

JULY - OCTOBER 2023

# BLUE WATER BULLETIN



## EXMOUTH RACE RECORD

MOB PRACTICE  
ARABIAN NIGHTS  
THE RAID - TN 23  
XAVIER DOERR FREMANTLE STOPOVER  
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2023 Cock of the Rock finish

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# Commodore's Report

**Phil Hearse**

Commodore 2022–23

**T**hank you for the opportunity to represent Fremantle Sailing Club as your Commodore over the past two years. I want you to know that it has been an honour to serve you as Commodore, and that it has been rewarding and I have really enjoyed the opportunity to give back to a sport that I have loved for 50 years and to a club that I have been a member of for more than 25 years.

I have not done this alone. My wife Robbie has been with me every step of the way. Anita, our Vice Commodore has been wonderfully supportive, and I have enjoyed the wisdom and hard work of the Board, who have also kept me grounded from time to time. Craig Evans is a gem as CEO, and our FSC staff work very hard and are just wonderful.

This edition of the Blue Water Bulletin includes the wrap-up of Exmouth - what a wonderful event it was. After starting in the Rally, on that first windy night we damaged our mainsail and elected to make our way to Geraldton. We drove up to Exmouth to join in the celebrations and I want to congratulate everyone involved, sailors and organisers alike, on

a great event. Robbie and I have *Kondili* now sitting in Exmouth and we are going cruising again with Indonesia on the horizon as our first destination. In the meantime, we all want to see the Club continue in good hands with a strong united Board and a good management team in place.

I have had three key objectives as Commodore. The first was to put the Club onto a more stable financial footing through the increase in fees and levies. As expected, there was a lot of push back to this, but in the end we achieved this objective. I learnt from this that being Commodore is not a popularity contest. In fact I learnt from a lot of things that being Commodore is not a popularity contest.

The second objective was to put the club onto a more stable financial footing, this time through the negotiation of the lease with the DOT. A team with extensive knowledge in business, law and commercial leasing negotiated a deal with DOT that had substantial potential financial benefits for the club and its members. I am firmly indebted to both Paul Arns and John Low for the extensive effort that they put into this negotiation process. As you know, the members voted



to return to the arbitration process, and I wish the club all the best in its on-going efforts to achieve a successful outcome.

The third objective was to work towards a united club, following the footsteps of my predecessor Ron Greer. In this I hope that I have been successful, and it is now up to the next Commodore and Board to continue that work.

Very soon things will get busy again with a new season, including the epic Sail Freo Weekend. When you think about all the world class sailors who have made their start here at Fremantle, it is quite stunning. Congratulations and best wishes to all those who we may not see here this year because they are competing on the world stage for Olympic selection.

I wish our new Commodore Kyle and his Board all the best for the future of our great Club.

Phil Hearse

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# SPECIAL COMMENDATIONS

The Commodore recognised the ongoing efforts of four members of the Club in particular. He noted “If I could, I would announce 24 awards, as there are so many people throughout our organisation who volunteer their time so selflessly, and who contribute so much to the Club.”

## COLIN MCDUGALL

Colin McDougall retires this year with more than 40 years’ service on our race start boat. All our racing sailors will recognise Colin as an icon on the start boats. He was originally a fisherman, and then with Ken Cook ran the safety boat, and also worked on this with Noel Sweetman. Both Noel and Colin are Life Members of FSC.



Colin originally used his own boat *Pacemaker* Offshore as the start boat, and then used *Sandra May* along with Noel Sweetman.

## BRIAN MARSH

Many of us will know Brian despite his unassuming manner around the Club. He started crewing at FSC in 1997, and then was a member of the Bosuns for 16 years including 2 years as Chief Bosun. He was involved in almost all of the jetty work that was undertaken during this time, and fixed the Puffin pacers for the juniors. He is a regular around the club sharing the lawn mowing with Ron Greer and previously our late friend Rob Thomas. He has continuously supported the Harbour Masters, and will continue to help out around the Club. However, after driving *Success* for the twilight starts for more than 20 years Brian now wants to use his own boat, *Shooting Star*, more.



We thank Brian for many years of selfless service to our club, and look forward to seeing him out on the water for twilights.

## CHERRY CALLCOTT

Cherry, or ‘Mother’ as she is better known, is much loved by our racing sailors. She has spent 42 years on the race organising teams for Fremantle Sailing Club. She has been on the race team for every Bali and Lombok race, the Tall Ships, Whitbreads, most of the Offshore races, and the recent Exmouth races. She was awarded Volunteer of the Year Australia wide for in 2011 for her services to sailing. Cherry said to me, ‘I love my yachties. We are all a team effort. You get out of it what you put into it’. And this lady has put in an enormous amount.



## ROBBIE SMITH

It is rare that you see Cherry on the race team without Robbie Smith, although she did have a break for a few years at one stage. She has been on the start boat and finishes for a huge amount of races, including Whitbreads, Bali, Lombok and Offshore races, and the recent Exmouth races. Robbie started sailing dinghies at South of Perth and then at East Fremantle for 10-15 seasons, and then took on keel boats. Robbie believes that volunteering works both ways, and in her words, she has had an awesome time in her race roles with FSC.



## CLUB PERSON OF THE YEAR - STUART BRADFORD

You will see Stuart and his team at many of our functions and events. Stuart is captain – also known as Pipe Major, of the Pipes and Drums section at FSC.

In 1986, at the creation of the Pipes & Drums section of the club, Stuart first became interested in the Pipes and Drums.

- In 2001, he joined the club properly by attending band practices and performed at turnouts with the FSC Pipes & Drums
- In 2011 he was elected as Pipe Major (Section Captain) in the band's 25th Anniversary, and has held this position for the past 12 years.
- In 2012, the Pipes & Drums section hosted its first Fremantle Highland Championships, this annual event is still a major event on the pipe band calendar
- In 2020, in a strategic effort to recruit more pipers, he started classes teaching under the name Perth Bagpiper. As a result, next year should see a dramatic increase in FSC band members as his new pipers are ready to join the band.

The pipe band sees its task as a kind of PR/marketing arm to represent FSC on land. The band has represented the club at HMAS Perth Regatta/Memorial and the Cannington ANZAC Services for over 30 years. You will see Stuart and

his merry band at many FSC events such as our Anzac Day and hear them piping at official days such as Opening Days. They feature heavily, and are an integral part of, the annual Burns Night supper.

Stuart himself takes on extra 'gigs' at the Club such as piping the change between courses at the Cruising Section's Progressive Dinners, and leading the official party at the Commodore's Ball.

Stuart has dedicated much of his life to the Pipes and Drums sections of FSC, providing variety and enjoyment for our members, and we congratulate him on being Club Member of the year.



## Bill Burbidge, OAM - LIFE MEMBER 2023

Bill Burbidge joined FSC 42 years ago in 1981. He has owned three boats since joining the Club, including his beloved *Le Truck* (F100) which he campaigned from 1985 to 2019. Bill was heavily involved in the formation of the Sailing Academy at FSC with Denis Cullity, and has always encouraged young sailors.

Over the years Bill has given generously of his time to FSC, including:

- Commodore
- Vice Commodore
- Rear Commodore Sail
- Board of Management
- Protocol Committee
- Cruising Committee
- Membership Committee
- Sailing committee
- Inshore Captain
- Offshore Captain
- Planning and Maintenance Committee - ongoing
- House Committee



Bill was always focussed on safety in yachting. He served on the Yachting Western Australia Board including as Chair, and on the YWA Safety Committee.



Bill chaired the Coastal committee and was president of the Aquatic Council and chair of that council for thirteen years.

In 1992 Bill Burbidge was awarded the Order of Australia Medal for services to aquatic sports: the Australian Sports Medal for Australian sporting achievement in 2000, and in 2006/2007 was awarded the David Walters Medal for work in the safety area of yachting.

Bill continues to provide service to the Club through his valuable input to the Maintenance Committee and he and Shirley can be seen in the galley every Thursday with their friends.



Phil Hearse and Kyle Timms



Phil's closing remarks

# ARABIAN NIGHTS

The "Arabian Nights" Commodore's Ball saw the Ward Room transformed into an exotic oasis filled with nisaa, sheikhs, bedouins, bellydancers and more. The evening's formalities were MC'd by Paul Arns, welcoming Kyle Timms to the role of Commodore and farewelling Phil Hearse as he completed his term.

Thanks to our sponsors Stage and Studio Productions, and West Winds Gin, who supported a magical evening.



Robbie Hayes-Heare, Claire Henderson, Charlotte Osborne



Incoming Commodore Kyle Timms and Heather



Scott and Claire Henderson, Charlotte and Antony (Ozy) Osborne



Vanessa, Kath Moulden and Anita Wynthje



Steve Potts and Pauline Bond



The formal part



Steve and Sue Parkinson





All seated



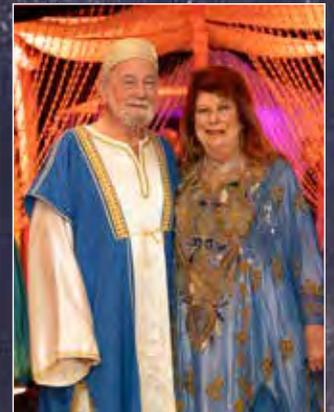
Anita and Phil on their way by camel



Annie and Ole Otnes



Betty and Barry Walsh



Colin and Maz Osborne



Dean McKenna and Kim Daymond



Deb Russell and Darren Heath



Leo Heaney and Mari van Beek



Paul Arms, MC, and Cens



Dessert bar



Gary and Imelda Lawton



Juliet Honor, Ron Amour and , Mary-Anne Giacoppo



Setting

# Xavier Doerr's unexpected Fremantle stopover

Craig Evans, CEO



One jib the worse for wear



On land and smiling



Heading off again



We found him in the dark!



Volunteer Brian Marsh sets up the tow

**X**avier Doerr's attempt to become the fastest solo sailor to circumnavigate Australia came to a sudden stop just north of Perth. Xavier had left the Gold Coast and had been at sea for 32 days before hitting severe weather conditions around 200 miles west of Geraldton.

It was about a week before trouble struck that the first concerns for Xavier Doerr and his challenge for the fastest solo circumnavigation of Australia were raised.

The 21 foot 750kg Mini Transat was heading south down the Western Australian coast and into a significant storm event. I contacted the campaign's 'shore team' based on the Gold Coast and said if they needed a hand to let us know, hoping that assistance wouldn't be required and that we wouldn't be meeting Xavier at Fremantle Sailing Club anytime soon. Unfortunately, a week later conditions at sea became extreme and damage to sails, loss of electronics and fatigue took their toll. I got the call from Andrew Chapman, Manager of Gold Coast City Marina and Shipyard (aka GCCM), advising that help was now required.

Picking the right time for us to safely rendezvous with Xavier and not put our crew or Fremantle Sailing Club's *Success* in danger was critical. Even though Xavier had capsized several times and had sustained damage to the vessel and

sails he was still slowly heading south towards Perth at around 3 knots boat speed in 30 knots of breeze and 6m seas.

Conditions improved greatly and to avoid Xavier having to spend another night on the water I made the call to put *Success* to sea at around 2130hrs on 7 June. With five of us on board we went hunting for Xavier and his yacht *GCCM* (Gold Coast City Marina & Shipyard).

*GCCM* had suffered quite a bit of damage resulting in no AIS, no VHF Radio, no electronics (including navigation lights), and his sails were ripped to shreds. The yacht also does not have a motor.

Fortunately, Xavier was able to communicate with us via text messages from his satellite phone and at 2300hrs we located *GCCM* approximately 10 nautical miles north of Rottnest Island. Xavier was very pleased to see us!

On our first pass we transferred a bag with a VHF radio, some food, and other items.

Our second pass involved the successful delivery of the tow line before commencing the tow at 8kts with Xavier tiller steering *GCCM* into the shelter of Fremantle Sailing Club's marina at around 0100hrs this morning.

Thank you to fellow crew mates on *Success*, including FSC staff members Jason and Sam and FSC members Brian and Brant for the great result. Well done team!

Xavier spent 3 weeks at Fremantle Sailing Club repairing the vessel before continuing his circumnavigation attempt. His aim of being the fastest unassisted solo sailor to circumnavigate Australia was foregone, however his goal had turned to being the youngest person (22yrs old) and the smallest boat to ever do the lap of Australia.

We farewelled Xavier from Fremantle Sailing Club on 29 June. Blue sky and very gentle breezes greeted Xavier as we towed him out of the marina.

Just over a week after leaving FSC Xavier was again in mountainous seas and strong winds in the Great Australian Bight. Xavier was around 240 miles WSW of Port Lincoln when the vessel hit a submerged object (now thought to have been a sunfish) and he sustained injuries and damage to the vessel. His PLB was activated, and AMSA responded with air support and also redirected a cargo ship to assist in the rescue. Xavier was assessed on the ship and later air lifted from the ship to Royal Adelaide Hospital.

Xavier's vessel, *GCCM*, was left to drift in an easterly direction and was heading south of Kangaroo Island until it was intercepted by a fishing vessel out of Port Lincoln and towed around 120 miles into Port Lincoln Marina where, at the time of writing, was being assessed.



# FSC MOB EXERCISE

Doug Steel, *Papillion*



Briefing

**O**n 18 June 2023 the Cruising Section conducted a practical Man Over Board (MOB) exercise. Or could that be (crew) Member Over Board? The purpose of the exercise was to consider MOB recovery techniques using different equipment in a short-handed context. In this article MOB is gender and orientation non-specific.

Here are some insights as well as some other solutions shared towards the end.

Generally, cruising yachts have small crews - most often couples or families with children, unlike most racing yachts. Unless they are racing two or short handed, a fully crewed race yacht has several people to assist in the division of tasks such as keeping an eye on the MOB, reduce sails, preparing apparatus and retrieving the person in the water. In many cruising yachts, stereotypically, it is often the male who does a lot of the running around on

deck and therefore more likely to be the one in the water especially in strong winds and bigger sea states, leaving their partner to retrieve Boofhead. Often, but not always, the female may not have the same amount of experience in handling their yacht in difficult situations. Two or three handed race yachts face similar difficulties in retrieval of MOB. Many race yachts have open transoms which tend to be the favoured place of retrieval. Most cruising vessels have closed transoms, so this is not a viable option, especially in a seaway.

The first aim of this exercise was to deploy equipment and retrieve the MOB in a safe and confined space before practising these out on the briny. The practical component of the exercise took place on the lawns of the Fremantle Sailing Club on the morning of Sunday 18th June 2023. About 30 people gathered during the course of the exercise.

A brief discussion was held on the lawn displaying various bits of equipment:- JonBuoy, Inflatable Danbuoy, block and tackle retrieval, inflatable lifejackets, MOB Lifesaver, Catch & Lift Rescue System. Each has their pros and cons.

FSC member Patrick Brennan kindly brought his yacht Blue Elanora down from Mindarie for this exercise.

FSC have a 70kg dummy which can be borrowed to practise the MOB exercises; especially good out on the high seas instead of someone drawing the short straw and actually jumping in! However, Cruising Section Vice-Captain Dean McKenna kindly volunteered to climb into his wetsuit (it being winter) and jump into the water as the MOB. This was beneficial to see how the equipment performed with a live MOB.

## JonBuoy / DanBuoy

Patrick deployed his inflatable JonBuoy as Dean jumped in for the 1st exercise. The JonBuoy inflated as soon as it hit the water.

The JonBuoy consists of a mini raft with a tall mast and flag and strobe light. Dean



Tackle rig for MOB with JonBuoy



Jon-Buoy



JonBuoy and Dean-boy deployed



Lifting Dean in JonBuoy

climbed onto the raft, this has the benefit of him being contained and largely out of the water thereby conserving some body heat not being lost to the water.

Pat's system is to lift a person out of the water by using a pulley attached to the end of the boom. The boom is raised above the horizontal but is limited by the full stroke of the hydraulic vang. In this arrangement a preventer (attached near the end of the boom) is run forward holding the boom outwards and tensioned against the mainsheet. The recovery line is then routed through the block mounted at the booms end, down to a spinnaker sheet block at the gunwhale and then up to the primary power winch. Pat's button for the power winch is next to the engine control and wheel and everything can be viewed and worked from one position in the cockpit.

The recovery line was connected to the JonBuoy retrieval strop and, with the MOB aboard, the JonBuoy was lifted out of the water. In this instance the JonBuoy came level with the deck and Dean had to scramble out, over the lifelines and onto the deck.

device. Dean commented that he felt more secure in the cone than in the JonBuoy when it was lifting him. However, as with the JonBuoy the drogue could only be lifted as high as the deck and Dean had to haul himself out of the drogue. The limitation with lifting the JonBuoy and drogue with Pats Boom was the hydraulic boom vang was at its maximum stroke coupled with the long lifting strops. Shorter strops were needed?



Dyneema line



Reeling him in



Dean is retrieved

As the inflatable Danbuoy utilises only the mast of the JonBuoy, we did not actually deploy the Danbuoy this time.

### Drogue / Sea Anchor Cone

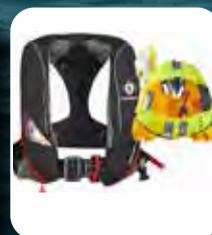
We then tried out Patrick's heavy duty conical drogue as a retrieval

### Block and Tackle Retrieval – Inflatable PFD

We then tried retrieval by block and tackle. The system comprised a 4:1 purchase with an S hook at the lower set of blocks. The upper blocks had a cam cleat to secure the lift. The upper block was connected to a spinnaker halyard and raised about 3m



PFD inflated



PFD

above the deck. The lower end readied for the MOB.

Dean used my inflatable PFD. I had attached a lightweight dyneema fluoro yellow floating line from MOB Lifesavers to the lift point of the lifejacket. Ideally this enables the rescuers to grab the line with a long boathook and bring the MOB to the vessel where they can be attached. The rescuer can then get the retrieval gear ready. The dyneema line is rated for 1000kg so plenty strong enough to be used as the link between the MOB and the lifting system, without transferring the lifting strop to the MOB for them to connect to the lifejacket. I wasn't sure at the time and had Dean actually attach the block and tackle to the lifejacket.

The block and system proved adequate to lift Dean out of the water. Important points are

- You must have the crotch strap fitted securely otherwise the MOB will slip out of the lifejacket.
- I found that the standard retractable boat hook was only just long enough to reach the water. Using a boat hook to try to secure the MOB would be difficult and dangerous at sea, risking another MOB!!
- The block and tackle system requires the MOB to be somewhat mobile to actually try to hook themselves up with cold and wet hands. (Editor's note: A carabiner may be a better option.)

A demonstration is shown on youtube at <https://www.youtube.com/watch?v=dr0MHsrpZIs>

### Catch and Lift system

Another system on display was a Catch and Lift System. This system, using a floatation collar and retrieval line, is similar to the typical Life Sling. The line is reeved through a block attached to a halyard or permanently attached to a cap shroud about 2.5 m above deck. A small parachute drogue is attached to the bitter end of the retrieval line. The object is that the MOB wraps the collar around them. The vessel



Catch and Lift



sheet and ladder system

then moves forward at  $\frac{1}{2}$  to 1 knot of boat speed. The drogue, acting like a sea anchor, actually drags the MOB to the boat and lifts them out of the water. The drogue is large enough to actually lift 2 people at the same time. This is important if the MOB is not conscious or unable to assist themselves and someone has to jump into the water to aid them.

