

We are heading to Spencer for an onshore lunch at [The Anchor Cafe](#).

ABCC has reserved a table, we will order from the [menu](#) and there will be live music during the afternoon.



Spencer is a small hamlet on the bank of the Hawksbury River. It has a permanent population of just 288.

Spencer is located 33.4598° S, 151.1475° E.

Travel to Spencer by boat is an easy gentle cruise in sheltered waters. Allow yourself up to 3 hours at 10 knots from Akuna Bay. The passage is 17.5NM, but there are no wash and speed limited sections.

Visiting Spencer	Reminder: As always, it is the skippers decision whether to make a journey or not. Make sure that you have checked the weather forecast before you leave. Please ensure that you have registered and included your mobile phone details so we can text if plans change • High tide times:12.05pm Saturday 8th, 12.05am and 1.02pm Sunday 9th • Low tide time 6.52pm Saturday 8th and 6.19 Sunday 9th • We are aiming to be at Spencer for lunch
	Contacts: Please use channel 69 for radio communications • Andrew Pender 0419 628 758 • Brandon Alcorn 0414 688 877

Travel arrangements	1. Travel in convoy if you want to, but this is a trip that is easy on your own. 2. Sail boat skippers: We pass under 2 bridges as well as suspended cables on this journey. Please check your clearances. Or share a ride on another vessel. Contact Commodore Andrew Pender and the committee will endeavour to coordinate. 3. If you don't have a chart covering the river, this handy reference may help: https://www.hornsby.nsw.gov.au/resources/documents/environment/estuary-management/Hawkesbury_River_Boating_Map.pdf
Boat prep	Although you will not be crossing open water, it is worthwhile to follow the same rules as even boat wash can cause a mess in the cabin: 1. Stow low: Anything that might fall or topple probably will, so make sure it's all secured or stowed away. Check: • Galley -appliances, dishes, food storage, bottles/bar are stowed. Make sure refrigerator door will stay closed • Heads – shampoo/body wash away, cleaning products secure, • Saloon/cockpit – chairs and furniture stowed low, tackle boxes stowed low unless you plan to fish along the way. 2. Water will get in if you let it: • Close windows and hatches • Check bilges are empty and bilge pumps work 3. Keep accessible: • Toolbox • Water and food if you will be out for more than an hour or so. 4. Comms: • Check radios work and you know your call sign • Make sure phones are charged.
What to expect:	This is a gentle cruise up the lower reaches of the Hawkesbury. You will need to stay alert for navigation marks and understand what they mean. A recap follows for quick reference.
The journey	Depart Akuna Bay and cruise toward America Bay. You will stay to the port side of Cowan Creek (the Jerusalem Bay side) and will turn left at Eleanor Bluffs where you meet the Hawkesbury River and start upstream.

