



BWMYC

Newsletter

VOLUME 22 ISSUE 1 SPRING 2018

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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".

Club News and Upcoming Events

Christmas Party

This year our annual Christmas Party will be held on Saturday the 1st of December. More details to come, so pencil it into your diaries, make sure you don't miss out.

Skipper

Marina Thank You

A BIG shout out to Jason and his team at Berowra Waters Marina. Thank you Jason for your much welcomed support and efforts accommodating our members and their vessels mooring temporarily at the marina for our monthly 2FM get together at the Waterview Restaurant. Much appreciated, and please join us for one! Cheers..... Steve Hughes
Vice Commodore BWMYC

Thank You

Many, many thanks to those who provided articles, images and general support for this newsletter. Readers will see their names throughout these pages.

New Members



George and Diana Gorkiz
Meridian 46' No name as yet



Deborah and Richard Spiteri
Mustang 32' "Aquasition"



Matt and Daniella Vicchi
Riviera 36' "Sea Sea Rider"



Jeff and Celia Bresnahan
Houseboat MV Estora



Lindsay Handmer & Nerissa Rogerson
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Easter Long Weekend at the Colo

Well what a great Easter long weekend this was!

Those who attended, and there were many, eight boats in total took on this long but fabulous trip and had an absolute blast.

Good Friday saw us meeting at Bar Point and heading up the mighty Hawkesbury at a steady 8 or so knots, the weather was hot, still and glorious. Passing through Wisemans Ferry, Del Rio, it was like being on Sydney Harbour, so many boats, swimmers, skiers, it was like a washing machine, we really had to keep on the job navigating through there. We considered doing a club weekend moored at Del Rio but decided not to, taking the advice we'd be smashed anchoring there, turns out that advice was very prudent.

Once past the populated areas we were blissfully returned to the tranquility of river travel accompanied by the sound of the reassuring, but one note song from our engines. The group entered the Colo River around five hours on from Bar Point just short of the Leets Vale vehicular ferry, we all slowed and started the journey up river past many KMYC vessels moored there and on to our anchorage approximately three km upstream.

We decided to wait until slack tide to raft up, due to the difficulty of doing so in the fast moving water, we anchored here or there, all proceeding to enjoy a few drinks, the 30+ degree day swimming in beautiful sweet freshwater, what a way to spend the afternoon.

With the slack tide late afternoon, we all proceeded to anchor and raft up with little fuss. Everyone got comfortable, we then all enjoyed home delivery pizza on the Colo River thanks to John A and Paul K doing a high speed pizza run by tender, a wonderful evening and perfect end to a long day at the helm.

Saturday saw us loading our tenders with eskies and plenty of fuel and heading on a long journey of many kilometres upstream to the Putty Road bridge over the Colo. We picnicked there and swam at a beautiful sandy beach in the clear fresh water. On the way back to our anchorage we passed the biggest raft up of anything that would float that we'd ever seen, around 60 people on air beds, kayaks, lily pads etc, just floating along the river with the tide.

All were in good spirit as you'd imagine, as they floated past our raft up a water bomb fight ensued, all in good fun and spirit, many laughs were enjoyed by all.

Sunday saw us heading to Souths Juniors on the Hawkesbury by dinghy for lunch, we didn't realise how far it was from our anchorage until we did it in tenders, you feel very small on the river when the wake boats are flying past that close. We all enjoyed a lovely bbq lunch and drinks joined by Ted and Loretta who arrived by road. The hospitality at South's Juniors was most welcoming. Then back on our sore butts for the long return trip to the anchorage rest, relaxation and more swimming.

Monday saw us with coffee, breakfast and upping anchor to head home, again a beautiful day and peaceful journey, we had the tide with us for most of the trip home which made for quick passage. We all made it back to our respective berths without incident or failure, a fabulous Easter long weekend.

The overwhelming beauty of the Colo River as an anchorage has to be seen to be appreciated, without doubt this is one of the most peaceful and beautiful places I've ever anchored my boat. The simplicity of swimming in clean fresh water without that thought of a bull shark is invigorating. Four days of fresh water under your boat pretty much kills anything that grows in salt water, it's almost as good as an anti-foul.

