# THE WEST AUSTRALIAN SPEED BOAT CLUB

# NOISE MANAGEMENT PLAN

| VERSION | DATE REVIEWED | PREPARED BY | APPROVED BY |
|---|---|---|---|
| 0 | September 2002 | Langford Acoustical Services | |
| 1 | June 2023 | AES (Update) | |
| | | | |
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| | | | |

Australian Power Boat Association
Western Australia

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# 1.0 INTRODUCTION

This Noise Management Plan (NMP) was prepared by The West Australian Speed Boat Club (WASBC) in September 2002 with the assistance of Langford Acoustical Services and John Philp. Recently a review was undertaken internally and externally with comments received from:

- Department of Water and Environmental Regulation;
- Department of Biodiversity, Conservation and Attractions; and
- Department of Transport, Marine Division.

The NMP is required to be updated. Acoustic Engineering Solutions (AES) has been commissioned by the WASBC to update the NMP.

## 1.1 PURPOSE AND OBJECTIVES

This NMP is updated to:

- Manage and minimise all noise emissions from the speed boat events, practice and racing activities on the Swan River;
- Provide a protocol for noise monitoring; and
- Outline complaint management procedure.

## 1.2 ROLE AND RESPONSIBILITY

The Commodore of the WASBC has the overall responsibility for this NMP implementation, and provides the necessary resources as required. The Commodore is responsible for disseminating NMP information to all WASBC members, ensuring them to:

- Understand and meet the requirements of this NMP; and
- Be inducted and aware of their responsibilities and obligations.

The Commodore and Noise Monitor of the WASBC are responsible for:

- Responding to adverse noise emissions, and adjusting activities as appropriate to minimise impacts on the surrounding community;
- Undertaking and assessing data from inspections, monitoring and reporting; and
- Liaising with relevant authorities as necessary.

All of the WASBC members are responsible for following noise mitigation measures, reporting noise hazards, and informing the Noise Monitor of any noise management issues.

# 2.0 LEGISLATION AND REGULATIONS

At present there are no state or federal policies and/or Regulations that apply to the assessment or management of noise emissions from vessels operating in waters in Australia.

To minimise the noise impact on the surrounding community, the WASBC has self-imposed the noise limit for its racing and practicing activities:

- $L_{AMax}$ 92 dB(A) when measured at 50m from the racing boat track.

WASBC has different classes of speed boats. Table 1 in APPENDIX A presents the allowed maximum noise levels $L_{AMax}$ for different classes of speed boats that are raced in the designated area on the Swan River of Burswood section.

## 2.1 REGULATIONS AND STANDARDS

This NMP has been updated in reference to following Regulations and standards:

- Environmental Protection (Noise) Regulations 1997 (the Regulations), Western Australia.
- AS 1055:1997 Acoustics – Description and Measurement of Environmental Noise, Parts 1, 2 and 3, Standards Australia.

# 3.0 THE WEST AUSTRALIAN SPEED BOAT CLUB

The WASBC is affiliated with the Australian Power Boat Association (APBA) and conducts its activities in accordance with the policies and guidelines of this association. The WASBC is managed by an elected committee comprising the Commodore, Vice Commodore, Secretary, Treasurer, Class Captains and Committee members.

The WASBC organises and manages speed boat racing on Swan River at the Burswood Water Sports Centre.

## 3.1 VENUE

Both the racing and training happen only in the designated area on the Swan River of Burswood section, as shown in Figure 1 in APPENDIX A.

Number of racing boats: 6 Maximum in a race.
Duration of each race: 2 – 5 minutes, as shown in Table 1 in APPENDIX A, depending on class of speed boats racing.

Speed boats will normally do 1 or 2 laps prior to starting in a race to warm up engines.

## 3.2 PROPOSED DAYS AND HOURS

### 3.2.1 Racing Days and Hours

The boat racing is proposed for 7 days max per calendar year as following:

- Second Sunday of October to December and February to April; and last Sunday of April.
- First Sunday of May is reserved for an alternative racing day if one of the above dates is cancelled.

Racing hours are from 10.00 am to 5.00 pm. Before the racing, practice is held from 9.30 am to 10.00 am for junior boats. Speed boat engines are not operated outside these time periods.