This system uses big, easy to use carabiner hooks; various videos can be found on youtube to show how the system is used.

The yacht *Platinum* has a well thought out and setup system. The MOB retrieval system is close to the engine controls (starboard side). A rescue collar with a line, similar to a Catch and Lift, is located at the cockpit railing. The line is run through a block halfway up their starboard side backstay bridle, thence to a block on the deck and then to a powered winch. The MOB can be retrieved from the safety of the cockpit. The system is setup each time before they venture out of the harbour.

## OTHER METHODS TO RETRIEVE MOB.

*The above systems basically rely on the MOB being conscious and able bodied.* Other methods to retrieve people back onboard include a triangular tarpaulin or small jib with one side attached to the vessel side and the apex attached to a halyard. The MOB is guided into the tarp by someone using a boat hook. Using a spare halyard the outer corner of the tarp is then hauled up bringing the MOB level with the deck. Some variations include the SOS Sock & Ladder sheet from SOS Marine, however it is only 2.25 m from apex to the hull side. Given that many of today's boats have 1m or more of freeboard this does not leave a great deal of sheet left in the water to retain the MOB.

One could also use a 3m x 3m x 3m triangular shade cloth with perhaps the apex weight with small lead weights (fishing

sinkers) to ensure that the cloth sinks below the MOB whilst they are being guided in. (Editor's note – this works well.)

## OTHER CONSIDERATIONS

A MOB is likely to suffer from shock, especially in colder months, colder climates and colder water. The body will concentrate most of its blood into the body especially if the MOB is lying prone with the lifejacket inflated and the crotch strap properly adjusted. The MOB should ideally be recovered in a prone position. The JonBuoy and the Rescue sheets allow for this. MOB Lifesavers also have a hoop that can be guided underneath the knees of the MOB thus nearly prone when being lifted from the water.

When retrieved the MOB should be changed into dry clothing and wrapped into a sleeping bag to regain body heat to the extremities. Do not give hot drinks, luke warm is okay.

## CONCLUSIONS AND TAKEAWAYS.

Here are some insights as well as some other solutions shared towards the end.

- There is no perfect system for the retrieval of a person in the water.
- There is a degree of thinking on your feet as different conditions will warrant different strategies. Have a few options available.
- Being set up with a power winch, or power winch handle is important. Yes, strong people can grind, but even strong people can struggle when tired and stressed. MOB in full wet weather gear weigh a lot. If the MOB is suffering from cold, hypothermia or concussion they cannot provide a lot of assistance. It is important to get them back on board as quickly as possible.

- In a short handed context, you do not have time to dig deep in lockers to get your gear. Have it easily accessible and ready to use i.e. have the block & tackle already at the set length. Use silk ties to secure the rope loops. Velcro is difficult to undo with cold & wet fingers. Stow it in a bucket or bag near the top of the cockpit locker. It has to be located in a place where you do not place yourself at risk to get it.
- Have a system of loosening the lifelines so that you can get the MOB onboard. Consider incorporating a Pelican Hook into the lifelines as this would aid in lowering the wires and enable easier transition onboard (NB: check if this complies with your safety category!), or a short 100mm length of cordage and a sharp knife handy.
- Understand how your electronics will work, including interaction with personal AIS beacons. Note that PLB use a different technology and if not integrated with AIS, will not talk to your boat, but will talk to AMSA like an EPIRB<sup>1</sup>. Modern navigation equipment has increasingly higher degrees of MOB sophistication and integration, including an ability to define search patterns and have an autohelm follow them. For those using advanced routing software such as Expedition4D, this also has MOB features built into it which takes account of weather and water current conditions.

**Perhaps most importantly, borrow 'Ruth' the weighted dummy from the FSC Harbour office and go out on the water and practice, and practice, and practice your systems under different weather and sea conditions. Make sure everybody is proficient in returning and locating the MOB and in the use of the retrieval system.**

This exercise was based on systems onboard sailing yachts. All motor vessels need to adapt retrieval systems to suit their own vessels, such as using a strong point on the flybridge from which to secure a block and tackle system.

Next session we will review what people have found and expand further to use the recovery tarps/sheets.

<sup>1</sup> Prior to the harbour side practice, an AIS MOB 1 test was performed. The DSC message transmitted very quickly, within 1 minute. The AIS activation however took around 3 minutes to transmit. This is because it needs to determine a GPS position before transmitting the alarm. Once transmitted, the AIS alarm was detected by the (in this case) Raymarine plotters.

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# Exmouth Record Falls

Bernie Kaaks



**D**ave Davenport's *Crush* fulfilled expectations by taking out the line honours/IRC double with a new race record. Anthony Kirke's *Enterprise NG* lost no friends in being runner-up in all three categories. Alan Stein's *Fat Bottom Girl* was a popular winner of the performance handicap trophy for division 1.

What about the finish in division 2? Just two minutes between the first two boats when a fast-finishing *Wyuna* almost gobbled up the pacemaker, *Merlin*. Talking about *Merlin*'s first race after her rebuild, I wondered how many people realize that this boat is timber, more than forty years old and has spent the past twelve years in Jim Prutt's shed in Esperance being painstakingly dismantled and reassembled. According to Dubbo, who crewed on the yacht, despite its low freeboard and narrow beam it turned out to be relatively dry and surprised everyone with its performance. *Wyuna* won the IRC trophy and *Merlin* the PHS. The little Dunsborough yacht *Kwilena*, with a crew of just three, arrived to an emotional welcome in Exmouth as the last boat home. The smallest boat in the fleet hung on to the pack during the early stages of the race but parked in some long-lasting holes in the mid-stages, though never giving up!

Most of the Rally fleet departed on Saturday with an official start immediately

after the Race fleet, and were led throughout by Reimi Newman and Havery Symmons' catamaran, *Resolutions*. Graeme Martin's *Sand Crabs Disco* caused some concern by heading into Jurien Bay but they only made some quick repairs before quickly catching up to the fleet. Meanwhile the crew on *Ocean Street*, who left early on the Thursday, successfully avoided the heavy weather start and spent two days enjoying Shark Bay before joining the group on Tuesday night.

Unfortunately, some boats were forced to retire due to damage in the early fresh conditions:

- *Capella Star* (Rally) – Vicki Mountford – sail damage
- *Kondili* (Rally) – Phil and Robbie Hearse – Sail damage
- *Obsession* (Race) – Paul Arns – foil damage
- *The Edge* (Race DH) – Dave Kenny – autopilot damage

## RALLY DIVISION PRIZES

- *Mimosa* caught the biggest legal fish, a 91cm yellowfin tuna, proven with a photo showing the fishing licence and measuring tape as proof.
- *Hongkers*, with its crew confined to the boat due to Covid, took out the trophy for the best meal prepared on board.

- *Blue Lagoon*, the only double-handed boat to complete the journey, featured strongly in several categories and won the award for the best video.

## MARINE ENVIRONMENT COMMITTEE SMALLEST FOOTPRINT AWARDS

Race division – *Selkie*, Alison Stock

Rally division – *Ocean Street*, Anita Wyntje (followed closely by *Enigma*, Trevor Whittle)

## NAVIGUESSER AWARDS

The boat closest to realizing its arrival time forecast at its 6-hourly call was just two minutes out – Max Palleschi on Sandy Fleming's *Rebecca Jane* from the rally fleet. *Toroa IV*, with its limited navigation gear, was second. *Selkie* won the 6-hour award in the race fleet, with *Wyuna* and *Sirene* only 5 minutes further away.

Warren Erasmus was presented with a Special Contribution Award. *Toroa IV* lost its navigation equipment early in the race forcing Warren to take on navigation responsibilities with his hand-held GPS. On arrival he assumed medical duties, jumping on board another boat to deal with a broken toe and in addition proved a dab hand at the barbecue.

**Congratulations to the race winners**

Line Honours	Overall Handicap Winners
Sponsored by Wilson Marine	Sponsored by Wilson Marine
Division 1: <i>Crush</i> , Dave Davenport	IRC Overall: <i>Crush</i> , Dave Davenport
Division 2: <i>Jean Genie</i> , Ken Waller	PHS Overall: <i>FBG</i> , Alan Stein

PHS Division 1	IRC Division 2
Sponsored by North Sails	Sponsored by One Sails
1st: <i>Fat Bottom Girl (FBG)</i> , Alan Stein	1st: <i>Wyuna</i> , Hilary Arthure
2nd: <i>Enterprise NG</i> , Anthony Kirke	2nd: <i>Merlin</i> , Jim Prott
3rd: <i>Crush</i> , Dave Davenport	3rd: <i>Selkie</i> , Alison Stock

IRC Division 1	PHS Division 2
Sponsored by North Sails	Sponsored by One Sails
1st: <i>Crush</i> , Dave Davenport	1st: <i>Merlin</i> , Jim Prott
2nd: <i>Enterprise NG</i> , Anthony Kirke	2nd: <i>Wyuna</i> , Hilary Arthure
3rd: <i>Sirene</i> , Bill Henson	3rd: <i>Selkie</i> , Alison Stock

A huge vote of thanks to the team of volunteers who made Exmouth 2023 come together. The Exmouth group, under the leadership of Chris White worked tirelessly as did the Fremantle based group under Cam Berg, who looked after communications.

The results at left hardly begin to give an idea of the interesting stories shared amongst the sailors during the Exmouth festivities.

Sincere thanks to Auntie ABC and in particular Kelly Gudgeon who runs the ABC Pilbara morning show, and to Julian Vicentini at the Channel 7 regional network, both of whom supported the event with coverage. Well done Fremantle Sailing Club. Now planning begins for the reunion party and attention turns to the next long distance race in a couple of years from now.



Exmouth Volunteers L-R - Tim Jones (TJ), Cherry Calcott, Pete Middlemiss, Robbie Smith, Vicki Delfos, Steve Delfos



Dace Davenport - *Crush* - celebrates



Johannes v Rensburg, Johan Groebler *Blue Lagoon*



*Al Fresco*



4th Dimension



Sand Crabs Disco



Toroo IV still smiling



Enterprise at the start



FBG dipping the rail



Merlin



Jean Genie



Merlin at the start



Resolutions



Selkie - Ali Stock and Brad Skeggs



Sirene



Success start and Snakes crew



Water Police observers - what was he saying?



Wyuna (Hilary Arthure) at the start



Ship's compass

# Where on earth are we? - a brief history of Marine Navigation

Robert Kirton

**W**hen you turn on the GPS in your boat, car or even your phone and travel effortlessly from A to B, have you ever wondered how people managed to find their way around in days of old?

Successful transit of terrain (wet or dry) requires three things. An ability to determine direction, an ability to accurately fix position and a medium on which to plot position, relative to surroundings. This three-part series will look at each element.

It is a captivating story which goes back a very long time and is filled with characters, brilliance, luck, persistence, and perseverance. The invention and development of many of the instruments, used in navigation, is fascinating and worth chapters or whole books to themselves.

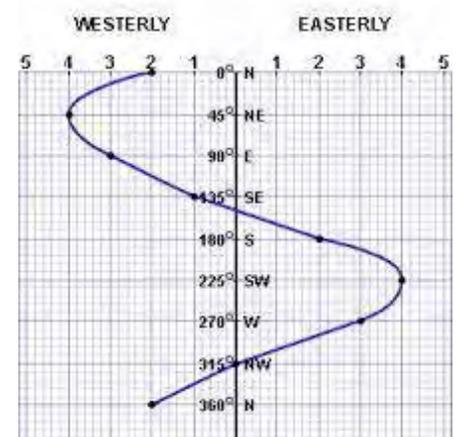
Hopefully, this series will whet your appetite for more.

## PART ONE- ORIGINS AND DIRECTION

The earliest known seafarers were the Austronesian peoples from Taiwan between 3000 and 1000 BCE. Using dugout canoes and crude sails, voyages were probably no more than 400nm sailing between Taiwan, the Philippines, the Indonesian islands, Borneo, New Guinea and probably as far as Northern Australia. By around 900 BCE, their descendants had spread across the Pacific and the Polynesian culture had developed. The Polynesians reached Hawaii, New Zealand, Easter Island and possibly South America. Navigation was by chance, guesswork, watching birds, waves, the stars and, very likely, the same intuition which guides birds and animals. These basic aids allowed a rough determination of direction and, under certain circumstances, an idea of position.

The first known navigators to invoke science were the Phoenicians. Originating

in the Levant (today's Lebanon, Syria, Israel, and Jordan), they enjoyed a 500km stretch of coastline. Their proximity to the sea and their coastal strip, hemmed in by mountains, forced them onto the water around 1200BCE. The Phoenician civilisation lasted from 1550 to 300BCE when the Persians conquered Tyre.



Deviation card



Chart and compass

The Levant was famous for its cedar forests, a great source of boat building material. The Phoenicians constructed a variety of ships, generally no more than 450mt, and are credited with inventing the keel, caulking and the battering ram bow (the original bulbous bow). Using crude charts, the Phoenicians navigated throughout the Mediterranean, and even as far as Southern Britain, where they traded for tin. It is likely, also, they had some concept of terrestrial latitude through observation of Polaris the North Star.

What possessed these peoples, and those who followed, to undertake such dangerous and uncertain journeys? Necessity for island dwellers and coastal confinement, in the case of the Phoenicians, followed by trade, conquest and a deep-seated human desire to explore the unknown. This desire has led us to explore and colonise the world and venture into space. None of this was and is possible without the art and science of navigation.

Whilst partly disputed, general opinion has someone in China during the Han Dynasty (200BCE to 100CE) inventing the earliest magnetic compass. Strangely, the original use was for Feng Shui, not navigation! Its use in navigation was emerged much later during the Song Dynasty (10th to 13th Century CE).

The earliest compass was a simple ladle filled with lodestone (magnetite). When placed on a smooth surface the ladle would align North-South with the handle pointing South. It was called, unsurprisingly, "The South Pointing Spoon". Necessity and convenience being the mother of invention, this quickly led to magnetised, iron needles suspended on

a thread or placed on a dry or wet pivot. Dry and wet compasses began appearing, contemporaneously, in Europe and Arabia around the 13th century; possibly introduced by travellers returning from China. Flavio Gioia, of Amalfi, is generally credited with producing the first compass containing a compass rose around 1302 CE.

The use of compasses became more widespread generally and, often in Arabia, were used for determining the direction of Mecca. However, because the effects of variation and deviation were unknown, they were not widely trusted until the 15th century. The discovery of variation or magnetic declination may most likely be credited to the Chinese. There is a nice alternative which credits the discovery to Christopher Columbus on his first voyage to the Americas in 1492.

Even so, the original compass concept, whilst useful on land, was still inaccurate at sea. A system which counteracted or dampened a ship's motion was needed. In

1690, the brilliant Sir Edmund Halley, the second Astronomer Royal, developed the first liquid compass mounted in a gimbal inside a binnacle. Sir Edmund is known, also, for his work on predicting the orbits of comets; in 1743 he predicted, correctly, the return of Halley's Comet in 1758!

From there, through many iterations, the compass continued to be developed until we have the modern fully enclosed and stabilised liquid compass. Even today, the modern magnetic compass is affected by variation and deviation and a system immune from these influences was needed. Enter the gyrocompass.

Invented in 1906, by German Herman Anschutz Kaempfe, the first workable model was produced by Elmer Ambrose Sperry (a brilliant and unusual American) in 1910. The gyrocompass employs an electrically powered fast spinning wheel and utilises friction, "Newton's Law" and the earth's rotation to always point to "True North". Anschutz and Sperry are the principal manufacturers of gyrocompasses to the present day, and they are used in a variety of applications.

Modern device direction finding is usually a combination of satellite signals, magnetic and gyro compasses. Fortunately, in the event of a power failure the fallback is still the ancient and original magnetic version. So, if you are a Boaty, it might be an idea to brush up on variation and deviation. Remember the 1 in 60 rule which says that a 1-degree error in track over 60 miles equals a 1-mile difference at destination. To put this in perspective; if you were sailing from Durban to Fremantle and you had a combined variation/deviation difference of 1 degree East or West you would make landfall either near Bunbury or Lancelin. A good example of the problems the mariners of old faced!



Spoon compass

# The Raid – ‘tawe nunnugah’ 2023

Martin Chambers  
(all pics by Kerry Barton  
unless otherwise attributed)



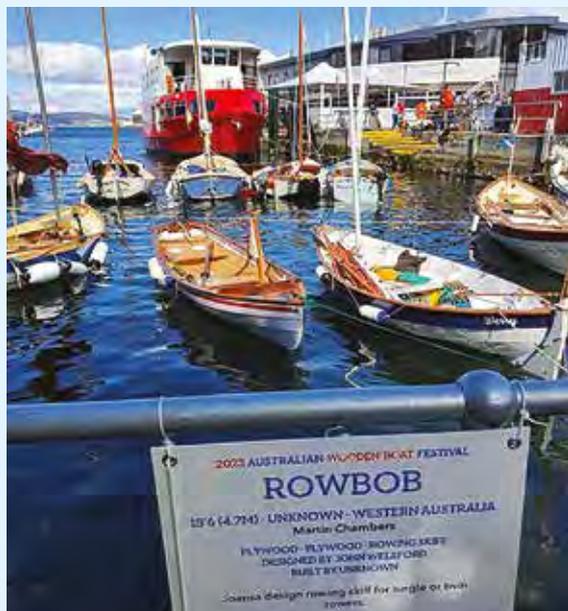
Mooring at Moss Glen. Derry on beach, Fala behind.

**I**t was not as though I needed another boat, but early in 2022 I was diagnosed with prostate cancer that had invaded a couple of lymph nodes so I bought a small rowing skiff and towed it across Australia to be a part of ‘tawe nunnugah’ 2023. There is nothing like a cancer scare to settle your priorities.

Tawe nunnugah (TN23) is the Tasmanian Raid — a Raid being group voyaging in small boats, usually rowing or sailing and over several days. This particular raid was 10 days timed to finish in Hobart for the Australian Wooden Boat Festival, where our 30 or

so small craft would be on display, moored alongside hundreds of larger and more spectacular vessels.

TN 23 is organised by the Living Boat Trust who are based in Franklin on the banks of the Huon River. You can join the raid by simply signing on as crew on one of the LBT whaleboats or St Isles Skiffs, or you can come as a privateer and bring your own craft. And so in the days leading up to the start the foreshore at Franklin became a hive as people began arriving with their trailered vessels. Rowing skiffs, longboats, day sailers for single, double or a crew of three, a cousta boat with a crew of seven, a trimaran sailing kayak



The fleet on display at Watermans Dock.



The gathering fleet at Franklin. Grace and Little Ripple.



Dinnertime at Simpsons Point camp.

Danny tends the reluctant fire.  
Picture thanks to Ben Healy.

RowBob, on the beach at Cockle Creek.

and a Warram cat. Wood, hemp, and varnish predominated.

