

MARCH - JUNE 2023

BLUE WATER BULLETIN



EXMOUTH RACE AND RALLY

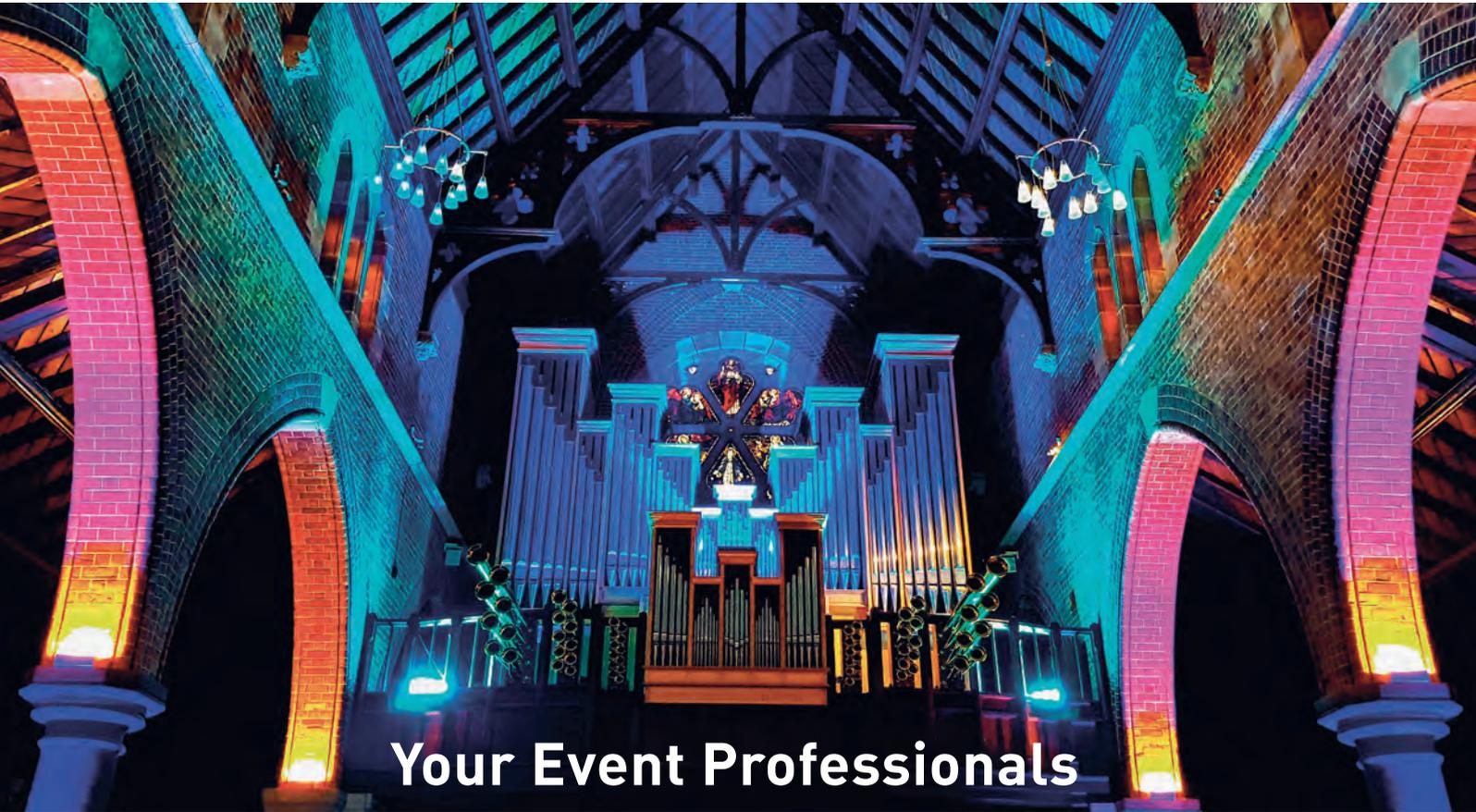
DESTINATION RAJA AMPAT
THINGS THAT GO BUMP IN THE NIGHT
ROLEX SYDNEY TO HOBART
- ENTERPRISE AND CRUSH
COCKBURN REGATTA



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The Bus - Australia Day. Image by Chris Bender.

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Commodore's Report

Phil Hearse

Commodore 2022–23

The Club has been extremely active across all areas since our report last October.

As reported in the FTD, FSC members performed very well in the 2022 Sydney-Hobart race and showed again that we at Fremantle are world class sailors, with Anthony Kirke and his crew on *Enterprise Next Generation* winning Division 2 of the Sydney Hobart race which is an outstanding achievement. Dave Davenport and his crew on *Crush* also sailed a top race.

Our dinghy sailors excelled in the 505 National Championships held in Queensland in January, with Chris Paterson and Thor Schoenhoff taking out the National Championship. At the ILCA7 Open in Sydney in January, Matt Wearn took first place and our Under 21's Stefan Elliott, Lawson McAullay and

Michael Compton took out first, second and third place respectively. Murray Duthie came 2nd in the Optimist Fleet in Sydney in January.

Congratulations to all of our sailors competing at National level.

It has been a good time for power boaties with Rottneest and Mandurah favourite destinations to share their camaraderie. The Cruising Group held their annual Quindalup and Bunbury cruises, also enjoying the social aspects of sailing as a club.

Later last year FSC hosted a fantastically successful Sail Freo.

The Blue Marlin Classic is up and running again thanks to the efforts of Andrew Robinson and his team. I hope that the competitors enjoy a great event – and 'good fishing'.



The Dive Section is continuing to provide essential services to the Club as well as enjoying themselves, as are the Bosuns. I am so grateful to these groups for their on-going voluntary efforts.

On the corporate front, we as a Board are still beavering away at the negotiations for the lease of our premises from the DOT. I expect to have an outcome to take to the members shortly.

Our CEO Craig Evans has settled in well in his first year with the Club, and in my view we are making strong progress. I look forward to a fruitful 2023.



WESTERN AUSTRALIAN AWARDS
2021
NOMINEE

SAVE THE DATE ...



**FREMANTLE TO EXMOUTH
RACE & RALLY 2023**

MAY 6 2023

FOR MORE INFO VISIT ~ WWW.FSC.COM.AU/EXMOUTH2023

Congratulations Enterprise NG – Rolex Sydney to Hobart 2022 Division 2 Winners!



Images courtesy Enterprise crew and FB

Enterprise at Airlie Beach (centre of image)

ORWA Siska Trophy

Enterprise NG left for the Eastern States immediately after a most successful Offshore campaign in 2021-22, being crowned the winners of the Offshore Racing WA (ORWA) Siska Trophy 2021-22 in June 22.

East Coast Campaign

With the trophy safely tucked away on the boat (As if! Do you know what that thing weighs?!) *Enterprise* became WA's largest trailer sailer and headed to the Cruising Yacht Club to contest the Noakes Sydney Gold Coast Race in July. She established her territory quickly, collecting line honours in the '50 foot and under' category.

The crew saw a great deal of the East Coast as the boat completed Airlie Beach Race Week (August), the Tollgate Islands Race (October), the Flinders Islet and Bird Islet Races (November) and The Cabbage Tree Islet Race in December. Their results and the Hobart performance saw them finally collecting the PHS Division 1 prize in the (CYCA) Audi Centre Sydney Bluewater Pointscore series, and coming second in PHS overall in the same. They finished 7th in the Series' overall IRC pointscore.

Rolex Sydney to Hobart

Enterprise claimed IRC Division 2 honours in the 2022 Rolex Sydney to Hobart – a win Anthony Kirke attributed entirely to preparation – not just of the boat, but of the crew. The preceding East Coast campaign was about preparation, and preparation paid off. During the second night of the 'Hobart' they lost steering with the A6 up in 30 knots of breeze; a heroic

effort from bow Brenton Edwards to spike the kite, some awesome MacGyvering from Skid (Mark) Robins and muscle from Paul Eldrid on the tiny emergency tiller had the steering repaired and boat back under full sail within fifteen minutes.

When it seemed nothing would stop our starship, the TP52 *Koa* lost her rudder (she was one of several boats to do so in this race) and *Enterprise* stood by until she was safely under control and headed back to Eden. *Enterprise* crossed the finish line on 28th December at 1821 AEDT but was afforded redress for the time lost, resulting first in Division 2 and seventh place overall on IRC. Congratulations Anthony Kirke and Andrew Nuttmann, crew and supporters!

The *Enterprise* crew were also awarded the Rolex Sydney Hobart Rani Trophy for outstanding seamanship in recognition of standing by *Koa* whilst she was in distress.

Enterprise returned home to FSC in early February 2023, and is now preparing for the Fremantle to Exmouth Race and Rally (racing, of course!) in May.

“Amazing boat, amazing team, amazing race. 1st in Division, 7th overall and the only sub 52 footer in the top 20.” – Daniel Taylor, Enterprise NG S2H crew



Enterprise Bass Strait with A4



Andrew Nuttman, Paul Eldrid and Anthony Kirke - Enterprise NG arrives in Hobart



Enterprise Division 2 winners



Cabbage Tree Island Race underway



Enterprise and Zen Flinders Islet Race, September 22



Enterprise NG crosses the Finish line, 2022 S2H



Enterprise NG at Constitution Dock S2H 2022



Start of the Cabbage Tree Island Race



Starting the Rolex Sydney to Hobart 2022



Trailer sailer heading home Feb 23

Reflections on *Crush's* Rolex Sydney to Hobart

David Davenport, *Crush*

Images courtesy of *Crush* crew and supporters, and Richard Bennet and Andrea Francolini

Crush - Richard Bennett

Ambitious? Probably. With only 11 months racing a TP52, and with no other TPs in WA to compare ourselves against, we knew we had a long way to go. And it was indeed a long way to go just to find out how we would fare against the highly developed and competitive TP fleet on the East Coast.

Anyway, with all the plans in place, trucks, accommodation and flights booked and family holidays planned, there was no going back for David and the crew!

The last WA offshore Siska race for 2022 was on 27th November. From that day on, we had to pack, load, truck, unload, rebuild, test, train with a just a short pause to celebrate Christmas before racing out the harbour and off to Hobart. For Adam Shand, our boat captain, it was just the start, and the work would relentlessly continue for the next 7 weeks, with a great deal of help from many of our crew along the way!

