

Galley Gossip

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HOLIDAY EDITION

DECEMBER 2008

Marina News

The Year in Review

Climate change is emerging as an issue of great significance to the marina industry. Increased coastal rainfall activity, rising sea levels, and increased cyclone and storm intensity are potentially damaging to our marine environment.

The Marina Industry Association of Australia has introduced a Low Carbon Marina Initiative which is a national, voluntary certification program for marinas, yacht clubs, boat clubs, slipways and other associated industry operators across Australia. This Low Carbon Marina Initiative provides a simple certification system to enhance the sustainability of marinas.

Here, at Fenwicks we have commissioned specialists in Global Sustainability Initiatives to prepare a Level 3 Energy Efficiency Report. When the recommendations of this report have been implemented Fenwicks expect to reduce its energy usage by 5-10%.

Having already obtained Clean Marina Status we are now focusing on our carbon footprint.

The wastewater treatment plant continues to return impressive figures. This year we maintained our usage of Sydney Water at just over 900 kL which represents a 70% reduction on usage prior to the introduction of recycled water.

2008 also saw the Marina connect to the sewer. A boring machine was used to tunnel 65 metre from the boundary kit, under the car park to the sewerage tank which is positioned behind the office complex.

Preliminary activities for the sewerage scheme began in Brooklyn late April 2006 with residents connecting to the sewerage system in November 2007. Connections to residents of

Dangar Island began late April 2008 and will be completed by the end of the year.

The new sewage treatment plant in Brooklyn began operating in November 2007. It uses membrane bioreactor technology and ultraviolet light to treat sewage from Brooklyn and Dangar Island.

Marina Matters

As mentioned in previous *Galley Gossips*, Fenwicks will tag the electric lead that connects your boat to shore power free of charge. We simply ask that you take your lead to Jeff so he can test and tag the lead and return it to you on the same day.

This service is available during the months of **January** and **July** only. So please check the date on your lead.

As of January 1 all contractors working on boats at the marina will be required to have a Marine Card and appropriate insurances. Contractors must report to the office prior to commencing any work.

We would also like to remind boat owners that the office has to be advised of any person who has permission to access your vessel. The security of your vessel is important to us.

The Marina has recently purchased a BBQ which we are happy to make available to our clients. Please see a staff member who will move it to the BBQ area and erect the umbrella, wind permitting!

As we approach what appears to be a challenging 2009 may I take this opportunity to wish you and your family a very safe and happy Christmas and a successful 2009.

Andrew Fenwick

INSIDE THIS ISSUE:

Hawkesbury Cruising	2
New Year's Eve Sydney Harbour	3
Mainsales Murmurs Sydney to Hobart	3
Restoration	4
A Team at Play	4

HOURS OF OPERATION- CHRISTMAS 2008

Closed Christmas Day
New Year's Day 10am-4pm
Public Hols 9am-4pm
Weekends 9am-4pm
Week days 8am-5pm
**Hardstand Closed from
December 24 to January 11**

PLEASE NOTE

- *Waterfront & Local Restaurants & Cafes on the Lower Hawkesbury & Cowan Guide (free) available from the office*
- *Hard copies of Galley Gossip are available from the office*
- *There is a 5c per litre discount for clients who purchase over 400 litres and pay for it at the time of purchase.*

**On behalf of the team at Fenwicks Marina
we would like to wish you & your family
a Merry Christmas, a Happy New Year
& Safe Boating in 2009!**



Hawkesbury Cruising

Smith's Creek



Smith's Creek is a special wilderness area. The National Park Service has installed 10 public moorings in the most beautiful spots. Sacred Aboriginal sites are scattered around the surrounding sandstone hills and one can actually feel the natural power of these waters.

Yellow numbers are numbers of National Park Moorings. Blue numbers are depths in metres.