This is definitely a "let's do it again" trip!

Cheers, Little Skipper



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(see page 11)

Buying a Boat from Interstate

Around mid-last year we started looking at upgrading to a larger vessel, not that there was anything wrong with our Riv, except for the ladder to the bridge and the high V berth bed, otherwise she was great. So we looked at all the websites but there was either nothing in our budget or that grabbed us except for a Sea Ray 400 Sedan Bridge and that was in WA. It looked like it might be what we were after, but it too wasn't in our budget. Around the same time we started looking in the US and came across many Sea Rays and the more we saw the more we knew this was the boat for us. Then we looked at the costs to bring one out! That blew the budget, so we decided to stick to Australia. We kept looking at the one in WA but this boat looked grubby. However, but I decided I would fly over just to make sure this was what we were looking for.

After coming home, we looked at the costs to ship from WA to Brooklyn. We contacted different companies many of which were expensive, we even thought about sailing it back, but that too was expensive, taking into account fuel, a master and one crew member both on wages plus yourself, accommodation on land, breakfast, lunch, dinner, drinks etc for three people, plus up to 20 days away. The cost could be about 40K! After many calls and emails we found a reputable freighting company in WA. Devtrans was great and Peter, the owner helped us no end but there were still things we had to take care of ourselves.

Luckily for us the boat had just come out of the water for an anti-foul, so Peter did some measurements for a quote but found she was too high for road transport. So the Targa Arch, including radar, satellite TV and aerials would have to be removed. We also had to consider the electrical cabling, so a marine electrician would have to be employed to cut and label the wiring. The bimini would also have to be removed, including the top seats, lounge and table. The arch would then be wrapped and lashed to the foredeck and the seats placed in the lounge, all screws nuts and bolts were to be bagged and labelled.

Once we had the quote we contacted the marina where the boat had to get lifted for transport and negotiated a price for the above (strip down), then we had to settle on a price with the owner, subject to a Survey and mechanical report. We found two great guys and set them up for a sea trial.

Once the sea trials were over and reports received we took possession of the vessel. We then spoke to the marina manager where the boat would get lifted and placed on hardstand. However, Peter from Devtrans had other ideas, he said he would get the marina to place the boat directly on his low loader saving us hundreds of dollars of hardstand fees. While this was happening we contacted our insurance company for a cover note, this was costly as we had to take out a full policy plus a Transport only policy.

On the Monday the marina manager sailed the boat from Coogee marina to the marina where she was lifted and placed on the low loader. The shipwrights started the strip down on Tuesday but took longer than they thought because of the complexity of the job.

Peter kept us informed of what was happening and said she would be ready late Thursday which then only gave us Friday on the road. You see they are not allowed to use the roads over the weekend.

The boat arrived at Brooklyn the following Wednesday afternoon, so I rushed to check it out to find it looking filthy and with some small tree branches added to the flybridge, but she was ok and in one piece.

While Fenwicks were doing prop speed we had to figure out how to put our 40ft jigsaw puzzle back together but after a couple of hard days she was in the water on Monday and we had a smile on our face.

Was it worth it! Well, yes it was, even though we went over budget we ended up with the boat we wanted. The downside to all this was doing everything over the phone and by email and it was hard because you don't know who you're dealing with so you have to place a lot of trust and go with your gut feeling.

A special thanks has to go to Steve (Stevie Wine bar) Hughes, Paul (Big Budgie) King and Eddy (The Stainless) King for all their hard work on the Friday. Thank you all.

John Arens



From a Female's Point of View

We thought Rhapsody would be a keeper but after two years it was time to upgrade. John started to look in earnest for our next boat, it took about six months.

We came upon a Sea Ray that we thought would be perfect for us and spent a lot of time looking at that model with an aft cabin, on the web. One day down at Berowra Waters Marina to our surprise there was the same model boat we had been researching and we had the opportunity to have a look through. It was a lovely boat but just not as we expected, so we started to look again.