The WASBC may occasionally (possibly once in 5 years) run a multiple-day event over a weekend and this is usually a National Championship event. If an event holds, the application will be made to the Department of Transport (DoT) to get approved (refer to section 3.5) and then the notification will be displayed in the WASBC website at least 3 months in advance.

### 3.2.2 Training Days and Hours

The boat training days are proposed on the:

- Last Sunday of September to March;
- 2nd Sunday of January; and
- Friday prior to a 2-day race meeting.

The training normally takes place between 10.00 am and 3.00 pm.

Training of rescue crews, familiarisation of new drivers with speed boats and the racing course and maintenance of course facilities is also undertaken on the training days.

## 3.3 ENGINE PERFORMANCE CHECKUP

During racing and training days, speed boats are operated as required to warm up or check their performance when entering the water. This may take upto 30 minutes in total for all boats and happens after 9am.

The engines of some boats, in particular those fitted with inboard engines, are normally warming up for brief periods when entering the water. The operation is kept to an absolute minimum but is necessary to ensure adequate lubrication of engines prior to the racing and training.

## 3.4 RESCUE BOATS

In addition to boats competing in races, two rescue boats are on the water during races and practice. The WASBC has a purpose-built vessel with an unmodified 90hp engine and a small runabout style with conventional unmodified outboard motor of about 50hp in standard conditions.

Rescue boats will be in operation on the water at all times whilst speed boat racing or practice is occurring.

## 3.5 AQUATIC EVENT APPROVAL

WASBC events conducted at Burswood on Swan River are approved by the Department of Transport under Regulation 51 C of the Navigable Waters Regulations 1958.

The allocation of water space at Burswood compiled by the Burswood Management Aquatic Group (BMAG) for which WASBC is a member. The BMAG submits their calendar of events to the Western Australian Aquatic Council (AC) for endorsement.

The role of the AC is to ensure events from multiple user groups do not conflict and can be run harmoniously within the Swan Canning Riverpark.

Once endorsed by the AC, the AC president will formally submit an aquatic event application on behalf of all members to DoT for formal aquatic event approval.

For all WASBC events, approval should apply directly to DoT.

Event approval for the calendar of events from next year onwards are to be submitted as one application for all events for DoT approval. WASBC will continue to work with BMAG to obtain water space for their events. DoT will raise the events on behalf of the WASBC to the AC as standard process. DoT will place conditions on event approval relating to adherence of this NMP. Special events can be applied for using this method.

# 4.0 NOISE CONTROLS

## 4.1 BOAT MAINTENANCE

All of the speed boats registered in the WASBC are regularly maintained, and a boat maintenance program is developed to ensure all speed boats are operating as designed (the manufacturer's specifications). If modification is undertaken, it should not change the manufacturer's specifications.

## 4.2 BOAT NOISE ASSESSMENTS

All of the speed boats are to be registered via the APBA Technical Inspection, assessed and approved by the WASBC.

Noise emissions from the individual WASBC registered speed boats are tested annually. The noise test procedure is detailed in APPENDIX A. All tested results will be recorded in the WASBC noise test log book (FORM 255 shown in Table 2 in APPENDIX B) and also stored in the WASBC noise management system.

If the noise reading is greater than the self-imposed noise limit detailed in section 2.0 during the race day, a second reading is to confirm/investigate the exceedance of boat noise. If the second noise reading confirms the exceedance, the boat will immediately receive the notification letter (an example of the WASBC official letter is shown in APPENDIX C), which requires actions to be taken to comply with the WASBC noise policy (the self-imposed noise limit detailed in section 2.0) prior to using the Water again at Burswood. The boat is not permitted to race again until it can prove to adhere to noise requirements.

## 4.3 ENGINEERING NOISE CONTROLS

The following noise control measures are proposed to minimise the noise emissions of speed boats:

- Install high performance silencers and water injection to reduce exhaust noise emissions.

Noise emissions from speed boats fitted with inboard engines and with modified outboard engines will be reviewed regularly to establish the extent to which noise emissions from these speed boats can be reasonably and practicably reduced. This review will determine the reductions in noise emissions that can be achieved through the installation of mufflers and elbows in engine exhaust systems. If this review shows that lower noise emission levels are feasible, action will be taken immediately.