Due to Covid this was the first full scale raid for four years, resulting in record entries. There would be at least a hundred people on the water. To keep us safe we had a mothership, several accompanying yachts, and four fast safety boats. Volunteers would meet us each evening with the equipment trucks, including a monster marquee and tables and chairs so we could all dine in comfort. In truth, on the raid everyone is also a volunteer so usually after a long day of rowing I'd find myself unloading a truck or assembling tables. About the only task we were not allowed was cooking. My key to great camp cooking is simple. Two things. Extreme hunger and total darkness. On this camp we ate in daylight to magnificent views and we were never hungry. In charge was Kate who calls herself a chef but is actually a magician. She and her team of volunteers fed us extremely well.

**Day one:** we shifted our boats to Catamaran, launched them at the most southerly boatramp in Australia, then somehow got all the cars and trailers back to Franklin. It was a short sail to Moss Glen and then a smoking ceremony to welcome us. Danny Gardiner and his son Manala lit a small fire and told us a little of the area and our need to join in the care of the land. Manala then invited the front row to circle the fire, into and out of the smoke, but such was the mood that one by one everyone stood and silently walked the circle.

Beyond the fire smoke we could see the boats at anchor, and then we saw Martin Riddle on his boat, *Hop the Wag*, sail in. As Martin was the Raid organiser Danny insisted we wait and smoke him a welcome. He arrived still wearing his lifejacket and wet trousered from having had to wade ashore, and with the fire nearly out Manala blew and blew at it while Martin waited patiently and somewhat bedraggled. It had no doubt been a hectic day for him. Danny

repeated his welcome. It was beautiful comedy, and touchingly genuine.

**Day two** was a shakedown cruise from Moss Glen to Cockle Creek for lunch, then a return to Moss Glen. After lunch a northerly wind came up - a headwind, the bane of rowboats. We departed before the fleet and watched as one by one the yachts sailed past. Only one boat sank. The good news was the rescue boats did what they had to do and radio communications worked perfectly. We were ready to raid!

**Day three** was Moss Glen to Southport, about 20km. After breakfast and briefing it took more than an hour to pack down the camp. Everyone helped but our enthusiasm was our downfall, because unless loaded in exactly the right order everything would not fit into the two trucks. Two tons of personal gear, one hundred and thirty chairs, twenty tables, the marquee.....

The morning briefing also included a weather forecast from Kevin. Today he had arranged a 2m swell and winds building from the WNW. Kevin claimed he was simply the messenger but we all knew better than that. He had dialled in an almost perfect set of conditions. Rowing to light winds with a rolling 2m swell pushing us along, the backwards view from a rowboat was the southern ocean, swell breaking onto Actaeon Islands and George Third Rocks (south of the south end of Bruny, perched on the end of the world). We snuck inside Southport Island while most of the yachts took the long way around. Imagine, the St Iles Skiff landed for lunch on a surf beach but we ate while drifting, content to let the boat be itself, and after lunch we managed to hold them off. Who says it is not a race?

**Day four:** Overnight the wind built and rain set in. A lay day was announced. We spent the day chill in the tent. Others walked the town, discovered the pub, played the TN23 pool championships. Kate announced fish and chips for dinner, direct from the pub. The Living Boat

Trust is a community organisation that supports local businesses!

**Day five:** Southport to Dover, 22km. Overcast morning and we are beginning to work better together. The trucks are loaded with a bit less fuss, everything in its place and a human chain missing only the chanting. At the briefing Kevin gives us a 2m swell and similar conditions to yesterday. Some rain. In the rowboats we are not fussed about rain, only headwinds. We departed early and had a great run along the coast. Robert joined us for the day, in his Acorn 16, *Christobel*, rowing solo. He was an impressive sight as lumpy seas and swell lifted him to view, then hid him against a backdrop of cliffs. The Acorn is faster than *RowBob* so he and *Imagine* slowly pulled away. The yachts had headed further out in search of wind and we were alone with the sky and seabirds and the rolling waves. Perfect.

Again, by the time we rowed into Dover the wind had built and nearly everyone else was home.

**Day six:** Dover to Simpsons Point on Bruny Island, 32km. Big swell. Big wind. A big day. In *RowBob* we had immense fun, surfing down 2m wave faces, barely a drop into the boat. We never felt the slightest concern but one of the rescue boats was obviously worried. They stayed close all day although they needn't have bothered -those RIB's are safe, very stable and have a big powerful motors. Score for the day was one capsized, one lost shoe and a drowned phone.

**Day seven:** Another lay day, not for inclement weather but to give both the raiders and the volunteers some rest. On the expedition there were three Bay Raider boats, so at short notice a course was set and crews nominated and a random draw saw hotly contested heats. The wind was gusty, the start heavily favoured the port end, the pin end was in close under the steep shore so even more fluky, but spectators got a great view. The winners were, apparently, Wetsuit



Christobel and Imagine. Who says it is not a race?



This is not an incident. A capsizes is to be expected.

Dave, Flip Nutting and Jenny Cavill, sailing *Little Ripple*. The rumour spread that the inaugural Australian Bay Raider championships were in fact the inaugural world championships. The boys on *Boxer* conjured up an appropriate trophy and oyster shell medallions.

Others spent the day trying out different boats, or sailing to visit the lookout on Bruny Island, or walking to the high hill behind the camp to get a view of D’Entrecasteaux Channel.

**Day eight:** Simpsons Point to Quarantine Bay, 24km. A gentle day. Kevin excelled in presenting us a tailwind and a day not too hot and not too cold. We rowed in close to Green Island and the seal colony, a cormorant rookery, then lunched ashore on Snake Island with Gavin (on *Tosh*) and Garry (on *Derry*). Snake Island was the inspiration for a children’s book (*Those Snake Island Kids*, by Jon Tucker) and I

could not help dreaming of Swallows and Amazons. How we spend our lives trying to recapture magic moments from our youth, and here it was.

After lunch we continued to Quarantine Bay, site of the quarantine station where servicemen were interred when they returned from the first war due to the Spanish flu pandemic. It seemed somehow odd given that the 2021 Raid was cancelled due to Coronavirus.

The wind dropped out, we rowed close to cliffs on millpond still water. Yachts became becalmed and we savoured one rare mid fleet finish.

**Day nine:** Quarantine Bay to South Arm 34km. With a wind forecast to build from the East we were away early. *RowBob* and *Imagine* relished the early calm and arrived at Dennes Point to be greeted by members of the Dennes Point Progress Association who had tea, coffee, fresh jam

and cream scones. I hope Dennes Point never suffers progress.

It was a long slow row across the mouth of the Derwent. The Iron Pot stood guard, as it does, resolutely refusing to move aft. The wind rose, only 10 to 12 knots but there was enough fetch to create a slop. *RowBob* slowed. The front engine faltered. As a rower Kerryn is more Fiat twostroke than Gardiner diesel. One by one the sailing boats went by. When they came close we sang, to lift our spirits or to spur them on? Well, our singing is not that good.

Late into camp and full of the tiredness that refreshes, this camp made up for a long day at the oars. A perfect little bay, a perfect little beach, all the boats anchored as one and an almost flat grassy tent site. No need for the marquee we dined under the stars. I fell to happy sleep.

**Day ten:** South Arm to Hobart and the parade of sail, 10km. Night rain failed to



Fairwind, a Drascombe Longboat. Steph, Peter and Dave photograph us while we photograph them.



World Bay Raider Champions?



Lunch on Snake Island. Derry, RowBob and Tosh. Pic thanks to Steph van den Hoek



Capricornia, another of the Living Boat Trust's whaleboats.

damp our spirits. As a well-oiled machine we loaded the trucks. Kevin issued us no wind and a high UV. In RowBob we sang, we rowed, we glided by becalmed yachts. Those with motors dropped sails. Close to Hobart the tall ships, the wooden boats, the highly polished launches were heading out to the parade of sail and as we rowed on they waved and shouted their encouragement. As we rounded into Sullivans Cove the sight behind us was of several hundred boats bearing down on us. In particular the tall ships like some invading armada. People cheered us but we didn't deserve it. We had just had the best ever ten days.

Perhaps rowing is a metaphor. As we age we seem to spend more time looking back than looking forward, and we risk stagnation. If we don't row we go nowhere. It is important to know where we have been, but more so to know where we want to go. We had arrived at our destination, the Australian Wooden Boat festival, but the Festival, and TN23, it is not about the boats or the shine of varnished wood, the polished brass or the sharp set of sails. It is no material thing. It is people, several thousand in one place celebrating what they love. It is a community.

So, look in your foreview mirror. Men, go get your PSA measured. I've been lucky. Two months of radiation and I have been lucky. Hormone injections, blood tests, and I have been

lucky. Men, go get your PSA measured. I will see you at the next raid.

*(first published southernwoodenboatsailing.com March 2023. Check out the online mag if you like wood, boats, sailing, and great stories)*



Jim and Chris, sailing Lugger.



Hungry rowers eating all the scones before the yachts arrive. Dennes Point.



Anchorage at South Arm. Morning rain fails to dampen our mood.



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**SCAN ME**



# AVE circumnavigates – the ‘Top End’ to Perth

Jeff Clafin

*In previous editions, we have followed Jeff’s circumnavigation from Fremantle to Melbourne and then to Queensland. Herewith the ‘last leg’.*

After spending six months overseas, I returned to Cairns to get *Ave* ready for the onward journey. Surprisingly, after six months at Yorkeys Knob, there was almost no growth on her hull, which was fine by me as I did not relish diving the boat in potentially crocodile infested waters. Otherwise, the boat was in good condition – almost no insects, no mould, no water inside, a bit of food had gone off, but nothing major.

Well, except for the winches and sails. Before I left, I had not washed the salt water out of the winches and the sails had not been repaired. After standing for six months, salt crystals had grown inside the winches and caused the newer one to

and reinforcing head, tack and clew stitching. All regular maintenance, which did not take much time but could cause serious failure if left unattended.

The Trade Winds blow strongly from roughly the end of April all through the winter. As it turns out, locals visit the reef in the summer (cyclone season) between monsoons and cyclones when the waters are not stirred up and the diving and fishing are better. The sail from Cairns to Cape Yorke was done in three days at close to hull speed in winds 20 to 35 knots on half jib only!

One bilge pump started operating intermittently on the way from Cairns. On inspection the terminals had corroded. After repairing that one, the other back-up bilge pump was checked and, sure enough, the leads fell apart on inspection. Only one of six water-tight connections was, in fact, dry.



the reverse of what is expected. You can try to drive through, but you will not get very far very quickly. It is usually better to be patient and wait for conditions to change to your benefit, as I learned when I tried to take a short cut to Darwin and more than trebled the passage time!

Darwin in late May is lovely. Cool winds, days not too hot, friendly locals. Woke up my first morning in Fanny Bay to the sound of children playing (I was 500 m from shore!). On looking out, I saw the dinghy school sailing after a pod of dolphins – fantastic motivation for the kids!

## Broken Propellor Shaft

Passing over the top of the Kimberley coast the wind dropped off to nothing. The engine was turned on to counter the tides and maintain way. Then I heard an unusual ‘pop’ and suddenly had no motive power. Inspection showed the propellor shaft as broken. Night was approaching and given my location (near the Maret Islands, approaching York Sound) and the tides, my first priority was to ensure the



Winch



Code Zero



Jib

seize. I could not get it apart to service it properly, but got it operating well enough to get me to Perth. Interestingly the older winches did not have any salt get into them.

Repairing sails involved reinforcing the sail tape used to repair a rip in the code zero from lower NSW, repairing a batten pocket damaged at Wilson’s Promontory,



*Ave* carries two automatic bilge pumps, an even larger portable bilge pump that can be operated from a cigarette lighter socket and a manual diaphragm bilge pump. On return to Perth, a third automatic pump and two new sumps will be installed to aid water removal when the boat is heeled over.

The tidal current in the Torres Strait can change from 5.5 knots ‘east to west’ to 4.5 knots ‘west to east’ in 7 h! Get your timing wrong and a small boat like *Ave* can go backwards; work with the tide and the sail can be lovely. Tidal currents in and around islands and estuaries can be an extra challenge. The tide rises and falls from east to west, but with shallow straits and large estuaries, tidal streams can do





boat would not get swept on to reefs and rocks. The dinghy was launched and tied to the side of *Ave*. The dinghy's outboard would provide five hp of power if needed.

Over the next couple of days, in preparation for crossing busy port channels, an outboard engine mount was devised for the gunwale of *Ave*. Easier to start, stop and control the outboard without getting out of the cockpit.

It took 14 days to sail the 600 nm to Dampier where the shaft could be repaired due to light winds and currents.

At one point, I sailed only 30 nm in three days due to sailing one direction only to drift back on the current when the wind died.

There were a few interesting moments en route to Dampier.

'About to run aground' is not what you want to wake up to! As a solo sailor I take a lot of naps. Typically, only 30 min at a time, but an hour if I am in the middle of nowhere, and no sleeps at all around shipping lanes and channels. I was off the Pilbara coast, nearing the end of 15 days under sail having slept no longer than 30 min at a time, and I was quite spent.

I had planned to pass to the leeward side of Little Turtle Islet (to the north), but not by a large margin because of other islands in my path, and when I laid down, I could not see the low-lying Little Turtle Islet at all. The auto pilot was sailing to wind, which had picked up as I slept, but not veered.



The Chart

After a short nap, I woke up to find the islet dead ahead (that wakes you up quite quickly). The chart was still showing me passing just to the north, but my eyes convinced me that the chart was wrong and if the chart was wrong, I was not sure how far to leeward the reef extended or indeed, how close to the reef I actually was.

Rather than risk a gybe, where if anything went wrong, I would run aground, I decided to harden up and beat to windward. I knew that the reef did not extend much past the visible island, so for a nervous 15 min, I close-hauled the boat as much as I dared. The photo below is taken at the same time as the screen shot of the chart above. The reef is clearly visible as a dark edging around the island. The chart showed me about a one-half nautical mile from where the boat actually was.... sometimes the GPS is wrong!!

As I was approaching Cape Lambert, the seas were quite calm and winds light and steady. The code zero is normally used for reaching, not shy reaching, and I did not actually know how close to the wind it could sail. This provided the opportunity to find out just what the code zero would reliably do. Under full main and Code Zero, I was quite surprised to find the boat could point to 27 degrees apparent wind in a pinch (see photo), but even a slight wind change causes the auto pilot to perform an ungainly pirouette (subsequent photo).

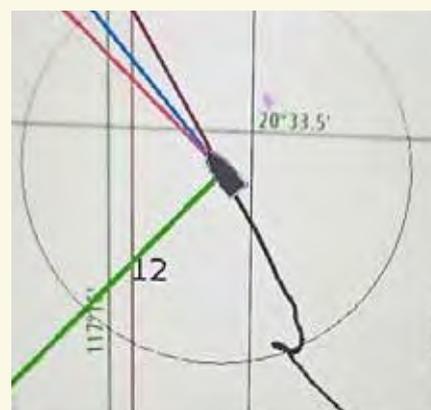
NB: Full main and the Code Zero is a lot of sail for *Ave*, but warranted up to about 12 knots. When conditions get at all adverse, the code zero is furled, a working jib (no overlap) comes out and a single reef is put in the main to balance the small working jib.

### Dampier and Repairs:

As soon as I (eventually) reached Dampier, I was able to thoroughly investigate the cause of the prop shaft breakage. *Ave* is a bilge keeler and can sit on the two keels without support. Very useful when working on a beach when tides go out.



Reality – Looking North Safely Past Islet



360 with the code zero

The installer of the new engine in Western Port (Victoria) had ground out engine mount slots and not provided sufficient bolt tension to keep the engine where it was supposed to be – despite knowing the boat was headed for some of the most remote locations in Australia. Disappointing to say the least. The propeller shaft broke at the water seal due to metal fatigue.

Repairs were effected, and I was once again on my way.

From Dampier, the sail to Exmouth and later to Geraldton was pleasant. Shannon at the DOT Exmouth Harbour was particularly welcoming and easy to work with. The sail to Perth was not so pleasant. The weather forecasts (all six provided by Predict Wind) were wrong and winds were significantly stronger than forecast. Admittedly, I did risk sailing to Perth knowing that a severe low was approaching and the swell would be up. I arrived at FSC at just after midnight and was extremely pleased to find the conditions very light – even a bit of fog forming.

Back home at FSC is all about renewing acquaintances, cleaning, and repairing or modifying. So what are the stand-out things that I would do again or recommend?

- Ability to stay out of the weather (an enclosed pilot house)



14 days.... 600 miles



Shaft Broken at Water Seal



Aft Engine Mount Slipped

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• Oversized auto pilot and a good reliable chart plotter</li> <li>• All radios and instruments in the pilot house</li> <li>• Strong handholds inside and out and a tall railing around the boat</li> <li>• Simple and easy furling/reefing system</li> <li>• Lots of fuel (and willingness to use the engine)</li> <li>• Know how to sail well enough for when the engine (or propellor shaft) fails</li> <li>• Robust bilge pumps with good, easy to clean screens</li> <li>• A good dinghy that is easy to launch</li> <li>• Thick, comfortable saloon cushions to lounge in (you do a lot of sitting!)</li> </ul> | <ul style="list-style-type: none"> <li>• Electronic books</li> <li>• Water maker (comforting to know there is always fresh water available)</li> <li>• Central galley sink (can be used at any angle of heel)</li> <li>• Sea sick tabs (and willingness to take them)</li> <li>• Enjoy your own company or bring a companion</li> <li>• Take less gear – all those things you MIGHT use, but never do</li> <li>• Air conditioning for comfort and to dry out the boat</li> <li>• An electric scooter to more easily acquire groceries and be a tourist</li> </ul> |
|---|---|



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# FSC

## KEELBOAT SECTIONS

### SUMMER SERIES 22-23

Inshore Committee	
Secretary	Ian Ward
Principal Race Officer	Colin McDougall
Assistant Race Officer	Frank Rodda
Handicapper	Ernie Delfos
Division 1 Rep & Safety	Peter Kennington
Division 2 Rep	Martin Graville
Division 6 Rep	Steve Kerr
Committee Member	John Palmer
Committee Member	Dominic Di Latte
Offshore Committee	
Captain	John Rayner
Secretary	Hanna Cydejko
Race Officer	Cam Berg
Safety Reps	Peter Kennington Doug Steel
Committee ORWA Rep	Geoff Bishop
Committee Members	Michael Thorpe Charley Riley Lynda Murray Mark Wheeler Ian Whitehead Bill Henson

Fremantle Sailing Club Committees would like to thank the following people for making this year's summer racing series happen, providing safe and super racing.

Inshore Start Team	Offshore Start & Support Team
Colin McDougall	Cam Berg
Frank Rodda	Trevor & Sue Milton
Joyce Bender	Cherry Callcott
Chris Bender	Robbie Smith
Anne South	Tim Jones (TJ)
Elke McAlindon	Glenn Porter
Marie McDonald	Rosemary Morrow
Sven Fjastad	Verity Mace
	Bernie & Lana Kaaks
	Carolyn Jupp
	Alan Nuttall
	Joe Czeschka
	Heather Campbell
	Ron Greer

There are many others who step in and support our season when needed. Without their support and participation of you the competitors, these events would not have run so well!

