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# **BWMYC SPONSORS 2009**

**Geoff Brooke Business Manager** m: 0414 469 670



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## • <u>NEW MEMBERS</u>

Paul and Elizabeth King, Macgregor 26', No name yet

Graham Gow and Kerry Hill, Regal Commodore 3600, Genie Hunter.

Welcome aboard, see you at the next 2FM Dinner (2<sup>nd</sup> Friday of the month) and on the water.

## <u>RIVER HAPPENINGS</u>

**"Reason One gets a paint job"** and she certainly looks beautiful, Ted hauled her out at Fenwicks Marina and had her placed on the hard inside the plastic room. A small crew of painters came in and in no time the topsides were painted to a high gloss finish. Check out the photos in the photo gallery. A job well done Ted.

**"M V Jess"** needed a duplication of engine gauges up on the flybridge, but the quote for an additional instrument cluster came in far too expensive for our Captain Warwick, so our ever inventive and creative club member paid a visit to Jaycar Electronics and sourced a CCTV camera and a flat screen monitor and "voila", he can now see the pilothouse helm station "boys toys" from the flybridge. Well done Warwick.

**"Phoenix"** has taken on a new up market look, and she looks "magnificent", apart from the engineering modifications and improvements in the engine bay, **(read John's Technical report on page 4).** John made blue canvas dodgers for the sun deck, he also had made a boom tent for the sun deck. John also fabricated a hard top and had clears made for the flybridge. After a lick of paint and the addition of a blue stripe, Phoenix has been totally transformed. John, I can see that retirement agrees with you. Can you tell I'm a tad jealous?. Congratulations John.

**"Fitting a tyre mooring"** Louise and I were treated to a very entertaining floor show a while ago, when a very prominent member of our boat club, who shall remain anonymous was attempting to fit a tyre mooring to his 34 foot Clipper Pilothouse cruiser. From memory it went something like this..... This prominent club member retrieved the fully reconditioned and repainted tyre from his Toyota Hiace Van and towed it behind his rubber duck over to his boat next to mine. He attached the tyre to his very narrow marlin board (actually its more like a whiting board) then motored his rubber duck to the pointy end of his cruiser, where he removed the yellow plastic buoy and attached a line to his mooring, he then attempted to motor his duck back to the whiting board, and his outboard stalled (as per usual), it was also very stubborn to re start. After finally making it back to the tyre and attaching the line, he went for ard and dropped the mooring from the bow sprit. The wind suddenly picked up while trying to haul the stern around to meet the mooring. There was no danger or urgency and he motioned that he could handle the situation and didn't require any assistance. By this time Louise and I were in fits of laughter on our back deck. I have learned a lot of boating skills from this friendly neighbour, thank you. But its good to know that he is human like the rest of us.

## • MATTER OF INTEREST

## BEROWRA WATERS MARINA AND CARPARK

The Committee has received a letter from Cameron Brae notifying us that the construction of the new works to "develop the new car parking and boat pump out facility for the marina together with a package of public works including additional car and car-trailer parking, a new boardwalk, expanded parkland and a new playground" will commence early in July and "take place between July and early December." There will be some disruption to parking and Bay Road will be closed for limited periods outside peak hours in early August. More details are available on <u>www.berowrawatersupgrade.com.au</u>.

Anybody who visited the area last weekend will verify that parking is already a shambles, with about three quarters of previous parking area now fenced off and unavailable. Mid-Winter is obviously the best time for this work to be done, but late September through to December will test everybody's patience. In the meantime it would be wise to limit your need to park there. One of our members went down at lunch time last cold wet Thursday, and parked his trailer in one of the last ten vacant spaces.

The eventual outcome is promised to be better than current facilities, so let us all be patient and remain hopeful.

# TECHNICAL DEPARTMENT

## **TURBOCHARGING "PHOENIX"**



"Phoenix" was designed in 1975 by Rex Ellis, Naval Architect of Erina, as an ocean rescue boat for the NSW Police based out of Newcastle. In her original configuration, she was powered by two Caterpillar diesels of 425 shaft horsepower each with Allison hydraulic gearboxes. Open rear deck and aluminium superstructure were shown on the drawings.