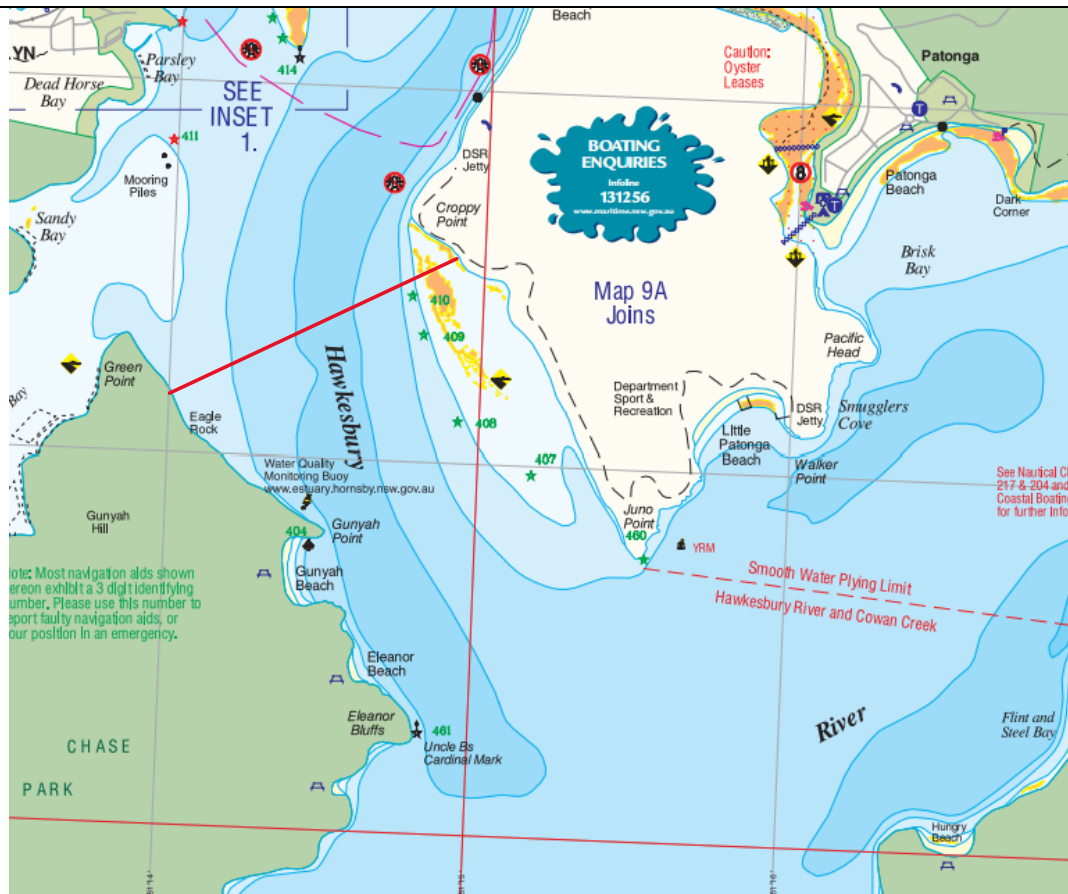


Figure 1: Eleanor Bluffs to Parsley Bay. Red line shows approximate start of NO WASH zone.

Depending on the time of the tide you may find a reasonably strong current in the River. There are no issues for most vessels in this part of the river however don't get too far to the right. The river shallows up to the north of Juno Point but a series of lateral markers should keep you out of trouble. Watch out for the start of the NO WASH zone – approximate location shown by red line on image above.



Figure 2 Options for navigating Dangar Island. Note the spit to the south of Dangar Island.

bridge there is a confluence of the river which can create some strong eddies in this area. Increasing your power a little may help give better control through this area.

Once you enter the NO WASH you can take the long way around Dangar Island or the shorter route between Dangar and Brooklyn. Either way be alert for the long sandbar (circled on the image left) that extends from the southern tip of Dangar southwards. The end is marked with a cardinal marker and lateral markers show the edge of it.

As you pass between Brooklyn and Dangar keep an eye out for small boats and the ferry that may cross your path as they service properties on the island.

As you approach the end of Long Island and are getting close to the railway

There is a second set of pylons as you approach the bridge however there seems to be good depth all around them – sail boat skippers please check your charts.

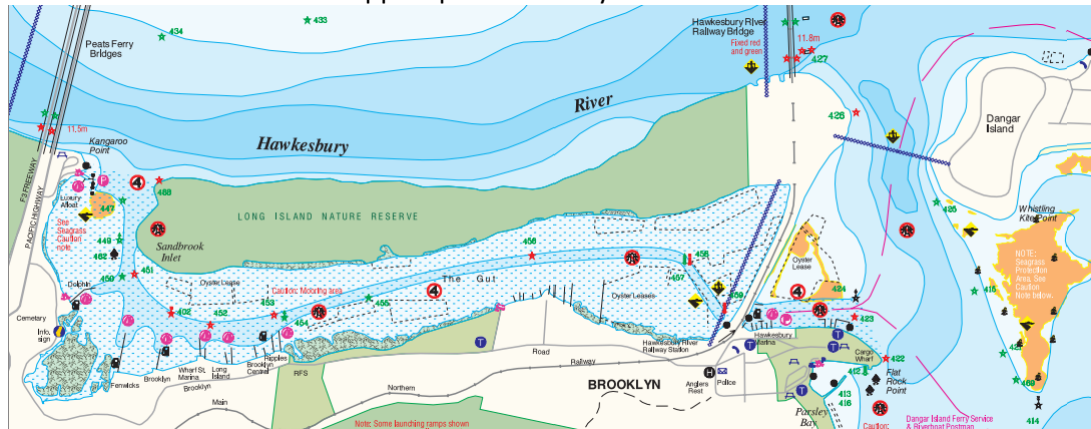


Figure 3 Dangar Island to the Hawkesbury road bridges.

There are channel markers on the bridge pylons indicating the preferred span to pass through which is close to the south bank (Brooklyn side). The NO WASH extends until you pass under the railway bridge.

You now have a clear run to the Hawkesbury road bridges. You need to head for the southern end of the bridges (Sydney side) as this has the greatest clearance above and below the water. Again look for the lateral marks on the bridge pylons.

