



Newsletter

VOLUME 20 ISSUE 2 SPRING 2016

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B.W.M.Y.C.

Radio communications
27 Mhz channel 94
VHF channel 72
When onboard make
sure your radio is
turned "on".

Starboard and Port markers near Hawkesbury River Bridge
photo Loretta Thomas

Club News and Upcoming Events

AGM & Extraordinary meeting

Saturday 15th October

Again this will be held at the Berowra Waters Foreshore Park and commences with our popular complimentary breakfast at 8.45 am followed by the extraordinary meeting at 9.30 am, then the AGM at 10.00am. We usually have a good turn-out at our AGM so come and support your club and catch up with other members. BYO chairs, breakfast consists of a bacon and egg roll and juice.

Doggy Day Out

Saturday 12th November

Yes, it's on again! Low tide is at 2 pm, so turn up at the club moorings at Joe Crafts Bay with your dog/s, raft up and enjoy a fun day. The club will provide sausages for the pooches, you bring food for the humans. For those who haven't been before, the sand bar near the club moorings provides a great place for people and their pooches to mingle, until the tide comes in! Commences mid-morning.

Christmas Party

Saturday 3rd December

Pencil the date in on your calendar now, so you are sure to join us for this popular event at the Berowra Waters Foreshore Park. There will be a catered lunch, including drinks and nibbles. Shelters and tables are provided, but you will need to bring your own chair. Further details including costs will be emailed to members shortly.

New Members



Mike O'Regan & Samantha Binns (left),
Justine and Mal Saltmarsh
Regal 28' Decanter



Lionel and Virginia Dooley
Beneteau 13.5mtr. The Lion

Helpful APPS for Boaties

Two very useful smart phone apps have been suggested to us by new members Lionel and Virginia. One is called "Emergency Plus" and the other is called "First Aid". If members want to put them into their smart phones they could be of help in times of need.

Sick Bay

Greg Weatherby and Laurie Gaston are recuperating from recent surgery and we hope to see them out on the water before too long. Best wishes also to Ian Williams, who has had several lots of surgery over this year, and congratulations on his very recent retirement. Harvey Read has also been in sick bay, we wish Harvey a speedy recovery.

Eti and Britta's Wedding



Eti Scheller and Britta Vogel recently made the big commitment! They were married in the beautiful Cook Islands. It was there that Eti came across the information contained in his article about the origins of the terms port and starboard.

Congratulations Eti and Britta!



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BOAT TALK Qand A

MANFRED WAGNER AND JOANNE CALDWELL

TELL US A BIT ABOUT YOURSELVES

In our misspent youth we had lots of different hobbies that included sailing, kayaking, water skiing, snow skiing, flying airplanes, riding motorbikes and bushwalking. When we settled down we moved to Berowra Heights, where we still live, on the edge of the bush, and took up Native Plant interests and Bush Regeneration. We thought about getting a boat to go fishing and explore the local waterways but it took 20 years to happen.

WHAT GOT YOU INTO BOATING?

In 2012, quite by chance we came by little Spirit, our 18 foot Cruisecraft. She lived with two other boats on a private jetty at Newport, two houses up from RMYC, of which she was a member. A colleague was selling her because his in-laws were selling the house and all the boats had to go. The good thing with Spirit was that she had no trailer, so we put her on a commuter berth at Brooklyn. This overcame all the problems of how we might tow a boat (with a little sports car) and where we would park the boat and trailer. Nearly every weekend we fished, explored, picnicked and holidayed on little Spirit. Sadly for Spirit, she became a prisoner of the river, never to go fishing in the ocean like her previous owners. After 2-3 years we realised we needed a bigger boat.

HOW DID YOU GO ABOUT FINDING YOUR BOAT?

Club members were full of help and advice: set a budget, buy your forever boat now. We also heard the story of the members who had a trailer boat for seven years followed by seven boats in seven years. Their advice was to draw up a list of requirements, and then see how different boats compared.