At some stage in her duty with the Police, she suffered a major catastrophic engine room fire and was retired from service. Terry Kennedy had her redesigned and "professionally" rebuilt in her present configuration as an aft-cabin cruiser in 1985. She is fitted with two Isuzu 12 litre diesels, which in naturally aspirated form, produced 240 horsepower each at 2200 revs. The Allison gearboxes remain.

In an attempt to compensate for the horsepower difference, I think the original props were reduced in diameter by some inches, however they were never fully matched to the Isuzu engines now fitted. Another problem in the installation was that the exhaust system was undersized for a fair length before feeding into the 6" main wet exhaust. This led to the engines never reaching their designed output rpm which is most undesirable for a diesel engine.

These engines are under rated considerably and like most diesels, can take turbocharging with ease for up to 30-50% increase in power without internal modification. Petrol engines on the other hand, usually require extensive internal modification, like decompression plates or piston machining to reduce compression ratio, if turbos are fitted. The advantage of a turbo on a diesel is that the engine runs cooler, quieter, and more efficiently with more power and less emissions than it does in a naturally aspirated state, provided the exhaust gas temperature can be kept to under 1300 degrees. The forced air induction creates more turbulence in the combustion process and therefore increases the efficiency of fuel burn, and of course, the additional torque results in more fuel economy at cruising speed when correctly matched props are fitted.

I had always intended to eventually turbocharge the engines on "Phoenix" and rematch the props but had put this project in the "future" to do list as other work took priority. A chance browse through Grays Online Auctions changed all that. A truck dealer in Gosford had gone broke and amongst the new spares up for auction I spied two new Mack turborchargers for the Mack E7-460, 12 litre truck engine. If they fitted a Mack 12 litre then they should be a pretty good match for the Isuzu 12 litre!!. These were duly acquired at a fraction of the cost of aftermarket turbos and the installation was back on the agenda.

First off, the old exhaust needed removal, which was just as well done as I found that almost all that was keeping the starboard exhaust together was rust and pipe lagging and the repair work done on the port side on behalf of the previous owner left a lot to be desired! Next, the flanges of the exhaust manifolds needed to be drilled to accommodate the turbo mounting flange - a simple job out of the boat but a bugger in situ even with the good access in "Phoenix"s engine room. These flanges were ½" thick stainless and required four 7/16" holes in each. Fortunately the flanges were large enough to allow direct mounting of the turbos. After much unrepeatable language and a lot of lost sweat, mitigated by the consumption of a case of Boags, the task was completed and the turbos temporarily fitted.

Next, I welded up new stainless steel exhaust pipes with feed for raw sea water and trial fitted these to the turbos in situ to ensure they matched up to the main exhaust systems both sides. These exhausts were fashioned from 5" 316 stainless steel bends and pipe to match the turbo exhaust flange but with the outer sleeve being 6" to carry the sea water and match the main exhaust systems.



This done, the intake manifolds were welded up next. Fortunately both sides are identical, which was not the case for the exhaust, and I could tack weld these in situ using the port engine as a template. Final weld up was done in the workshop at home. As the Mack turbos were integral waste gate type, provision was made for the pressure feed to the waste gate from the stubby inlet manifolds.

Oil supply and drain was next and here I used Teflon lined stainless braided hose for both supply and drain. With a turbo installation, oil supply and drain are critical for turbo survival -3/8" for the feed from a tee in the oil pressure sender fitting and 1" for the drain. Here I could have used solid pipe for the drain to reduce the cost but the slight flex of the Teflon made installation so much simpler. The installation of the drain was made back to the camshaft lifter side plates as is the case for the factory turbo version of this Isuzu engine. You can see the oil drain lines in these photos.



Starboard Oil Drain Line



Port Oil Drain Line

It's vitally important that the drain be lower than the outlet from the turbo and well above the level of the oil in the sump. If this is not done, oil builds up in the drain line and is drawn into the turbo compressor side. This also results in overheating of the turbo bearings and shorter turbo life.