Reduction of noise emissions from speed boats having unmodified outboard engines is not seen as practicable. The exhaust systems on these engines are built into the engine and it is

usually not possible to improve their performance. These engines are relatively quiet when compared to modified outboard and inboard engines.

## 4.4 OPERATIONAL AREA AND HOURS

The WASBC will not hold any activities:

- Outside the designated area on the Swan River; and
- Outside of DoT aquatic event approved periods detailed in section 3.2.

## 4.5 BEST MANAGEMENT PRACTISES

The following best management practices are adopted to minimise noise emissions:

- Do not operate unregistered speed boats on the water.
- Do not operate the boat which generates noise above the self-imposed noise limit detailed in section 2.0.
- Do not leave boat engine idling on the water after completing the race and practice.
- Do not operate boats out of the proposed day and hours detailed in section 3.2.
- Do not operate boats out of the designated area at any time.

## 4.6 BUY QUIET POLICY

The "Buy Quiet Policy" is committed when purchasing a new speed boat. Noise will be considered as an important factor when selecting a new speed boat. The noise emission from a new boat must be below with the self-imposed noise limit detailed in section 2.0.

# 5.0 NOISE MONITORING

Attended noise monitoring will be conducted in accordance with the procedures outlines in the Regulations and AS 1055:1997.

Noise monitoring will be undertaken to:

- Quantify background noise levels.
- Assess the noise impact during the racing and practice.
- Response to complaints.

## 5.1 NOISE MONITORING PROCEDURE

### 5.1.1 Personnel

Attended noise monitoring is conducted by the Noise Monitor. The Noise Monitor has been trained to use the WASBC sound monitoring/calibration equipment and to analyse the measured noise data.

The basic operation and calibration of sound level meter are detailed in APPENDIX D.

### 5.1.2 Noise Monitoring Equipment

The WASBC has a Pro Sound Level Meter (SLM) with Calibrator (QM 1598). This SLM is a class 2 SLM and meets the requirements of IEC 61672.1. This SLM has a wide dynamic range from 30dB to 130dB, fast (125ms) or slow (1s) time weighting, A & C weightings, minimum/ maximum and data hold values. It also includes backlit display with date and time, data logger function, analogue AC/DC outputs for connection to a frequency analyser, a USB port to connect to PC for further analysis, an Alarm function which can be set to Over and Under thresholds.

The WASBC SLM complies with Schedule 4(1)(1) of the Regulations.

The WASBC SLM and Calibrator will be checked annually by the Noise Monitor to compare the measurements of different noise sources with other NATA calibrated SLM and Calibrator. This procedure makes sure that the WASBC SLM and Calibrator function accurately.

The SLM must be calibrated by the Noise Monitor immediately before and after the monitoring with the supplied calibration unit. Calibration record is kept on the logs (Forms 255 and 256).

Before the noise monitoring, the SLM is set to the S (slow) and A-weighting modes for recording maximum noise level $L_{ASMax}$.

### 5.1.3 Meteorological Conditions

Attended noise monitoring is undertaken during days of light winds (<5 m/s) and without rain. Wind speeds/directions and temperature are recorded. Rain and heavy winds will produce false (high) noise readings.

When wind speeds are above 5m/s, noise monitoring should NOT be performed. If the wind speed fluctuates a lot during the monitoring period, the wind speeds should be assessed in real time and the logged noise levels for the wind speeds of >5m/s should be discarded.

Windspeeds and temperature are measured onsite in real time using a handhold Bourne QM1645 Anemometer (owned by WASBC).

### 5.1.4 Noise Environment

Noise environment (activities and time) during the noise monitoring should be recorded/ written in details, including:

- Any activities or audible noises from neighbouring premises;
- Local traffic, especially motorcycles if monitoring location is close to roads;
- Aircraft noise if present;
- Any mechanical plant operating nearby;
- Any impact noise (such as hammering) is present;
- People walking and talking loudly passing by the noise logger; and/or
- Any other activities, which make high level noises.

## 5.2 DURING THE RACE AND PRACTICE

Attended noise monitoring will be undertaken at a fixed location, as shown in Figure 1 in APPENDIX A, during the racing and practice periods detailed in sections 3.2.

At the fixed monitoring location, noise monitoring (each recording) is undertaken continuously for one full lap during the race or practice.

For each of the noise recordings, the measured noise levels and relevant information including wind speeds are recorded on FORM 256 shown in Table 3 in APPENDIX B.