The list and the search took over a year. The requirements included full headroom and a long bed (Manfred is 6 foot 3 inches tall), an unfurnished area out the back for fishing, two motors (preferably diesel shafts) or a bowthruster, no flybridge and an easy to walk around deck as we are not getting any younger and our knees are suffering the results our misspent youth. It also had to be the smallest boat that fitted the criteria as we didn't want to drag any extra weight around the river every weekend. Endless searches on the internet revealed a handful of boats fitting the criteria. Some of the popular fishing boats were immediately rejected as they are a bit "Spartan" and very expensive.

We ended up deciding on a Riviera 3000 Offshore.



TELL US A BIT ABOUT YOUR BOAT

We purchased Elle Rose privately in November from Lake Macquarie but she had also previously come from Pittwater and RMYC. This particular boat has a canopy that provides extra headroom in the cockpit, a bit of added shelter on the fishing platform and great handholds for walking around the deck. Manfred caught a flathead the day we picked her up, but she had to stay at RMYC Toronto for a couple of weeks until the seas were calm enough for us to drive her home. We don't like her name but we have decided to just call her "Ellie" for the time being...

AND AFTER THREE MONTHS, HOW ARE THINGS WORKING OUT?

So far things are going OK. Jo caught four fish on the New Year weekend. We've met up with friends on the water and rafted up with friends on the water. Summer is passing quickly and we still don't know how most of the things on Ellie work. Maybe we'll find out in winter, and spend some lazy afternoons on a much quieter river, warming up in the sun.

BOAT TALK Q and A

GRAHAM GOW AND KERRY HILL

TELL US A BIT ABOUT YOURSELVES

Graham retired in 2006 after 38 years of service as a flight attendant with Qantas and Kerry fully retired in 2014 after many years in Educational Publishing, mostly in the sales area.

AND A BIT ABOUT YOUR BOAT

Marcia Marie is a two stateroom, each with ensuite, layout, the main stateroom having a bath! An up galley with dinette and L shaped lounge area. We like the configuration of the galley, dining and lounge area, all on the same level, as when preparing meals, cook can be involved in the entertainment, conversation or seeing what's happening on the water. The Flybridge is an excellent entertaining/viewing area for eight guests.

WHAT GOT YOU INTO BOATING?

We have both been in boating most of our lives, since our teenage years, both individually and now as a couple, as a couple we started very small with a Sunny Boy, and then various half cabin day boats and prior to our present boat, a (1989) 360 Regal Commodore, big block motors and thirsty!

HOW LONG HAVE YOU HAD YOUR BOAT AND WHERE DID YOU GET IT?

Our boat (Marcia Marie was so named by the previous owner) arrived as deck cargo from Long Beach California on 1st January, 2012. We are the third owner and when purchased the boat had only 420 engine hours.

WHY DID YOU CHOOSE THIS PARTICULAR BOAT?

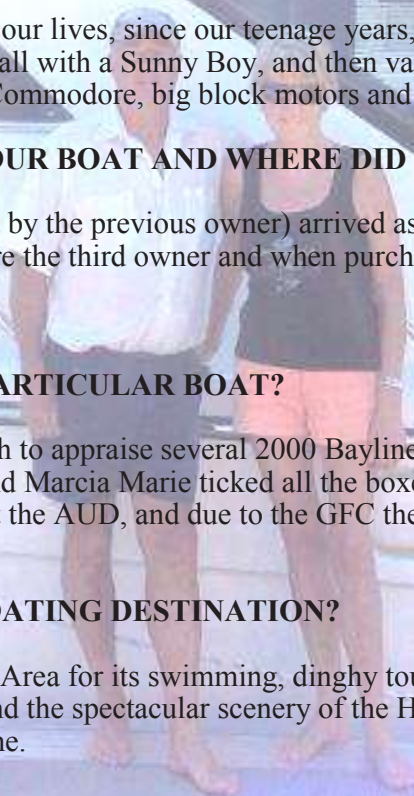
We had previously been to Long Beach to appraise several 2000 Bayliner 3988 Motor Yachts having researched what we wanted on line, and Marcia Marie ticked all the boxes. Fortunately, at that stage the U.S.\$ was an excellent exchange rate against the AUD, and due to the GFC the boats in the USA were quite good value at the time.