We knew that once we arrived in Hobart, we would celebrate, ..and sleep ... and celebrate again. We intended to have the best ever "crew long lunch" (very long) and talk about it for years to come! Then the work would begin all over again so *Crush* could get back to Melbourne and home to Freo

As the big day neared, our training and testing continued. The weather was looking fantastic for the start, with the latter part of the race looking to become a real test for us with strong, possibly gale force winds forecast. Whilst the other crews were looking at how to save weight and crew numbers, we added an extra crew member, so we could keep going and stay safe. Our final crew list was Bull, Koz, Twisty, Graeme Spence, Wongy, Wheels, Niall, Kai, Charley, Simon, Shandy, Dave and Mark Spearman, Kenny, and David D.

Getting to Hobart safely was our No.1 goal. As luck had it, once the decision for an extra crew member was made, Dave Spearman's son Mark walked over from *Warrior Won*. They had just culled their crew numbers from a possible 15 to 12, and Mark quickly agreed to sail with us. We were also fortunate to have Kevin Costin (Koz) come on board for this race, bringing his experience from 17 Hobarts and having completed a lot of hours on *Crush* when she was known as *Envy Scooters*.

Our plan was simple: Get out of the harbor safely. Race hard for the next 36 hours then follow a conservative plan as the breeze

built. Sail safely for the last 12-14 hours and then get to Hobart with smiles on our faces.

We ticked all these boxes. We worked hard that first day, and we were leading overall on the tracker for about 6 hours around the halfway point of the race. Things could not be better!

Our test was still to come. Night came, the breeze built. More than we realised as it was hard to believe our instruments - they were under-reading and to make things worse, we would lose all the deck instruments completely from time to time as wave after wave ploughed over the bow and washed right through the boat. Inevitably, our A4 blew up as we surfed down a big wave, burying the boat deeply, and effectively ending the 'race phase' of our campaign.

Over the next 12 hours we worked our way through our whole heavy weather sail inventory and every jib, including the storm jib, was used.

On our final run into Tasman Island the wind and seas eased enough to hoist our second A4, and we had big smiles on our faces as we surfed back towards Tasman Island. Then, it seemed like it was only moments later that the spinnaker was down again and we turned into Storm Bay and directly into a rain squall which found us drop the jib for a while and "reach" across the bay and back with only with a double reefed main up. We had everything in Storm Bay. From 60 to just 6 knots and everything in between! The finish line came up quickly as we screamed in from the Iron Pot, keeping the trimmers working hard in a fresh gusty breeze.

What a welcome we had! A massive crowd had lined up along the docks and our families and friends were there to greet us. No words to describe the emotions of that moment!

We arrived in Hobart with smiles on our faces. We learned a heap and know we need to learn a whole heap more!¹

A big thank you to the delivery crew Tim, James, Adam, Kendra, Cecile and Kirsten, and a big shout for our onshore help, Max and Andrew, special thanks to our Boat Captain, Adam Shand, and to everyone who assisted. Couldn't have done this without you!

Next year? Way too early to call!



Foredeck Union at work - image by Andrea Francolini



Crush crew in Hobart



Crossing the finish



Delivery crew - All smiles this morning



Arrival in Hobart



Crush support crew

A new record for Crush: the Bunbury and Return

Crush is already back in Fremantle and racing the remaining Siska races. These started with the Pot of Gold on 27th January, and the Bunbury and Return in February.

Crush claimed a new race record for 'the Bunbury'², eclipsing Indian's 2016 time of 17h 42m 09s. The new record is now 16 hours 26 minutes. Congratulations!

1. The CYCA published an article immediately after *Crush's* arrival in Hobart, saluting the team's efforts in testing themselves and achieving such a great result (see LiveSailDie 29 Dec 2022, <https://www.livesaildie.com/crush-embraces-learning-curve-of-a-fast-rolex-sydney-hobart/?fbclid=IwAR3amZh5ftyVk8DVhl7wO6t8CN8WQNDzy3NKqejZUPLzysQUlpI7NOZipeU>)
2. See Geoff Bishop's account of 'the race for second' on the uk Sailmakers website at https://www.uksailmakers.com/2023/02/18/bunbury-and-return-race-a-race-for-second/?fbclid=IwAR1PYbx6sMDi9OUIphY438i7wpj174B_orJhmkL_aOPHm05xHvEl7M0KSu4



Crush returns by road



Destination Raja Ampat

Andrew Maffet, *SV Infinity*

...Cruising Through East Indonesia

We're not keen on long passages. For us, coastal cruising and exploring interesting new anchorages is much more fun than sailing through the day and night to reach your destination. But Donna and I had set our hearts on eloping in Raja Ampat, more than 2,000 nm from Fremantle. Sailing there without a night passage would take some creative passage planning.

All through Covid-19 we dreamed of cruising in the tropics, meandering through pristine reefs and islands until we found the perfect beach to tie the knot. And the Raja Ampat group of islands, the place of our dreams in far north east Indonesia, took on a mythical quality in our minds. Could this wild and remote place of colourful coral, abundant reef fish and striking karst geography be as good as it seemed?

It turns out this corner of the Indonesian archipelago is even more amazing than we'd imagined, and the rest of east Indonesia also offers spectacular cruising. And all so close to Australia with hardly a night passage required.

Looking at a chart, Darwin is clearly the closest stepping off point to Indonesia, so that's where we decided to depart from. We joined the Darwin to Saumlaki Rally and two days later – after just 290 nm – we arrived in Indonesia. And what an arrival it was. We were welcomed with a festival of singing and dancing, and were treated like celebrities. It felt like everyone wanted a selfie with us!

This has continued wherever we go in east Indonesia. The local people are so happy and proud to have us here they invite us into their homes and their lives, and always make us feel welcome.

Saumlaki - in the Tanimbar Islands - is the closest of Indonesia's 26 official ports of entry to Australia, and the Immigration, Customs and Quarantine officials worked smoothly to process us into the country. The current President has made straight forward immigration procedures a priority, and it seems to be working.

Once the festivities died down we departed Saumlaki and started our east Indonesian odyssey in company with *Sandgroper* and *Ulysses Blue*. We cruised up the western side of the Tanimbar Islands and were immediately immersed in tropical paradise. Small sandy islands are fringed with swaying coconut palms and surrounded by brightly coloured coral gardens full of exotic looking reef fish.

We snorkelled every day and had sundowners on the beach. This was the cruising lifestyle we had all dreamed of, but here the local villagers are poor and needy, and our modern production yachts must have looked like beacons of abundance to them. We gave them rice, clothes, fishing gear and nail polish. But we felt out of place and soon moved north to the Kai Islands.

Here the ground is more fertile and the village gardens more productive. People were less demanding and the anchorages more secluded. We island hopped past happy fishermen who sold us fish,

and groves of coconut palms where we swapped cigarettes for coconuts. Everything here is close and soon we reached the regional capital Tual. This is another popular port of entry, 420 nm from Darwin, and is a well organised small city with plenty of produce and supplies.

We said goodbye to Brad and Rae on *Ulysses Blue* and crossed 120 nm to West Papua. . . to another world. Range upon range of mountains sheathed in rainforest stretched back to the horizon. Rivers tumbled down their slopes and fell as waterfalls into the sea. And along the shoreline, gardens of soft coral in every colour of the rainbow swirled in the current as schools of pelagic fish flashed by.

This is nature gone mad. Even the Papuans are more full of vim and vigour. Strong and muscular, they are passionate about their homeland, and betel nut. They smile slowly, with red stained teeth, but once we made friends it was like we were family.

Triton Bay is the heart of the cruising grounds here. It is truly wild, but also enveloping, with beautiful secure anchorages that wrap you up. Whilst it's remote and there aren't many facilities, once you've been here a week you never want to leave...until you run out of fresh food.

The regional capital is Kaimana, and on the way there we went shark hunting. Whale sharks are often seen in the Namatote Straight, but this year they were prowling the bagan fishing platforms nearer to town. We went from one platform to the next in pre-dawn

light until we found one that had seen 'big fish'. Donning our snorkelling gear we drifted around in the deep dark sea until Donna was lifted out of the water, screaming, by a carpet of spots. We spent the next hour in the company of this 7m giant, marvelling at nature and how it accepts us aliens into its fold.

Kaimana is like most east Indonesian regional cities. Undeveloped, dirty, and friendly. In this part of Indonesia there are no marinas, bars or restaurants. There are very few other yachts, and most of the time you are left to your own devices. But there are plenty of locals ready to point you in the right direction, or help with your cruising needs. We found markets with wonderful fresh produce, diesel (dexlite) and ULP (benzene), and even beer if you looked hard enough.

From here we crossed over to the Misool group of islands, the first of four 'Kings' in the Raja Ampat collection of island groups – Raja Ampat means 'Four Kings' in Bahasa. In a satellite photo Misool looks like a shattered piece of pottery, with an almost impossibly intricate and complex assortment of islands and reefs.

Sheer cliffs a hundred metres high plunge to great depths with brilliant coral clinging to the walls. Isolated karst islands stand proud looking on. This is exciting and dramatic country. Anchorages are sheltered but deep, often over 30m, frequently requiring a stern line to stop the boat swinging onto the cliffs. At Kalig Island we anchored in 50m and the weight of the chain alone kept us in the middle of the lagoon.

Here and elsewhere in east Indonesia paper charts and Navionics are so inaccurate as to be useless for coastal navigation. Mapping is frequently offset by up to 1 or 2 nm, and many significant features aren't shown at all. In this case satellite imagery is essential. It clearly shows everything above the waterline and underwater features (reefs and sandbanks etc) down to a depth of 5 or 10 m.

We use an app called Guru Maps, which allows us to download imagery from multiple sources (ie Google, Bing, ArcGIS etc) when we have wi-fi, and save the best vision of a particular area. The saved files are available to use when underway and offline, and accurately show the boat's position within +/-3 m. This helps us safely navigate through the myriad shoals and reefs up here, and find anchorages we wouldn't otherwise know about.

Next stop Sorong, which is a regional 'mega city' of 250,000 people, to re provision and renew our visas. It's not



Curious kids at every anchorage



Kayumera Island, Triton Bay



West Papuan fishermen's camp



Aiduma Island, Triton Bay

a pretty town but has most supplies a cruising yachty might need. There are also two basic marinas, where you can safely leave your boat for a trip back home, and daily flights to Jakarta plus connections to Bali and many other regional cities.

Sorong is the tourism hub for Raja Ampat, and a great base for exploring the region. From here there is an almost endless selection of islands to visit and experience, mostly within one or two days sail. Surely one of these islands would be just right for our nuptials.



Sandgrasper passing a bagan fishing platform, Kaimana

Visa options and requirements can change quickly in Indonesia, but whilst we've been here (since September 2022) most yachties have utilised a Visa on Arrival (VOA) or a B211A Visa. The VOA allows 30 days in country and can be extended once by another 30 days for an absolute maximum stay of 60 days.