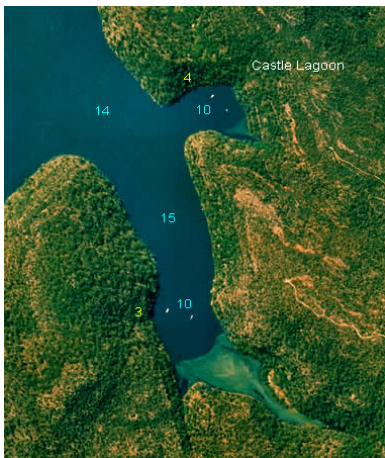
Jerusalem Bay

This is the mid-western part of the Cowan Creek complex and as peaceful and wild as its namesake is angry and overpopulated. Little Jerusalem Bay and Pinta Bay form snug anchorages within this complex. A total of 10 public moorings are available. From the upper end of the bay there is a trail leading up to the expressway and the railway station at the little town of Cowan. Beware of the shoal water at the head of the bays.



Yeoman's Bay

This is near the middle of the Cowan Creek complex. It is a deep bay but there are National Park moorings available in both Yeoman's Bay and the Castle lagoon. Castle Lagoon is a very snug little anchorage with steep sandstone hills rising from all sides. The beach at the head of Yeoman's Bay is quite nice for



swimming at mid to low tide. Yeoman's Creek enters the head of the bay offering some fresh water to wash off with after swimming from the beach. Mobile Phones work at the mouth of Yeoman's Bay (just in case you have to make a phone call).

Yellow numbers are numbers of National Park Moorings. Blue numbers are depths in metres.

Hallet's Beach & Cottage Rock

Hallet's Beach and Cottage Rock both have white sand beaches that are completely protected from most winds.

Blue numbers are depths in metres. Yellow numbers are National Park public moorings

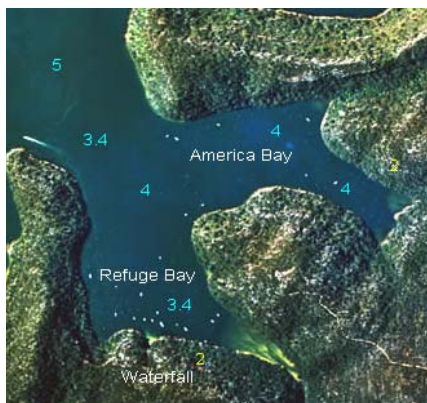
Hallet's Beach is perfect for a quiet lunch.

The sandstone rocks along the shoreline form an astonishing variety of shapes and textures and the hillside is complete wilderness.



Refuge

Refuge Bay and America Bay are popular weekend and holiday recreation areas. These bays have hundreds of moorings and during the prime holidays the bays are filled with pleasure boats.



But on the week days and most weekends there are plenty of moorings available. A waterfall leaps right from the sandstone cliffs into a pool behind a small sandy beach in Refuge Bay. You can pick up a mooring right in front of the waterfall, swim ashore and rinse off in the cool fresh water.

Hungry Beach & Little Pittwater



Hungry Beach and Little Pittwater are popular with fishers. They are on the bend of the Hawkesbury River in a very rich fishing area.

There are picnic facilities at Hungry Beach and a trail leads up into the park from another bay a little to the northeast of the beach.

Sydney Harbour—New Year's Eve Exclusion Zones

- Exclusion Zone—marked by lit yellow buoys—will extend from Cockatoo Is to Clark Is. It will be activated from 8pm on 31 December until 12.30am on 1 January 2009. Between 8pm and 12.30am no unauthorised traffic will be allowed in side the exclusion zone.
- No traffic under the Harbour Bridge between 8pm on 31 December and 12.30am on 1 January 2009
- Use Farm Cover only if your vessel is less than 15 metres.
- Rafting up will be permitted, but securing to shore will not
- Anchor clear of Exclusion Zone buoys. Dragging anchor will not be tolerated. Do not allow your vessel to lie over boundary line.
- From 3pm on 31 December 2008 to 2am on 1 January 2009 a maximum of 6-knot, no-wash speed limit between Cockatoo Is and Steele Point will be in force
- Keep under the alcohol limit if you are the master –less than 0.05 for recreational vessels operators over 18 years of age.
- Use of Man 'o' War Steps and Farm Cove is subject to approval from NSW Maritime
- Have appropriate navigation lights on
- Check your boat's safety

PITTWATER AND BRISBANE WATER

As an alternative to Sydney Harbour there are fireworks displays in Brisbane Waters, just off Gosford Sailing Club and Pittwater off the Newport Arms Hotel.