WHAT IS YOUR FAVOURITE BOATING DESTINATION?

We love the Refuge and America Bay Area for its swimming, dinghy touring, and pumping nippers in Refuge at low tide. The tranquility, solitude and the spectacular scenery of the Hawkesbury River system makes owning a motor cruiser an ideal pastime.

DESCRIBE A PERFECT DAY OUT IN YOUR BOAT

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BWMYC Donation to Marine Rescue Hawkesbury

Some time ago our Commodore Paul King received a terrific suggestion from members John and Pat Davis; that the Club should raise some money for these guys as John put it; 'they are always helping us out'.

So to that end; we agreed and a Club wide collection began in earnest with many members donating to the fund ultimately raising over \$900 in 9 months.

The committee agreed to bump that donation up to an even \$1000 from Club funds and so arrangements began for a presentation to Marine Rescue at our next monthly dinner.

Our mantra was to make sure our Club donation was to the Marine Rescue unit that actually responds, by and large, to our requests for assistance.

We made contact with Marine Rescue Hawkesbury Unit who advised us the Commander was a Mr Ken Edwards. We then formally invited both he and his wife Sue to join us for the August 2fm at the Water-view as our guests.

That invitation was gratefully accepted by Ken and Sue, I'm sure both they and the many (33 members) who attended would all agree that it was an outstanding evening and certainly one to remember.

It was indeed a pleasure to make the presentation of our donation to Marine Rescue on behalf of the Club and an honour to receive a formal Certificate of Appreciation to the Club from Marine Rescue.

We intend to arrange for that certificate of appreciation to be proudly on display at the Waterfront Restaurant alongside our BWMYC plaque in the entrance foyer.

Thank you to everyone who supported and donated to this event.

Cheers

Steve Hughes
Vice Commodore



Where do the terms "Starboard and "Port" originate from?

"Starboard"

Ancient vessels were steered by a long oar called a Steering Board extending over the vessel's right side aft.

Thus the right side became known as the Steering Board side which became shortened to "Starboard" over time.

"Port"

Adopted by the Navy in 1844, the word "Port" was taken from the fact that ships traditionally took on cargo over their left sides, i.e. the side of the vessel facing the port. This is a hold-over from earlier times when the Steering Board prevented docking and loading over the right for fear of crushing the steering oar.

Happy boating, Eti

CALABASH CREEK DINGHY PICNIC



A very poor weather forecast was given for Saturday 10th September; rain and winds up to 45 kilometres an hour. How were BWMYC dinghies going to cope with this? Well, the rain came early, overnight, then cleared away but we still had to deal with the wind.

Five inflatable dinghies, one Gull clinker dinghy and the barge “Nobby”, decorated with shark’s teeth, set off. Actually there was a hire dinghy as well, but it broke down within a few metres of the marina so Cameron and Danny hitched a ride on Ted and Kylie’s barge. When they arrived the four of them looked quite regal sitting in their chairs.

As we rounded the corner near the Berowra Waters Inn the full force of the wind came straight at us, accompanied by a nasty chop. But the intrepid members of BWMYC did not falter, on we all surfed. What’s a bit of spray? Still, it was a relief to round the corner into Calabash Bay and then turn into the peaceful Calabash Creek. We didn’t lose the wind completely, but it was more of a breeze than a blast.

As the water shallows near the end of the creek, there is an open cleared area and here we set up chairs, brought out our lunches, chatted, played with the dogs and in general had a relaxing afternoon, feeling that we could have been hundreds of kilometres from civilisation. The occasional plane overhead was the only hint that we were on the fringes of a big city. Plans were made to return in warmer weather. That big rope hanging over the water looked so tempting to some that rash statements were made about using it next time.

As the tide came in we set off on the return trip. The wind had dropped right away and it was a pleasant way to finish off the day. Berowra Waters has a number of hidden gems waiting to be explored, hope you can join us next time.