The B211A is a business class visa that requires a local sponsor. It allows an initial 60 days in country and can be extended twice for an additional 60 days each time, for a maximum stay of 180 days. Most people use a local visa and immigration agent as sponsor, which gives the added benefit of someone who knows the system to troubleshoot any problems you might have.

In addition to your visa, you must apply through the VDS (Vessel Declaration System) to bring your yacht into the country. This can be done online and allows your vessel to stay in country for up to 3 years. Beyond the VDS there is no requirement for a 'cruising permit' of any type.



Kids being kids, Kaimana jetty



Momon, West Papua



Kalig Island



Bulbul anchorage, Misool



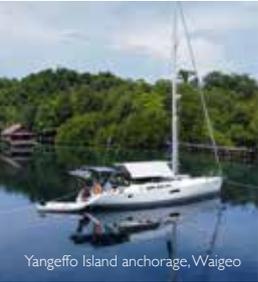
Andrew loving the cruising life



The happy couple, Harfik Peak, Misool



Wonderful fresh produce at the Wasai market, Raja Ampat



Yangeffo Island anchorage, Waigeo



Toasting King Neptune as we cross the equator (for the first time), Kawe Island, Raja Ampat



Besar Bay, Waigeo



Wayag anchorage

Wayag, the second 'King', is the poster child of Raja Ampat. Beehive like islands fill a lagoon surrounded by steep limestone hills, and a convoluted passage allows anchorage right amongst the beauty. From here you can trek and climb through rainforest to craggy lookouts, snorkel and dive fantastic coral reef, or simply dinghy cruise through this other worldly landscape.

At the Ranger Station we got up close and personal with a dozen black tip reef sharks as they cruised around us in a crystal clear sandy lagoon. Wayag is part of the national government's SeaPark network of marine reserves, an encouraging approach to conservation, and the number of sharks here is an indicator of the health of the marine ecosystem.

Batanta is much larger, with villages, resorts and homestays nestled amongst forested ranges, and pearl farms in the deep bays. The coral and sea life is no less abundant, including Oceanic Manta Rays which flock to a cleaning station at Dayang Island.

These gentle giants glide by with wingspans of 5-6 m, banking and swooping like fighters from a Star Wars movie. Oblivious to us divers and snorkelers they hover over bommies whilst fish clean their bellies, before

flying past within arm's reach to feed in the bay.

The largest island by far, and the last 'King' in Raja Ampat is Waigeo. It is dominated by high mountains, often shrouded in cloud and mist, and dissected by deep erratically shaped bays that carve far into the interior. Here the sea feels like a large lake with steaming rainforest spilling over its shores.

One morning – pre dawn – we clambered over shallow reef on the south side of Waigeo and dinghied up a narrow river with local 'bird man' Fritz. He led us up a muddy trail in pre-dawn light to his special spot in the jungle to view the rare and endangered Red Bird of Paradise. We sat in the gloom waiting for something to happen wondering if this was a good idea. Then, almost magically, he made a call that sounded like a throttled cat and two remarkably feathered females came out of the mist and danced a jig on a tree right in front of us.

But where to have a wedding? Between the islands of Waigeo and Batanta is the Dampier Strait, filled with islands, shoals and reefs. I'm sure William Dampier didn't appreciate the shoals and reefs when he passed through in 1700 nearly as much as divers and snorkelers do today. Here we found our special place.

We exchanged vows on a little island called Koh, quickly, because the beach disappears at mid tide, and celebrated with my sister and her partner, plus our good mates Andy and Tess from *Sandgroper*. Raja Ampat will forever be precious to us, but its beauties are here for everyone to experience and explore.

You can follow our adventures on Instagram at #chasing_...horizons

Raja Ampat sits right on the equator, and the weather is dominated by two seasonal monsoonal patterns. More by good luck than good management we were here in the NW/NE Monsoon which runs from December to February. This is generally regarded as the best time to enjoy Raja Ampat.

Most days are hot and humid with light winds, interspersed with stormy squalls that pass quickly but can reach 30-35 kts with heavy rain. In addition to the passing squalls we found that it rained many days a week.

The SE /SW Monsoon between June and September is hotter and has strong and more persistent winds from the South East quarter which can make cruising uncomfortable and diving or snorkelling difficult. June and July are also regarded as the wettest months.



Sundowners Wayag style



Yangeffo Island anchorage, Waigeo



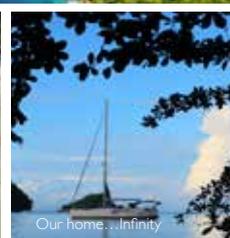
Preparing to shoot the gap, Stephanie Island, Wayag



Batanta waterfall



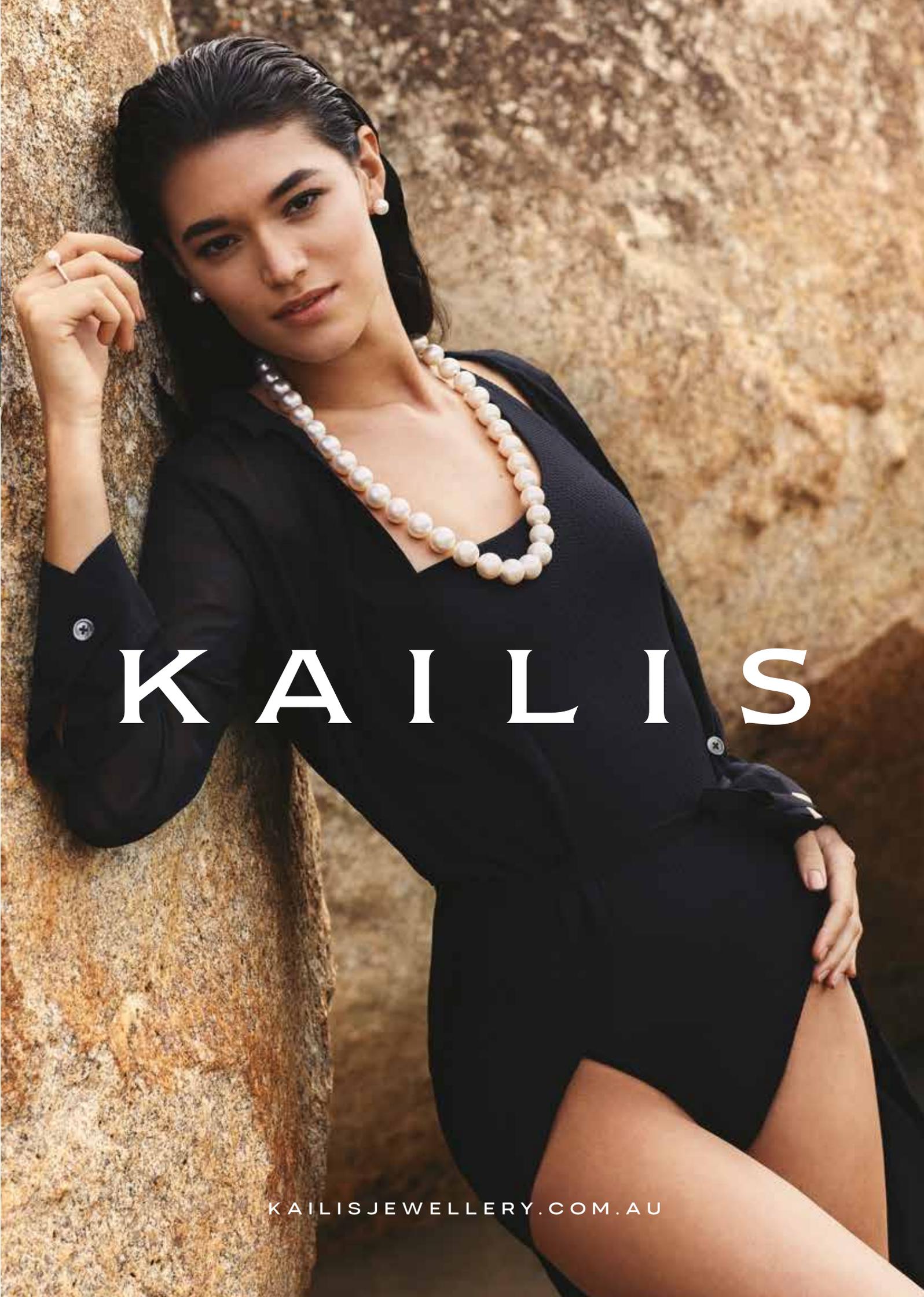
More tippy than it looks, Mutus Island



Our home...Infinity



Mommon Waterfall, West Papua

A woman with dark hair pulled back, wearing a black long-sleeved dress with a pearl necklace and pearl earrings, is leaning against a tree trunk. The background is a textured, light-colored wall. The word 'KAILIS' is written in large white letters across the center of the image.

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The Fun Factor

Kim Jans, *Prime Factor*

Raja Muda

"I need some more sailing experience under my belt, let's quit our jobs once Covid-19 is over and do the whole South East Asia regatta circuit" is what I said to Max (Palleschi, owner of *Prime Factor*) at the start of 2022. Max didn't need any convincing and immediately signed us up for Raja Muda as the first race of the season.

Raja Muda Selangor International Regatta

The Raja Muda Selangor International Regatta is the second oldest regatta in SE Asia.

In 1989 the Raja Muda (Crown Prince) at the time was a keen sailor and thought it might be an idea to hold a regatta for the yachts that were coming to Royal Selangor Yacht Club on their way to the Kings Cup Regatta held in Thailand in December. The event is now one of the most popular regattas in the region, attracting a large variety of yachts from top class IRC racers to classic cruisers, all of whom have to cope with unpredictable weather and changing tactics during the 9 day mix of races past the tropical islands of the Melaka Straits.

Prime Factor doesn't really require an introduction at FSC but for those of you who are unfamiliar with the boat, Max acquired her in 2014 after she had already done multiple Sydney-Hobarts and had achieved multiple awards at CYCSA. She first came to SE Asia in the 2015 Fremantle to Bali race, and then again in the 2017 Fremantle to Bali race, whereafter she continued travelling north to follow the SE Asia racing circuit. Max has sailed her in 3 Raja Muda regattas, 3 Langkawi Race Weeks, several Kings Cups, Phuket Race weeks, the Bay Regatta etc making a name for herself against the local competition.

As a relative novice to the regatta scene (having done only 1 Cockburn Sound Regatta and 1 Terry Fisher series plus a handful of twilights), I had some trepidation leading up to it, and was feeling a little intimidated by the thought I'd be the least experienced crew member on board. Max's response was to remember that this is my adventure, everyone has their own journey, everyone has different skills at different levels. There's no need to prove yourself to anyone else, just go out and enjoy your own adventure. His words resonated with me all throughout the regatta. And I realised he was right. I just did the best

within my abilities and had an absolute blast.