Port side turbo installation 5

There was also a requirement to reposition the starboard hydraulic steering cooler and associated plumbing because of the route of the exhaust on the starboard engine. New Lloyds rated rubber exhaust hose and T-bolt super clamps, completed the job and we were ready to test run. A slight hiccup occurred here as late at night I forgot to open up the return valve for the hydraulics resulting in a split cooler and hydraulic oil all over the engine room. Bugger! Oh well, it needed a pressure wash anyway!

Post wash down, I took the opportunity to paint all pipework in the international marine pipe marking code colours as well as touching up the engine room paintwork.



As "Phoenix" used to blow heaps of black smoke on full throttle, I expected this to be cleared up which was in fact the case. Even without recalibrating the injector pumps for more fuel, you could feel and hear the difference. Both engines started more easily from cold, did not blow black smoke and were noticeably quieter and more responsive. At full throttle, the engines ran cooler as was to be expected due to the additional air scavenging and an extra 300 rpm was achieved although still not up to the rated 2200 rpm. I have yet to recalibrate the fuel injection pumps and then match the props when we slip her in May or June to ensure both engines run to full rated rpm without excess loading, but thus far the turbocharging has been a great improvement. I've also acquired a couple of water to air intercoolers so - more to follow.

John Wilson



# "Nautical Trivia and humour"



## **OOOPS!!**

## • INCREASE YOUR NAUTICAL VOCABULARY

#### Nautical Terms (continued from last issue)

#### Regatta

Organised sailing competition that pits yours against your opponents' luck.

#### Sailing

The fine art of getting wet and becoming ill while slowly going nowhere at great expense.

#### **Satellite Navigation**

Sophisticated electronic location method that enables sailors to instantly determine the exact latitude and longitude, within just a few feet, anywhere on the surface of the earth, of whatever it was they just ran aground on.

#### Single Handed Sailing

The only situation in which the skipper does not immediately blame the crew for every single thing that goes wrong.

(To be continued next newsletter).

## WORDS OF WISDOM

Creativity is great, but plagiarism is faster.

When your only tool is a hammer, all problems start looking like nails.

## • <u>STRESS STOPPERS</u>

Petrol station sign: Courteous and efficient self-service.

A garage sale is a technique for distributing the junk in your garage among the other garages in the neighbourhood.



## • <u>CLUB GEAR AND ACCESSORIES</u>

For all club merchandise see Di Sheehy. Di can be contacted on 0438 774 767 or <u>diannesheehy@hotmail.com</u> the complete merchandise catalogue can be viewed on our new website.

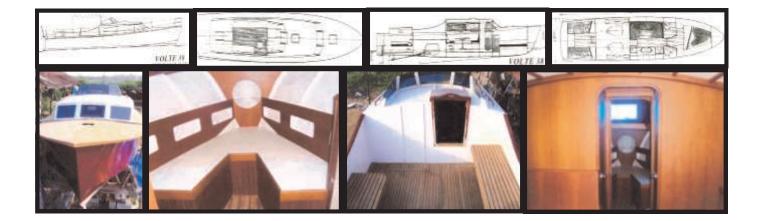
## • <u>"BRAND NEW" CLUB WEBSITE</u>

Have you had a look at our "**NEW**" club website? All the usual items and forms are there along with members boats, club sponsor page, club forum etc and we are adding to it all the time. If you would like to add a photo of your boat, send it via email to one of the committee members. Have a look and give us some feedback. WWW.berowrawatersmotoryachtclub.org

## • FOR SALE

- A car trailer, was used for Harvey Read's getaway car, a Mustang, no longer required and is now for sale, \$2000.00 contact Harvey Read on 4580 8280 (would suit a Chevie Corvette).
- A 27 Mhz aerial, brand new still in packet, asking price \$50.00, contact Gordon McCreadie on Ph 9456 7117.
- Volte 38 unfinished cruiser, built in marine ply and epoxy, 2 stern berths and 1 forward v berth. aprox. A\$160,000 spent to date, it requires installation of 2 engines of aprox 75 hp each, the plumbing and electrical system. It is built in the traditional Halvorsen 1950's style. The boat was built in Pondicherry—the former French colony in India and would need to add cost of shipping from India to Oz, but hopefully shouldn't be too horrific, less than \$10k???? Owner willing to sell her for say A\$65,000. For more information, contact Graham Oliver, (who is helping out a friend) on mobile 0411 791 977 or via email graham\_oliver@bigpond.com

## **VOLTE 38 CRUISER**



If you have anything to sell, send me the details and I'll include them in the next newsletter. If you have sold any of these items above, please let me know so I can delete them.