BWMYC

AUGUST AND SEPTEMBER 2FM PHOTO GALLERY



Boat Batteries and charging them

Of all the questions I get asked in my line of work as a marine electrician/engineer, it would be: "which batteries are pretty much on the top of the list?" This article is by no means the final word on the subject, but rather; intended to take a little of the "dark art" out of it, hopefully explaining it simply, and to dispel a few urban myths.

There are a multitude of battery types for a multitude of uses worldwide, but I'll concentrate on what we normally find in boats. Wet cells, including the maintenance free version, Calcium and Absorbed Glass Mat (AGM), and GEL are all various versions of the one technology known as the 'lead-acid' battery which has been around forever. They all have different advantages, disadvantages and maintenance requirements. All batteries have a finite lifespan irrespective of what any smooth salesperson may have told you.

Wet cells

or a flooded battery as they're also known, still dominate a large proportion of the marine battery market. They are affordable, reliable, and, if recharged and maintained correctly, long lasting. They are either vented with caps that allow topping up with distilled or demineralised water, or maintenance free meaning that they cannot be topped up. Being able to top-up wet cells equals longer service life. There is no other way to look at this as all batteries lose fluid during normal use.

Calcium batteries

also make up a large proportion of the battery market and have the same chemical make-up of wet cell batteries except that both the positive and negative plates are replaced by calcium alloy. By doing this, the fluid loss is about 80% lower than that of a normal wet cell battery, and the self-discharge rate is also considerably lower which, in turn, provides advantages in minimal use situations. Calcium is good if you don't use the boat much, or it's out on a mooring without a solar panel.

Absorbed Glass Mat (AGM)

or 'dry', batteries are another step in the evolution of lead-acid batteries. Instead of using water or a gel, an AGM uses a fibreglass separator to hold the electrolyte in place, just like water (it's acid) held in a wet sponge (it's the exactly the same thing). AGM batteries are good at resisting vibration and not spilling, but are otherwise much the same as any lead acid battery

GEL

batteries use a gelified acid, meaning they are expensive. GEL batteries can withstand deeper discharging, taking into account depth of discharge (at not more than 50%), and are, for example, used for demanding electric equipment, electric wheelchairs, and they do make good house batteries on boats.

All of these batteries possess different technologies that are going to suit the differing needs of the boat owner, however, they all have one thing in common in that they need to be carefully maintained in regard to charging. None of them are free from self-discharge and all will therefore require charging correctly by a charging system that matches the technology. In other words, a smart charger that addresses the chemical make-up of the battery, charging regime, and voltage of that battery.

Short story: wet cells give the best bang for your buck, they do need maintaining & charging correctly, and if you do that you will have them a long time.

Deep cycle batteries: the answer? Not necessarily...

All batteries can be cycled to some extent, with how much, and how often being the critical factors, depending on the battery chemistry. This is all about a term known as '**depth of discharge**'. In a nutshell, irrespective of the type of battery, the deeper the discharge, the shorter the battery life will be.

If you look at cost, a deep cycle battery capable of 50% depth of discharge is likely to cost more than a battery capable of 25% depth of discharge, but whether it's economical or not is a good question.

As an example, commonly assumed is a standard lead acid wet cell rated at 100 amp hours is capable of delivering 100 amps for 1 hour: rubbish! If you did that, that would be the end of the battery in one session.

If you discharged the same battery to 50%, as in 50 amps for 1 hour, you might do that maybe 50 times or so if you're lucky, and that would be the end of the battery. Again, using the same numbers, the same battery being discharged to 25%, as in 25 amps for 1 hour, you'll probably do that a thousand or more times. A big difference in battery life!

So the short story is never ever flatten your batteries, it's the quickest way to coughing up for new ones, that's guaranteed.

Sizing your load and the batteries

Short story, the daily amp hour boat load should be equal to or less than 25% of your battery capacity to ensure battery longevity.

Okay, let's do this the easy way: an electric 12V fridge is going to draw 5 amps running. The duty cycle in summer will be 50% which means that fridge runs for 30 mins of every hour, all day and all night, so that equals 2.5 amp hours for every hour coming from your batteries.