Prime Factor hadn't been sailed for 3 years due to Covid-19 border restrictions so there was a lot of preparation required in the two weeks leading up to the Raja Muda. It felt great to be involved from the start rather than just jumping on an all-ready boat. This included everything from boat readiness, washing the ropes, crawling into narrow spaces to remove mould, dust, or potential new ecosystems, washing the floorboards, emptying the bilges, checking & updating all the safety gear, to the merry go-round of port clearances, customs, immigration and boat visas, etc. Unfortunately we didn't have the opportunity to lift her out for a good clean & anti foul so we knew we'd be sailing with a crusty bottom, which would slow us down. But for the rest she was looking great and ready for some fun. We sailed her up from Batam, with military escort all along the Singaporean waters and through a rough 6hr squall with torrential rain, roaring thunder and blinding lightning, to arrive in Port Klang where the regatta starts. Port Klang could be beautiful in so many ways but unfortunately the effects of human pollution are all too evident with large islands of waste floating on the river, banging into the boats. We experienced



Lagkawi beach bar



Langkawi



Langkawi crew with familiar faces



Neptune Regatta



Langkawi



Seen during the Neptune Regatta

some minor damage of logs colliding with our boat, dents & scratches as well as junk stuck to our keel & propeller.

The regatta consists of 3 long overnight passage races of about 60-90 nm each and 3 days of inshore harbour races. Our most challenging passage race was definitely the first one (Pt Klang to Pangkor) with squall after squall drenching us from head to toe and scaring our 2 new crew members who had never sailed on a race boat before and weren't used to the extreme heel nor the open cockpit. With the delayed start (because of the presidential elections) in addition, it meant we only arrived at 9.30am, after which we threw our exhausted selves straight into the bar (instead of into bed as any sane, i.e. non-sailor, person would do).

The second passage race (Pangkor to Penang) was much more agreeable and dry, and I personally enjoyed a beautiful 3-hr helm doing a steady 7-8 knots in good breeze with everyone snoozing on deck enjoying the peaceful silence but for the wind in the sails, under a starlit sky. The most challenging part of these overnight passage races, in my opinion, is not so much the sailing itself but rather the navigational skills required to navigate through a water landscape riddled with fishnets, fishing sticks in concrete blocks, squid boats, trawling boats and hyperfast monster container ships. Some do 25-30 knots and are 400m long. As our AIS wasn't properly working, we had to navigate by sight, the darkness making distance estimations 'interesting', to say the least.

The harbour race in Penang turned out to be everyone's favourite: right after the start a massive squall hit the fleet with 30kn wind gusts, conditions *Prime Factor* is built for, so with Max grinning at the helm and full sails up, we had so much speed that we left the fleet behind in no time and even almost managed to keep up with *Windsikher*, a gorgeous 52ft race yacht. Unfortunately due to the pouring rain we had zero visibility and overshot our mark. But we still performed very well, made 11knots and had an absolute (drenched) blast.

The final passage race was painfully slow, drifting backwards with the current for 2 hours in flakey wind only 0.5nm from the finish, so we missed our time limit, as did many others of the fleet. Frustrating, but when the morning light illuminated the bay and we witnessed the majestic beauty of these Langkawi islands, our frustration drained away and was replaced by awe.

The last day was a glassout with all races cancelled, which was a bit of an anti climatic ending to an otherwise spectacular 9 days of sailing.

All in all, the experience was intense; overwhelming at times, with sleep deprivation being the most challenging part (self-inflicted), full of learning and just magical: an experience of a lifetime. It was equally inspiring to see so many women represented, with some boats boasting 80% female crews.

In the week after the regatta we saw the boats and people slowly disappear, with several of them making their way

to Thailand for Kings Cup. We stayed behind to try organise a lift out of the water for *Prime Factor* and a month's stay on the hard stand for a complete polish and antifoul. Unfortunately, the Asian pace of things can be horrendously slow and disorganised, so we ended up waiting and driving around and waiting for 9 days.... But what do you do when you are waiting for days on an island in Asia....? Singing & dancing with the locals, exploring the surrounding islands, paying Smiley a visit (Smiley is a hermit dog on an uninhabited island, fed by local yachties and fishermen), and of course, finding a little beach shack bar to sip margaritas, in between swims, massages and reading..... the quiet and stillness was bliss after the hectic regatta days.

Next up for *Prime Factor* Royal Langkawi raceweek!

Royal Langkawi International Regatta

RLIR typically consists of a series of short island passages, harbour races and windward-lewards. The regatta provides a unique opportunity for monohulls and multihulls to show their skill and beauty against the scenic Andaman Sea. This year, after a 2-year hiatus due to Covid-19, around 25 boats signed up. Unfortunately several of the large race yachts, TP52 and the likes, pulled out at the last minute due to issues, both personal and technical. Contestants were diverse, all the way from Australia, Malaysia, Thailand, Great Britain, Austria, United States of America, Denmark, the Netherlands, Belgium and

Russia.

Langkawi race week is in many ways the polar opposite of Raja Muda: no long passage races, no overnight sailing, no destination hopping, sleeps in hotels instead of on the boat. This also meant we could strip the boat to lighten her of all the bedding, kitchenware, food, tools, etc.

This year's race week however was slightly disappointing as, due to flakey breeze, we could only sail 4 out of the 5 days, with maximum only 1 race a day. For us, this was especially disappointing: *Prime Factor* had spent a month on the hardstand where she had been cleaned, polished, anti fouled, and now she was also stripped and lightened, so we were ready to be a serious competitor again! But on IRC rating we needed more races and longer races to enable a podium spot. Instead we missed out on all of the island passage races and had only a few very short windward-leeward sausage races.

So there was a lot of sitting around waiting for the AP to come down. After a few days of watching too many cat videos and accumulating steeper than usual bar bills, we decided to improve our AP waiting periods by floating in the infinity pool at the luxurious resort down the road where Al & Amanda were staying. Sipping mango daiquiris against the magnificent backdrop of the islands, life could be worse.

All in all it was still an excellent week. Light breeze brings its own challenges, and combine that with fast tides and strong currents, it made for a fun and interesting sailing experience. The strong experience of the crew was immediately noticeable and I enjoyed acquiring new insights from them, including improving my spinnaker trim with thoughtful tips by Amanda and learning from the tactics being bounced between Max and Al.

Next on our program was the Nongsa Neptune Regatta - but first we had to make our way down to Batam where the regatta starts, 500nm south of Langkawi. The most important sailing skill required for the next few days was cooking at an angle!

Nongsa Neptune Regatta

The Nongsa Neptune regatta is a very laid-back family friendly race and convoy boating event to the Equator and back. It was given life by a bunch of expat guys in 2011 who decided to stick their necks out and create the world's only Equator Race, which it still is. This was the 3rd time Max & I have participated, and it's definitely our favourite by far!

It's an international event with 25-30 boats from all over the world participating in a

voyage through the virgin sailing waters of Indonesia. The Indonesian Archipelago is littered with some 16,500 islands - one lifetime will not be enough to visit them all! The Riau Province sits at the most northern tip of the Archipelago and is easily accessed from Singapore. The gateway to the Riau Archipelago is Batam Island, just 15nm from Singapore, and that's where the regatta starts.

It consists of 2 long passage races around 40nm each day, anchoring off the splendid Riau islands, to arrive at the famous Neptune Island. Neptune Island is factually named Sikeling island, an uninhabited island used only by local fishermen with an infinity pool stretching 8nm to the equator. Once a year this island is overrun with crazy yachties dressed up as pirates. Once a year this island is covered in glitter (literally) and glamour. Once a year the locals join in here in celebrating King Neptune. From this island the famous race to the Equator takes place, where the clock is stopped and drinks are to be had. For those who have never crossed the equator on a sailboat before (pollywogs), there's also a small King Neptune ceremony to initiate these pollywogs to the world of the shellbacks. This ceremony typically involves eating something cringeworthy and downing it with a beer. The clock then restarts whenever you decide to commence the race back to the island. Following this ordeal is a lay day where typically the neighbouring Lingga Island is visited to pay respects to the locals who ensure we are well fed during our visit on Neptune. Finally there are 2 long passage races back to Nongsa, Batam, with a stopover at Mubut island.

In order to get to the regatta opening ceremony in time, we knew we had to get going from Langkawi in order to reach Batam in 4 days. We anchored off of Penang on our first night to get some rest but quickly realised this was a mistake. The sea state became very sloppy at our anchorage and we were up half the night verifying the swell hadn't broken our anchor. There was also a decent breeze of which we should've taken advantage, with hindsight, as the next day was a total glassout and we had to motor for 50nm. But from then on we had a nice steady breeze and were able to sail nonstop for the remaining 400nm, 4 days and 3 nights, Max & I rotating 3 hr shifts.

Sailing at night in SE Asian waters can be a little intense at times: strong currents, sudden 180 degrees shifts in breeze, tropical thunderstorms, floating debris, fishnets, fish sticks, unlit fishing floats, boats that have no lights but you can hear them, tuggers, container ships, ships radioing you to discuss crossing and overtaking manoeuvres, trawlers, squid boats lighting



Langkawi



Neptune Regatta



Neptune Regatta - Cheers!



Neptune Regatta - Max in his element



Raja Muda



Raja Muda



Glamorous gear aka 'Big Bird'



Neptune Regatta - Pirates Max, Kim, Christine and Isabel



Glamorous wet weather gear Neptune Regatta



Neptune Regatta - pollywog in tutu



Raja Muda



Raja Muda

up the sky like a sunrise, etc. Except for a close encounter with a container ship whilst crossing the Singapore shipping lane with zero visibility at night in a heavy rainstorm, it was a peaceful and uneventful delivery, albeit intense at times: no collisions with debris or nets, no engine trouble, no major storms. I enjoyed the peace & quiet of the delivery for some reflection & contemplation, much needed after the busy social schedules of the previous regatta week. So we arrived in Batam just in time for the regatta briefing, not too exhausted, only a bit crusty and stinky, in desperate need of a shower. One day of rest to stock up on provisions and off we go again!

The Neptune regatta typically has postcard perfect weather, steady 10-15 kn breeze, flat water, sunshine, maybe the occasional little squall which is quite refreshing on a hot day. Unfortunately and atypically, this year we had the wettest Neptune on record. But that didn't dampen our spirits!

Day 1 was a glassout, zero breeze and heavy rain persisting all day long. The race was called off at 2pm when most of us had been drifting backwards with the current for hours, only 15nm from the start line. This meant we still had 30nm to motor to our first anchorage. We arrived at 22.30, drenched and cold and exhausted. But our lovely French crew, Isabel and Christine, cheered us all up with a scrumptious cheese platter with brie, cheddar, celery and apple. Throw in a few reds and we were happy again.

