee of the lessee or other person acting on the authority of the lessee.

(13) In proceedings for an offence against this section, an allegation in the complaint that a person named in the complaint was on a specified date an authorised person in relation to specified pastoral land will be accepted, in the absence of proof to the contrary, as proof of the authorisation.

As an example of the ability of this Act to protect our access over, and our right to camp on, Pastoral Lease the Australian Wildlife Conservancy, even after the Club's arranging with Channel 7 to promote their cause, engaged a solicitor in an attempt to prevent us from accessing the Rivers through Kalamurina (which is Crown Land – Pastoral Lease). They failed.

If BHP decided to block a legitimate request for access to a National Park they would risk the same type of adverse publicity subjected to other players in this battle for seeking to prevent an activity that the majority of Australians believe is well within their rights.