Doesn't sound like much hey, but 2.5 amp hours over 24 hours is 60 amp hours and that's just the fridge alone, then think about pumps, lights, TV etc., it all adds up. Convert 60 amp hours to the battery size needed just for the fridge with a depth of discharge at 25% means you need a 240 amp hour battery every day. It's a big battery!

The answer is work out the amp hour load per day for the boat and multiply that by 4, then you buy batteries that will do the job, and they will last well.

“CLUB NOTICES”

Club Clothing & Merchandise

The club’s clothing and merchandise catalogue is available on the website.

Savings for Members

Don’t forget there are discounts available for BWMYC members at Berowra Waters Marina. Secure parking is available for \$20 per night (usually \$25), buying more than 100 litres of fuel gives you a discount of 8.75% and the daily rate for casual berthing gives us a 10% discount for the west side and 20% for the east side (normally casual berthing ranges from \$45 to \$75 per night). To use berths at the marina you will need to provide proof of insurance.

Boat batteries and charging them (continued)

Charging

Your charging system, be it mains powered either from shore or a generator, charging from the engines when running, solar panels, or other means collectively has to equal the daily amp hour load for the boat, or your batteries will go flat, nothing surer.

If your daily boat load is 100 amp hours, then you need to put back 100 amp hours per day. There is no magic, that’s it, it’s that simple, and a 400 amp hour house battery is the kit.

How do we do that? Well, let’s go over a few options at 100 amp hour per day boat load which is pretty average for a 30 foot cruiser with one fridge.

Engines: each engine will generally have an alternator that you can reliably size at about 30 amp hours, so that’s 1 engine for 3 + hours, or 2 engines for 1.5 + hours. Or

Mains battery charger, say a serious charger capable of 40 amps, that’s at least 2 + hours per day off mains or your generator, or a smaller 20 amp charger will mean 5 + hours per day generator run time or on a mains supply. Or

Solar is a fantastic alternative but it has to be done properly the first time without skimping. The minimum solar system to support 100 amp hours per day load assuming glorious sunshine and a smart MPPT regulator is at least conservatively 250 watts. Yes, that’s some big panels. I’ve saved you the calculations on this option.

Not so long ago, 12 Volt solar panels were the only real option available. Now MPPT (maximum power point tracking) solar regulators have come down in price so we can use high voltage (44 volt) grid connect style panels which are far more efficient and will produce a lot more amp hours per day.

I could bang on for days in more detail but this short article should give you all a better idea of how it works and why it doesn’t sometimes. I hope you will find this informative and helpful.

Cheers, Steve Hughes

Where’s Escape??

For several months now there has been an empty space near the ferry crossing, right where the large houseboat Escape has been moored for many years. New owner and BWMYC member Terry Jones tells us what has happened to her.



We had decided right from the start that we wanted to renovate the boat. I explored the option of doing the work at Fenwicks but decided that it would be more economical to move it elsewhere if the project took any length of time. I found a site on acreage at Dural that suited, particularly as it was conveniently only 10 minutes from home. I took the boat to Fenwicks where it was lifted from the water and loaded onto Stuart Taylor’s (Boats By Road) trailer. We left the yard at 3:00 the next morning arriving at the Dural site about 45 minutes later. During the next day Stuart and I lifted the boat off the trailer onto stands. The first job was to strip it of all sections that were to be replaced. Well, as we all know, projects can grow, and so it is with this one. You should await the next exciting instalment !! Terry Jones

Club Mooring Protocol

1. Only boats belonging to financial club members are entitled to use the club moorings, and must fly the club burgee.
2. No single member is entitled to exclusive use of a club mooring.
Any member on a club mooring shall accept any other club member to raft up along side providing it is safe to do so.
3. It is the responsibility of the skipper joining the raft up to provide the fenders and ropes for a safe raft up. Both the skipper already on the mooring and the skipper joining the raft up should agree on the safe tethering of both boats.
5. The number of boats rafting up on the club moorings will be determined by weather conditions, proximity of other moored boats and common sense. At all times the skipper takes responsibility for the safety of his boat.
6. At all times the skippers in the raft up must ensure that they do not interfere with other boats on nearby moorings.
7. If when arriving at a club mooring you find a non club member moored. (Check your Members' boats list). It is recommended that you inform them that they are on a private mooring and you may politely ask them to leave. If they refuse your request the committee recommends that you contact the local R.M.S. Boating officer or the Water police.
8. It is the skippers responsibility to ensure the mooring is adequate to moor to before attaching their boat.
9. Please remember that you represent the Berowra Waters Motor Yacht Club when on a club mooring so be mindful of the comfort of others moored nearby.