#### INSHORE 2022-2023 SUMMER SERIES DIV I

##### Inshore Championship Series

Championship Series Results [PHF] for Division I up to Race 7 (Drops = 1)					
Place	Ties	Sail No	Boat Name	Skipper	Sers Score
1		F4	AQUILA	Roger Passmore	13
2		F752	BACI	Domenico Di Latte	15
3		F238	THE CRO CONNECTION	Peter Kennington	20
4		F661	ZUBEN'UBI	Alan Anderson	29
5		F919	WITCHY WOMAN	John Palmer	32
6		F347	MINDS EYE	Michael Thorpe	38
7		AUS1770	SOUTHERN STAR	Noel Murphy	56
8		F6669	ARAJILLA	Brian Kerr	64
9		F395	GIDDY UP	Robert Halvorsen	67
10	4R	F71	INTRIGUE	Brant Copelin	72
11		AUS013	STIMULUS PACKAGE	Jason Poutsma	72
12		AUS31004	THE BUS	Murray Smith	74

##### Inshore Consistency Series

Consistency Series Results [PHF] for Division I up to Race 17 (Drops = 3)					
Place	Ties	Sail No	Boat Name	Skipper	Sers Score
1		F4	AQUILA	Roger Passmore	36
2		F752	BACI	Domenico Di Latte	37
3		F238	THE CRO CONNECTION	Peter Kennington	45
4		F919	WITCHY WOMAN	John Palmer	49
5		F661	ZUBEN'UBI	Alan Anderson	53
6		F347	MINDS EYE	Michael Thorpe	93
7		AUS013	STIMULUS PACKAGE	Jason Poutsma	142
8		F395	GIDDY UP	Robert Halvorsen	144
9	1.05	AUS1770	SOUTHERN STAR	Noel Murphy	160
10		F6669	ARAJILLA	Brian Kerr	160
11		AUS31004	THE BUS	Murray Smith	169
12		F71	INTRIGUE	Brant Copelin	176

#### INSHORE 2022-2023 SUMMER SERIES DIV 2

##### Inshore Championship Series

Championship Series Results [PHF] for Division 2 up to Race 7 (Drops = 1)					
Place	Ties	Sail No	Boat Name	Skipper	Sers Score
1		F47	MX	Ron Macarthur	11
2		F320	WINDSWEPT	Ernie Delfos	17
3		F732	IMPULSE	Lance Woods	20
4		F110	MINKE	Steve Delfos	23
5		F15	EUFARRIA	John Crowhurst	32
6		F17	FREDDIE FUDPUCKER	Richard Webster	37
7		F244	PIPEDREAM 3	Martin Graville	40
8		F109	VENUSTUS	Ronald Kooy	55
9		F361	HABITS	Eric Gath	57



# FSC KEELBOAT SECTIONS SUMMER SERIES 22-23

## INSHORE 2022-2023 SUMMER SERIES DIV 2

### Inshore Consistency Series

Consistency Series Results [PHF] for Division 2 up to Race 17 (Drops = 3)					
Place	Ties	Sail No	Boat Name	Skipper	Sers Score
1		F320	WINDSWEPT	Ernie Delfos	36
2		F110	MINKE	Steve Delfos	42
3		F15	EUFARRIA	John Crowhurst	48
4		F732	IMPULSE	Lance Woods	63
5		F244	PIPEDREAM 3	Martin Graville	71
6		F47	MX	Ron Macarthur	78
7		F17	FREDDIE FUDPUCKER	Richard Webster	95
8		F109	VENUSTUS	Ronald Kooy	122
9		F361	HABITS	Eric Gath	133

## INSHORE 2022-2023 SUMMER SERIES DIV 6

### Inshore Championship Series

Championship Series Results [PHF] for Division 6 up to Race 7 (Drops = 1)					
Place	Ties	Sail No	Boat Name	Skipper	Sers Score
1		F111	THE LONGBOAT	Ole Otness	12
2		F10	MEDUSA	Franco Pieri	25
3		F116	SAMI	Myra Stanbury	28
4	1.05	F22	ZULA	Robert Wilson	29
5		F73	SOPHIE	Myles Draper	29
6		F298	POLARIS	Stephen Kerr	35
7		F282	VALKYR	Mathew Cooper	36
8		F97	AMBIENCE	Jane Laws	39
9		F211	SAND CRABS DISCO	Graeme Martin	42
10		F300	SADIQI RA	Joe Czeschka	52

## INSHORE 2022-2023 SUMMER SERIES DIV 6

Consistency Series Results [PHF] for Division 6 (J&M) up to Race 17 (Drops = 3)					
Place	Ties	Sail No	Boat Name	Skipper	Sers Score
1		F111	THE LONGBOAT	Ole Otness	40
2		F10	MEDUSA	Franco Pieri	55
3		F97	AMBIENCE	Jane Laws	62
4		F298	POLARIS	Stephen Kerr	64
5		F282	VALKYR	Mathew Cooper	72
6		F73	SOPHIE	Myles Draper	91
7		F22	ZULA	Robert Wilson	95
8		F116	SAMI	Myra Stanbury	99
9		F300	SADIQI RA	Joe Czeschka	101
10		F211	SAND CRABS DISCO	Graeme Martin	102
11		F80	BLUEBELL	Peter Nevard	177
12		F460	SERENDIPITY	Rick Hoad	178

## SUMMER SERIES INSHORE TROPHY RACE WINNERS

<b>The Memorial Race Trophy</b>	<i>Witchy Woman</i> Jaye and John Palmer
<b>Ken Cook Memorial Race</b>	<i>The Longboat</i> Ole Otness
<b>Catalpa Feeder Race</b>	<i>Jubilant</i> , Ian Joel PD8.95
<b>Ron Warren Trophy Race</b>	<i>Sadiqi Ra</i> Joe Czeschka
<b>Australia Day Race</b>	<i>Minke</i> , Steve Delfos
<b>Mike Harvey Race</b>	<i>Sami</i> , Myra Stanbury PD5.36
<b>Warne Shield</b>	<i>Sami</i> , Myra Stanbury PD5.29
<b>Max Shean Trophy Race</b>	<i>Zubenubi</i> , Alan Anderson
<b>Crew Helm Trophy</b>	<i>Witchy Woman</i> Jaye and John Palmer
<b>Life Members Trophy</b>	<i>The Longboat</i> Ole and Annie Otness
<b>ANZAC Cup and William Glassie Martin Memorial Prizes</b>	not held due to inclement weather

The Life Members Shield is based on the Sinbad Scoring System which is a high point's scoring system. It is calculated using a sliding table with points awarded highest to lowest based on the number of yachts per division.

The trophy is awarded to the boat that maintains consistency throughout the year and performs well.

- 3rd Place *Baci*: Points scored 921
- 2nd Place *Aquila*: Points scored 959
- 1st Place *The Longboat*: Points Scored 967

## OFFSHORE 2022-2023 FSC TROPHY RACE WINNERS

Foundation Race, George Law Memorial - sponsored by Isabel Law		
<i>Checkmate</i>	Division 1	IRC
<i>Obsession</i>	Division 1	PHS
<i>Salacia II</i>	Division 2	IRC
<i>Baci</i>	Division 2	PHS

Coventry Reef Race - sponsored by UK Sailmakers (Geoff Bishop)		
<i>Checkmate</i>	Division 1	IRC
<i>Salacia II</i>	Division 2	IRC
<i>Surfer Rosa</i>	Division 1	PHS
<i>Baci</i>	Division 2	PHS

**The West Coaster - Sponsored by Arns & Associates (Paul & Ceris Arns) Overall IRC & PHS Winner – *Crush***

Gage Roads - Sponsored by Gage Roads Brewery		
<i>Obsession</i>	Division 1	IRC
<i>Surfer Rosa</i>	Division 1	PHS
<i>Salacia II</i>	Division 2	IRC
<i>Money Penny</i>	Division 2	PHS



Presentation night: InshoreVolunteers (photo Lindsay Preece)



Aquila crew



George Law Bell: Steve Parkinson, Paul Arns, Geoff Bishop, Isabel Ajoulet-Law and Dom di Latte



Inshore start crew without Colin



Phil Hearse, Ernie Delfos, George Carter and Steve Delfos (photo: Lindsay Preece)



Life Members Shield Scott Olney and Ole Otness



Phil Hearse, Ron McArthur and Ernie Delfos (photo: Lindsay Preece)



Phil Hearse with Myra Stanbury and Annie and Ole Otness (photo: Lindsay Preece)



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# OFFSHORE RACING WA (ORWA) SERIES RESULTS 2022-23

## Siska Series

1. CRUSH	David Davenport
2. Lithium	Wayne Pitcher
3. Al Fresco	John Rayner
4. Sirene	Bill Henson
5. Fourth Dimension	Lyn Powell / Ian Whitehead
6. CheckMate	Geoff Bishop
7. Salacia II	Ross Norgard
8. Sagacious IV	Chris Hind
9. Wyuna	Hilary Arthure
10. Obsession	Paul Arns



Phil Hearse, Paul Arns, Andrew Harry

## Corinthian Series

1. Lithium	Wayne Pitcher
2. Fourth Dimension	Lyn Powell / Ian Whitehead

## Blue Water Series

### Division One IRC

1. Crush	David Davenport
2. Sirene	Bill Henson
3. Lithium	Wayne Pitcher

### Division Two IRC

1. Fourth Dimension	Lyn Powell / Ian Whitehead
2. Sagacious IV	Chris Hind
3. Cannonball	Dan Cannon

### Division One PHS

1. Crush	David Davenport
2. Sirene	Bill Henson
3. Fat Bottom Girl	Alan Stein

### Division Two PHS

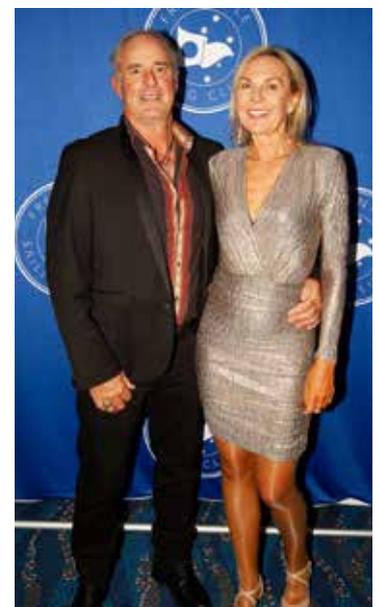
1. Fourth Dimension	Lyn Powell / Ian Whitehead
2. Sagacious IV	Chris Hind
3. Cannonball	Dan Cannon



Pot of Gold presentation: Chris Hind and Hilary Arthure with Marshall Fox (VC, HYC) and John Rayner; and Xavier Doerr



Steve Parkinson, Belinda Stowell, Paul Arns



Wayne Pitcher (Lithium) and Tracey



# CAPE NATURALISTE AND RETURN RACE

'The Naturaliste' was the final race in the Offshore calendar before the start of the Exmouth Race and Rally.

Div 1 PHF results Start : 18:00			
1	CRUSH	F0052	David Davenport
2	FAT BOTTOM GIRL	56CL40	Alan Stein
3	SIRENE	F45	Bill Henson
4	OCEAN RANGER III	R350	Hugh Warner
5	LITHIUM	HY46	Wayne Pitcher
6	GIDDY UP	F395	James Halvorsen
7	AL FRESCO	F8	John Rayner
8	ENTERPRISE NG	F1701	Anthony Kirke



Al Fresco

Div 2 PHF results Start : 18:00			
1	THE EDGE	AUS3200	David Kenny
2	MERLIN	E350	Jim Prott
3	CANNONBALL	RF102	Dan Cannon
4	SAGACIOUS IV	F4117	Chris Hind
5	MONEYPENNY	F135	Malcolm Thompson
6	FOURTH DIMENSION	F40	Lyn Powell / Ian Whitehead
7	KWILENA	DB99	Steve Davies / Abi Paterson
8	WYUNA	R3600	Hilary Arthure



Cannonball



Crush sunset



FBG ('Tangles' in prayer position)



Enterprise et al



Kwilena



Naturaliste Start

# Crew Helm Race – Kath Moulden

**I**t is always a pleasure to sail this race as it's so much fun with crew at the helm!! This race also marks the end of the Summer series. Sad for crew but time for the skippers to do jobs and get ready for the Winter series (starting 10 Jun 23).

We had a really good show of 16 yachts on the water for a slightly earlier start as we had the end of season presentation / windup night after this race.

Again 8 knots (230 degrees and no waves) and again the same course as the previous

week (nice course actually and sadly I can't recall the course number – French flag!) A couple of spinnaker runs kept the cockpit team busy on the strings and trim and a nice 8 knot wind increasing made for highly enjoyable day of the water.

Lovely to see *Pipedream III* back from a break (Martin was OS) and *Sand Crabs Disco* (Graeme has been very busy doing boat inspections for all the Exmouth yachts and preparing this own boat to boot!). Trent O'Callaghan was delighted with his Div 6 win on *Sami*, closely followed by Lloyd Pieri on *Medusa* (20 seconds the difference!) and

Justin Rowling on *Zula*. Ryan Stimpson brought *Minke* home first for Div 2, followed by *Euffaria* (John Steele) and Lou Damopoulos on *Pipedream III*. Div 1 was won with a collaborative effort on *Witchy Woman*. Second place for this fleet was Craig Smith on *The Cro Connection* and then *Stimulus Package* with Bryan Pemberton on the helm.

Overall, *Witchy Woman* was more than pleased to take out the shield for the day. Thanks John Palmer for sharing your boat so generously this season!



Div 2 1st place - Ryan Stimpson (Minke)



Lloyd Pieri - Medusa takes the Fastest flag



The Longboat, Zula and Sand Crabs Disco were out to play



Witchy Woman win the Crew Helm trophy

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66th Cockburn Sound Regatta

CR176

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# Max Shean Trophy Race - Results

Div 1			
Place	Sail No	Boat Name	Skipper
1	F661	ZUBEN'UBI	Alan Anderson
2	F4	AQUILA	Roger Passmore
3	F238	THE CRO CONNECTION	Peter Kennington
4	F347	MINDS EYE	Michael Thorpe
5	F6669	ARAJILLA	Brian Kerr
6	F919	WITCHY WOMAN	John Palmer



Light wind start



Max Shean trophy - Ruth Shean with Alan Anderson (Zuben'ubi)

Div 2			
Place	Sail No	Boat Name	Skipper
1	F732	IMPULSE	Lance Woods
2	F320	WINDSWEPT	Ernie Delfos
3	F110	MINKE	Steve Delfos
4	F15	EUFARRIA	John Crowhurst



Minke, Impulse, Eufarria



Rain approaching

Div 6			
Place	Sail No	Boat Name	Skipper
1	F10	MEDUSA	Franco Pieri
2	F97	AMBIENCE	Jane Laws
3	F111	THE LONGBOAT	Ole Otness
4	F22	ZULA	Robert Wilson
5	F116	SAMI	Myra Stanbury
RET	F80	BLUEBELL	Peter Nevard
RET	F298	POLARIS	Stephen Kerr



Ruth Shean on Bluebell



Zuben'ubi Max Shean Trophy winner

## FSC Women's Racing and Mentorship Program (RAMP)

The RAMP program has continued to yield strong results for its participants and for FSC.

### FSC 2023 WOMEN'S STATE KEELBOAT CHAMPIONSHIPS

This year's Championships were hosted on the Swan River by South of Perth Yacht Club (SOPYC) on 1st April. Racing was very close, with only one point separating first place (tied) from third. FSC achieved 3rd place !

#### FSC RAMP Team:

- Skipper - **Carolyne Bush**
- Main- **Trudy Murphy**
- Trim - **Georgia Payne & Amanda Casebier**
- Pit- **Emma Reynolds**
- Bow- **Heidi Bucktin & Caitlin Shaw**
- Reserve - **Multi Talented Miriam Elizabeth**

### TERRY FISHER SERIES

Team RAMP, sailing on the Club Melges 24, took out the final Terry Fisher race and won the 6-race Series in Division 1.

Sailors over the series consisted of a combination of teams including Miriam Everall, Heidi Bucktin, Trudy Murphy, Carolyne Bush, Georgie Payne, Amanda Casebier, Kimbra Bridges, Kate Green and Taleylin Doesburg. We also had back up from PJ Backshall, Brendan Green and Fritz.

Thanks to all the many organisers of the Terry Fisher Series, including Chris White and Scott Nunn for dropping the Melges in and making it available for us to sail.



RAMP team at the State Championships



FSC leads a leg at the Women's State Keelboat Championships



The RAMP Melges and FBG sail Terry Fisher (photo: Peter Lescelle)

# Stage & Studio Productions Terry Fisher Series 2022-23

**T**his season's series saw a change in our post-race socials with International Graphite as our BBQ sponsor, providing a sausage sizzle after each race and on the final day, a full scale BBQ!

In an effort to give more 'Inshore sailors' a taste of the Terry Fisher courses and camaraderie, Race 1 was combined with an Inshore race and saw lots of

participants. I'm told it also created headaches for the calculation of series results – well done Steve and Ernie, you found a way!

The full six-race series was held – no cancellations due to weather – with the final results shown below.

Congratulations to *Ambience* – Steve and Jane Laws – who collected the Terry Fisher trophy for best performance in the series.

Thanks as always to our on-water volunteers Matt Duff, Colin Holmes, Alan Nuttal, Rose Murphy, Ian Jamieson and Karen Jardine, and BBQ cooks Heds Konig and Geoff from Marco Polo.

A thank-you from all our sailors to the series sponsors Stage & Studio Productions, West Winds Gin, Havoc Oil & Gas and International Graphite.