## • <u>2FM DINNER ATTENDANCE AND RAFFLE WINNERS</u>

**APRIL 3rd 1FM.** Winner of the raffle prize was Vicki Read. Congratulations, Vicki. There were 20 members and guests in attendance.

**APRIL 24th. Mothers Day Dinner.** Winners of the special Mothers' Day prizes were. 1st prize, won by Robyn Mackey, and 2nd prize won by Vicki Read. Congratulations to these very special Mums. There were 43 members & guests in attendance. This is a very popular night with the BWMYC mums.

MAY, No Club dinner this month.

**JUNE 12th,** Winner of the raffle prize was Tim Cook, Graham Rowell's son, and guess who drew the raffle?, Tim's girlfriend Kate, talk about keeping it in the family. They are lucky I missed this club dinner, because I would have launched an internal investigation. Congratulations Tim. There were 26 members and guests in attendance.

**JULY 10th,** Winner of the raffle prize was Jill Duffy. Congratulations Jill. There were 25 members in attendance.

## • SOCIAL EVENTS REPORTS

## Easter At Colo River April 10<sup>th</sup> to 13<sup>th</sup> 2009

The planning was impeccable – leave early to ensure a smooth ride with the tide. Meeting time - 6.30 am at Cogra Point arrived – well, that's what the clocks showed, but night didn't leave straight away, it was simply replaced by very thick fog. Eventually the sun (and MV Jess) arrived and the 6-boat flotilla moved off past Bar Point towards Wisemans Ferry. As the fog cleared completely, lookout crew came back from bowsprit duty and brewed coffee for the hard working helmsmen. From here on the trip was smooth and uneventful into the Colo River with its 4-knot zone. The fleet dropped anchor not far from the entrance. Brampton, Is- A-Beau and Prime Time found a beaut spot on the outside of a bend while Kissin, MV Jess and Reason One anchored a bit further on. Over the long weekend adventurous souls took their dinghies up the river for several kilometres through beautiful mountain river scenery. On Sunday, Prime Time ran a tourist charter to Windsor for lunch and shopping which was thoroughly enjoyed by all on board. MV Jess led the exodus, leaving on Sunday afternoon to fulfil other commitments on Monday and had an encounter with the Water Police in Berowra Creek where the Helmsman was breath tested (but escaped unscathed!). The remainder wandered home on Monday rested and ready for work!

## Mothers' Day Dinner April 24th 2009

Well, Mothers day has rolled around again, and as usual we helped our very special BWMYC mums celebrate the most important day of the year. (Ladies am I in the good books yet?). The night was very well attended, with 43 members and guests present. 1st prize in our raffle was won by Robyn Mackey and 2nd prize was won by Vicki Read, both ladies were absolutely delighted. Congratulations girls. Ladies, if you haven't yet experienced our mothers' day dinner, you are missing out on a very special occasion where you get pampered. Make sure you attend next year, you will not be disappointed.

## **DESTINATION SPENCER:** The little ships cruise

Winter mornings at Berowra Waters can sometimes be cool and foggy. Early Saturday morning 6<sup>th</sup> June saw a large grey shape tied up at the pontoon with other shapes, barely visible, moving around in the gloom. Somewhere out there a sound could be heard getting closer and closer to the pontoon. Karen Savage emerged out of the fog at the helm of her inflatable.

The BWMYC was stirring. We were getting ready for a cruise to Spencer, a small settlement on the Hawkesbury River. The shop at Spencer is famous for its hamburgers and we were going there for lunch. The large grey shape was John and Maureen's "ship" *Pheonix* and she was joined by *Escape* with Greg Weatherby in control. The good ship *MV Jess* with Karen's inflatable safely hoisted at the back and Warwick at the helm soon caught up (new engine you know!!!) with Ian and Suzanne's *Toot'N'Ale* and Harvey and Vicki's *Malua*.