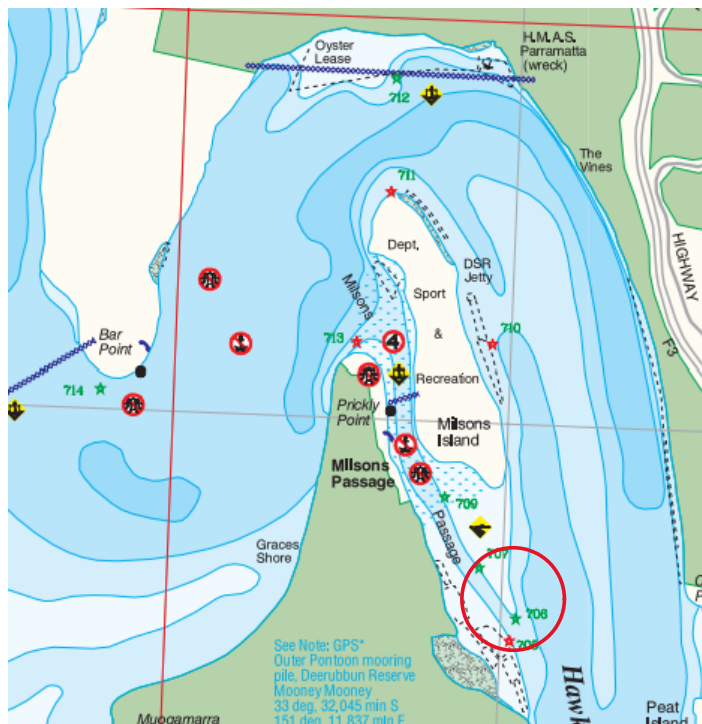


Figure 4: Approaching Milson Island

You have another clear run once past the bridges but need to decide which side of Milsons Island to go. We usually go through Milsons Passage to the south of Milsons Island however faster vessels may find the longer way round is quicker as there is a 4 knot zone through Milsons Passage. If you decide on the long way, take note of where the river is deeper. This is usually on the outside of bends in river systems and is a useful rule of thumb to remember.

If going via Milsons passage, there is another spit off Milsons Island, similar to the spit off Dangar Island, so keep an eye out for the start of this (circled on Fig 4). Shortly after the speed limit reduction is in place until you pass the end of Prickly Point.

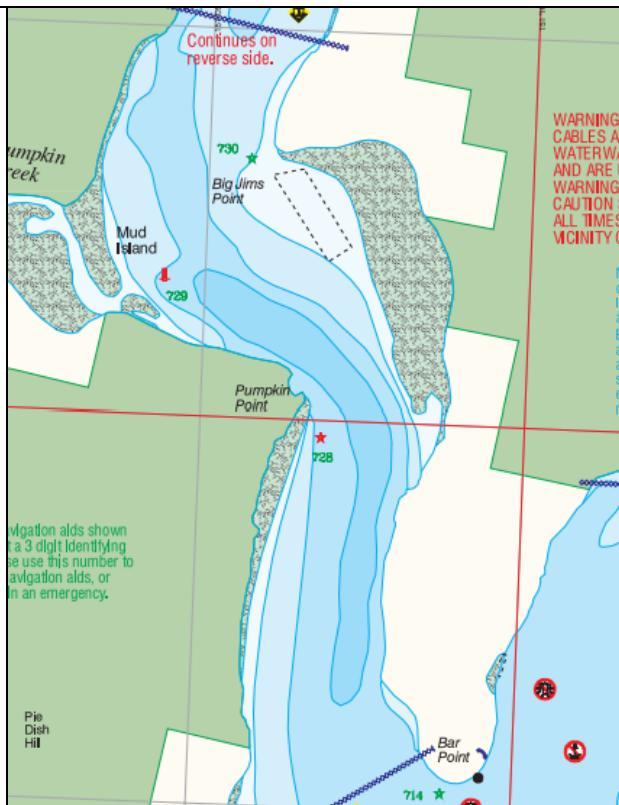


Figure 5 Bar Point to Mud Island

Once past Milson Island you head across toward Bar Point. This area is pretty open and easy to navigate however once you round Bar Point there are some shallower parts and you need to stay alert. Also be aware of your wash as there are many homes and properties along the river in this area and many smaller boats. There are also speed and wash restrictions in some areas. Sail boat skippers need to be aware of the overhead power lines through this area of the river.

As you pass Pumpkin Point the deeper part of the channel is on the port side. Watch for Mud Island but generally stay to the port side through here.

The next section shallows up so watch your sounder and slow down. The chart should reassure you that there is sufficient depth and where to go. See fig 6 for the crossover.



Figure 6 Approaching Spencer

As the river swings around to the left in a big hairpin bend, keep an eye out for channel markers. Spencer will be on your right at the end of this bend. Watch your depth as you find somewhere to anchor. Be aware of the changing direction of the current when you anchor and allow enough swing space. If you're lucky you may get a mooring. For those that anchor the bottom is good mud and holding is good. Please be mindful not to anchor in the channel.