DIVISION 1 FULLY CREWED W SPINNAKER			
Place	Sail No	Boat Name	Skipper
1	797	RAMP	Team Ramp
2	F395	GIDDY UP	Robert Halvorsen
3	F47	MX	Ron Macarthur
4	56	FAT BOTTOM GIRL	Alan Stein
5	F347	MINDS EYE	Michael Thorpe
6	F45	SIRENE	Bill Henson
7	AUS31004	THE BUS	Murray Smith
8	F107	ENDORFIN	Michael Giles
9	F36	EQUILIBRIUM II	Rolf Heidecker
10	F752	BACI	Domenico Di Latte
11	F244	PIPEDREAM 3	Martin Graville
12	F71	INTRIGUE	Brant Copelin
13	F190	HONGKERS	Steve Parkinson
14	F320	WINDSWEPT	Ernie Delfos
15	F919	WITCHY WOMAN	John Palmer
16	F732	IMPULSE	Lance Woods
17	F31	PAPILLON	Douglas Steel

DIVISION 2 DOUBLE HANDED W SPINNAKER			
Place	Sail No	Boat Name	Skipper
1	MB780	REDRUM	Brock Ingram
2	F880	SEMI CIRCLE	Michael Chappell
2	AUS3200	THE EDGE	David Kenny
2	F361	HABITS	Eric Gath

DIVISION 3 FULLY CREWED JIB AND MAIN			
Place	Sail No	Boat Name	Skipper
1	F46	JUBILANT	Ian Joel
2	F153	CRAZY HORSE	Belinda McManus
3	F111	THE LONGBOAT	Ole Otness
4	F282	VALKYR	Mathew Cooper
5	F300	SADIQI RA	Joe Czeschka
6	F22	ZULA	Robert Wilson
7	F116	SAMI	Myra Stanbury
8	F589	KONDILI	Josh Hearse
9	AUS013	STIMULUS PACKAGE	Jason Poutsma

DIVISION 4 DOUBLE HANDED JIB AND MAIN			
Place	Sail No	Boat Name	Skipper
1	F97	AMBIENCE	Jane Laws
2	F307	OCEAN STREET	Anita Wytntje
3	F298	POLARIS	Stephen Kerr
4	F661	ZUBEN'UBI	Alan Anderson



Ambience in winning form



Colin lifts the top mark



Giddyup



JaM Fleet



Longboat and Giddyup



March Terry Fisher Race (Clive Beddall)



MX, RAMP SB20, FBG and Giddyup - Div 1



Pipe Dream and Mind's Eye



RAMP team Carolynne Bush, Amanda Casebier, Trudy Murphy, Kimbra Bridges



Terry Fisher volunteers (Peter Lescelle)



Zuben'ubi, Ambience and Ocean Street - Div 4

# Yacht Club Managers Group Forum - Sydney 2023

Craig Evans CMM, Chief Executive Officer  
Fremantle Sailing Club

**A**fter a 5 year hiatus I was pleased to get the band back together. The Yacht Club Managers' Group (YCMG) was formed in 2011 and has grown to include managers from every state and territory in Australia as well as some of our neighbours from New Zealand, Papua New Guinea, and Hong Kong. The group's first forum was in Adelaide in 2012 and we aim to physically meet at a forum biannually in alternate years to the MIA's Marina Conference. The last forum, in 2018, was held on the Gold Coast and in Brisbane. With COVID upsetting plans for 2020 and with the MIA's Marinas 22 we decided that 2023 was our year to meet once again. .

This YCMG Forum was held over 3 days in Sydney from the 17th - 19th May 2023 and it attracted 38 Yacht Club managers from all states of Australia as well as Royal Hong Kong Yacht Club, Royal Papua Yacht Club and Royal New Zealand Yacht Squadron. It was pleasing to see that WA was represented by seven yacht clubs including Fremantle Sailing Club, Hillarys Yacht Club, Swan Yacht Club, Royal Freshwater Yacht Club, Royal Perth Yacht Club, East Fremantle Yacht Club and Mandurah Offshore Fishing & Sailing Club.

The group only represents around 10% of the sailing clubs around Australia; however, it is an opportunity for these similar major clubs, all facing similar challenges, to meet and discuss opportunities and issues in our industry.

Statistically it's not a huge group of managers but collectively we have 106,535 members and 2,667 staff, 7,734 marina berths, 1,848 hard stand spaces and thousands of off the beach dinghy sailing boats. Additionally, the collective statistics on land holdings, boatyard facilities and food and beverage operations are quite staggering.

The 2023 YCMG Forum was hosted at three venues including the Cruising Yacht Club of Australia, Royal Sydney Yacht Squadron and St Georges Sailing Club. A tour of each location was provided and the forum sessions were divided and held across these three clubs.

Session presentations were prepared by the various yacht club managers and included topics such as international trends in yacht clubs, benchmarking, hospitality, yacht racing trends, youth development & training and increasing participation, facility development, asset replacement, growing and retaining membership, volunteers and staff, and marina management and maintenance.

There were also several industry professional from the fields of insurance, cyber security, club management and marina software, including presentations from our forum's sponsors Northstar Technologies and Marina Focus. Industry associations including Australian Sailing and Marina Industries Association also presented during the busy three-day schedule.

In addition to the above, managers had plenty of opportunity to meet and network over what seemed to be endless dining opportunities with all of the world's problems being resolved over a glass or two of red. The networking and therapy provided by such forums can not be underestimated. Managers left the forum with new friends and contacts that will be available to assist and offer support with those tricky questions and situations. A great benefit to all clubs involved.

Early discussions for the 2025 Forum have already commenced with several clubs in Hobart collectively showing interest to host the next event in Tassie.



# Wine and Waves - Arieenne Flora

What a great turn up! The 'Wine and Waves' wine tasting was held on a Saturday afternoon as an unintended precursor to the Inshore and Offshore Presentation Dinner. Thank you to the Cruising Committee who helped organise this, the FSC staff and particularly to our sponsors Castellini and Oatley wine.



Alpha Gabriel, Mikaela Castledine and Claire Henderson



Giles (Nugget) Wilson, Dave & Sharon Kenny, Phil & Robbie Hearse



Terry & Louise Baker



Wine & Waves wine tasting

# Progressive Dinner - Alpha Gabriel

Thanks and congratulations to everyone who participated in the 2023 Progressive Dinner. Especially, many thanks to Dave George for his awesome effort in creating a schedule for three courses between twelve boats, and to our entertainment

- Stuart Bradford and Carla – with Stuart piping the commencement of proceedings and course changes, and
- Dean for the amazing music after (it seems he has a new band)

Well done our cruising committee under the able leadership of our Cruising Captain Martin Rice. Lastly – thank you to the Power Section for inviting us to finish off with limoncellos and butterscotch shots at the Black and White Party on the VIP lawn!



Progressive Dinner



Afters with Power Section



The new FSC Band



Doug Steel & Arieenne Flora



Pre dinner drinks



# Marlin Comes Out Of The Blue – May Angling Comp

Ray Wilson

**Brian Arnett and his crew on *Rock N Roll* had every intention of making the weigh-in at the May 20 Angling Section competition – but there was a catch.**

With Phil Volich and Rod “Rocket” Staggard aboard, the 26-footer had been buffeted and battered in a bone-jarring morning when a savage sou-easter fomented a nasty chop.

While fellow competitors, FDO Joe Venter and Kev Kroeger, along with Chris Walkey and Ray Wilson played a waiting game around Mewstone waiting for the wind to drop, Brian and his crew were doubting their decision to fish around Champion Rock.

Nev Norkett and John Bech busied themselves around Rottnest in the rear-commadore’s big tub, while Roy and Andree Martin, by their own admission made a mistake by heading to Rottnest in a bruising crossing.

With the wind finally abating soon before noon, there was a collective sign by all the anglers, especially Brian who figured he had time to do some trolling around the 30m mark south of Rottnest.

Rod’s new-spangled rod and reel combo was soon put to the test when he hooked and landed a fat 6kg tuna, and there was more to follow on 2kg, 4kg and 6kg line. This was more like it!

And when his 4kg line went screaming off the reel, the crew figured it was another tuna, perhaps even bigger. Happy days. But when

Rod struggled to work his prey back towards the boat there was a chorus of WTFs.

All was revealed when a blue marlin, which gobbled a Silstar christmas tree lure, jumped around 50m at the back of the boat.

After an hour, Brian alerted Angling captain John Bech that his crew was otherwise engaged, and needed to be excused from the weigh-in. Excuses don’t come much better than that.

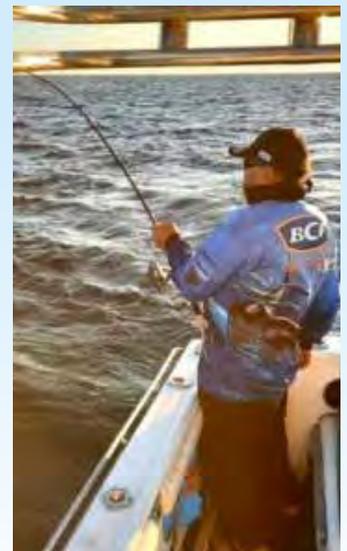
Alas, after an epic young man and the sea battle lasting over four hours, and followed on the PGFC Facebook page as Brian provided updates, the 150kg-180kg blue finally busted off but not before a theatrical finale which feature five or six jumps in succession. Alas, by the time Brian’s camera was ready to fire, the marlin was gone.

The adventures on Brian’s boat overshadowed the other performances on the field day which was won by Ray with a modest 60 points while Nev brought the weigh-in to life with a pristine pink snapper.

The target fish for the month, dhufish, will carry over to the June 3 comp when skippy also will be the special guest.



Brian’s 6kg tuna



Brian with his rod



John’s barbie



# Craig's big day out – June Angling Comp

Ray Wilson

The Angling Section's June competition started with weather only polar bears would enjoy and ended at the weigh-in in bright sunshine with a beer, warm snaggers and onions in a bun that brought an inner glow to all and sundry.

## By any standards, it was a dramatic day.

Craig Thomas produced an outstanding performance for the ages; a huge shark hung around one of the boats like a labrador looking for a pat; some excellent tuna were taken off Rotto; a couple of superb break-sea cod turned heads and a 10kg sambo caught on 6kg line on a sand-whiting hook was captured and released.

Then there were snook as big as digeridoos, king george, massive herring, flathead and some skippy all chucked into the catch bag to produce one of the better weigh-ins in recent times.

Let's start with the winner, Craig. Anecdotaly, Craig's amazing nine-species haul which netted 133.3 points is an Angling Section record. Back in November Chris Walkey's 130.82 points set the bar at a height that many thought wouldn't be reached.

Craig had other ideas as he went on a points-scoring spree, boating break-sea cod, samson fish, tuna, herring, sand-whiting, squid, flathead, pike and skippy.

And get this. While Craig racked up points with some of the lesser lights of the ocean, his deckie Dror, who is not a member, was almost apologetic because he plucked fish only from the top shelf... a dhuie, pink snapper and a ripping king george. Imagine if...

Mind you, Craig deserves every 15-pointer that comes his way after towing his boat from Mandurah and sleeping on it at the Club on the eve of the comp.

George Greaves and Ian Samson both presented lovely break-sea at the newly positioned weigh-in station on the lawn under the sail just east of the boat ramp parking where anglers enjoyed the space, with the bottleneck and Shed 7 hopefully consigned to history.

Angling captain John Bech – who earned \$100 towards his HSS by landing a modest skippy, a target fish – and wife Denise both weighed in good hauls, with John claiming 87.51 points while

Denise netted 75.03. Her points total would have been healthier if not for the flathead that broke free at the side of the boat.

Ray Wilson and Chris Walkey were gob-smacked at the spot dubbed the Snook Supermarket when a lightly coloured shark with a head that wouldn't fit into a 44-gallon drum circled their *Trophy* for 15 minutes.

Nearby, at the Skippy Hole near Stragglers, a boisterous sambo ran like a thief after latching on to Ray's small hook. It's 20 minutes of his life that Ray won't get back but after some nifty net work from Chris the fish was pictured, measured and released. It was estimated to have weighed 10kg.

Pink snapper will join dhufish (carried over) as the target fish for the July 1 competition. Tailor is the target fish for August while sambos get that billing in September.



Craig with tuna



# Blue Marlin Classic

The 2023 Blue Marlin Classic (BMC) saw a total of 25 boats and 81 anglers registered and paid entry into this year's event.

An information night was held on Thursday 23rd February (one week prior to the comp) where Ben Weston (Owner of Richter Lures and MadFish) and John Fraurud (Owner of Exe Tackle) provided an audience of 60 anglers with tips on where to fish and what tackle to run. The information night equipped everyone with sufficient information to make last minute changes to their gear and provided an opportunity for those in need of tackle to buy from our speakers and/or borrow from the club or other anglers.

The BMC commenced with a skippers and crew briefing on Friday 3rd March and the traditional sail past and shotgun start at 8.00am Saturday 4th March. Day 1 got off to a flyer. *Naturaliste* tagged and released a 60kg Striped Marlin on 37kg

line and various boats tagged and released an assortment of species (Tiger sharks, Yellowfin, Southern Bluefin and Skipjack Tuna, Mahi Mahi and Wahoo).

Day 2 saw much of the same species caught, with *Black Ops* weighing in a premium quality 23kg yellowfin tuna on 10kg line.

*Sniper* finished off Day 3 and the 2023 Blue Marlin Classic to perfection, successfully tagging and releasing a majestic 180kg "Metro" Blue Marlin on 37kg line.

The BMC presentation dinner was held on Saturday 11th March on the sunset deck and enjoyed by 90 adults and 18 children.

## BMC WINNERS 2023

Marcus Maher Memorial Trophy FIRST MARLIN FSC MEMBER-DAMON JOHNS

Shimano Boat - Banovich Perpetual Trophy Tag & Release BLUE MARLIN -DAMON JOHNS

Marine Outdoors - Ed Fox Perpetual Trophy Tag & Release BLUE MARLIN FSC MEMBER --DAMON JOHNS

EXE Dredges - Tag & Release STRIPE MARLIN - ANDREW WOODS

On Strike Charters - Jeff Kazim Perpetual Trophy HPS MARLIN --- ANDREW WOODS

Wildtrak - Gerry O'Loughlin Perpetual Trophy 2ND HPS MARL IN -DAMON WOODS

Wildtrak HP Scoring FSC Member - DAMON WOODS

Compleat Angler Nedlands HP Scoring Angler DAY 1 -ANDRE WOODS

Compleat Angler Nedlands HP Scoring Angler DAY 2 -GLEN RATTIGAN

Compleat Angler Nedlands HP Scoring Angler DAY 3 -DAMON JOHNS

Wilson marine Yellow Fin Tuna -JOHN HOLMES

Wilson Marine HPS TUNA OTHER -GLEN RATTIGAN

Wilson Marine HPS MAHI - IAN MINCHAM

FSC & Richter Lures HEAVIST GAMEFISH - JOHN HOLMES

AFW - Doug Clegg Perpetual Trophy MOST MERITORIOUS CAPTURE - DAMON JOHNS

AFW Vic Ryan and Matt Nichols Perpetual Trophy INCIDENT - JOHNNO RYLEY

Marine Outdoors Weigh Masters Award - EVEN STAR

Halco Tackle & Shimano - FSC Perpetual Trophy CHAMPION JUNIOR - LOCHLAN TURRELL

Ross Ezekiel, Martin Box and Marine & Outdoors CHAMPION FEMALE - JENNINE SAMPSON

Martin Box Marine CHAMPION MALE - GLEN RATTIGAN

Martin Box Marine CHAMPION MALE R/U - PHIL VOLICH

AFW Jeff Kazim Perpetual Trophy - HPS FSC TEAM - NATURLISTE

FSC & Monument - CHAMPION BOAT UNDER 8.5M - SNIPER

FSC & Monument - CHAMPION BOAT UNDER 8.5M - BLACK OPPTS

Club Marine & Fremantle Shipwrights CHAMPION BOAT OVER 8.5M -- NATURLISTE

Club Marine & Fremantle Shipwrights CHAMPION BOAT OVER 8.5M R/U -- CAPRICORN

INTERCLUB - HPS 2 BOATS -FSC - NATURLISTE & SNIPER

BFC, EGFC and KBGFC HP Scoring Team overall - NATURLISTE

Tremco CLUB PERSON OF THE YEAR - MARK RICH



Trophy winners



Damon Johns and Team Sniper



Andrew Robinson filletting mahi mahi



The Black Ops Tuna



Johnno Roth and friends



# Pipes & Drums

**P**ipes and Drums have had another busy few months, with Anzac Day, the 'High Voltage' AC/DC tribute event in Fremantle and the hosting of the Highland Championships (April) and the Perth Bagpiper Solo Competition (July).

Pipe Major Stuart Bradford was also conscripted (again) to pipe the course change for the Cruising Section's Progressive Dinner, and to lead the official party for the formalities at the Commodore's Ball.

On Anzac Day, FSC Pipes & Drums were supposed to be at the;

1. Cannington parade & service at 7:30am,

2. Fremantle parade at 10:15am,

3. Bellevue RSL parade & service at 12:00pm and finish the day at

4. Fremantle Sailing Club at 3:00pm.

It was a wet and windy day and fortunately for us, the Bellevue parade was cancelled which meant that the Band was able to play at the FSC Anzac Day service. They were warmly welcomed and gave us several unexpected pieces, including a beautiful Lament as well as the national anthem.

Congratulations to Stuart, our Member of the Year, who has just been elected Pipe Major for the umpteenth year running, and also to Peter Roberts, recognised at the Section's AGM as the Pipes and Drums Most Active Member.



Anzac Day band at FSC



High Voltage - pipers in Fremantle



Anzac Day in Fremantle - new drummer



Anzac Day at FSC



High Voltage



Anzac Day, Norm Sudlow



PLC students at the Perth Bagpiper Solo Competition



Anzac Day in Fremantle - a bit wet



Peter Roberts, most active member



# Power Torque

## Love Boat - Shipwrecked Party

- Jennine Sampson

This event, hosted by FSC Power Section on 11th February, was a great success. The sunset deck lawn area was transformed by the Power Committee to an uncharted desert island.

A variety of pirates, captains, ship's crew and cruising guests walked the plank to enjoy the delights from the buffet tasting table. Billy Bones made a guest appearance along with his friend Wilson. Congratulations to our best dressed for the evening Nigel, Barb, Drew & Joanne. This event was proudly sponsored by 'Power It Chilli Sauce' and Trisec Security Technology.



Annie & Ole Otness



Barb O'Dowd & Charlotte Osborne



Charlotte & Ozy Osborne



FSC Power Section Committee



Heather Timms



Kylie Broomham & Craig Fraser

## Family Fun Day

2023 - Antony Osborne

The annual Garden Island Family Fun Day was held on the 18th of March and was well attended, with many boats loaded with members, family and friends. It was near perfect boating conditions on the trip over - the ocean was like a millpond.

All attending boats were issued with pre-organised moorings and once settled, everyone made their way up to the grassy BBQ area in Pig Trough Bay to enjoy some music, a fabulous selection of nibbles and social chat, and some lawn games for the little ones. There was a wide array of members attending, some new, some old, many young ones and even some sailors joined in.

The Power Section Committee hosted the annual BBQ lunch, serving an assortment of gourmet sausages, chicken & beef skewers plus an abundance of healthy salads for all to enjoy.

After the lunch and while bellies were recovering, it was time to see who would win the boat alarm system that had been proudly donated by TriSec Security. We asked two young girls to draw a ticket out of the bucket and the lucky winner was Russell Dolton, whose entry from the Rotto Olympics Event was drawn out of the barrel. It was great to see that Russell was also in attendance at our Garden Island Family Fun Day to claim his prize.

With lunch over, we packed up everything from the BBQ area and headed to the beach for some beach games and swimming. The water was very refreshing however there were a few blowies in the water trying to nibble your toes if you stopped still for too long. This made for a few unexpected screams at various times!



Garden Island Family Fun Day BBQ



Garden Island swim and watermelon.



Our lucky major prize winner: Russell Dolton, Ayla and Aerith



Some of the gang enjoying the beach, sun and games after lunch.



The big AB shuttle that saved us launching our tenders.

A few boats were staying overnight on the moorings and the rest headed back to the Club. The trip home was very smooth, with a gentle following breeze so some stopped along the way to watch the Flying 15's World Series 2023, that had over 80 yachts competing from around the world in near perfect conditions.

It was a great day that was enjoyed by all, and many commented on how it's always a wonderful event. We look forward to inviting you all again next year.