REMEMBER YOU ARE THE SKIPPER AND YOU ARE RESPONSIBLE

2FM Dinner Attendance & Raffle Winners

MAY 2016, 2FM - There were 16 members in attendance. There was no raffle held.

JUNE 2016, 2FM - There were 20 members and guests in attendance and the raffle was won by Geoff and Rebeka.

JULY 2016, 2FM - There were 18 members and guests in attendance and the raffle was won by Eti and Britta.

AUGUST 2016, 2FM - There were 33 members in attendance including Marine Rescue guests Ken and Sue Edwards. The raffle was won by Roland and Jeannine.

SEPTMBER 2016 2FM - There were 22 members in attendance and the raffle was won by Roland and Jeannine again!

Thank You

A big thank you to all who have contributed to this edition of our newsletter. A special thank you to Manfred, Joanne, Kerry and Graham for their articles about their boats. We had to hold them over from the last newsletter, due to lack of space, hence a few sentences may seem a little out of date.

Loretta Thomas

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Vice Commodore's Report

Hi everyone!

This is the final report I must submit before heading overseas tomorrow for a long overdue holiday.

Overall it's been a terrific year, the events, level of participation, new memberships and financially; our Club is in great shape.

Well I must say, the club AGM and extraordinary GM held this morning were most instructive.

What needed to be aired was aired and I thank those who attended and those who contributed so passionately. This involvement unequivocally demonstrates the culture and spirit of an organisation we choose to be part of and the desire for it to succeed. Overwhelmingly; a renewed spirit of cohesiveness and purpose has never been more apparent in my time on the committee and this is the way forward; I'm privileged to be part of that.

A sense of others and mutual respect for each other is paramount to the success of this or any other Club irrespective of purpose, I trust it may continue.

In closing, I wish to extend my thanks and appreciation to our outgoing committee members Kerry Hill and Vicki Read and a warm welcome to our newbie committee members Cameron Daley and Laurie Gaston who were elected unopposed today.

Looking forward to another year with a great team and a terrific club.

Bon voyage!

Little Skipper

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Committee Reports Spring 2016

Commodore's Report - Spring 2016

I would like to welcome you to the spring edition of our magazine. This year is quickly coming to an end but by no means is the Berowra Waters Motor Yacht Club slowing down. A list of upcoming events is here in the magazine, and along with these we have some great plans for post Xmas, namely a group trip to the Harbour and a separate fantastic idea for Easter.

After a few unfortunate events, including the occasional injury, we required the attendance of Marine Rescue many times and so as a club we joined together and raised a significant donation for our local chapter at Brooklyn as way of saying thank you. Seeing their gratitude at being recognised by fellow boaties like us, made me proud to be major supporters of theirs.

It is great to see all the old members chipping in and all the new members coming along too. As we all know boating and good times go hand in hand and I think this year that with the amount of smiles that we see amongst our crew, we are doing well.

It would be remiss of me not to mention that the BWMYC continues to be a fun club, and that it is due to the efforts of all the members who become hands on with things like setting up events, carrying the marquees and tables, and then packing it all away in the end, that makes our outings so enjoyable.

Thanks to all you guys for all your help with these things over the last year.

Cheers,

Skipper

PS Thank you Loretta and George for all your great efforts on this magazine.

Disclaimer

The BWMYC or its committee cannot accept responsibility for the accuracy of any information contained in this publication, which is published in good faith as supplied to the committee. Readers should always make safety their first priority in the maintenance and use of their boats. The committee encourages members to submit articles and information for this newsletter and appreciates the work of those who have done so. The committee reserves the right to edit articles as appropriate and to select photos as appropriate. Any opinions expressed herein should not necessarily be regarded as those of the BWMYC or its committee.