## 5.3 BACKGROUND NOISE MONITORING

Before the race and practice and during the race breaks, background noise monitoring is recommended to establish a baseline for the assessments of speed boat noises.

Background noise is recorded on FORM 256 shown in Table 3 in APPENDIX B, together with the presence of major noise sources in the surrounding area.

## 5.4 RESPONSE TO COMPLAINTS

Attended noise monitoring may be undertaken at the complainant's location to assess the noise levels during a racing or practice period.

The noise monitoring should include:

- The race/practice activities of WASBC noisy boats; and
- Time periods without WASBC boat activities.

The noise levels recorded during the time periods without WASBC boat activities represent the background levels.

The start/end monitoring times and wind speeds/directions are recorded in details together with the observation and noise environment and used for the data analysis to relate the boat activities.

# 6.0 COMPLAINT MANAGEMENT

## 6.1 COMMUNITY CONSULTATION

The Commodore and the Noise Monitor are the designated persons to communicate with the community and to deal with noise complaints, which can be made to the WASBC Noise Monitor by:

Mails: PO Box 171 Burswood WA 6100; or
Email: wasbc@outlook.com.

The Commodore and the Noise Monitor will ensure that the local community is informed for any WASBC activities and events through the notice board in WASBC website (www.wasbc.com.au).

The annual racing and practice programme and the mail/email addresses for noise complaints are displayed in the WASBC website notice board.

After this NMP accepted, WASBC will review website regularly to ensure the followings are clear to public:

- Events dates and times; and
- Noise complaint procedure.

### 6.1.1 Public Advice

The WASBC will provide a copy of its annual racing and practice programme to the following organisations each year, before 1 September of every year.

| | |
|---|---|
| Burswood Park Board | Crown Resort Hotel |
| City of Perth | Town of Vincent |
| Town of Victoria Park | Swan River Trust |
| Department of Water and Environmental Regulation | Department of Transport, Marine Division |
| Department of Local Government, Sport and Cultural Industries | Department of Biodiversity, Conservation & Attractions |

## 6.2 COMPLAINT MANAGEMENT

A complaint management procedure is established to response noise complaints.

In the event of a noise complaint from the community, the Noise Monitor will notify the WASBC Commodore.

When a complaint is made, a Noise Compliant Report Form (example in APPENDIX E) will be completed, including:

- Date and time of the complaint.
- Compliant methods (mail, email or in person).
- Location and contact details of the complainant.
- Nature of the complaint.
- Meteorological conditions at the time of the incident.
- The action taken in relation to the complaint.

The noise complaint report form will be kept for management purposes, and available to the relevant authorities upon request.

Complaints can provide valuable insight into the conditions or hours that have the most impact on the community. Operational changes may be proposed if patterns are picked up. Complaints will be compiled in a report at the end of the season and provided to the Department of Transport (Marine Division).

After the complaint is received, actions will be taken as soon as practicable to determine the source of the issue, including:

- Review of the noise monitoring FORM 256 to check the noise levels related to the complaint time.
- Investigation of noise source and activities that is the subject of complaint.
- Identification of related noise activities and boats that could have or are known to have contributed to the incident.
- Attended noise monitoring at the complainant location in the following race/practice day for the activities of same boats related to the complaint.
- Development and implementation of noise control measures to reduce the noise emissions and to ensure the activities and/or the boat's noise emissions complying with the self-imposed noise limit detailed in section 2.0.

Complaints will be managed on an individual basis. Corrective actions will be implemented as soon as practicable.

# 7.0 REVIEW OF NOISE MANAGEMENT PLAN

The WASBC committee will conduct an annual review of this NMP prior to sending it to the Department of Water and Environmental Regulation before 1st September of every year.