Murmurs from Mainsales—Sydney to Hobart

Thank you to those who wished Steve Callaghan & I a safe passage to Hobart. I guess many have noticed we survived and are back despite the temptation to stay in Tasmania and eat fresh crayfish. "Sardor" handled the trip well despite some typical Bass Straight weather. The crew..... well bring it on! When's our next trip?

Our journey commenced at 5.45am Saturday 20th September from Fenwicks. Waved off by Leanne (Steve's wife) and with me having little sleep Friday night thanks to my daughter's year 12 formal. "Sardor" was delivered to her new owners on Sunday 28th September at approximately 5pm. We stopped at Ulladulla Saturday evening, Eden Sunday, Monday & Tuesday nights, St Helens Thursday & Friday nights and Triabunna Saturday night then on to Hobart via the Dunalley Canal on Sunday.

The passage from Eden to St Helens took approximately 34 hours during which we had a variety of weather conditions ... mostly unpleasant. Bass Straight is a big lonely place especially when the sun disappears on the western horizon and off into the obsis you head guided by the GPS and being steered by the various waypoints entered into the auto pilot. Throughout our night passage we saw no sign of other vessels and were well east of the oil rigs. Bass Straight is a very lonely place especially without any radio contact. Seeing the sun rise was a great sight the next morning despite the unpleasant conditions. "Sardor" constantly maintained her 8.5—11.8 knots.

"Sardor's" new owners were delight to see her arrive and immediately launched the celebrations before the final mooring line was set. The festivities continued well into the late afternoon. Needless to say Steve and I both slept well that evening after a home cooked meal, long shower and a bed that didn't roll.

One of the great moments of the trip was when a whale, probably about 12 metres in length dived out of the water and came crashing down approximately 30 metres off our port bow. That pumped us with enough adrenalin that neither of us slept for many hours. We regularly had pods

of dolphins swimming with us for many hours at a time. Nature at its best and in a natural unspoilt environment.

We were impressed at the radio coverage of the Volunteer Marine Rescue (VMR) bases and the assistance offered. With only 1 exception, the 10 or so bases were in contact with us and could not do enough for us. It was a great feeling knowing someone else was monitoring our progress other than ourselves.

I urge those with time and suitable vessels to explore the offering available.

*Best wishes to all for a peaceful, happy and safe Christmas from
Peter, Mel & Ashley*

Here's to a successful 2009



"Sure I know the way!"



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A Team Effort.....

This little clinker came to Fenwicks for a complete makeover. The owners purchased the boat through ebay as an unfinished project. Andrew Botting took the project on as it presented him with an opportunity to supervise his apprentice,



Tim Fenwick, on a project that would develop his wood-working skills. After stripping the launch Andrew set about rebuilding the deck beams, decks, sponson, combing and rudder. Callaghans

Marine Engineers then fitted an 8ph Volvo engine, installed new controls, exhaust and fuel tank. The electrics were next with Dave Apperley, Ocean Marine

Electronics, installing all electrical components. Then Shipwrights were back in action to rebuild the floor, seating and engine box.

Adam Townsend was assigned the task of painting the hull, deck, seating, engine box and adding a touch of varnish to complete the job.

After having the hull antifouled by the Fenwicks Team, Ashley from Mainsales, did the boatcode. The end result of this team effort is a beautiful little clinker that will be moored at Dangar Island and used as a commuter boat.



.....and a Team at Play