The idea of the Club outing was for members to hitch a ride on someone else's boat, bring a bit of food and socialise on the way. Graham and Di "hitched" a ride on *Escape*, Johannes joined *Phoenix*, John and Vicky had a great time on *Toot'N'Ale* and Ted and Loretta took over *Jess*.

The ships made their way in convoy as the day turned from foggy to sunny. What a beautiful warm winter day we had for a cruise to our lunch stop at Spencer. On board *Jess* I was handed the helm. I didn't give it back until the end of the day. I really enjoyed *Jess* wakeboarding as about fourteen Whitleys passed us at high speed only metres away. Driving a large boat over fourteen lots of wake was fun. I think Warwick was relaxed.

*Toot'N'Ale* was already tied up at the wharf when we arrived. *Malua* was tied up to a buoy just across from the shop and we anchored up a little further with *Escape* and *Phoenix*. It was time for lunch.

The small crowd from the Club really enjoyed those huge hamburgers, a meal and a half in each one. Those mouths, when they weren't talking, really had to stretch wide to get it all in. No dainty eating possible with those hamburgers. It was great fun sitting there in the warm sun making a lot of noise as we always do. We had a lot of fun.

All nice days come to an end too quickly and so we set off home back to Berowra. A foggy start to the day, warm sunshine and good company made for a great outing. Make sure you come along next time.

Ted Thomas

## • SOCIAL COMMITTEE REPORT

Here we are half way through our Club year and we have already had lots of fun at Club Dinners, a dinghy trip to Crosslands and a great cruise on the June long weekend to Spencer for lunch. We had a great time at our Mothers Day dinner held on 24 April. These "theme" dinners are always special.

Your Committee decided, after a lot of discussion, that we would not go to Gosford at Easter this year but instead encourage members to get together with friends to make up their own cruise destination. A lot of our members did this and various groups (flotillas??) of boats did just that. Some went to Colo, others around to Cowan and Spencer. Others just mooched around closer to Berowra.

We have some really exciting activities coming up for the second half of the year. The Social Calendar now shows firm dates for a cruise to Twin Beaches, a ferry trip to Cockatoo Island, Rosehill Races and our annual Boat Rally.

The Cockatoo Island trip promises to be a real social highlight as we take a ferry ride to the Island and then join a conducted tour all over the Island to look at Sydney's convict and maritime history. Put a note on the fridge so you don't forget.

Rosehill Races are on again for those who like to live life on the edge. Bring your wallets and purses along to hold all the money you are going to win. This is Mad Hatters Day at Rosehill so it should be a lot of fun.

The year will be nicely rounded off with the Boat Rally. Put a note on your fridge so you are ready with those flags and boat decorations. Details of all these events will be sent out by email so make sure we have your correct email address.

Ted Thomas

JOHN & PAT DAVIS 135 ABINGTON CRES GLEN ALPINE NSW 2560 Phone 0246265948 Email jwdoptom@optusnet.com.au

Dear Leonie, Denis

We appreciate the interesting insert about the new boating regulations in the recent newsletter. Thank you.

We are mainly concerned about that stretch of water from Berowra Waters to Cobar Point, which for the last few years, is a 'no wash' zone but not speed restricted. When the 4 knot limit was lifted a few years ago we made some enquiries, including, but not confined to, water police and NSW Waterways personnel and the vast majority of opinion (BUT nothing official) was that provided a boat was "on the plane' it would (some said *should*) be ok with regard to complying with a "no wash" zone.

Last week I contacted NSW Maritime office at Pittwater to seek some clarification on what could/would be acceptable under the new regulations.

The advice from the staff member I spoke to (name known but withheld) can be paraphrased as;

when looking at your wash if you think it would cause excessive movement of any boats moored nearby, adversely effect the shoreline or upset people in a small "tinny" or a kayaker, then you are likely to be in breach of the new regulations.