Now back to the drawing board. We had spotted another style Sea Ray that we also liked. The only one we could find on the market was one in WA, called Party Time or so we thought. It had been on the market for at least as long as we had been searching the internet. Now we didn't want to waste time again looking for something and then be disappointed, so in October 17 John headed off to WA.

When John came home he said the Sea Ray 40ft was just what we wanted but he wasn't interested in Party Time because they wanted too much for it and the boat was very dirty, also the name Party Time made us cringe a little thinking of days and nights of debauchery - whatever!

Meanwhile in December '17 Rhapsody was sold and we were without a boat.

It was about four or five months since we started our search and still the only Sea Ray 40ft was in WA. I was thinking how long will we have to wait before there is one to look at on the East Coast? what if someone buys the WA boat, will we be sorry? It was time to revisit the possibility of buying Party Time, so we made an offer, the price had come down from the original and with a bit of back and forth bartering she was ours! It was February 2018. We finally realised the boat's name was Parity Time. We felt better about that.

Now the work started. John had to organise the inspections and sea trials. He decided so long as he could get experienced people to do the job he wouldn't have to go over again to supervise. We waited tentatively for the reports and they were all good. This sort of stuff consumes you, it's all you can think about, as I am sure you have all experienced at times.

John was doing all the organising and communicating with the relevant parties. Distance, timing and weather added to the difficulty. Eventually it was all happening, she was on her way.

Now my concern kicked in - what have I done? Why didn't I go and look at her before she left? What if I am disappointed - how will John feel? What if, what if...

It was a Wednesday when she arrived here at Brooklyn. John said "I'm going down to see the boat, are you coming?" "Um, no I will see it tomorrow" a few nerves in the tummy kept me away. Thursday morning John was at Brooklyn first thing in the morning. I said I will follow soon, for some reason I kept finding things to do, I was worried that I would be disappointed and then what? We couldn't send her back. That afternoon I turned up. There she was up in the air, the top area all dismantled and shoved in the saloon. John was right, she was filthy inside and out. The trip across from WA on a truck didn't do much for her appearance, poor girl. As soon as I boarded her I fell in love, yes, she was just what I imagined although she needed a real good clean.

It has been a joy every day we have spent on her whether cleaning or fixing, toilet issues (John got a black eye doing that), wiring to make things more functional, satellite so you can have TV, air conditioning that works, fixing doors (we got locked inside the boat and had to make a phone call to Steve to let us out), fly screens that were almost invisible (we tried to walk through several times until we ripped it off completely). John bought thrusters that still aren't in place. Then there were new clears, new solar panels and I am sure there is more, of course.

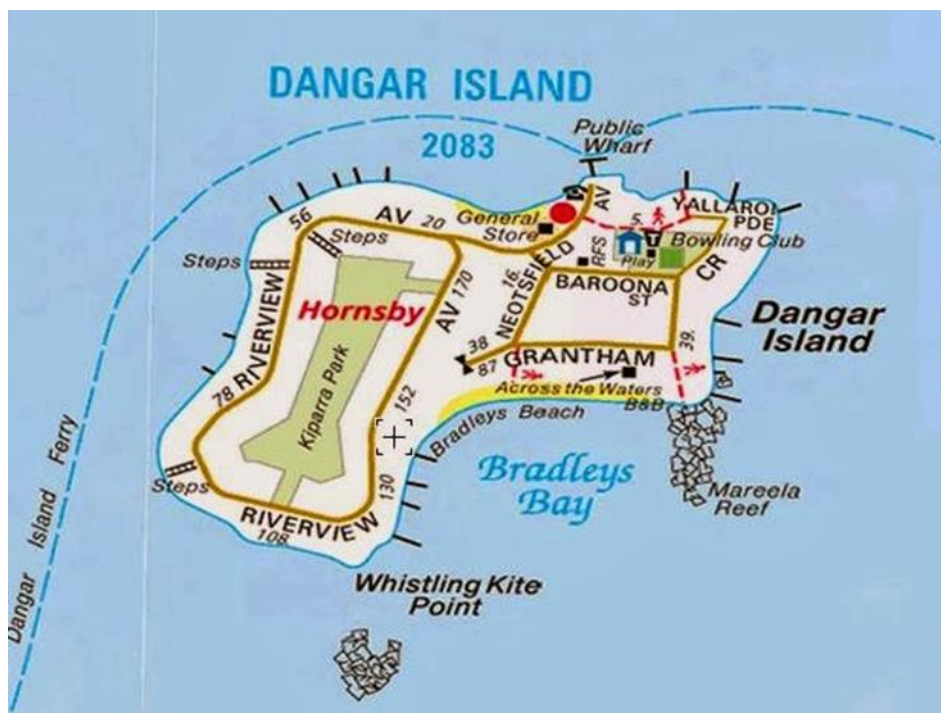
It is with many thanks to Steve, Paul and Eddie and other club members' assistance, great work, advice and friendship that we will continue to enjoy our Irresponsible life style on our new boat "*Irresponsible*" Good job, John boy!!