On day 2 we had a nice strong breeze but still relentless torrential rain. By then all our rain coats were soaked so we had to resort to wearing bin bags, which provided some giggles and hilarity. We came second and were on anchor before dark so we called the day a success. Several of us got stranded on the island as the tide went out ridiculously far so we couldn't dinghy back. Walking across coral reef and rocks

also wasn't an option, so we were forced to empty the eski and amuse ourselves with crab racing until the tide came in, in the wee hours after midnight.

Day 3 started off in the best way imaginable, with French toast and a rum coffee. It continued in good spirits with a smooth (and dry!) downwind run to the Equator. And.. we came first over the line, even ahead of the fast sporty trimaran! So we were elated and in the mood for our Equator party. Christine was the only pollywog on board so Max, dressed up as King Neptune, performed her initiation ceremony whilst we watched, downing bubbles whilst wearing tutus (as you do). Even the professional photographer of a HongKong sailing magazine, who was a guest on board that day, participated in full tutu wear. We cannot name him, NDA and all. It was great fun. The race back to the island however was once again very wet and cold and was eventually abandoned by the whole fleet. By the afternoon most of us were pretty exhausted from the relentless rain and cold of the past 2 days so the evening was unusually quiet for an evening on an uninhabited island full of sailors and a full eski. Several boats also had to anchor off quite far away or even at another island due to conditions of swell & currents so they didn't come on shore. And currents around the Riau Area are swift. On a black moon evening there was an MOB raised from an anchored boat. Quick thinking by a very experienced sailor saved the life of another. The challenge of nature is never very far when you are sailing! As one skipper said: "Sailing is like camping, with a chance of drowning."

Lay day was our only full dry day which was perfect for the main event: the Neptune party! This is basically a bunch of yachties pretending to be pirates on a remote island. What could possibly go wrong? Surprisingly nothing did go wrong

that night and we all made it back safely to our boats, perhaps a little more wobbly than usual.

The last 2 days were governed by some heavy conditions, 30 knots winds, heavy rain, low visibility, chop & swell. But that's where the Australian experience of our crew showed: Isabel and Christine were totally unfazed and we were all joking that in Australia we call this a flat water day. I think everyone was enjoying the strong breeze as it provided a speedy sail, but I knew I personally was done with the rain. I just wanted to get back the marina as fast as possible, and found myself fantasising about the hot shower awaiting me there. I've never been so cold in Indonesia. But, of course, as soon as we moored the boat, we headed straight for the bar and the concept of a shower was immediately abandoned, like good ol' crusty yachties!

Isn't that why we sail? We put ourselves through extreme discomfort to then feel elated afterwards with the most simple of life's pleasures. And we would do it all over again in a heartbeat.

That night we were awarded with the overall Neptune trophy, first place!! Apparently we had arrived a good 20 minutes faster than everyone else on this last leg (even with a container ship asking our permission to pass us on port, comforting to know the sailing vessel priority rules are respected but equally it forced us quite a way off course). Elated and merry we danced the night away, in the comforting knowledge we could throw our tired bodies into a dry bed after.

Thanks to all the crew for seamanship and friendship, and to Max for keeping us all safe and afloat throughout all these regattas.

Next up.... Thailand Bay Regatta, 700nm north...

Raja Muda images reproduced by kind permission of Fragrant Harbour

Miss Saigon – SE Asia Travels

Terry & Louise Baker, *Miss Saigon*

"I am sitting in the cockpit alone about midnight watching the full but waning moon lighting up the world. It is very hard for me to express the joy and peace of listening to a book, listening to music, or just watching as the ocean recedes behind a powerful sailing yacht crossing a moon-lit ocean hundreds of miles from land. Looking over the stern at night as the boat powers on is spectacular, is awesome, makes me dream. I am transported!"

Passage-making Fremantle to Bali

Miss Saigon had completed its qualifying voyage for Fremantle Bali in early 2020, was ready to participate in the Fremantle to Bali Race and Rally, then Covid-19 struck. Whilst very disappointed we quickly realised our good fortune of not having started our journey. Tales of boats and crews stranded in remote locations abounded on social media. In some cases the boat was in one location and the owners in another and it would be two or more years before they could return to the boat.

This trip would be *Miss Saigon's* 5th excursion to the tropics, including a sail to and from Hong Kong 20 years earlier. Having lived and worked in SE Asia for a decade we were determined to again return and sail the local waters but in a much more leisurely fashion. We would become FIFO yachties and position the boat in the Phuket/Langkawi region on the west coast of Malaysia/Thailand for a few years.

Despite being ready in 2020, there was a lot of further work needed especially against a moving target of Covid-19 admin requirements.

Some of the more challenging issues were:

Preparations for us and the boat	The boat	Personal
<ul style="list-style-type: none"> 1st aid kit to racing category 1 standard including schedule 4 & 8 drugs & covid treatment 	<ul style="list-style-type: none"> sending the sails off to the sail maker for a check, All OK - only to find the mainsail delaminating as we washed it down on return - purchasing a new mainsail 3 weeks out etc 	<ul style="list-style-type: none"> finding compatible and experienced crew
<ul style="list-style-type: none"> 1st aid qualifications 	<ul style="list-style-type: none"> spares and consumables (fuel, air and engine oil filters, oil, transmission fluid, coolant, fan belts – and lots of all of them) 	<ul style="list-style-type: none"> Indonesian visas
<ul style="list-style-type: none"> Sea survival safety certificates 	<ul style="list-style-type: none"> insurance 	<ul style="list-style-type: none"> provisions for 3 months
	<ul style="list-style-type: none"> exporting the boat from Australia 	<ul style="list-style-type: none"> negative PCR tests before departure
		<ul style="list-style-type: none"> Vaccinations up to date

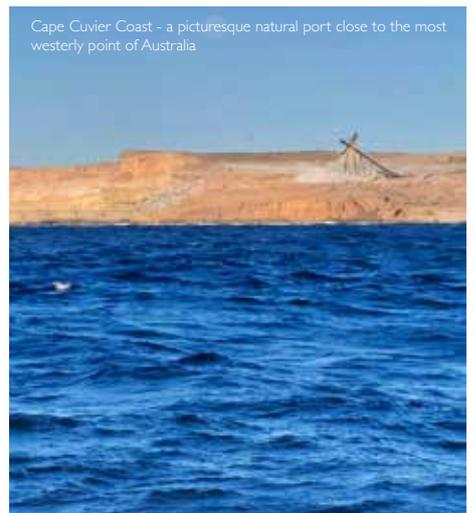
Enroute to Bali – Terry Baker & Jim Maebeth



Enroute to Bali - Louise Baker & Neville Mader



Cape Cuvier Coast - a picturesque natural port close to the most westerly point of Australia





Vaccinations! We took our yellow books (Travel Vaccination Certificate) to the clinic for stamping and details of the vaccine entered. The clinical nurse laughed and said "everything is online these days, you don't need these anymore". We replied, "we expect to travel to places where there isn't internet and paper copies are required" This proved to be exactly the case but we also have a laptop and printer onboard for those occasions where we needed to print off even more documents.

As 2021 closed, our long-time friend and Indonesian agent, Raymond Lesmana, who is well known to those from FSC that have sailed to Bali, advised us to delay our visit by a year or more due to all the ongoing upheaval created by Covid-19.

Sounded tempting, but not! We weren't getting any younger and are committed to the voyage into SE Asia.

The 1500 nautical miles to Bali for *Miss Saigon* is a voyage of about 10 days non-stop. We like to think of it as a voyage of three parts. The first is to get north of the Abrolhos and out of the early winter cold fronts that appear once the cyclone season cuts off in April. Then, it's a matter of sailing our way up to North West Cape, the half-way mark, a point where a considered decision is made as to whether the vessel and crew are ready for the next 700 nautical miles of open ocean.

A call for crew on a FSC social media forums was overwhelming. Not a voyage to discover if you like sailing or not, so it was sailors with offshore and overnight experience for us.

Louise and I were fortunate to secure Jim Macbeth and Neville Mader as crew, two very experienced sailors and the combination worked a treat. A 3rd crew member got Covid-19 and couldn't enter Indonesia; we sailed without him.

Jim, Neville and I did a 3 on, 6 off watch roster whilst Louise did the rest of the (considerable) work, as well as helping out with watch keeping or simply being good company for whomever was on

watch. Put simply, Louise and I couldn't have sailed to Indonesia without Jim and Neville.

Shakedown (mostly to check the crew), negative PCR tests, Indonesian visa (applied for, not received) and the papers to 'export' *Miss Saigon* (Border Force are enforcing the long-standing rules) and noting the rules – don't land once you've cleared out, we were ready to go. We wanted to leave before the May full moon, Tuesday May 10.

In April, we started looking for a weather window! Big front coming! The forecast for our planned departure day was good before a front passed across the coast. Our plan was to get far enough up the coast so that the front passed behind us and gave us tail winds rather than bashing into it. The six Predict Wind forecast models suggested tail winds around 30 knots, whilst the Bureau of Meteorology (BOM) suggested the front would pass in front of us.

Fortunately Predict Wind was right about the timing, but not the wind speed. Halfway between the Abrolhos and Steep Point the front hit. Our highest gusts were 50 knots on several occasions with a constant 35 knots. The seas quickly built to around 4 metres and entering Shark Bay via Steep Point was abandoned.

It was around this time a rogue wave bounced *Miss Saigon* sideways and despite being on a gimballed stove, the dinner hit Louise squarely on the chest. A decision to wear a knee length plastic apron saved Louise from hospitalisation, but still with a nasty burn to her knee. Neville jumped into action with frozen blueberries to ease the burn and pain. It must have worked as there is no scar and a few weeks later all was good.

With the foresails furled we continued surfing north on a handkerchief main. *Miss Saigon's* boom furled mainsail was reefed down to about 15%. We dropped anchor inside Bernier Island, off Carnarvon, for some much-needed sleep and respite after 36 hours in the boisterous conditions.

The good news was our fuel usage was on plan and, so, at almost halfway our anxiety about having enough fuel eased, but not yet forgotten. We started the voyage with 520 litres of diesel which gives enough fuel to motor for 50% of the overall distance or 5 days of motoring.

The forecast was for light winds north of the Cape, with the SE trades filling in closer to Indonesia.

A review of where we were in terms of decision on whether to proceed or not was undertaken and a problematic gearbox issue was better understood after a discussion with Mike Giles. Off we went and enjoyed a day of gentle breeze with the light-weight genoa bent on. This sail is about 75 square metres in area and powers us along at a good clip. Often we see 6 or 7 knots in around the same breeze when reaching. The downside is if you get caught in a squall (and there's lots of them as you get closer to Indonesia) the boat quickly gets tipped on its beam. Great sailing but with only one person on watch you can't get too far from the sheets.