There was no indication as to how far away these vessels or shoreline should or could be but given safe boating conditions one would expect not to be speeding within twenty plus metres of such objects.

We therefore have decided, at this stage, that we go back to regard it as a speed restricted area for our size boat (Bayliner 275) and watch what others do.

We would be interested in some discussion from other members. Unfortunately, due to other commitments, we normally cannot get to the regular Friday night club dinners to bring this up for discussion, so would appreciate responses (happy for them to be anonymous) either in the printed newsletter or by email.

Hope you can help.

Regards

John & Pat 14/06/2009

# **PHOTO GALLERY** COLO RIVER EASTER CRUISE 2009



The Colo River at its best. If you missed this year, do it next year!!!



It was busy on the way to the Colo.



Lune de Miel (Kissin) on her way to the Colo



Lune de Miel, on Good Friday, I hope this is the right way!!!



A couple of Rivs pushed in



Brampton on her way to the Colo



Turning into the Colo river



Karen on first watch duty in the fog, where the \_\_\_\_ are we? (hell is the missing word)



Kisswin and Reckon One rafted up at Colo.



Take a closer look, the photo is upside down, the reflection is on top! amazing, eh



Part of the fleet, dodging water skiiers



The view was great sometimes

## PHOTO GALLERY MOTHERS' DAY DINNER 2009



Syd Borg's Mum Mrs. Borg



Vicki's Mum, a frequent visitor



**Robyn and Robert Mackie, they have** been on time lately, what's going on?

Hard working committee members, Loretta & Ted Thomas



**Richard & Helgrit Bell** Lovely new boat, El Nic!



Jenny and Gordon McCreadie having fun as always



Warwick and Miss Karen, smiles all round



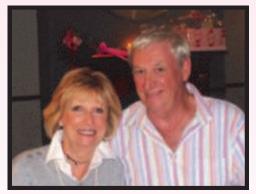
New members, Elizabeth and Paul King, welcome!!



Maureen & John Wilson, wait till you read John's technical report, amazing!



Melissa and Matthew Ruscoe, happy Mothers day Melissa!



Carol and Derek Hughes can't wait to go on their next overseas trip.



Harvey and Vicki Read Enjoying the company.



Louise & yours truly, head of Vice. Louise is the best Mum.



**Treasury, Geoff Brooke** 



Cherie and the head of the Syd and Sharon Borg always having a ball.

# **PHOTO GALLERY** DESTINATION SPENCER, LITTLE SHIPS CRUISE, PHOTOS OF INTEREST



The surveillance party ready to make a landing at Spencer and explore.



Here come the Whittleys, hang on to your drinks.



Vicki and Harvey looking for the right hole in the water to drop anchor



Escape, Phoenix and Jess in convoy enroute to Spencer.



The crowd at Spencer was all because of the BWMYC invasion.



The beautiful BWMYC people gracing the shores of Spencer.



More beautiful people from BWMYC at Spencer.



Bird deposits late July, to the cockpit of MV Jess.



Lunch at Spencer, the best hamburger around for miles, (in either direction).



New arrival to the Herczeg clan Amelia Kate, daughter to David and Jenny



The famous Spencer general store before the BWMYC invasion.

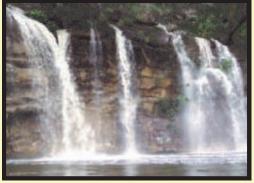


Check out this happy new Grandma introducing Jacinda Elizabeth

# PHOTO GALLERY PHOTOS OF INTEREST AND THE BRIDGE TO BRIDGE 2009



Louise feeding the wildlife on our back deck, what about tea Dahl? I'm hungry



The magnificent Joe Crafts Bay waterfall in full rage on 23/05/09



Wow! Ted, its shinier than a mirror, glad I had my comb with me.



Crying burgee.....please replace me! I'm only \$50.00 see Di Sheehy



**Commiserations to Kevin and Cindy** Clifford, its very sad to see Helene in



such a state, lets hope they can do something to save her, lying near Rosie.