Vicki Arens



Dangar Island

At our local medical centre waiting room I came across a 2014 edition of the Afloat magazine. There was a story about Dangar Island by Christopher Innis in there that I want to share with you. Dangar Island is Sydney's and perhaps Australia's smallest suburb. Located at the mouth of The Hawkesbury River and only 50 km from Sydney it has a long history and an active and vibrant community.



The island was discovered by Europeans on 7th March 1788, only six weeks after the first fleet arrived in NSW. A party led by Captain Phillip found and stayed on the island while looking for arable land and fresh water. On arrival on the island they were met by aborigines. This was one of the first contacts with aborigines outside of Port Jackson and Botany Bay. From all accounts the encounter was brief, the aborigines watched while their visitors camped on south beach, now Bradley Beach. The explorers had a good evening eating mullet netted off the beach. Thus the island was first named Mullet Island. Evidence of aboriginal presence on the island was abundant. At one count there were 26 middens on the islands and in the island's nature reserve there were rock drawings. Europeans were told it was a birthing island. The presence of aborigines in the area was quickly threatened by diseases like small pox. Within a decade the local population had been reduced by as much as 90 percent and by 1802 it was reported that only four aborigines lived on the island. Dangar Island continued as it began, as a staging point. Rich agricultural land had been found at Green Hills, now Windsor.

Dangar Island

The easiest way to take produce to Sydney and supplies to Green Hills was via the Hawkesbury River and Mullet Island was a good place to stop over because there was fresh water at a place called The Tanks (located opposite Dangar Island wharf on the mainland. This is a place worth exploring when in the area. Years ago Mick Calleja, Roland Schmidt and myself climbed from the remains of a dwelling at the bottom up to the drop off of the waterfall. One will find fresh water rock pools up there and the view is spectacular. Eti)

The earliest permanent settlement by Europeans on the island was in 1802. Andrew Thompson was well established on Dangar Island by 1804, making salt and lime for the new colony. He moved to Scotland Island in Pittwater in 1804 in search of saltier water.

Dangar Island's next big event was its purchase in 1864 by Henry Dangar, who promptly changed its name and in 1886 leased it to the Union Bridge Company, builders of the railway bridge that in 1888 finally linked Sydney with Brisbane by rail.

The bridge was an engineering feat having the deepest foundations of any bridge in the world at that time. The bridge changed the island and the lower Hawkesbury River. For the first time in 100 years the area was easily accessible to and from Sydney. Brooklyn, where the Hawkesbury River railway station was built, was only an hour and a half by rail from Sydney.

The Dangar Family built a large house which took guests, and a water tower. The house burnt down but the water tower remains and is easily seen from the Bowling Club near the centre of the island.

The subdivision of the island in 1921 was a turning point. People bought holiday shacks and later residential homes. Some of these homes are still owned by the same families today.

The Second World War saw the island have its own garrison, complete with evacuation plans and boom gates to stop Japanese submarines attacking and destroying the Railway Bridge, which was a strategic asset.

It was really after the War that more homes were built and the island gathered and defined its identity, as it was populated by rich and poor, artist and businessman, government official and medical professional, resident and holidaymaker.