# APPENDIX A AERIAL VIEW

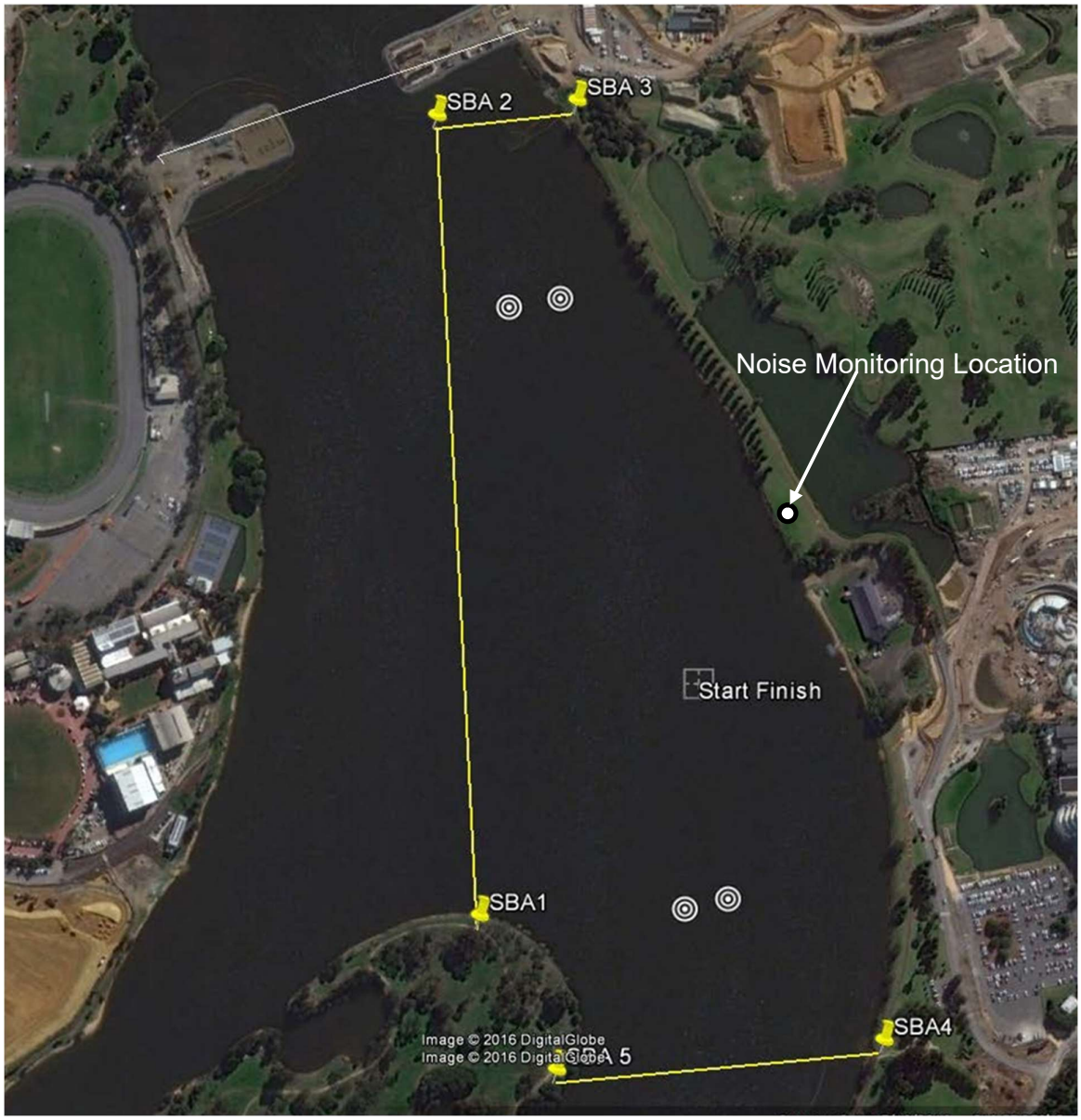


**Figure 1: Aerial photograph of speed boat racing area on Swan River.**

## Table 1: Details of Classes of WASBC Speed Boats.

| Class of Boat | Hull Type | Typical Speed (km/hour) | Engine Details | Exhaust System | Ave Race Time (Minutes) | Allowed $L_{Amax}$ in dB(A) |
|---|---|---|---|---|---|---|
| Formula 15 | Mono hull Min 2.4m long by 1.2m wide | 50 | 15 HP 2 stroke 2 cylinders outboard in unmodified condition | Built into engine, under water discharge | 5 | 82 |
| 25hp Supersports | Mono or tunnel hull Min 3.0m long by 1.2m wide | 80 | 25 HP 2 stroke 2 cylinders outboard in unmodified condition | Built into engine, under Water discharge | 4 | 82 |
| 550 Supersports | Mono or tunnel hull Min 3.0m long by 1.2m wide | 80 to 110 | 550 cc capacity outboard, usually 2 stroke. Performance enhancing modifications permitted. 25 to 60 HP | Built into engine, discharge to air at water level | 4 | 92 |
| Formula 3/1250 Superstock | Tunnel or twin hull 3.5 m to 6.0m long | 120 to 160 | 900 cc to 1250 cc capacity 2 Stroke outboard. Performance Enhancing modifications permitted. 80 to 140HP | Built into engine, discharge to air at about water level | 4 | 92 |
| Inboard displacement (4.2 to 6 L Engine capacity) | Mono hull, 4.2m to 6.4m long | 130 to 195 | 4.2 to 6 litre inboard Automotive based engine. Performance enhancing Modifications permitted. 300 to 700HP | Straight Through mufflers, water injection, discharge to air at rear, above water | 3 | 92 |
| Formula 1, Formula 2 & SST-120 | Tunnel or twin hull, 4.8m to 6.0m long | 160 to 220 | 2 to 2.5 litre Conventional outboard 2 and 4 stroke. Performance Enhancing modifications permitted. 220 to 350HP | Built into engine, discharge to air at about water level | 4 | 92 |
| Inboard hydroplane | Twin hull, three contact points, 5 to 7 metres in length | 160 to 230 | 1.6 to 6 litre inboard Automotive based engine. Performance Enhancing modifications permitted. 300 to 700 HP | Straight Through mufflers, water injection discharge to air at rear, above water. | 4 | 92 |
| Inboard Displacement (Unlimited Engine capacity) | Mono hull, 5 to 6.4 metres long | 200 to 230 | Inboard Automotive based engine of any capacity. Performance Enhancing modifications, including supercharging, permitted. 1000 to 1500 HP | Straight through mufflers with water injection discharge to rear above water, or separate short pipes directed upwards with Minimal silencing | 2 | 92 |