A day later the wind died out and we were motoring. We had fuel for 3 days of the next 4 days, so needed to find some wind along the way. Enter the wind whisperer, Peter Robinson. Working with our daughter, Skai, who was the shore point of contact, the advice was to continue to motor, and we would find the SE trades as per original forecast. Two days later the breeze filled in and stayed with us all the way to Bali, where we arrived with a spare day of fuel in the tanks.

We arrived in Benoa Harbour 11 days after setting sail from Fremantle. After Jim and Neville flew home, we moved the boat to nearby Serangan Harbour to 'restore' ourselves. Then we sailed to Banyuwangi, Java, to get ready to sail to Malaysia, along with the Hats for Java initiative. But, as FIFO sailors, we first flew home to check on family and friends.

1. Words and image courtesy of Jim Macbeth while sailing on *Miss Saigon* in the trade winds well north of NW Cape, on the way to Bali (May 2022).

Things that go bump in the night

Anita Wyntje, *Ocean Street*

The Christmas break included a trip to Bali with some of my oldest friends – we’re talking thirty-plus years of friendship here! – ostensibly to celebrate a birthday, but I had an ulterior motive. Knowing that I’d be over shopping, day spas and restaurants a lot sooner than they I had carefully done some groundwork and casually dropped the idea of me having a three day ‘disappearance’ mid holiday to do some diving. Being my besties they looked at each other, rolled their eyes and said ‘Surprise!’ before categorically confirming they had no intention whatsoever of coming to join me.

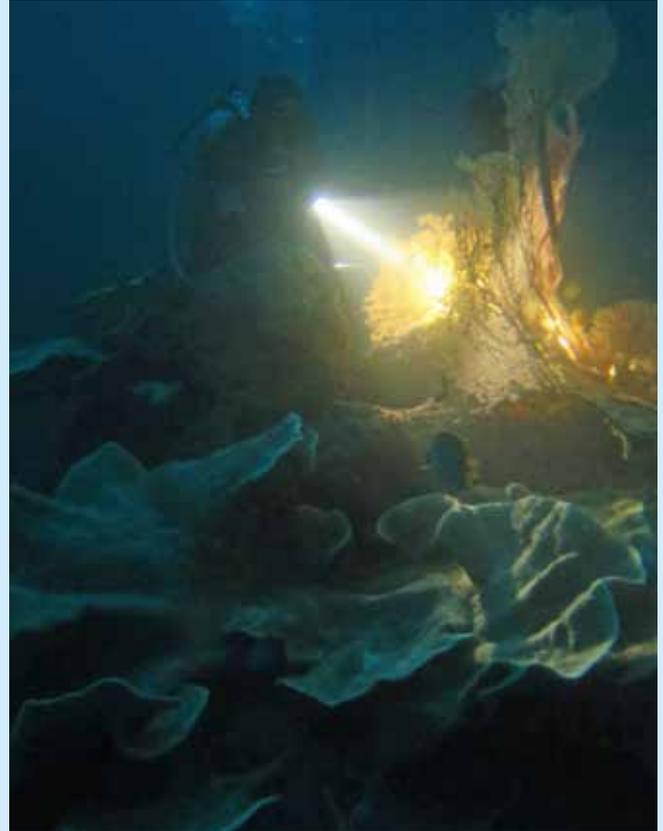
Thinking that we would at least get some snorkelling in if I did not get my way, I had packed the camera and basics (fins, mask, torches, computer, 0.5mm wetsuit) but not the BC or regs. A little research saw me booked to go to Amed and dive with Amed Scuba, using one of their ten-dive packages. They did not work out till I got there that I planned to overindulge and do the lot in three days! Once realised, though, we were quick to make a plan that included two night dives at sites I had not dived before.

One advantage of turning up with a camera is that you are usually afforded your own private guide / buddy, and this time was no exception. I have always been fortunate in matching with guides who know their stuff and are unfailingly patient whilst we wait for the perfect shot!. We stayed around the Kubu/Amed/Tulamben/Bunutan area where the westerly winds that were smashing the West coast had no impact, and there was plenty to see. The same west winds had virtually closed down Kuta beach, capsized a day ferry returning to Bali from Lembongan, and put paid to any proposal to take the girls snorkelling at Manta Point (Nusa Penida).

My day dives were varied – muck, wall, boulders, wrecks and artificial reefs - and I must give a shout out about the Javanese (often called ‘Japanese’) wreck site, which really surprised me with its variety and colour. Despite the odd group of divers showing up here and there, my guide ‘Guhn’ was able to show me a massive range of mostly small things and a few larger like batfish schools, sharks and schools of barracuda. When the small things include harlequin, manta, skeleton and sexy shrimp, pygmy seahorses, spiny seahorses and an absolute surfeit of nudibranchs, I don’t mind seeing small things!!

Night dives are always special, though. There is something about entering the water at sunset and diving as it gets dark. A whole range of creatures that you might glimpse occasionally during the day are suddenly active, and by torchlight, colours glow in an entirely different way. You become conscious of the unknown beyond your circle of light, and your guide gets a little peeved when you turn your lights off to better see the impression of these pools and pinpricks of light that are other divers’ circles of life.

In particular, the ‘predators’ come out at night. Stonefish, scorpionfish, lionfish and firefish of all sizes emerge to hunt. Juvenile and not so juvenile morays swim along between rocks rather than sheltering in crevices, and the shrimp (more



Night Diver



Scorpionfish



Stonefish



Beady eyed hermit crab



It's a moray....



School awoken



'Sexy shrimp' hiding in coral



Harlequin shrimp



Boxer crab



Anemone fish guarding eggs



Spiny Seahorse - Hippocampus histrix



Nudibranchs laying eggs



Fluoro anemones



Anemone

scavengers than predators) are on the move. If you were small enough to be prey, you would definitely get twitchy..... and as a diver, you are far more at risk from an accidental contact with something small and poisonous than something you might consider a predator. Beware what you bump! Even 'aware', my focus on harlequin shrimp almost led to a close encounter with a resting scorpionfish.

Of the two night dives, I was most impressed with the one right in Amed Bay, a shore dive from the town beach with a max depth of 7m. We had started the day at 30m (pygmy seahorses) and this was dive number four of the day, so a shallow dive was definitely in order. From a beach of small volcanic pebbles we made our way out to a bottom of rocks ranging between eggs and footballs in size, and there we watched the nightlife unfold. I was reminded of sitting in a café in a busy city as the lights come on and the grotty glam of the underbelly emerges. A sometime Montmartre, East End and Kings Cross all combined into one on the ocean floor. Hopefully the images here give some idea!

As Isabelle identified in a previous article, the dive industry in Bali had a hard time during Covid-19. It was fantastic to hear from Guhn, though, that he was amongst a number of professionals who had been guaranteed a few days work a month by the government in establishing some artificial reefs in the Amed area. He and a number of other local guides are also paid a little, and get some free air fills, to do a regular cleanup of the region's dive sites. Rubbish, particularly plastic waste, is slowly being removed though the wind, tide and currents seem to bring it back.

The east coast of Bali is mostly easy diving, and a multi-dive package is definitely worth considering if your scales are drying out. My next diving in Bali will be more of a safari that includes Menjangan, the Gilis, the Padang Bai area and Nusa Penida, but for that I will need more than three days.

1. Sadly, waiting patiently does not guarantee the perfect shot when yours truly is out of practice. Just saying.

THANK YOU TO ALL OUR VOLUNTEERS

FSC is fortunate to have more than 250 volunteers who contribute to our Club. We would not be anything without your efforts!

The Cocktail Party presented the perfect opportunity to recognise Lyn Powell for her massive contribution to the Club. One of the Club's pioneering female skippers, Lyn used to race Mr Bojangles inshore and Offshore until she acquired her and partner Ian's '4th Dimension', aka '4D'.

Lyn served on the FSC Board for an amazing fourteen years until July 2022. She and Ian are now in the process of preparing '4D' to cruise Indonesia and beyond for several months after the Fremantle to Exmouth Race and Rally.



Commodore Phil Hearse thanks the volunteers



Charlotte Osborne and Jason Berry



Steve and Jane Laws, Cat and Bill Wearn



Roger Pell (L) with Martin Smith and partner



Joe and Alejandra Czeschka



Commodore's speech



Lud Farka and Barb O'Dowd with Fiona O'Neill



Phil and Robbie Hearse



Julee Brown and Annie Otness



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Help! My GPS Has Failed

Robert Kirton

In these uncertain times and understanding things can do and go wrong regularly. If you are out of sight of land and your GPS and/or your power fails, what do you do?

Well, you can keep going and hope for the best, or you can learn how to take a sun sight at local meridian passage (local solar noon), obtain a latitude and a quick and dirty longitude.

Using celestial navigation and obtaining a position using the sun, the planets and the stars is admittedly a bit tricky and requires an understanding of spherical trigonometry (ouch). Obtaining a latitude, at local meridian passage, is relatively straight-forward. You only need to be able to read, have some knowledge of using a sextant and a calculator. If you're really smart you can dispense with the calculator and do the math in your head or on paper. To avoid complicating the process I have avoided detailed explanations of the WHY and just provided the HOW.

So what do you need?

- A sextant; no need to spend thousands, a Davis will do.
- An accurate time piece. A good quality quartz crystal watch may only lose or gain 5 secs a year. If you continue to rate your watch, when

you are able, then almost perfect time may be maintained. Bear in mind that a one minute error in time equals a 15 minute difference in longitude which is a difference of around 13 nautical miles. For a supertanker, large bulk carrier or container ship this error could be disastrous but for a shallow draft yacht not really a problem.

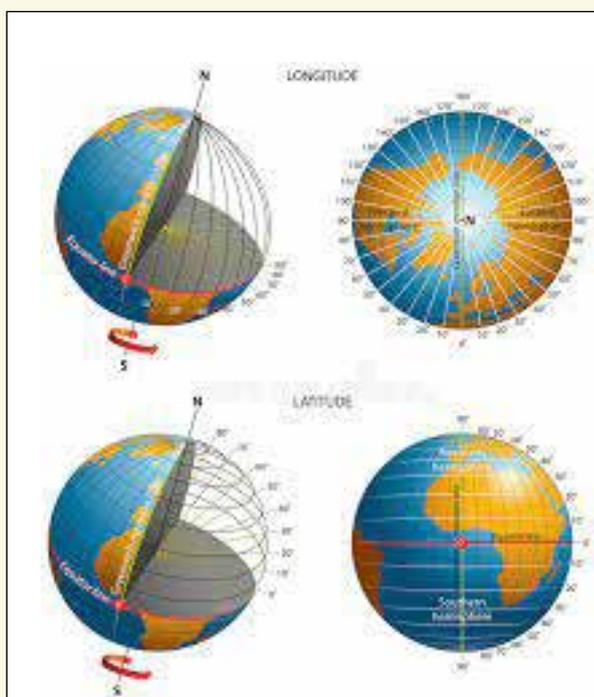
- A pocket calculator.
- A copy of the current Nautical Almanac (NA), electronic or hard copy. For trips of known duration, you could carry the relevant pages for the days you are away. Download it for free at thenauticalalmanac.com
- A paper chart small scale is OK.