These groups formed a commitment to a way of life on the island that meant there were no cars, everyone greeted each other and the environment was seen as a priority.

By the 1970s the island had a shop, a Bowling Club, mains water and electricity.

In the last 14 years as residential population has increased, the community has become more active and committed. The no car policy remains, the community owns the Shop and the Bowling Club and membership of its main institutions, the fire brigade, film society and land care society have increased.

Many of these groups, including the Shop, are run by volunteers. This created for residents a real sense of belonging. Neighbours know and help each other, the island is litter free, there is always someone to help out whether at the Shop, Bowling Club and key events like weekend BBQ breakfasts or the annual Bridge to Bridge Race where the fire brigade are in attendance.

Visitors are always welcome. There is plenty to do. The Shop is open 7 days a week and serves breakfast and lunch and sells a full range of groceries including meat. With some of the best coffee on the River it's just the location, on the edge of the water, to just sit, relax and watch time flow by.

The Bowling Club, open on Fridays, Saturdays and Sundays, is friendly and serves alcohol and food. For a small fee, you can bowl barefoot and with a beer in your hand.

For the more active there are walks around the island, including one conducted by the historical society, swimming on the South Beach, now Bradleys Beach where Captain Phillip once stayed.

On Dangar Island you feel a long way from the rest of the world. On a clear night the stars twinkle, the moon lights the passing river. Dangar Island is Sydney's remaining paradise. It's also one of Sydney's few remaining secrets.

*Christopher Innes is a Director of Dangar Island Café P/L and Dangar Island Bowling Club

Dangar island Café & Shop www.dangarislandcafe.com 02 99858539

Dangar Island Bowling Club 02 9985 7083

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We have visited Dangar Island many times and it is just like Christopher Innes is describing it. If you have not set foot on Dangar Island yet, it is a place worth going to. It is located nestled between Brooklyn and Little Wobby, just downstream from the Hawkesbury River Bridge. Of course, it is accessible by boat only, with good anchorage at the east of the ferry.

Dangar Island belongs to Hornsby Council and has approximately 300 permanent residents. One can commute by ferry from the Hawkesbury River Marina in Brooklyn. If travelling by car, exit at Brooklyn/Mooney Mooney off the M1 or even go by train, arriving at Hawkesbury River Station in Brooklyn, then take the ferry.

Berowra Creek

Governor Arthur Phillip explored the Hawkesbury River, of which Berowra Creek is a tributary, as early as 1788, the year of the settlement of Australia. Within a year, Berowra Creek had been explored and charted. Captain (and later Governor) Hunter mapped the Hawkesbury River and its branches in 1789. A formal map of the river system, including Berowra Creek, was published by William Dawes, the Government Astronomer, in 1791.

For many years the name Berowra was thought to have been an Aboriginal word meaning 'place of many winds' or 'windy place'. The first use of a name for Berowra appears in the Sydney Gazette of May 27, 1804 but the name given was not Berowra but Perrara 'on the south branch of the River Hawkesbury'.

The very first European settlers in the area were probably transient, living on the creek for short periods while they made their living and then moving back to more settled areas. Many limeburners lived along the creek, using shells to burn to make lime which was needed for building. Timber getters were certainly active in the area as early as 1816.

An early account of Berowra Creek was noted by Sarah Mathews, the wife of the surveyor Felton Mathews. She wrote in her journal finding 'nothing but rocky mountains and forests interminable, not a sound to be heard, or living thing to be seen... We rowed about nine miles up this solitary creek, without seeing a vestige of human habitation, excepting the deserted and ruined hut of some Limeburner.'

The first formal settlement occurred along the creek edges. The earliest known European settlers in the area start to appear in 1821 with Joseph Craft taking up a grant at what is now known as Joe Crafts creek. In 1830 George Peat was promised land on Berowra Creek and this land was formally granted in 1840. Before this, George Murphy was granted 50 acres in 1833. Further grants were given around Berowra Creek area throughout the remainder of the century.