# APPENDIX B NOISE TEST PROCEDURE

Speed boats are to be operated such that they complete a lap of the race circuit in a time not greater than 120% of the average lap time shown in the previous racing season by winning speed boats of this class at this circuit. This approach allows speed boats to have noise emissions accurately determined at any race facility worldwide and ensures that improved race times are automatically considered.

Note that some less competitive speed boats may not be able to meet this requirement. Such speed boats will be tested at their normal racing speed and this fact recorded, with the lap time achieved, with the measured noise level.

Sound pressure levels are to be measured at a point midway along the nearer straight section of the racecourse, located a perpendicular distance of 50 metres from the path of the speed boat.

Each speed boat shall complete at least two laps and the arithmetic average of the two maximum sound pressure levels observed shall be taken as the level for that boat. (The two maximum levels should be within 3 dB of each other, additional laps should be measured until at least two results that are within 3 dB are obtained.)

Microphone height should be 1.2 to 1.4 metres above the ground plane and not more than 2 metres above the water plane.

Sound level meters used for these measurements must be calibrated immediately before and after the monitoring with the supplied calibration unit.

Weather conditions during the test period should be fine and calm, Wind speeds should be less than 5 m/sec and the water surface should be as calm as possible to minimise noise from the speed boat hull slapping on the water surface.

The date of the noise test, the measured sound pressure level obtained and other relevant data shall be recorded on FORM 255 (WASBC NMP log) for the speed boat and full details of the test shall also be kept and maintained by the WASBC. A sample form can be found in Table 2 below.

## Table 2: WASBC NMP FORM 255 – NOISE TEST LOG

| | | | | |
|---|---|---|---|---|
| **Date** | | **Temperature** | | $^0$C |
| **Name of Noise Monitor** | | | | |
| **SLM Calibration Level and Time** | | | | |
| **Time for First Boat Entering Water for Warm Up** | | | | |
| **Time for Last Boat Leaving Water** | | | | |
| **Noise Environment** | | | | |

| **Boat Number** | **Time (Start to End)** | **Class** | **Winds (≤5m/s)** | | **Laps Must Be <3dB** | | **Noise Level** |
|---|---|---|---|---|---|---|---|
| | | | **Direction** | **Speed (m/s)** | **Lap 1 $L_{ASmax}$ (dB)** | **Lap 2 $L_{ASmax}$ (dB)** | **Average $L_{ASmax}$ (dB)** |
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## Table 3: WASBC NMP FORM 256 – NOISE MONITORING LOG