# Black And White Party

- Marian Morley

A raft up of 7 boats in the VIP section of the Fremantle Sailing Club certainly caused a stir!

The Power Section had their prayers answered when mother nature put on a spectacular day and sunset for the Black and White Party on 22nd April. There were two phases to the setup, so it was a busy day for the Committee, with not a minute to spare.

Firstly, the raft up had to be set up in the beautiful FSC marina and we were lucky enough to jag the VIP section, which means that we are "very important people!" The boats participating in the raft up started coming in around 1100 and with military like precision, Jason the Harbour Master and Darren Heath set ropes and positions to ensure the raft up was perfect.

Once the boats in the raft up were secure, Phase II was activated and the tables were set up on the lawn, music arranged, food prepared and decorations and flags were hung. It was a case of from the boats to the land and back again!

By 5pm we were ready for the party to begin, and we had a huge frame for anyone who was willing to be photographed. The black and white costumes were varied, as guest dressed to impress with elegance, a sense of humour and nautical themes.

As the evening progressed, we were all soaked in a magnificent sunset, the weather was mild for an April evening, and everyone started to become more animated as the sun set. I have it on



Black & White Dinner Buffet



Black & White Raft up dinner



Charlotte & Ozy



Colleen & Bernie



Ron & Alison



Alison, Mary-anne, Ashleigh

good authority that a great time was had by all as the last person left about 1am in the morning. The music was magic, and everyone danced to the YMCA song.

The Power Section sincerely thanks Darren Heath for his raft up skills and for providing the musical tunes that had everyone dancing on the grass, on their boats and smiling from what was a wonderful night.

We also thank Heather Timms for her support with the 'Power it Chilli Sauce' and Jennine Sampson for her donation of the ladies' door prize.

Congratulations to Kylie Hill, Burnie Purcell, Mari VB and Neil Ensor on their best dressed awards and last of all thank you to Charlotte Osborne and her tireless committee for putting on a wonderful, never to be forgotten event.

## FSC Power Section Quiz Night

- Heather Timms

The Power Section hosted their Inaugural Quiz Night on Saturday, 20th May in the Club Bar, with a fabulous turnout of 12 teams from across all sections of the Club competing in the quiz for some awesome prizes.

Special thank you to Quiz Master Drew Murrie and his Quiz Scorers Heather Timms & Kylie Broomham for hosting a great night. Quiz Master Drew put a lot of thought into his 10 Category Rounds, totalling 100 questions.

However, Round 6 (*Category: Fremantle Sailing Club*) certainly had people putting on their thinking caps! Most were baffled with "How many flag poles are out the front of the Club House?" and I don't think many people got this question right. So next time you cross the railway line to enter into the Club grounds make sure you count all the flag poles on your left, as there are actually 22 but only 7 are positioned out the front of the Club House!

Our FSC Power Section mascot "Billy Bones" made a guest appearance on the night and had a special round of "Who was I" questions. The Live-Aboards team guessed correctly that he was Mark Twain in two guesses, so that made a quick round!

### PRIZE & RAFFLE WINNERS:-

- DOOR PRIZE WINNER – Neil Ensor
- 1ST \$50.00 LUCKY NUMBER – Jordan Breen
- 2ND \$50.00 LUCKY NUMBER – Ole Otness
- BOTTLE OF PENFOLDS FATHER PORT – Kyron Timms
- BOTTLE OF BAILEY'S – Ron Kitchener
- ENVY JEWELLERY – Sharon Behsman (Donated by Jennine Samson)

### QUIZ PRIZE WINNERS

- Who Was Billy Bones? - The Live-Aboards (Craig Fraser's Table)
- 1ST PLACE (75 POINTS) – The Adventurers (John Ogilvie's Table)
- 2ND PLACE (74 POINTS) – The Live-Aboards (Craig Fraser's Table)
- 3RD PLACE (66 POINTS) - The Longboat (Ole Otness's Table)
- BOOBY PRIZE - Power-It Possums

BILLY BONES SPECIAL AUCTION BOX - Highest Bidder (John Ogilvie)

After all the winners were announced and prizes presented, we all enjoyed a few port tipples, compliments of our 'Power-It Chilli Sauce' sponsor Heather Timms and a scrumptious cheeseboard and chocolates supplied by the Power Section.

(continued on page 42)

# FSC Power Section Quiz Night (continued from page 41)



1st Place The Adventurers



2nd Place & Who was Billy Bones - The Live-Aboards



3rd Place The Longboat



Booby Prize - Pink Possums



Kyron Timms - Happy raffle winner

## South Fremantle Walking Tour, Saturday June 17th - Terry Marshall

The walking tour was arranged fairly last minute, yet we had a nice number of people attend. We were lucky enough to have blue skies and mild weather considering it was the middle of winter. Armed with a short quiz and some simple but fun challenges to complete, the intention was to get to know the local South Fremantle area accessible by foot or the Cat Bus from the Sailing Club. We all met at the Sailor's Bar and started with a cold beverage and nibbles around lunch time, with our first destination a short 5-minute walk to a brewery known as Running With Thieves.

The first challenge was to find something inside the premises with your name on it and the large number of spirit barrels with owner's names engraved on them helped here. The next destination was the South Beach Hotel for a light lunch and several more questions and challenges. One challenge was to accurately guess the number of steps taken by the power section captain Charlotte over the entire day and this one had most of us guessing and some being a little devious and making her walk on frivolous errands to increase the step count.

Percy Flint is a wonderful small bar that is located next door to premises that really come alive after dark and created a hilarious discussion about the world's oldest profession. The Local Hotel was next just across the road and one member actually managed to get a photo of a local wearing crocs, yet another challenge ticked off the list.

Several couples came and went over the day and the last stop a little wine bar called "Unwined" for some nibbles. The owner here gave us a preview of his new but not yet opened whiskey bar just across the road. Then it was back to the Club for dinner for those of us that remained. An amazing day and all within easy walking distance of the Club. What a pleasure to discover just a little of what South Fremantle has to offer, and we only just scratched the surface! Just for the record the official step count was 10,645 but I suspect the captain was taking short steps!



Challenge 1 - searching to find your name



Percy Flint



Exploring South Freo



The Local



# Hard Hat Diving Returns to FSC

Sunday 23rd April 2023 Peter McMahon

**W**ith beautiful clear skies and a warm 29C temperature, a dedicated group of members and visitors enjoyed a day of diving in the old-style Hard Hat helmets as used by the original Pearl Divers in Broome and in many other places around the world.

They were the system used to build many harbours and jetties as well as working on vessels and recovering sunken vessels and other items. Fremantle Harbour and the Thames River embankments are two famous areas that you would know.

Interestingly, the historic English Winchester Cathedral, which was built on marsh, was found to be on the verge of collapse in 1906 as it sunk into the earth. 235 pits were dug out along the southern and eastern sides of the building, each about six metres deep, and a British diver named William Walker, a leading diver of his day who had trained at Portsmouth's naval dockyard, put in a Herculean effort to save the foundations. He worked alone in pitch-black water for five years from 1906 to 1911, eventually putting down 25,000 bags of concrete, 115,000 concrete blocks, and 900,000 bricks!

It was neither so serious a task nor so dark at FSC. On the day we had two systems in operation, with a total of twenty six divers having their first experience in this type of diving system. Divers on the day were from the FSC Dive Section and members of the Historical Diving Society as well as retired Navy Divers and members of the current Team 4 Navy Divers.

To put this type of event on takes the help of many people and I particularly want to thank FSC Harbour Master Jason Hands and his team, and Dive members Ludvik Farka and Barbara O'Dowd acting as safety divers. Apologies if I missed anyone, it was a great team effort.



William Walker



A happy Doug Glover



Helping the diver down the steps



Past member Mike Cooke runs the intercom

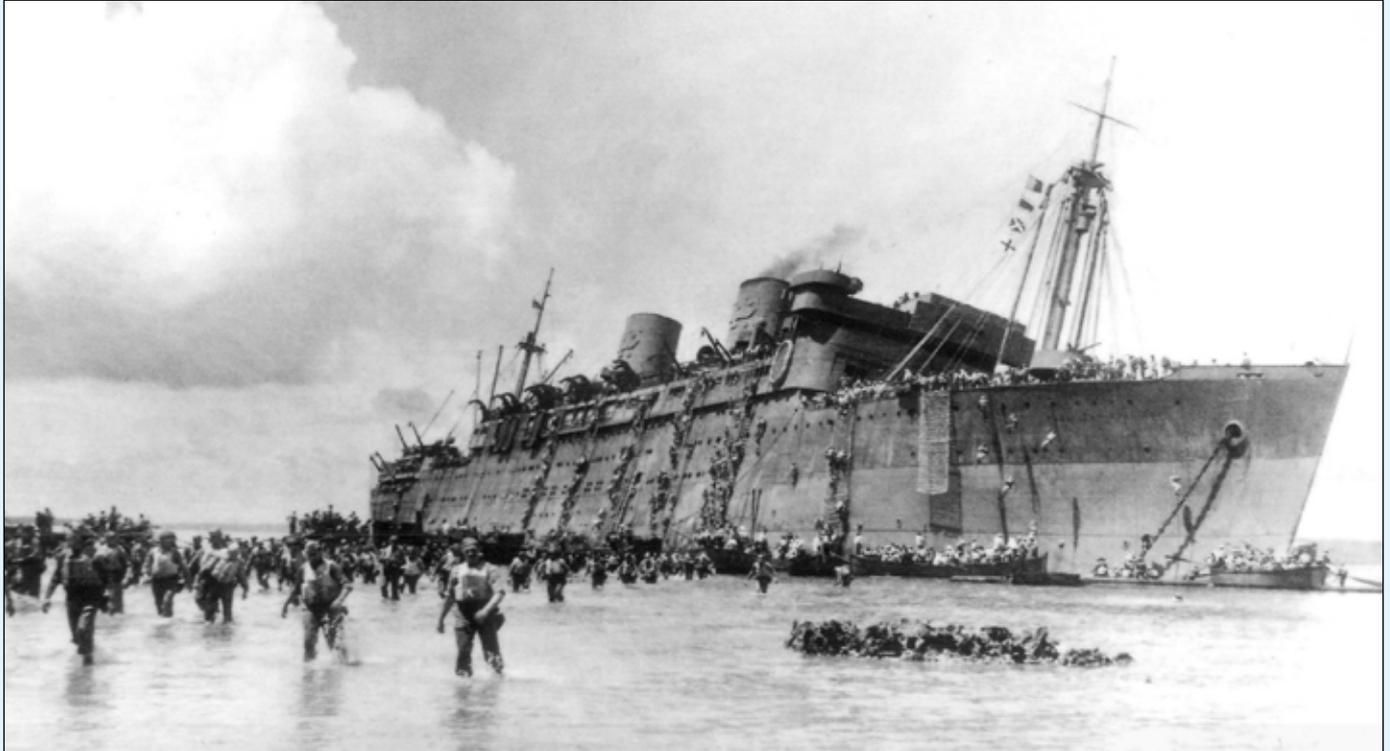


Setting up for hard hat diving



# The Happiest Place on Earth

Dive Captain Andrew Brockis reports.



The Coolidge sinks

**I** may have discovered the happiest place on earth. It was an accident really, I wasn't looking for it, I just got lucky.

Heading for a bucket list scuba diving trip in May, I boarded a winged tube of death and headed for the remote island of Espírito Santo in Vanuatu. Where?, did you say? Fair enough, I had never heard of it either. You take a plane from Brisbane, head east into the Pacific, leapfrog New Caledonia and eventually arrive at a tropical paradise that houses arguably the best shipwreck dive on the planet, namely the SS *President Coolidge*.

In 1942 the American Navy was using a converted passenger ship, the *President Coolidge*, packed with troops and all their equipment, trucks, weapons of destruction and all the ancillary stuff you can imagine, as transport to their base on the island of Espírito Santo. Unfortunately, the local US Navy base forgot to notify the skipper of the *Coolidge* that they had planted a minefield across the harbour entrance. This didn't go well for the *President Coolidge*, which ran foul of two friendly fire mines, and as the ship began

to sink the quick-thinking skipper ran her ashore. The troops had 90 minutes to abseil off the ship which then fell over on its side and slid back into deeper water thus becoming a dream dive wreck for those intrepid souls ready to brave the not inconsequential depths.

Earlier this year club divers Pelle Thambert, Neville Mader and I did a decompression dive course to upskill us for the deep diving required. Pelle and Neville had to defer their trip to Vanuatu due to life getting in the way and so it was left to your narrator to fly the FSC burgee and dive the mission.

The main town on Espírito Santo is Luganville, which is barely more than a few shops lining a potholed road laid by the American army in WW2 and seemingly not repaired since then. On the plus side there is no income tax in Vanuatu with which to fund repairs so a few potholes is a pretty good trade-off and probably contributes to the local spirit of bonhomie that prevails everywhere. In the centre of town, the erratic path of traffic manoeuvring around holes in the road means that dodging cars to cross the road is like playing a live game of Frogger.

Radiating out from Main Street there are numerous kava bars, these are thatched huts that come alive in the evening. Kava is a toxic muddy water beverage made from crushed tree roots and roadside puddles. After dark the backstreets come to life when a hundred kava bars lit by blue lights attract the locals like moths to a flame. They are there to imbibe their nightly dose of home brew traditionally served in half-coconut shells.

The first shell of kava makes your mouth go numb, it feels a bit like a dentist has filled your face with Novocain. The second one tastes a bit better and as one keeps buying more, with each shell a pleasant lethargy kicks in.

But we were here for the diving, not the boozing. Each day began when we were woken from our slumbers by a raucous rooster crowing in concert with the grunting of a very feral pig called Sweetheart. After a quick brekkie, we clambered aboard the flatbed of a truck possibly salvaged from the Korean War and drove the short distance to the dive base which is located on the beach directly in front of the sunken ship.

Over the next six days, we repeatedly waded out to the wreck site before descending 50 metres to the ship, venturing deeper each day as we explored the interior.

The hull is still full of Jeeps, trucks, bulldozers, rifles, live ammunition, a few cannons and all the accoutrements of a floating troop transport. Dave our dive guide (he of three front teeth and endless smiles) made sure we didn't drown ourselves or blow ourselves up with the live ammunition which is scattered throughout the wreck. I must admit I did find Dave's penchant for cheerfully hitting live 30-calibre machine gun bullets with chunks of coral to try and remove the surface encrustation disturbing. Fortunately, none of them exploded.

Later in the week we also dived into a site known as 'Million dollar point'.

At the end of the war, the Americans faced the dilemma of getting all their logistical equipment back to the US, so they offered it to the locals at what they saw as a bargain price of only six cents on the dollar. However, the impoverished locals didn't have even six cents and the Yanks weren't interested in trading for a lifetime supply of coconuts,

Incredible stupidity, at Million Dollar Point the heavy earth movers, tractors, bulldozers and every kind of thing that could have helped this small island nation stand on its own feet were thoughtlessly discarded and bulldozed into deep water by the Yanks.

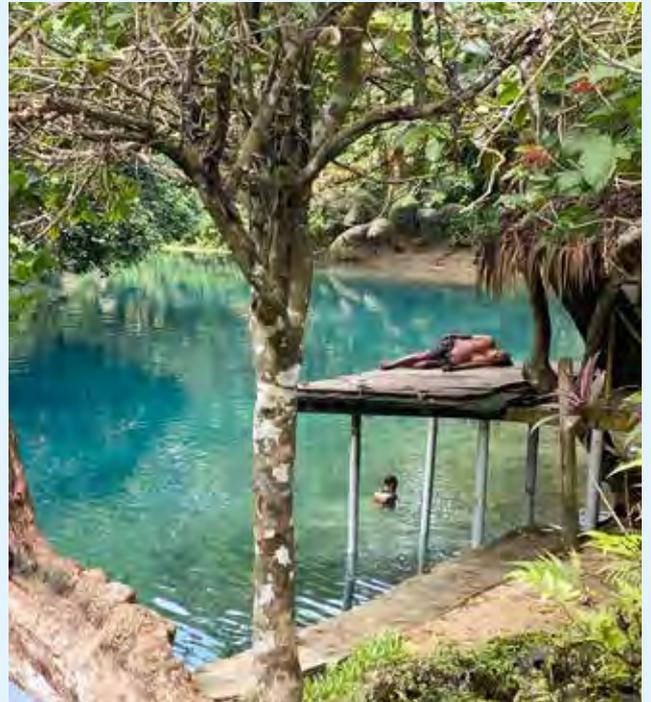
Today it does make for an interesting dive site and there is something strangely satisfying about sitting in the driver's seat of a giant front-end loader 30 meters below the waves.

All good things come to an end and too soon after 10 days of diving and enjoying the wonderful friendly local hospitality, it was time to head for home. But not before concluding that Vanuatu may indeed be the happiest place on earth even giving Bhutan a run for the title. The people have very little, but their smiles and friendly faces are everywhere and in inverse proportion to their material wealth.

I certainly hope to return one day.



Live 30 Cal Rounds



Matevulu Blue Hole



Andrew Brockis on Port Olry Beach



President Coolidge Dive Site



# FSC DINGHY Update

Matt Till, Dinghy Captain

## I CAPTAIN'S WORD

The 2022-23 sailing season was very successful and concluded with our End of Season function. The sailing season summary can be read in Section 2 below. The Dinghy Club continues to evolve but it was satisfying to have honour boards placed on the walls of the Dinghy Clubhouse to show the amazing history that FSC Dinghy has produced.... a sailing history any Australian club would be proud of. The boards were revealed on 27 May 2023, though the ceremony was attended by only a few club members, including some of our Olympic champions – Belinda Stowell OAM (Sydney Gold Medallist) and Tessa Parkinson OAM (Beijing Gold Medallist).

Commodore Phil Hearse was to give an address at the honour board opening, but unfortunately he could not make it. His prepared speech is shared in Section 5 below. It was a brief history of the FSC Dinghy Club till 2000 but it shows common themes of i) enthusiastic parent leaders, ii) strategic planning, iii) classes come and go; iv) financial constraints; v) increasing levels of coaching sophistication; vi) getting sufficient volunteers, vii) elite sailing results and viii) having fun.

On 15 April Australian Sailing presented a five year vision that FSC is going to align with. There is some work to be done to flesh out this alignment and share with club members. This will have to be done by the incoming new committee with the Boating Office.

I will not be standing for office at the next Dinghy Annual General Meeting. I need to thank sailors, my committee (Alex Thomson, Roger Pell, Jonothan Bloch, Heinz Niemann, Kirsty Sharp, Tim/Michelle Brazier and Brett Phillips), parents, volunteers and the Boating Office for the success of 2022-23. Of particular note I need to really thank our volunteers...they are the backbone of any sporting organisation.

Sail safe and see everyone on the water...

Matt Till – Dinghy Captain

## 2 Dinghy End of Season Function

On Saturday 06 May, the Dinghy club took over the FSC club...kids rule! This was facilitated by many FSC members sailing to Exmouth and the royal coronation was on that night. Of interest was in 1986 Prince Charles was the FSC Commodore in Chief, so we accepted his apologies.