Finally, you need your dead reckoning (DR) or estimated position (EP). Any competent and serious boater or yachter should always keep a daily position log when the GPS is working. From the last

logged position, a reasonably accurate EP may be easily achieved.

So now we have the necessary tools how do we obtain a position at noon.

First, we need to calculate the time of meridian passage at our EP. Meridian passage is the time the sun, on its apparent daily journey around the earth, reaches its highest point of the day and crosses our meridian of longitude, commonly known as noon.



On page 23 of the 2023 NA, bottom right hand corner, you will find the time of meridian passage for the sun at GREENWICH. Of course, we need to calculate the time at our location. So, as an example, using the position of the FSC 32deg 04min S and 115deg 45min E we proceed as follows:

Time of noon at Greenwich on 2nd Feb 12:14 mins. To the left you will see and Eqn number of 13:38 mins. (The Eqn, "Equation of Time" is how we fit the apparent sun's erratic passage into our standard 24 hour day). Because the Eqn number is highlighted we add (the sun is running slow), a non-highlighted number would be deducted. A more thorough explanation of the Equation of Time we will save for the future. The corrected time at Greenwich is 12:14 + 13min 38 secs = 12:27:38.

Because the data in the NA is calculated based on Greenwich Time, we need to calculate what the time would be at Greenwich when the sun crosses our meridian. So because we are East and ahead we convert our longitude to time and deduct from the 12:14. Converting longitude to time and vice versa is easy. 360 degrees around the earth divided by 24 hrs in a day means 360/24, so 1 hr = 15 degrees of longitude.

Our position is 115deg 45min East so in time this is 115.75 divided by 15 = 7.72 hours = 7hrs 43mins. Deduct 7:43 from 12:27:38 and we arrive at 04:44:38. This is the time at Greenwich when MP occurs at our position. However, we also need to know the local time of MP so we just add our time zone which is 8 and we have 12:44:38. Based on our EP this is the time we expect the sun to cross our meridian and reach its highest point of the day. If you happen to be in the western hemisphere then we would deduct our longitude time and time zone.

Now we need to use our sextant to measure the sun's altitude at MP. Knowing the calculated time we begin taking readings every minute (or more frequently if you wish) from 12:35 to 12:55 recording the altitude and the time, to the nearest second, for each observation. The sun's altitude will increase, hang and then decrease. We then take an average of the readings, correct the altitude for index error, dip, sun's semi diameter and refraction (all available in the NA and easily applied) to give us the true altitude.

Next, we extract from our page in the NA the sun's declination (Dec) at our averaged time. For this exercise we'll assume this is the same as our calculated time 04:44:38 Greenwich time. We can see that at 04 it is South 16deg 54.3mins and at 05 it is South 16deg 53.6mins. So, by simple extrapolation, at 04:44:38 the declination will be 16deg 53.8mins



Now the final calculation. Using one of the following formulas we can arrive at our true latitude.

- If EPLat and Dec are the same (i.e. both North or South) and EPLat greater than Dec the TrueLat = Dec + (90 - Alt)
- If EPLat and Dec are the same and EPLat less than Dec the TrueLat = Dec - (90 -Alt)
- If EPLat and Dec are opposite, then TrueLat = Alt - (90 - Dec).

So based on the position of the FSC, on the 2nd Feb 2023 and a corrected sextant altitude the calculation would be 16:53.8 + (90-74:49.8) = 32:04S.

And that's all you need to know.

If we want a quick and dirty longitude, then we need to compare the actual time the sun reached its highest point and crossed our meridian with our calculated time. Simply use the average time from the readings you took between 12:35 and 12:55. Then convert any time difference into minutes of longitude. If the time is earlier, then our true position would be further east so we would add to our EP Longitude and if later we would be further west so subtract from our EP Longitude.

However, please understand errors in reading the sextant altitude (not easy on a pitching deck) and getting the exact time the sun peaked make this is a very rough means of establishing longitude; but it's better than nothing.

Plot the position on the chart, have a drink and rest easy knowing you have some idea of where you are.



23RD COCK OF THE ROCK

**SUNDAY
2ND APRIL
2023**



ni plucaire plasuin me
Is mac plucaire piasuin me
Nilin ach ag piocadh piasuin
Go dti go dtagan an plucaire piasuin

Participants nominate their own start time at any time on or before April 2nd. Categories: sail, wood, steel, ferro, power, or a combination of any, as long as it gets you to the line! The finish line itself is normally determined by about 2:50pm, to keep participants on their toes – but it will be in front of the FSC breakwater, somewhere in the area between 'L' and 'F' marks.

This year, there are two possible courses. The original course requires you to go around Phillip Rock in Thomson Bay at Rottneet and the alternative is route is to take Mewstone and the Iso 11m danger marker to starboard. The party will then kick off back at the Club at 4:00pm, with live music and a sausage sizzle. All skippers will receive a commemorative 2023 Cock of the Rock t-shirt.

RULES

1. Department of transport rules & regulations for prevention of collision at sea.

2. Finish at 5pm.

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www.fsc.com.au/event/23rd-inshore-cock-of-the-rock/

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Golden Globe ends at FSC

Elliot Smith, the youngest ever competitor in the 2022-23 Golden Globe Race, was forced to abandon the race and found himself at FSC, delivering a Cruising Section Topic Night instead!



Why the Cruising Section? Elliot was quick to reveal that in fact, the Golden Globe was his first ever race. He had fallen in love with cruising whilst sailing solo around the Bahamas during the beginning of the Covid-19 outbreak, during which time he was not allowed to land anywhere – so in his third year as a sailor, he decided to enter the Golden Globe.

Once seized by the idea, he had an incredible journey to the start line. Not the least part of that was acquiring the boat – a Kaiser Galeforce 34 named *Second Wind*. In Elliot's last year of high school his mother passed away of a lung disease, and he became acquainted with the notion of a second wind – the ability to keep going when you have given your all. He sports a tattooed 'Second Wind' on his forearm, and he was in no doubt when this boat presented itself to him that they were meant to be. He freely describes himself as 'trusting and believing in little things', because 'Things start colliding when you start chasing a dream'.

During the 12 month refit carried out before the race, Elliot believes he replaced everything but the bowsprit. Needless to say,



Elliot (C) with Madi and Cruising Captain Martin Rice (L)

it was therefore the bowsprit that let him down, collapsing shortly after Elliot rounded the Cape of Good Hope; he returned to Valse Bay and made repairs, confident of the ability to continue. Three weeks later, the bowsprit collapsed again – this time, the furler and stay were lost overboard, and Elliot made his way to Fremantle under jury rig with two reefs in the main and a staysail. *Second Wind's* Golden Globe was over.

Elliot spoke at some length about his time at sea, including 'brushing up' on his use of the sextant whilst sailing the qualifying leg to the start line across the Atlantic. In this case, 'brushing up' meant 'learning', as Elliot bought a book and taught himself, noting that he 'started to appreciate math for the first time'. After the start of the GGR, the fleet crossed the doldrums and saw no ships (which are allowed to provide co-ordinates) for several weeks. Small wonder that when Trinidad (east of Brazil) appeared where it should, confirming his calculations as accurate, Elliot literally 'danced like crazy'.



Daily dance hour featured significantly in Elliot's mental health plan during the journey. He stated 'when you're hanging out with birds and whales, dancing solves everything' – which might sound flippant, but to him, dancing was a way to break free of an introspective, almost disassociative and dreamlike state he felt he could fall into when tired and not sleeping well.

Like many solo sailors, Elliot confirmed that it is easy to have close calls with vessels not using AIS. GGR competitors are not permitted the use of a chart plotter which shows the location of other vessels, but in the interests of safety they are allowed an AIS alarm which sounds when a transmitting vessel comes within range. These can be sought, spotted and avoided, but Elliot encountered a number of fishing and cargo vessels that were undetected until they were right in front of him. As far as these encounters go, he counts himself lucky.

Elliot and his partner Madi plan to return to Florida and then relocate to California



to pursue study and work opportunities. *Second Wind* will be sold; Elliot explained 'We want nice bow tie endings for everything in life, but that's not how life is', so at this stage he was unable to tell us whether we should look out for him in the next GGR – date unknown!

The Golden Globe Race, or 'GGR', honours the 1968 Golden Globe, the first ever attempt to race solo around the world. In 1968 nine competitors entered, and only one finished – Sir Robin Knox-Johnson, founder of the Clipper Around the World series. The rest either sank, retired or committed suicide.

Later, the Race would inspire the formation of the BOC Challenge Around Alone and Vendée Globe solo round the world races. The modern Golden Globe was first sailed in 2018 as the brainchild of Australian circumnavigator Don McIntyre; the 2022 race is its second iteration. The modern GGR requires sailors to sail around the world solo via the five great capes, beginning and ending in Les Sables-d'Olonne, France. Competitors are limited to sailing similar yachts, and using similar equipment, to what was available in 1968 – no modern technology such as GPS or autopilots.

One of thirty-one sailors to start the race, at the time of writing Elliot Smith was one of ten who had been eliminated, alongside fifteen who had retired. Four remained as entrants for the Golden Globe, and two remained as entrants in the Chichester Class (any entrant forced to make one stopover, or break the seal on their portable GPS chart plotter, is transferred to the Chichester Class).

More information on the GGR can be found at <https://goldenglobrace.com/>



FSC Burns Night 2023



Well dressed for Burns Night



Piping in the Haggis_ carried by Commodore Phil Hearse



Line dancing

Burns Night has quickly re-established itself as a tradition at FSC; this third celebration was an early sellout and those who attended were not disappointed.

This year's lineup featured Alan Stein as MC, James O'lonne delivering the Address to the Haggis, the FSC Pipes and Drums Band (of course) and the Gallus Ceilidh Band amongst others.