There is a public wharf to disembark from the tender and The Anchor Café is right there as the tables often spread both sides of the road.

We have reserved a table, and we will order from the menu and enjoy the olive music.

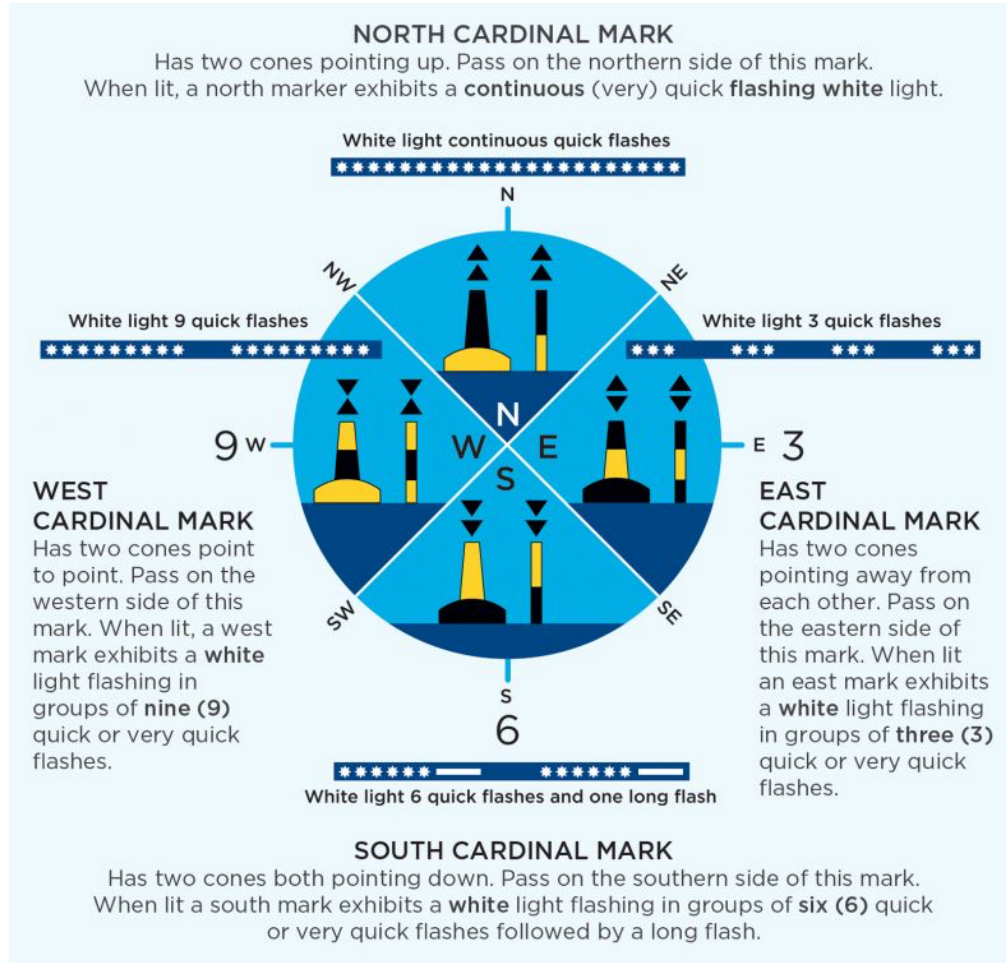
Lunch is served!!

The Return Journey

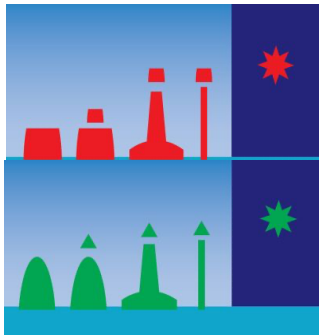
Heading home you need to stay aware of the channel markers that you followed on the inwards journey. If you have some time you may like to visit Berowra Creek where there are some lovely anchorages, many with public moorings. At Berowra, be aware of the vessel-in-chains (car ferry) that crosses the creek. Fuel is available at the marina and some limited supplies are available. It's also an easy place to pick up extra passengers.

Navigation marks

Cardinal marks: The mark indicates where the clear water is to be found.



Lateral marks (Channel markers)



Port (red) markers – When travelling **upstream** (away from the coast), keep these to the left of your vessel.

Starboard (green) markers -When travelling **upstream**, keep these markers to your right.

Memory jogger to help: **No RED wine LEFT IN the bottle** – RED markers to your LEFT when going IN from the sea (and red wine can be port so this is for the port markers).

Of course when heading towards the sea you take each marker on the opposite side!