**Maureen Bollins & Graham Hart on** Rosie for the annual Bridge to Bridge



Boat 54 where are you?? Come closer so we can see you, Ready, Steady, Go



They're off, three boats missed the turn at Bar point & headed for Berowra, oops



Our Easter trip to Melbourne, visited the Watch the capsule open and gobble up Left hand lane tall vehicles, right hand **Queenscliff to Sorrento Ferry. Wow!!** 



people, cars, buses, trucks etc...



lane is a multi level lift for low vehicles.

# PHOTO GALLERY NEW MEMBERS 2009, AND A BLAST FROM THE PAST



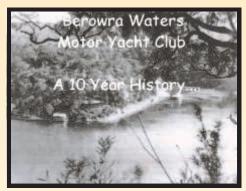
Welcome to Elizabeth and Paul King is Graham cross? or what?



Welcome to Andrew and Sharon Tulloch, Andrew is also a Club sponsor



Graham welcomes his son Tim Cook as a member of the club.



Can anyone remember Berowra like this? I'm not owning up! Are you??



Hope you all know where this aboriginal rock carving is. You're fined if you don't



Beautiful Berowra from the top of the hill. Secret spot, (ask Graham)



The first brand new club burgee????





An early fundraiser at the boat ramp A sausage sizzle 1998



Our favourite Little Bondi picnic, but the committee got the tides wrong??



We had a picnic at flat rock, well it's now called hanging rock, ala Graham

The BWMYC Moulin Rouge doing the can can.



It's a tough life for committee members we have to dream up new outings.

## • <u>COMMODORE'S REPORT</u>

It is with pleasure that I can report to the members that our third club mooring has now been approved by Hornsby Maritime, and we can now go ahead and have it installed for immediate use. This mooring will be positioned near our present mooring in Joe Crafts Bay and they will be marked mooring 'A' and mooring 'B'. The hardware for the new mooring will be of the same strength as the original, so that any boat can use either mooring.

The reason for this additional mooring so close to the original mooring, is to facilitate safer raft-ups by placing all the large boats on one mooring and the smaller boats on the other. The two groups of boats will then be able to come together in a line with the river bank and be close enough to socialize, but far enough apart to be safe.

A BIG THANKYOU to all Committee members, especially Ted. We have been working on this project for over 12 months now at the request of many small boat owners who, found rafting-up with the larger boats both un-nerving and un-safe.

Hornsby Maritime have also advised that the missing mooring in Half Moon Bay will be re-instated. The mooring at the end of Neverfail Bay will be relocated to Half Moon Bay thereby making 2 courtesy moorings in Half Moon Bay and 2 in Joe Crafts Bay.

Just a reminder that the 2FM will be on Friday 14th August and its the girls' turn for the raffle prize this month. Johannes' evocative painting of Dusthole Bay will be on show and tickets will be available to purchase for drawing at the Christmas Party.

On Saturday 15th August (that's right!! the next day after 2FM) we will be having a beach BBQ at Twin Beaches (southern beach). This will go ahead wet or fine as we will be taking the 2 club marquees and the fire/bbq. With a high tide early afternoon, we should be able to anchor about 200 metres off shore and dingy up to a nice sandy beach. Quite a few people have mentioned that they would like to stay on their boats on Saturday night to avoid the trip back to Berowra in the dark, so it should be a good weekend!! See you there!

#### Safe boating,

Graham Rowell, Commodore

## <u>VICE COMMODORE'S REPORT</u>

### **CLUB SPONSORS 2009**

We have finally filled the sponsor's page, we now have 12 sponsor ads. On behalf of the committee and members I welcome our newest sponsors.

"Art Landscape Management" owned by club members Andrew and Sharon Tulloch.

**"WIZ Auto Electrics"** owned by Wayne Routledge, Wayne recently did some work on MV Jess for Warwick Savage, and Warwick was pleased with Wayne's work and punctuality.

**"Hawkesbury Maritime Services"** owned and operated by Paul Scurry, most of our members would know Paul, but for the benefit of our newer members, Paul is the person to call for all your mooring needs, from installations to servicing.

Finally to all our members, if you need any services that can be provided by our club sponsors, please support them by using them.