Secretary's Report - Spring 2016

As you can see from images in this newsletter and on the club Facebook page, we continue to welcome new members into the club. It is encouraging to see new members start to join in club activities, that is one of the main reasons we are here and the various activities provided by the club are a great way to "learn the ropes" while having fun.

This year most members received their AGM notifications (minutes, agenda etc) via email. This has become more common among clubs and organisations, so this year the committee decided to join the growing trend. Postage is becoming more expensive and although we continue to mail this newsletter, it seems sensible to use email where we can. However, if anyone would prefer paper copies of AGM material in the future, please let us know. Similarly, members will soon receive their renewal invitations for 2017 membership by email.

Happy boating,

Loretta Thomas

Club Mooring - GPS Positions

It has been reported that some members are unable to use club moorings because they are occupied by non-member boats. Should you find a mooring occupied by a non-member boat (members' boats should be flying the Club burgee), follow the Club mooring protocol no. 7. If they refuse to leave, take their photo, clearly identifying the boat's rego. RMS boating officer for our area Dave Lyons has given us his mobile number and you can call him on 0427 976 161. Tell the offending boat's skipper that you are doing this.

Each mooring is serviced annually, but if you find anything amiss, be sure to contact the committee. Thanks to member Peter Smith for contributing the GPS positions of each mooring.

Joe Crafts	33°34'59.8"S	151°8'7.5"E
	33°34'59.2"S	151°8'10.1"E
America Bay	33°35'47.3"S	151°15'27.6"E
Spencer	33°27'28.8"S	151°8.1'55"E
Mullet Creek	33°29'23.1"S	151°15'42.2"E

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2016 Social Calendar

October 2016 - January 2017

**Saturday 1st October -
Monday 3rd October**

OCTOBER LONG WEEKEND EVENTS

This kicks off with the Oktoberfest at Berowra RSL Club on Saturday evening. Those who have attended in previous years have had a great time, enjoying the food and music! A courtesy bus has been organised for a pick-up time of 4.30 pm at the east side of the ferry. Please contact Paul ASAP if you would like a seat on the bus.

On Sunday boats will travel to beautiful Jerusalem Bay in Cowan Creek for a raft-up, then return on the Monday.

Friday 14th October

2FM DINNER AT THE WATERVIEW

Join us for a wonderful hot and cold seafood buffet, sumptuous salads and non-fattening desserts, all for the special price of \$47.50, which includes wine.

Saturday 15th October

AGM and EXTRAORDINARY AGM

Again this will be held at the Berowra Waters Foreshore Park and commences with our popular complimentary breakfast at 8.45 am followed by the extraordinary AGM at 9.30 am, then the AGM at 10.00am. We usually have a good turn-out at our AGM so come and support your club and catch up with other members. BYO chairs, breakfast consists of a bacon and egg roll and juice.

Friday 11th November

2FM BBQ IN THE PARK

BYO everything for a fun night under the stars at the Berowra Waters foreshore Park. BBQs are available, order fish'n'chips or bring a prepared meal. Commences around 6.30 pm.

Saturday 12th November

DOGGY DAY OUT

Yes, it's on again! Low tide is at 2 pm, so turn up at the club moorings at Joe Crafts Bay with your dog/s, raft up and enjoy a fun day. The club will provide sausages for the pooches, you bring food for the humans. For those who haven't been before, the sand bar near the club moorings provides a great place for people and their pooches to mingle, until the tide comes in! Commences mid-morning.

Saturday 3rd December

CHRISTMAS PARTY

Pencil the date in on your calendar now, so you are sure to join us for this popular event at the Berowra Waters Foreshore Park. There will be a catered lunch, including drinks and nibbles. Shelters and tables are provided, but you will need to bring your own chair. Further details including costs will be emailed to members shortly.

Christmas/New Year

Many club members spend this at Gosford wharf, where there are fireworks on NYE. You will need to book directly to secure a berth. Others gather in different parts of the Hawkesbury. Details will be emailed at a later date.

Friday 13th January

2FM DINNER

Details to be advised.