Berowra Creek was responsible for the road which made settlement of the Berowra ridge an attractive prospect. In 1844 George Peat began to operate a ferry crossing of the Hawkesbury River. This was important as a river crossing opened up the possibility for an alternative route to Newcastle. This road, now the old Pacific Highway, ran over the ridge and directly past the site where Berowra Village would eventually be.

It was not until 1900 that construction began on the road to Berowra Creek and was completed in 1902. A small punt was put in place at the bottom of the road to transport pedestrians and horse drawn vehicles across the creek. The ferry was hand operated by Jack Smith, who had been given a small land grant as early as 1898. Smith's boatshed was built in this year. This building was supposed to be pulled down in 1980 but still exists now alongside the eastern approach to the ferry.

Elizabeth King..... (information courtesy of Hornsby Shire Recollects and photo from Mitchell Library)



“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.

Ted Harrison’s Bucket List

Here’s a bucket list to start with.....what additions to this list do we need?????

Jerusalem Bay...Castle Lagoon...Yeomans Bay...Coal and Candle Creek...Smiths Creek...
Apple Tree Bay...Morning Bay...McCarrs Creek...Patonga...Brisbane Water...Spencer
Mullet Creek...Mangrove Creek Weir...Colo River...Windsor...

With Bonus Points forMaitland Bay....Bantry Bay....Dutchmans Beach

Must supply a photo of your boat in the background to tick off.

Seacraft Model Gallery



Members who attended last year’s Christmas party will remember the wonderful model of the Endeavour, which was auctioned at the party. This was provided by Seacraft Gallery, a Sydney business whose philosophy is to produce models of the best craftsmanship and timeless value. They make a wide range of models of historical ships, speed boats, cruise ships (eg, Titanic), yachts (eg, Australia 11). There are also models of planes and other items. They can also build custom models. The business is online, but models can be picked up in Sydney by arrangement.



They have offered BWMYC members a 5% discount until the end of 2018. These models would make a great Christmas gift for someone special.

Check them out at
www.seacraftgallery.com.au.



Simply the best in wooden models



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. 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

Vice Commodore's Report

Hi everyone

Well much has continued since the last newsletter. This newsletter will be the final printed version for BWMYC, all future newsletters will be distributed electronically representing a significant cost saving initiative.

We are and have to, move with the times regarding newer technology, below are some examples of the hard yards so far:

Our Club Facebook group continues to prove itself as a contemporary and vibrant exchange for members' photos, stories and laughs. For those who are not using this media, please consider doing so. It is a secret group, so the contents are visible only to those who are members of the group.

Much work has also been done updating our club website to be visible on all devices (not just pc), a huge thank you to Britta Scheller for this time consuming job, please continue to forward any contributions you may have, a convenient method of doing so is a usb memory stick, please hand to any committee member, you will get it back.

Our diligent treasurer Cameron has recently moved us into the modern world with managing Club affairs; we now have internet banking facilities making accounts payable and receivable much less time consuming and more transparent.

Thank you to all members who have and continue to support the Club, we are doing very well and have had a considerable increase in new members also, a very big welcome to you all.

Is your Burgee



Tattered & torn? avoid a fine

NEW LOOK BURGEES

Just \$60.00

As you may or may not be aware, RMS (road based officers) have made their presence known in and around Berowra Waters over the last few months. The primary purposes of their visits has been to educate and enforce the "no wash" restriction that applies given numerous incidences of property damage and risk of injury to others using the waterway, in particular canoes and kayaks. I had a conversation with one of the officers who was on the marina and seeking to have a chat with boat owners. The general intimation to me was that the owners of larger moored vessels such as ours, are the source of the problem as above mentioned.

In as much as we have all seen this at times, I did make the point that our members are more than aware of the issue given they are constantly affected by it and we as a Club lead by example. Further; I also pointed out that; given the very minimal number of large boat movements in and out of the marina on a weekly basis compared to other river traffic; that it is very likely that RMS are barking up the wrong tree with regard to the culprits responsible for the excessive speed and wash and that a more stealthier approach to enforcement would catch up with those responsible, I'm sure most of you would agree, as did the officer.