The evening was chilly, so we implemented the 'wet weather' program and moved the function from Sunset Deck into Bar area. With most of the FSC Board sailing to Exmouth we were pleased to have Rear Commodore (RC) Kyle Timms present the awards and the Wainwright family were represented by Peter's sister – Claire Allen.

Dinghy Captain Matt Till summarised the successful 2022-23 sailing season including

- i) 505 National Champions – Chris Paterson/ Thor Schoenhoff,
- ii) 470 National Champions – Nia Jerwood/ Connor Nicholas;
- iii) ILCA7 National Champion Matt Wearn OAM
- iv) Sail Melbourne IQFoil Harry Joyner second place;
- v) Sail Melbourne ILCA7 Luke (Swifto) Elliott third place

- vi) 470 National Juniors – Axle Fleet/ Jamie Randell,
- vii) National Optimist – Murray Duthie second place and
- viii) World ILCA Masters– Christopher Bottoni 2nd and Colin Dibb Grand Master 4th.

Matt also welcomed the new FSC head coach – Mikhael Lundt.

Matt said FSC dinghy sailing remains competitive and engaged. FSC Dinghy acknowledges all its coaches, volunteers and regatta organisational support by the Sailing Office. The Dinghy Committee supporting the FSC Boating Office and parents were: Communications – Alex Thomson; Volunteers – Heinz Niemann; Projects – Roger Pell; Racing – Unfilled; Galley – Kirsty Sharp and Bosun – Brett Phillips – big thanks.

Matt paid particular thanks to the volunteers. In 2023 we have lost some key long term volunteers who have moved on. Matt acknowledged the great support from Roger and Gill Joyner, John and Dee Wright and Malcolm McLeod – thank you for all those years of support.

Rear Commodore Kyle Timms and Dinghy Captain then presented the following 2023 awards and champions:

Honour	Name	Reason
<b>Peter Wainwright (\$1000)</b> -Premium Dinghy award. Peter Wainwright, very keen sailor, killed in a 1998 accident	Murray Duthie – Optimist (Opti)	2nd Opti Nationals and selected to represent Australia at the Opti Worlds – Spain
<b>Peter Winter</b> - Novice Skipper Award	Jonas Moeller – Opti/ 29er	Great improvement in 29er, graduating from the Opti
<b>Dragon Perpetual Trophy</b> - Most Improvement Skipper	Lucy Graham – Opti	Optimist WA States - female champion
<b>G&amp;G Hickling Trophy</b> - Most Improvement Crew	Jake Bessen – 505	2Getting 505 Prawn into the top ten at the Nationals and training his skipper to lean!
<b>Schweppes Trophy</b> - Junior Sportsman	Seth Till – Opti	Always helping his fellow sailors, developing leadership
<b>Margaret Cook Award</b> - Encouragement	Sophie Brazier	Sailing Opti, 29er_XS and windsurfing with a smile
<b>Volunteer of the Year</b> - Centenary Trophy	Aurora Nakayama	Volunteer on start boat, making cakes and supporting the canteen
<b>Noel Sweetman Honour Board</b> - Dinghy Club Person	Mark Stowell – 505 Legend	Encouraging youngsters in 505's, donating wines for prize givings and organising the 505 container for QLD

<b>Costa Concordia</b> - Coach that made a mistake	Chris Charlwood – FSC Sailing Coordinator	<i>Wrapping mark around prop and forgetting to pick up marks, after getting to the dock!</i>
<b>Journeyman Cup</b> - Travelled most kilometers to sail at regattas	Harry Joyner - IQ- Foiler	<i>Competing in SailMelbourne and Europe.</i>
<b>Wild West Challenge</b> - Best wipeouts	Matt Hansen 505 Legend/ Shane Attwell	<i>Some numerous/classic capsizes (especially in Walpole and at SailFreo)</i>

### The 2023 FSC Championships were then awarded:

Opti Open	1	Murray Duthie	
	2	Seth Till	
	3	Kai Nakayama	
Opti Inter	1	Connor Grant	
	2	Jake Hamley *	
	3	Gabriel Chirac	Crews:
29er	1	Jonas Moeller	Lia Rafart
	2	Finley Symonds	Lucas Cunningham
	3	Ona Rafart	Pol Rafart
5o5	1	Christopher Paterson	Thor Schoenhoff
	2	Mark Stowell	Jake Bessen
	3	Nicholas Mariani	Alex Thomson
IQFoiler	1	Jack Brazier	
	2	Caitlin Shaw	
	3	Roy Woodcock	
OK	1	Brendon Green	
	2	Scott Olsen	
	3	Anthony Galante	
ILCA 4	1	Charles Allen Toyn	
	2	Imogen Bates	
	3	Michelle Luinstra	
ILCA 6	1	Joshua Till	
	2	Xavier Bates	
	3	David Luketina	
ILCA 7	1	David Whait	3rd Aust Masters
	2	Christoph Bottoni	2nd World Masters
	3	Grant Lovelady	

### 3 Local Regattas

#### OK Dinghy State Championship – 2023

The OK Dinghy State Championship was won by Scott Olsen in his boat Flight Risk in glamour conditions off Fremantle 01 and 29 April. A total of seven OK Dinghies competed which is a promising start to this new class at FSC. Thank you to Race Officer Paul Harford and his precision team for their work and to the OK Dinghy

Sailing WA for bringing the event to the Club.

1st Scott Olsen; 2nd David Meehan and 3rd Brendon Green

#### FSC Huck Scott Winter Regatta – Interim Report

Sailors from across Perth gathered at the picturesque Fremantle Sailing Club for the highly anticipated 2023 Huck Scott Regatta. The event commenced on June 17th and is

halfway through its schedule, with two more exciting days of racing to go. The regatta has proven to be a tense racing with challenging weather conditions keeping everyone on their toes.

The early days of the regatta have seen competitors battling light winds during the morning racing sessions. Despite this, the enthusiasm and determination of the sailors remained unwavering, creating an electric atmosphere on the water.

Day One of the regatta saw the dinghy fleet minus the Windfoilers taking to the waters for two races each, setting the stage for a fierce competition throughout the event. The second day proved to be even more action-packed, with four races scheduled, pushing the sailors to their limits.

65 entries were received, with eight Windfoilers entering for the first time. This inclusion of Windfoilers added an exhilarating twist to the traditional dinghy racing, showcasing the evolving nature of the sport and its appeal to a broader audience.

The Windfoilers faced an unexpected but welcomed delay, as racing was postponed to June 10th due to a promising weather forecast with better wind conditions. This decision paid off handsomely, as sailors have since experienced more favourable winds, providing an exhilarating sailing experience for all participants.

As of the midway point in the regatta, the dinghy fleet has completed six races, while the Windfoilers have completed five races. This closely fought competition indicates that the final two days of the event will be fiercely contested, with sailors leaving nothing to chance.

Organizing a sailing event of this magnitude is no small feat, and the organizers of the 2023 Huck Scott Regatta have expressed their gratitude to all volunteers who have worked tirelessly to ensure the smooth running of the racing, especially under challenging conditions. Their dedication and commitment have been crucial in delivering an outstanding event for all involved.

As the regatta approaches its thrilling conclusion, all eyes are on the remaining two days of racing, as participants gear up to give their best performances. The 2023 Huck Scott Regatta will undoubtedly leave a lasting impression on competitors enjoying the timeless sport of sailing and the vibrant sailing community in Fremantle.

## 4 International Regattas

### World ILCA Masters – Feb 2023 Thailand

Christoph Bottoni and Colin Dibb competed in the 2023 Masters World Championship in Thailand with great results. Christoph 2nd place in the Masters Division. Colin 4th place in the Great Grand Masters Division. For information Christophe was an Olympic ILCA aspirant for Switzerland and Colin is an ex world ILCA Masters champion (2001/ 2004).

### 5o5 Riva Gold Cup – Italy

The second round of the 2023 505 Euro Cup circuit took place in the sailing paradise of Riva Del Garda between May 16th and 18th, 2023. Boats from eight countries made up the 38 boat fleet giving it a very international flavour (there were five Australian teams, two from FSC). Prior to the event the weather forecast had not been looking good, with the prospect of rain and light winds. As luck would have it, the regatta was blessed with good conditions, plenty of sun and wind and just the occasional shower.

FSC was represented by our two 5o5 legends – Mark ‘Stolly’ Stowell and Matt Hansen (crewed by Shane Attwell – FSC crew union!). Mark was sailing his brand new boat, straight from the Jess factory. On shore was Roger Pell, Dinghy Secretary to provide pre/post race grappa. Both Matt and Stolly sailed really well in a very, very hot 5o5 fleet consisting of four world 5o5 champions, AC sailors and Olympians. Mark was 19th and Matt 26th. Of interest were the buoy room rule interpretations by the Europeans – they must have been using Rob Fleming’s rule book. As is the nature of the 5o5 family, all was sorted on the water and no protests made it to shore.

### ILCA/ 470 Paris 2024 Olympic Test Event in Marseille

At the conclusion of the regatta, Australian Sailing Team (AST) High Performance Director, Iain Brambell said, “The Test Event has been a highly successful venture, as it saw the return of Matt Wearn OAM to the top of the podium and five of nine Australian entries competing in their Medal Series/Races”. The FSC sailing results there were:

- ILCA 7 – 42 Entries  
1st - Matt Wearn OAM – 1, 7, 5, (10), 5, 2, 3, 1, 6, (43 RET), 2 (42 points)
- Mixed 470 – 17 Entries  
6th - Nia Jerwood and Conor Nicholas – 7, (16), 16, 2, 3, 4, 4, 3, 3, 11, 12 (65 points)

- ILCA 6 – 38 Entries  
20th - Zoe Thomson\* – 11, 8, 13, (39 DSQ), 39 BFD, 10, 24, 9, 28, 23 (165 points)

\* Zoe is not a member of FSC, but will be when she teams up with her brother Alex in 5o5 Manta

### 2023 Youth and Junior European Championships

iQFoiler – Harry Joyner – 1st

## 5 FSC Dinghy History 1940 to 2000

This speech below was given at the FSC Honour Board consecration on 27 May 2023 by Dinghy Captain – Matt Till on behalf of Commodore Phil Hearse. It was based on *Sailing to Success*, Trevor Sutcliffe; 2000.

“Today we stop to remember our past... how we got to having one of the most successful dinghy clubs in Australia. The results of the dinghy history can be summarized in the new honour boards that archive the sailors that won FSC championships and ended up as both Olympians and World champions.

I have limited this talk to the dinghy history prior to 2000 but drawing out themes/ opportunities that exist today... FSC dinghy history has been a story of boom-bust.

Junior sailing commenced in early 1940’s. It amalgamated with the senior club but the junior club demised during the construction of the Fishing Boat Harbour. With the move to Success Harbour, coaching began in October 1979. Chief Instructor was Ken Cook and started with eight training dinghies.

In May 1980, the first committee formed with Bill Van Didden, Alan Eldrid, Graham Bishop and Brian Boulton. Late in 1980 the club started ‘Learn to Sail’ which included Paul/ Michelle Eldrid, Justin Van Didden and Helen Riseley. Instructors attended Yachting Association (YAWA) coaches’ courses and the instructors included Peter Winter and Norm Beurteaux. I mention these names as you will see them on other honour boards or annual trophies.

After a review of classes, the committee decided the junior class was the Mirror. Six Mirrors were bought. Club racing commenced Jan 1981. We received a donated run-about rescue ‘tinnie’ with 25hp motor! Fund raising commenced and a sister ‘tinnie’ was later bought with

these funds. Gran Hickling, with his foundry business was a keen supporter of the junior club. He cast prizes and the bell, that will be sounded later in this honour board opening.

The Junior club also had a Ladies Auxiliary of nine members and this group assisted in fund raising and social events. Shirleen Eldrid was prominent. Two sheds were located where the club is now.

Cherubs were the second class to be endorsed. Flying Ants, VJs and Manly Juniors were in the mixed fleet.

FSC fell into hard financial times and pen expansions constricted the areas for training. Fund raising was then focused on a start boat. Sponsorship from the drinks company Schweppes resulted in new 6.5m fibreglass start boat called *Miss Schweppes* doing its first start in Aug 1983.

In 1983, championship racing and winter racing commenced. This was the start of FSC having elite sailing. A young Paul Eldrid (currently One Sails/ Enterprise skipper/ World Mirror champion) won the first championship.

Today we stand in a building that was the result of donations (~\$250k) and ‘sweat equity’ by parents plus FSC Angling Section. It was opened Mar 1988 – 35 years ago! At this opening there were some ominous comments made – “*if we can produce world champions from a shed, imagine what we produce from this building*”.

Fireball and 420’s were introduced to cater for older dinghy sailors.

Out of interest, FSC used the river for racing in afternoons, due to the Fremantle Doctor in the afternoon. Volunteering was hard back in the early days. As such a FSC membership category was introduced to encourage volunteers.

When MV *Success* commenced as the FSC Offshore start boat, the old start boat MV *Hector Coates* was given to the Dinghy club to replace the *Miss Schweppes*. In 1992 FSC saw the first RIB Zodiac.

In 1991 the FSC Board reviewed dinghy racing, including attracting volunteers for Saturday afternoon racing. The classes back then were Mirror, 420, Laser and 5o5. Specialist coaching was commenced and media support commenced. Sunday morning racing was introduced for the developing sailors. Then FSC ran the Australian 5o5 Nationals in 1992.

420’s were active in the 1990s. In Jul 1994 the World Championships saw five of the seven Australian teams coming from FSC.

It was at this championship that FSC asked for a world championship, that eventually came in a year later and again in 2012. Many of the then 420 FSC squad went on to higher things, including Belinda Stowell OAM. Unfortunately, after the two world championships the 420 fell out of favour.

Huck Scott (Silver Medallist with Rolly Tasker 1960s) was appointed Coaching Coordinator in March 1992. He was instrumental in raising coaching/ sailing standards. He introduced week day training and inviting schools to sail. John Curtin Senior High School introduced Nautical Studies as a result of sailing interest at FSC. Huck Scott died too early but his legacy continues with the Huck Scott Winter Regatta.

Moves to attract the senior classes were promoted by Commodore Ray Lynch. Advanced coaching was conducted by John O'Connor and Scott Olsen [Scott was only 22, was the FSC Dinghy Captain and currently sailing OK Dinghies]

Strategic planning was commenced back in 1996 including planning for training facilities and more children aged between 8 and 12 years old. Optimists were introduced and Pacers replaced the Mirrors.

*"we may ponder if the future of FSC is in the hands of junior members or senior members...looking backwards"* – Rear Commodore Peter Stallwood. I still think this comment is relevant today.

In 2008 dinghy introduced elite training with Arthur Brett, Don Elks and the

Youth Development Academy. This turbo charged FSC and made FSC the most successful dinghy club in Australia, as seen by the honour board of dinghy Olympians.

Since 2000 the Dinghy club has seen similar themes of i) enthusiastic parent leaders, ii) strategic planning, iii) classes come and go; iv) financial constraints; v) increasing levels of coaching sophistication; vi) getting sufficient volunteers, vii) elite sailing results and viii) having fun.

As they say, we stand on the shoulders of those that have gone before us and FSC is no different. FSC Dinghy is a club that is admired for people and sailing performances. FSC's future is the Dinghy club as sailing is a lifetime skill and many come back to this club along life's journey".



Huck Scott 1 - 29ers



Huck Scott 1 - Lasers



Huck Scott 1 Optimists



Clare Allen (left) presents the Wainwright trophy and cheque to Murray Duthie – Optimist. Presentation overseen by Rear Commodore (RC) Kyle Timms, Secretary Roger Pell and Club Captain Matt Till



Murray Duthie addresses End of Season audience with Roy Woodcock behind



Kyle Timms presents Jonas Moellar the Peter Winter trophy – novice skipper of the year



Kyle Timms presents Lucy Graham the Dragon Perpetual Trophy – Most Improved Skipper



Rear Commodore presents Schweppes Trophy– Junior sportsman to Seth Till. MC Roger Pell oversees award



Kyle Timms presents the Margaret Cook award to Sophie Brazier – Encouragement award



Aurora Nakayama receives the Volunteer of the Year award from Kyle Timms.



Rear Commodore presents the Costa Concordia trophy – coaching stuff up which was won convincingly by Chris Charlwood



Matt Till introduces the Costa Concordia trophy – coaching stuff up which was won convincingly by Chris Charlwood



Roger and Gill Joyner get the Journey Man Cup from Kyle Timms for their son – Harry Joyner IQFoiler, who was travelling in Europe, at presentation



Seth Till receives the Coaches Award – an Optimist Sail (One Sail – dinghy sponsor and past FSC dinghy champion Paul Eldrid)



Optimist champions Kai Nakayama, Seth Till and Murray Till recognised by Kyle Timms, Roger Pell and Matt Till



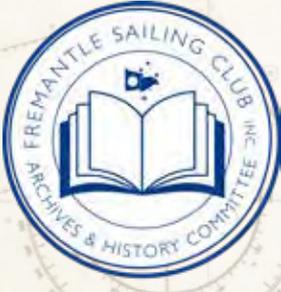
29er champions Finley Symonds, Lucas Cunningham, Jonas Moellar and Lia Rafart congratulated by Kyle Timms, Roger Pell and Matt Till



So5 National, State and now FSC champions Thor Schoenhoff (with baby Otto) and Chris Paterson congratulated by all



Jack Brazier and Roy Woodcock IQFoiler champions with Kyle Timms



# From The Archives

- Carolyn Jupp

We bring you a quick look back 35 years ago – some familiar names here, including some members still active.

## 1988 OCTOBER – FSC SAILING COMMITTEES

### Offshore Committee

Chairman: Bill Burbidge  
Rear Commodore (Sail): Ian Gillon  
Race Controller: Ann Shaw-Campbell  
Assistant Race Controller: Ron McArthur  
Secretary: Steve Morrow  
Division A Rep: Graham Marshall  
Division B Rep: Eric Ferguson  
Handicapper: Denis Manton  
Publicity Officer: Neil Smith (Sunday Times)  
Safety Officer: Chris Messenger  
Trophies – Functions: Anne Lynch

### Inshore Committee

Sailing Captain (Chairman): John Hogan  
Rear Commodore Sail: Ian Gillon  
Division I Rep: David Walters  
Division II Rep: Ron Wilson  
Division III : Garth Silcock  
Division IV Rep: Bill Gilleland  
S & S 34's Rep: Roger Passmore  
Viking 30' s Rep: Brian Wales  
Solings Rep: Ian Riseley  
Race Control Officer: Colin McDougall (retired in 2023)  
Handicapper: John Tostevin  
Safety Officer: David Walters  
Secretary: Lorelle Lightfoot

### Junior & Dinghy Committee

Chairman: Bob Naylor  
Rear Commodore (Sail): Ian Gillon  
Vice Chairman: Tom Hawkins  
Secretary: Fiona Riches  
Publicity: Judy Riches  
Handicapper: Marilyn Hawkins  
Treasurer: Bob Cruse  
Mirror Class Rep: Kayne Binks  
Y.A. Delegate: Allan Eldrid  
Delegate (Social): Margaret Beurteaux  
420 Class Rep: Guy Naylor

### Cruising In Company Committee

Chairman: Max Shean  
Rear Commodore (Sail): Ian Gillon  
Secretary: Maryanne King  
Committee: Michael King, Merome Roberts, Barry Roberts, Jim Putt, Margaret Putt

### FSC SAILING COMMITTEE

Chairman Rear Commodore (Sail): Ian Gillon  
Inshore Captain: John Hogan  
Offshore Captain: Bill Burbidge  
Offshore Delegate: Steve Morrow  
Junior Captain: Bob Naylor  
Junior Delegate: Bob Cruse  
Cruising in Company: Max Shean  
Y.A. Delegate: Bill Aberle  
Y.A. Delegate: Eric Ferguson  
Coastal Committee Delegate: Noel Sweetman  
Protest Chairman: Mike Altria  
Secretary: Vanessa Blay



**Note:** Noel Sweetman was the Hydrographer for the Fremantle Port Authority which was an added bonus for FSC as he made over 20 charts & soundings.