| | | | | |
|---|---|---|---|---|
| **Date** | | **Temperature** | | $^0$C |
| **Name of Noise Monitor** | | | | |
| **SLM Calibration Level and Time** | | | | |
| **Time for First Boat Entering Water for Warm Up** | | | | |
| **Time for Last Boat Leaving Water** | | | | |
| **Noise Environment** | | | | |

| **Boat Number** | **Time** | **Class** | **Winds (≤5m/s)** | | **Noise Level** |
|---|---|---|---|---|---|
| | | | **Speed (m/s)** | **Direction** | **$L_{ASmax}$ (dB)** |
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# APPENDIX C NOTIFICATION LETTER

West Australian Speed Boat Club
PO Box 171
Burswood WA 6100

www.wasbc.com.au
wasbc@outlook.com

ABN 71 799 221 502

Name

Address

Date

Dear ; _____

RE: Noise Management of Boat # WA _____

As per the WA Speed Boat Club's Noise Policy for Burswood, your boat # WA ____ has exceeded the maximum decibel reading of 92dBA on Date; _____.

The readings taken were - _____dBa

The club requires you to make significant changes to your exhaust system, i.e. adding mufflers. Until those changes are made and shown to our Tech Inspectors 'class scrutineer', your boat # WA ___ will not be allowed on the water at Burswood.

Furthermore, on the next use of the water at Burswood as agreed by the WASBC committee, if the changes made do not meet the noise levels as stated in our Noise Management Policy you will be required to make significant changes to the exhaust system and be accepted by the WASBC Tech Inspector 'class scrutineer' prior to using the water at Burswood.

Your understanding and compliance will be appreciated.

Best regards,

Commodore
WA Speed Boat Club

# APPENDIX D SLM OPERATIONS

WASBC has a Pro Sound Level Meter (SLM) with Sound Calibrator (QM 1598). This SLM is a class 2 SLM and meets the requirements of IEC 61672.1. This SLM gives fast (125ms) or slow (1s) time weighting, A & C weightings, minimum and maximum noise readings.

### Step 1: Switch on the SLM

Press Power button to switch ON/OFF the SLM.

### Step 2: Calibration Procedure

Before and after noise monitoring, the SLM must be calibrated using the QM 1598 Sound Calibrator.

- Make the following switch settings:
  - Frequency weighting: A
  - Time weighting: FAST
  - Level range: 50~100dB
- Insert the microphone housing carefully into the 1/2 inch insertion hole of the calibrator.
- Turn on the switch of calibrator and adjust the CALL potentiometer till 94.0dB is displayed.

### Step 3: SLM Setting

The windscreen should be mounted during noise monitoring. The SLM should be set to record noise level $L_{ASMax}$:

- Press "LEVEL" button to select desired level or "Auto".
- Press "A/C" button to select "dBA".
- Press "F/S" button to select "SLOW" time weighting.
- Press "Max/Min" button to select "MAX" for measuring maximum noise level.

### Step 4: Start/Exit the Measurement

Press "REC" button to start noise recording. Press this button again to exit the recording. (Note: In order to avoid data error, please don't power it off under REC condition, when the REC function is deleted then it can power off).

- Press "HOLD" button to freeze the reading in the display.
- Press "REC" button continuously before power it on, loosen the button when the display showing "CLR" after the meter. This indicates that the data are deleted.

# APPENDIX E COMPLAINT NOISE LOG

# Noise Complaint Log for the West Australian Speed Boat Club

| Date | Time | Method of complaint | Weather conditions and wind direction | Contact Details of complainant (Name and Phone) | Location of complainant | Nature of complaint | Action |
|---|---|---|---|---|---|---|---|
| E.g. 18/09/22 | 7pm | Email | Light northerly | John Smith, 0400 XXX XXX | 2 XX Street, East Perth | Loud boat noise between 11am and 11:20am | Review the noise monitoring data and recording report to check if any other activities occurred during that period.<br>Retest the noise emissions from the boats raced/practiced during this period.<br>Undertake noise monitoring at complainant location for similar boat activities.<br>Noise control options include …….. |
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