Nonetheless; it is vitally important that we start with ourselves as a Club; ensuring that our burgee is never seen or associated with anything other than us navigating with respect and consideration for others, property, safety and the law. Accordingly; we should expect the same behavior in return, period.

Anyway, enough of the serious stuff, we are heading towards Spring and warmer fun filled weekends on the water, looking forward to seeing you all out there.

Cheers

Little Skipper

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Committee Reports Spring 2018

Commodore's Report - Spring 2018

On the one hand it is hard to believe that it has been an entire year since I last sat down to write this report, but then again it is easy to accept with such an eventful year now behind us. I am immensely proud of the progress we have made and am continually pleased to welcome new members to our endlessly growing Club.

Between the hard work of our Committee and many other members, I've received plenty of positive feedback over our Club events. From numerous weekend raft-ups and dinghy adventures to bigger occasions like our Easter long weekend up at Colo (already looking to be booked again for 2019), or even just switching up our 2FMs with some themed dress-ups, 2018 sure has been a blast. Add to it effective planning and fantastic participation, the Club is looking financially strong and prepared to keep on expanding.

I've noticed our growing collaboration with the local community too, including joining the Berowra Waters Ladies Committee for their events, and sharing benefits with the Royal Motor Yacht Club. New management at the Marina has even offered us better deals on fuel and berthing (don't forget to use your discounts!), and it is my hope we can similarly expand on this in the future with local workshops and services.

Following the RMS' new attitude towards Clubs, we're even gaining better priority and moving up the list to add new moorings, including in Refuge Bay and our sought after space at Pittwater. This makes me very excited for new opportunities to arise in the future.

I never anticipated taking on being Commodore for more than a year but it has been such a rewarding experience it was hard to decline the extra three terms. I've always been amazed by the creativity and innovation that our members have repeatedly brought to the table, and am very grateful for the chance to work with you all to make this Club the best we can make it to be. Thank you to everyone who contributed in 2018 and I for one cannot wait to see what waves this Club makes going forward.

Paul King.....Skipper

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 2018

Welcome to all those new members who have joined the club this year. We hope you continue to enjoy boating on the Hawkesbury and benefit from membership of the club.

It is great to see so many new boats and people on our waterways, after a quiet few years. But there is always room for more, so if you see new faces or boats out there, introduce yourself and let these people know about our club.

Members, if you change any of your relevant details, such as your address, phone number, boat name or even your boat and especially your email address, be sure to let Paul King or myself know, so that we can keep in touch.

Regards,

Loretta Thomas

Club Secretary

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.

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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Club events 2018

Saturday 27th October

ANNUAL GENERAL MEETING

This commences at 9.30 am, but will be preceded by a complimentary BBQ breakfast of bacon and egg roll and juice, available from 8.45 to 9.20 am. This is always a popular event, please come along and support your club. It is a great opportunity to review the year and contribute to the ongoing organisation of the club.

Venue: Berowra Waters Waterfront Park.

Please bring your own chair.

Friday 9th November

2FM DINNER AT THE WATERVIEW, 6.30 pm onwards

Join us for a wonderful hot and cold seafood buffet, sumptuous salads and non-fattening desserts, all for the special price of \$50, which includes wine.

Saturday 1st December

BWMYC CHRISTMAS PARTY

Yet another popular event, this will be held at the Berowra Waters Foreshore Park. Catering will be by Tiro from Glenorie RSL. Shelters and tables will be provided by the committee, but you will need to bring your own chairs.

Set the date aside and catch up with old and new club friends.

Further details will be emailed to members nearer the date.

Christmas/New Year

Many club members gather in different parts of the Hawkesbury at this time of year. Details will be emailed at a later date or contact Paul to find out what is happening where.

Friday 11th January, 2019

2FM DINNER AT THE WATERVIEW

Join us for the first 2FM of 2018. Enjoy a fresh seafood buffet and amazing desserts, plus great company. At a cost of \$50, including wine, it is great value. Commences around 6.30 pm.

Friday 8th February, 2019

2FM DINNER (DETAILS TO BE ADVISED)

The Colo trip