# FRIDAY NIGHT BUFFET

LAST FRIDAY OF EVERY MONTH

**6:00pm- 8:30pm**

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**Adults \$45**

**Kids \$25 (12-18yrs)**

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To book a table visit: [fsc.com.au/eat-drink/](https://fsc.com.au/eat-drink/)



**April – July 2023**

SURNAME	FIRST NAME	AGE	YRS
CORBET	MICHAEL	90	46.3
LINGWOOD	WALTER	83	30.1
MORREY	DAVID	82	38.4
NELSON	DAVID	65	45.3
OLSEN	ROBIN	80	44.3

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 OF EVERY SECOND MONTH

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**MAY 31**

**JULY 26**

**SEPTEMBER 27**

**NOVEMBER 29**

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The Tradesmen listed have completed the compulsory induction and have the necessary insurance to commence work at Fremantle Sailing Club.

Boat Management & Detailing				
A1 Marine	Brian Rynhoud	0417 982 084	brian@a1marinetotalcare.com.au	Boat management & Detailing
Albatross Marine	Bruce Diggins	0429 108 161	albatrossmarine@westnet.com.au	Boat management & Detailing
All Marine Services	Alex Scholz	0408 866 292	allmarine@allmarineservices.com.au	Boat management & Detailing
AMI Marine	Ami Hackett	0439 313 788	ami@amimarine.com.au	Boat management & Detailing
Aquarama Slipways	Adrian Howells	0417 094 739	aquaslip@iinet.net.au	Boat management & Detailing
Bluewater Marine Maintenance	Paul Maloney	0412 394 460	paul@bluewatermarinemaintenance.com	Boat management & Detailing
Boat Services Australia	Rohan Lewis	0412 662 999	accounts@boatservicesaustralia.com.au	Boat management & Detailing
CJW Marine	Chris Woodward	0418 943 367	chris@cjwmarine.com.au	Boat management & Detailing, Shipwrights, Engineering
Dazzling Marine	Darren Zuydam	0407 547 065	darren@dazzlingmarine.com	Boat management & Detailing, Shipwrights, Chandlery & Marine Supplier
Donna Marine Detailing	Donna Leigh-Ford	0417 244 261	donnaiford@y7mail.com	Boat management & Detailing
Douglas Vessel Management	Jason Douglas	0409 082 590	dvm3@bigpond.com	Boat management & Detailing
Fixit Marine	Frank La Rosa	0435 540 110	fixit.marine@yahoo.com.au	Boat management & Detailing
Glamo's Marine Services	Yannic Glamuzina	0449 947 306	info@glamosmarine.com.au	Marine Detailing
Indigo Boating	Jason Kelly	0425 177 700	jason@indigoboating.com.au	Boat management and detailing, Shipwrights
Joysea Services	Andrew Joyce	0403 254 101	andrew@joysea.com.au	Boat management & Detailing
Oceaneer Marine	Matt Lovelady	0499 449 788	sales@oceaneermarine.com.au	Boat management & detailing
Parker Marine	Ben Parker	0413 577 938	ben@parkermarine.com.au	Boat management & Detailing
Prestige Polishing	Simen Tentije	0417 929 546	simen@prestigepolishing.net.au	Boat management & Detailing
Private Yacht Solutions	Rob Colston	0406 727 825	robc@pys.com.au	Boat management & Detailing
Pure1 Marine	Nick Backer	0413 096 660	nickontheboats@hotmail.com	Boat management & Detailing
S2S Marine	Andrew Wright	0422 017 324	andrew@s2smarine.com.au	Boat management & Detailing
Shorto Marine	Mark Shorto	0410 912 149	markshorto1761@gmail.com	Boat management & Detailing
SMS (Shoreline Marine Services)	Joshua Sgro	0403 616 258	smsmarine@live.com.au	Boat management & Detailing
STS Marine	Connor Wallington	0421 179 532	admin@stsmarinewa.com	Boat management & Detailing
SW Marine	Scott Wuillemin	0451 125 719	swmarine@outlook.com	Boat management & Detailing
Swansea Marine Services	Wes Davies	0409 920 176	wes@swanseamarine.com	Boat management & Detailing
Sweeny's Marine Service	David Sweeny	0415 764 662	sweenysmarine@gmail.com	Boat management & Detailing
The Boatmen / Rmarine	Siobhan Bailey (office)	9339 8877	sbailey@rmarineperth.com.au	Boat management & Detailing
Triton Marine Services	Matthew Evitt	0411 836 408	matt@tritonmarineservices.com.au	Boat management & Detailing
Turn Key Marine Maintenance	Jamie Lewis	0402 222 923	info@turnkeymarinemaintenance.com.au	Boat management & Detailing
Ultra Marine Maintenance	Glen Tincombe	0408 921 004	ultra.marine@bigpond.com	Boat management & Detailing
Water Rats	Philip Bonner	0430 206 155	philip@waterrats.com.au	Boat management & Detailing
Williams Marine	Shane Williams	0407 711 448	williamsmarine@westnet.com.au	Boat management & Detailing

Marine Electrician				
Achieve Marine	Corry Amato	0409 117 574	admin@achievmarine.com	Marine Electrician
Adina Industries	Craig Jennings	0405 412 131	adinaindustries@gmail.com	Marine Electrician
Audiocom Marine	Cameron Cox	0418 936 816	marine@audiocom.com.au	Marine Electronics, Audiovisual & Communications

Bluewater Marine Refrigeration	John Holligan	0418 919 694	johnbmr@wn.com.au	Marine Electrician
Clough Marine Electronics	Jonathan Clough	08 61610367	admin@cloughmarine.com.au	Marine Electrician
Cully's	Thomas Cull	08 9410 5000	service@cullys.com.au	Marine Electrical and Cummins Onan generator
DSEA Marine Services	Dylan Watts	0410 527 915	dylan@dseamarine.com.au	Electrician
Fully Marine	Shane Fullwood	0405 808 874	fullymarine@outlook.com	Marine Technician
GJ Hansen	Greg Hansen	0478 716 502	phantomhansen1@gmail.com	Marine Electrician
Land and Sea Services	Scott Owen	0427 907 643	scott@landandseaservices.com.au	Marine Electrical
Perth Marine Electrical	Hugh Williams	0417 952 650	hugh@perthmarineelectrical.com.au	Marine Electrician
Marine Spark & DC Support	Matt Jenkins	0417 181 430	marine.spark@outlook.com	Marine Electrician
Maritime Electronic Services	Peter Turner	0401 039 432	info@maritimeelectronics.com.au	Marine Electrician & Supplies
Nifty Marine	Neville Wilson	0433 310 552	nifty@niftymarine.com	Electrical and Mechanical Services

Shipwrights				
Ascent Shipwrights	Daniel Roberts	0400 267 966	daniel@ascentshipwrights.com	Shipwrights
Boat Craft / Bound	Paul Masters	0418 956 793	masters.paul@hotmail.com	Shipwrights
Clive Thomas Shipwrights	Clive Thomas	0415 950 170	bcandct@hotmail.com	Shipwrights
Coastal Engineering & Fabrication	Rhys Pearmine	0403 799 038	rhys@coastalef.com.au	Shipwrights
Doyle Sails	Will Hammond	0407 185 474	will.hammond@doylesails.com	Sailmakers
Fibrelite Boats	Ben Punch	0410 445 585	info@fibreliteboats.com.au	Shipwrights
Fremantle Shipwrights	Stephen Handley	0403 265 676	stephen@fremantleshpwrights.com	Shipwrights
Freo Boat Works	Valy Kadzevitch	0406 670 298	info@freoboatworks.com.au	Shipwrights
GP Marine	Grant Pouw-Bray	0408 913 104	info@gp-marine.com.au	Shipwrights
Hilltech Shipwrights	Ben Hill	0422 238 355	shipwright@westnet.com.au	Shipwrights
Igor Bjorksten	Igor Bjorksten	0419 755 878	figor@iinet.net.au	Shipwrights
Leigh F Swift	Leigh Swift	0410 379 574	swift@iinet.net.au	Shipwrights
Leonard Shipwrights	Billy Leonard	0405 472 014	billy@leonardshipwrights.com.au	Shipwrights
Ocean Shipwrights	Kevin Jaques	0417 991 770	kevinjaques@bigpond.com	Shipwrights
OP Marine	Rory Cook	0433 300 698	rory@opmarine.com.au	Shipwrights
Perth Shipwrights	Ben Taylor	0424 520 314	ben.taylor@perthshipwrights.com.au	Shipwrights

Engineering				
Bronco Marine	Anthony Stevencon	0406 105 913	info@broncomarine.com	Marine Engineering
Collings Marine	James Collings	0434 581 719	service@collingsmarine.com.au	Engineering, Mechanical Repairs and Servicing
Diverse Engineering	Michael Giles	0419 851 494	mgiles@diversewa.com.au	Hydrolic Engineering
Darren Nelson Automotive	Darren Nelson	0406 795 586	ozscotsman@iinet.net.au	Marine Engineering
Echo Marine Group	Jason Osterhage	08 6555 4980	Jason@echomarinegroup.com	Marine Engineering
Extreme Custom Engineering	Steve Buchanan	0417 177 024	extremecustomengineering@bigpond.com	Marine Engineering
Independent Marine Engineering	Milen Jovanovich	0418 936 921	miljov@bigpond.com	Marine Engineering
Indian Ocean Boats	Graham Deck	0403 070 880	graham@pengana.net.au	Marine Engineering
Indian Ocean Maritime	Jayden Delfos	0437 709 252	jdelfos90@gmail.com	Marine Engineering
Indian Ocean Mechanical	David Bartlett	0410 109 557	dave@indianoceanmechanical.com.au	Marine Engineering
Jota Marine	David Berthold	0414 283 028	jotamarine@iinet.net.au	Marine Engineering
Lawson Marine	Tony Lawson	0416 145 556	tony@lawsonmarine.com.au	Marine Engineering

Marine Force One	Ashley Jackson	0460 318 228	marineforceone@outlook.com.,au	Marine Engineering
Marinenet	Bart Kok	0419 755 139	marinenet@bigpond.com	Boat management & Detailing
Marmino Marine	Paul Marmino	0450 627 463	paul@marminomarine.com	Marine Engineering
Paemac	Paul Bailey	0427 262 478	paul@paemac.com	Civil & Marine Engineers
Prestige Marine	Darren Grose	0439 977 353	darrenprestigemarine@bigpond.com	Marine Engineering
Pro Marine WA	Josh Lawson	0414 307 091	workshop@promarinewa.com.au	Mechanical Engineering
Shoreline Diesel Services	Rob Dumps	0412 349 842	shoredieseldiesel@optusnet.com.au	Mechanical Engineering
Skymaze Industries	Eddie Slobe	0430 442 775	ed@skymaxe.com.au	Marine Engineering
Westrac	Albertus Nolte	0417 916 999	albertus.nolte@westrac.com.au	Marine Engineering
Woodhams Mechanical	Kevin Woodhams	0427 746 553	kevinwoodhams1@bigpond.com	Marine Engineering

### Trimming

Clearcut Marine Trimming	Leigh Ashwood	0416 371 181	leigh@clearcutmarine.com.au	Marine Trimming
Crown Customs	Jeff Melville	0452 894 834	jeff@crowncustoms.com.au	Marine Trimming
Cutting Edge Marine Trimming	Tim Garrity	0432 062 834	tim@cemt.com.au	Marine Trimming
Exclusive Design Upholstery	Julian Iuliano	0419 231 223	julian@wasp.net.au	Marine Trimming
ITRIM	David Brien	0421 082 979	itrimwa@outlook.com	Marine Trimming
JMT	Cameron Santich	0439 981 008	accounts@johnsmotortrimmers.com.au	Marine Trimming
"John Davies Marine & Motor Trimming"	John Davies	0427 426 307	bigbluemarine@hotmail.com	Marine Trimming
K1 Marine Trimming	Ki-Raphael Sulkowski	0429 116 195	ki@k1mt.com.au	Marine Trimming
Retro Style	Mike Heuer	0456 934 436	retrostyledesigning@gmail.com	Vinyl Wrapping
Sunset Coast Marine Trimming	Nathan Van Wollingen	0424 797 023	nathan@sunsetcoastmt.com.au	Trimming
Top Stitch	Shaun Stuart	0424 182 606	top_stitch@outlook.com	Marine Trimming and Upholstry

### Boat Dealership

AMI Sales	Malcolm Flintoff	08 9331 0000	ami@amisales.com.au	Boat Dealership & Service
Be Free Marine	Wayne Styles	0413 953 753	befreemarine@gmail.com	Boat Dealership & Service
Clark Marine	Daniel Clarke	0410 449 019	danjclarke94@gmail.com	Boat Dealership & Service
Jet Torque Marine	Dave Johnson	0421 032 567	dave@jettorquemarine.com	Boat Dealership & Service
Mansfield Marine Brokers	Daniel Testa	0402 278 843	daniel@mansfieldmarine.com.au	Boat Dealership & Service
Martin Box Marine	Jamie Dodd	9336 1466	jamie@martinboxmarine.com.au	Boat Dealership & Service
Motor Yachts Unlimited	Brendon Grieve	0409 620 336	brendon@motoryachtsunlimited.com.au	Boat Dealership & Service
Nautico Motoryachts	Hayden Green	0448 694 659	hayden@nauticomarine.com.au	Boat Dealership & Service
Sirocco Marine	Stewart Dixon	0499 887 072	stewart@siroccomarineperth.com.au	Boat Dealership & Service

### Rigging

Yacht Rigging Solutions	Edgar Vitte	0418 418 495	edgar@yachtrigging.com.au	Rigging
Rigging WA	Christian Gallagher	0421 229 248	christian@riggingwa.com.au	Rigging

### Blasting

Quality Marine Coatings	Terry Eastwood	0417 253 265	qmcsp@bigpond.com	Blasting
Precision Blasting	Jim Nicholson	0433 300 025	jim@precisionblasting.com.au	Blasting

Mechanic				
CJM Marine	Curtis Martin	0405 074 052	service@cjmmarine.com.au	Mechanical Repairs, Servicing and Maintenance
Cooltech	Peter Rogers	0401 814 463	admin@cooltechnology.com.au	Aircon+ Refrig. Mechanics
Indian Ocean Mechanical	Sam Edwards	0478 129 463	Accounts@indianoceanmechanical.com.au	Mechanical Repairs and servicing
Mike Armstrong Diesel	Mike Armstrong	0428 853 323	army.1970@outlook.com	Mechanic
MS Marine Solutions	Mark Skrzypek	0499 995 654	info@msmarinesolutions.net	Mechanic
Ocean Life Mobile Services	Stephen Thomas	0438 903 589	service@oceanlifemarine.com.au	Mechanic
Pleasure Marine	Damon Johns	0403 740 001	service@pleasuremarine.com.au	Mechanic
Port Kennedy Boat Services	Jack Barone	0400 407 183	service@pkboats.com.au	Mechanic
Portside Marine	Anthony Booker	0481 096 999	admin@portsidemarine.com.au	Mechanical Repairs , HIN provider
TKB Marine	Travis Bothe	0419 562 436	tkbmarine@outlook.com	Specialist in Marine Gearboxes - Repair and Build

Other				
AKZO Nobel	Paul Abelha	0418 883 361	paul.abelha@akzonobel.com	Coatings Supplies
Boat Gas	Peter Savins	0429 462 109	petersavinsgas.plumbing@gmail.com	Plumbing and Gas
Bluewater Marine Refrigeration	John Holligan	0418 919 694	john@bmr@wn.com.au	Marine Refrigeration
DC Group WA	Dan Croft	0458 046 525	daniel@nullaginecontracting.com.au	Custom Non Slip EVA flooring
Dock Pro	Gordon Wright	0403 177 826	gordon@dockpro.com.au	SeaPens
Endurance Plumbing & Gas	James Dorrington	0474 483 866	info@enduranceplumbing.com.au	Plumbing and Gas
ERGT Australia	Kwai Steinhart	08 9417 6935	info@ergt.com.au	Safety Training
Fremantle Floors	Roger Goodwin	0411 156 676	roger@fremantlefloors.com.au	Timber Flooring
Full On Gas	Domenic Fiorentino	0416 006 664	fullongas@iinet.net.au	Plumbing and Gas
Go Graphics	Nathan Byrne	0417 149 796	nathan@gographics.com.au	Marine Signage
Graeme Spence	Graeme Spence	0411 912 392	graemesailing@gmail.com	Yacht winch servicing and general boat preparation
Marine & Mobile Windows	Les Curry	9330 3800	mmw@mmw.com.au	Marine Windows
Maritime Survey Australia	Calum Kennedy	0433 312 717	admin@maritimesurveyaustralia.com.au	Marine Surveying
Myaree Cranes	Justin Stoddart	0422 659 924	justin@myareecranehire.com.au	Crane Hire
Nauti Buoy	James Julian	0413 974 508	james@nautibuoymarine.com.au	Anti foul, Polishing, Prop Speeding, Detailing, Yacht Management
Odyssea Boats	Steve Clark	0438 948 216	steve@odysseaboats.com.au	Stainless fabrication and aluminium
OSFAB Industries	Sami Osman	0478 824 434	admin@osfabindustries.com	Marine fabrication and Welding services
Positive Cladding P/L	Curt van Zwol	0426 872 606	curt@positivecladding.com.au	Marine Decks
Seacraft Paints/Global AutoCoat	Daniel Lombardi	08 9332 8141	danny@globalautocoat.com.au	Paint & Ancillary Supplies
Seaworthy Inspection Australia	David Nunn	0434 969 408	davidn@seaworthyinspections.com.au	Boat inspections
SFM Marine/The Boat Business	Ryan Burger	9437 5144	service@theboatbusiness.com.au	Repair and Maintenance
West World	Mark Watt	0418 926 517	mark.westworld@bigpond.com	Marine Transport
Wilson Marine	Chris Pearson	0488 926 606	chris@wilsonmarine.com.au	Chandlery
Windows West	Peter May	0401 489 178	sales@windowswest.com.au	Marine & Mining Windows and Doors
Hydroflite Partners	Michael Senini	0408 907 672	hydroflite@gmail.com	Charter Company

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