#### NEWSLETTER

Thank you to John Wilson, for the very interesting article on "Turbocharging Phoenix", if any member has a story, social or technical, I would like to print it here in these pages. I need contributions from members to help make your newsletter more interesting.

### George Herczeg,

Vice Commodore

## and Newsletter Editor

## 2009 club social calendar

## **DATES TO REMEMBER**

## Put these in your diary or place these pages on your fridge.

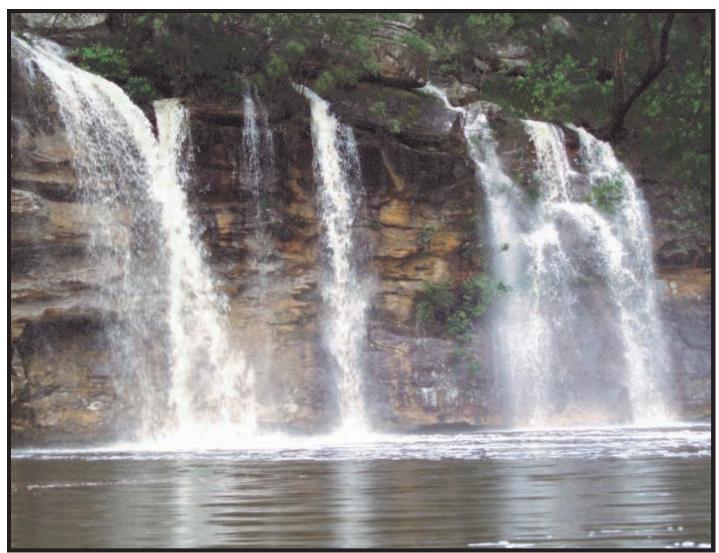
- Feb 14Valentines Day dinner in the Park.BYO everything, 6.30 pm.
- March 13 **2FM Freaky Friday**
- March 14 Crosslands dinghy picnic, depart 10 am
- April 3 **1FM** Note change of date due to Good Friday.
- April 10,11,12,13 **Easter DIY weekend.** Call up other members on Channel 94, 27Mhz to join you.
- April 24 Mothers Day Dinner (in lieu of 2FM May)
- June 6,7,8 **Queens Birthday Weekend cruise to Spencer. Saturday 6<sup>th</sup>.** Club members are invited by the larger boat owners to "hitch" a ride with them for a day's cruise in convoy to Spencer. Contact John Wilson ph 94844295 to find a place in a boat for you to enjoy the fun.
- June 12 **2FM (Waterview Restaurant)**
- July 10 **2FM (Waterview Restaurant)**
- August 14**2FM (Waterview Restaurant)**
- August 15Cruise to Twin Beaches (near Cobah Pt.) Stay overnight on your boat<br/>or just spend the day on the beach.
- Sept 11 **2FM Fathers Day dinner.**
- Sept 12 Rosehill Races (Mad Hatters Day) (cancelled)
- Sept 20 Cockatoo Island

Come visit Cockatoo Island. See a part of Sydney Harbour history. See where ships were built and convicts lived. Travel from Parramatta on the Rivercat, then by Harbour ferry to Cockatoo Island via Woolwich. Lunch at a café on the island.

- Oct 3,4,5 Sat 3rd The Club Boat Rally. For big boats, small boats and middle size boats, this is a theme and flag Day.
- Oct 9 2FM
- Oct 25 Annual General Meeting
- Nov 7 Club Promotion Day at the boat ramp
- Nov 13 **2FM**
- Dec 12 Christmas Party in the Park

Notes

## JOE CRAFTS BAY WATERFALL 23/05/09



# **BWMYC SPONSORS 2009**

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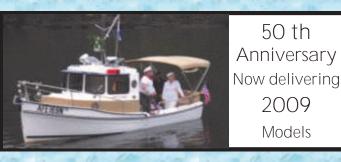


Wet weather gear, PFD's,

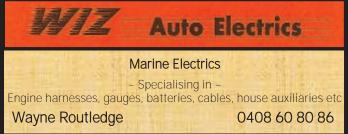
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