The event opened with more than a simple Welcome to Country; our MC had quietly arranged that Si Mullumby should join us and open the evening with a number on the Australian 'pipe'. This segued into a duet with the Pipe Major, and set

a fantastic tone for the evening before Alan Anderson gave the Selkirk Grace to reintroduce the traditional program. Guests enjoyed the sunset view from the upstairs Wardroom during the early part of the evening. The Haggis was piped in by our Pipe Major Stuart Bradford, and carried by Commodore Phil Hearse, with a fiery sunset adding drama to James O'Lone's Address.

The Immortal Memory was delivered beautifully by Cat Wearn. After that things loosened up somewhat with the 'most raucous and definitely bawdy' Graeme Martin giving the Toast to the Lassies, and the Reply to the Laddies fired back by the 'Commodore of Vice', Anita.

To cap it all off, MC Alan revealed that during his recent family visit to the UK, he had unearthed what he suspected to be an unpublished manuscript, entitled 'Beauty and Kindness', by Burns. The handwritten notes were tucked away in the family Bible, suspected to have been unopened since Burns transfixed (or is that, was transfixed by?) the Stein girls

Much whisky was drunk, wine enjoyed, and dancing took centre stage – another great Burns Night!

Many thanks to our Sponsors Fat Bottom Girl Racing for the whisky, and Oatley Wines for the Wise Wines enjoyed at the tables.



Simon joins the Pipe band



Pipes and Drums play Burns songs



Dancing



Not so traditional dancing, directed by Alan



Full house



Graeme Martin - Toast to the Lassies



Alan Stein (R) hands over to Alan Anderson for the Selkirk Grace



Journey of the Haggis



Cat Wearn

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Harry's game – playing to win

Image courtesy of Sarah Motherwell

Harry Joyner, iQfoil

Last year was a shock to the system! It was a leap from club racing and state championships with a national regatta thrown in once or twice a year to what felt like a full-blown European campaign and Australian Sailing's Performance Pathway Programme added to the commitment to WAIS. I changed school to the Elite Athlete Programme at the School of Isolated and Distance Education (SIDE) so I could keep up with year 10 studies between training and regattas.

'22 started with Sail Melbourne resulting in qualification for World Sailing's Youth Championships in The Hague later in the year. I then travelled with Jack to France for the Olympic Week regatta in Hyeres and onto Lake Garda for the IQ European Championships. The time came to spill the beans on the first ever FOILING TACK I managed off Freo in March. Amazingly that took the surfing world by storm and received global recognition. (Pressure's on now!!)

I was home for a brief few weeks before joining the Australian Sailing's youth team to get fourth place in the World Sailing Youth Championships and an invitation from IQ Foil to attend the international regatta back in Lake Garda. I went and stayed on in Europe for the IQ Youth Worlds in Switzerland.

Then home for a 'break'? This time was filled with more gym at WAIS and almost daily training before tripping back to France for the European Youth Championships in The Hague, followed by a 2nd in Sail Sydney to finish off the year.

Australian Team selection

2023 has leapt off with selection into the Australian Sailing Squad (as opposed to the national Youth Sailing Squad). I achieved another second at Sail Melbourne, then another second in the IQ Foiling National Championships in Brisbane.

The cyclone in NZ put paid to the Olympic Week and National regattas over there but at the same time I was inducted into the National Squad – this means a real chance at representing Australia in the Olympics.

Plans are well underway for Palma (de Majorca), Hyeres and the European Championships in Greece and the possibility of selection for the Australian Olympic country qualifying regatta in The Hague.

In 2022 I was nominated for Australian Sailing's Youth Sailor of the year. At the same time I received great financial assistance from the Ron Tough Yachting Foundation and the Wally Foreman Scholarship from amongst all the athletes in the West Australian Institute of Sport.

These, together with the induction into the national squad have provided enormous encouragement and recognition towards my 2028 Olympic opportunity.

Seeking sponsors

This has all turned out to be a complete change of life. The trips away rely on international competitors' families and teammates to take on 'official adult' roles and we have a desperate search for sponsors to help with the huge cost of travel and accommodation, let alone the expense of replacement gear and international regatta fees. Realistically this is a 5 to 7 year campaign to the 28 and 32 Olympics. If any of you know anyone keen to support an aspiring Olympic sailor, please direct them to my page on the Australian Sporting Foundation website where they can make tax deductible donations: <https://asf.org.au/projects/harry-joyner-windfoiling>

Anyone willing to consider sponsorship is welcome to contact me through the club at anytime.

Thanks, and happy sailing. What's the plan? TO WIN.

Harry.

[Harry Joyner athlete \(@harryjoyner8\)](#) • [Instagram photos and videos](#)



FSC has forty-four boats currently entered to do the 2023 Fremantle to Exmouth Race and Rally. Below is a sample of the fleet.



Crush

David Davenport and his team are looking forward to racing Crush to Exmouth this year. She is a Judel Vrolijk TP52 built in 2011 and is a fast and exciting boat.

The team are hoping for a quick, yet most likely, a very wet ride on our way north, capitalising on the lessons we have learnt over the past 15 months, especially during the 2022 Westcoaster, 2022 Sydney Hobart and recent record breaking Bunbury race.

The crew will be made up from our regular squad of WA sailors with the notable inclusion of Kevin Costin (Kos), who used to sail on her when she was known as Envy Scooters. Kos is based in Brisbane who joined us for both the last Geraldton and Sydney Hobart races.

Enterprise

Enterprise is a Botin Carkeek designed GP42, owned by Anthony Kirke and is the ultimate inshore racing machine that with the addition of several bilge pumps to keep it from sinking has campaigned successfully offshore in the past two years.

Following success in the 2021/2022 Siska the boat has spent the last 7 months on the East Coast competing in the CYCA Blue Water Point Score series cumulating in the Sydney to Hobart race. With a first place in IRC Division 2 and 7th overall on IRC in the Hobart race the boat and crew are well prepared to take on the 700nm Exmouth event.

Many of the core crew from the east coast campaign will be continuing with the boat for the Exmouth including

Anthony who with Michelle's permission brings the money. Paul Eldrid as Navigator and Tactician bringing his huge knowledge of the Western Australian Weather System and his Dinghy expertise to this over grown skiff.

Mark Robins in the Pit bringing an unflappable calm to the middle of the boat as well as being able to stand in as trim and helm in all conditions and MacGyver anything. Brenton Edwards at the pointy end

of the boat with capability to get anything changed in any condition Tom Coker and Will Drew as the driving force on trim who with a couple of years experience behind them can tweak the extra 0.1 of a knot out of the machine in any weather

Dan Taylor bringing 1000s of nm miles of offshore sailing experience with capability anywhere on the boat (though too heavy for the front) and the go to helm in +35 knots

They are joined by Will Boulden on main trim who was a key part of the successful Siska Campaign and is not too shabby as a helm on the longer races.

Having figured out how to stop the boat sinking in conditions over 30 knots, which was a key learning from the previous Exmouth race, Enterprise is keen to better the second from the 2020 race. They are hoping for similar down wind conditions to produce a close tussle with Crush and Weapon whilst conscious of the success Checkmate and Lithium have had this season if there is a good up wind stint in the race. Not having to slow down due to uncontrolled water ingress and having plenty of pumping power should assist in this desire.



Fat Bottom Girl

If you see her, you won't miss her. She is bright green and Alan Stein and Amanda Casebier's yacht is a Fat Bottom Girl in more than just name. She is back for another Exmouth Run and Team FBG are excited! The Pogo 40 is designed for long passage trade wind sailing going fast so we are hoping for long days of downwind boogie and good times. If we don't get that then we will just fill the water ballast, get tucked under the dodger and we will let the good times roll either way. Skipper and chef d'Negroni Alan Stein is joined by Amanda Casebier and Ewa Lindeloff who are signing on for their second FBG Exmouth Run. There may be Dirty Deeds to be done with Kyle "Chewy" Dodds and Russell "Yogi" Balding signing on for a reunion gig. Let the good times roll.

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Kwilena

Kwilena is Dunsborough Bay Yacht Club's entry in the Exmouth race, crewed in the Three Handed division by owners Abi Paterson and Steve Davies along with DBYC and FSC member Morgan Flower. Kwilena is a Jeanneau Sunfast 3200 based at Port Geographe Marina/Quindalup moorings and races double-handed in the Geographe Bay YC Shorthanded series. In preparation for Exmouth Kwilena will race in the 2023 Naturaliste Return race with our F2E crew. We look forward to the competition between the 3200s on the way to Exmouth.



Lithium

Described in a former Siska pre-season form guide as 'hard, stubborn competitors' who can't be written off, owner/skipper Wayne Pitcher and crew of the Hillarys Yacht Club based J/122 Lithium are looking forward to repeating their 2021 success in the upcoming race to Exmouth. Purchased by 'Pitch' in 2018, the J/122 is a true all-rounder that although preferring to be driven upwind, can also perform very well downwind with the former NZ-representative surfer skipper at the helm. Wayne has a long record of ORWA sailing offshore, both crewed and double-handed in his former Jomac 30 Dart Vader and now J/122 Lithium. Most of the 2021 crew remain onboard, joined by a couple of newcomers including former

HYC junior sailor, Eleanor. Interesting fact that 4 of the 8 members on Lithium all own Yachts at HYC. The reigning Corinthian Cup and Division 1 PHS champions are looking to build on their 2nd place in Div 1 PHS and ORCI in the 2021 edition.

Although fierce competitors, the skipper and crew don't take themselves too seriously. You can assume that if there's a strong chance the fish are biting, the skipper might just pull out the reel mid-race, as he did in 2021. Skipper and crew are also true believers of the term, 'work hard, party hard', and no doubt will be amongst the late stayers at Exmouth's social venues post-race. The extra distance to Exmouth shouldn't be too hard for the Lithium crew either, as being HYC-based, they always sail an extra 4 hours more than the rest of the fleet each ORWA race (2 hours down to Freo for the start and 2 hours home after the race finish, with a beer in hand).

As Pitch commented to all in at the 2021 Exmouth race presentations (and recorded for posterity at the end of the 2021 race highlights video), "Awesome event. I've sailed all around Australia on different offshores, and this is the best, man!"



Obsession F1245

Obsession has now been successfully racing on the West Coast for seven years, under the ownership of Paul & Ceris Arns. It is one of only three MAT 1245's in Australia and with its regular top - drawer crew, will be taking part in the Fremantle to Exmouth Race for the second time. Obsession excels in a strong upwind breeze but whatever conditions arise, will enjoy the close competition, particularly with the other 40 footers. The team is looking forward to a great race north and a relaxing few days in Exmouth afterwards, celebrating this fantastic event.



Ocean Street

Ocean Street is an Island Packet 37, a long-keeled cruiser which should deliver her crew to Exmouth and beyond in comfort albeit not as quickly as some. She has newly had her cutter rig restored and the crew are inviting occasional light conditions by including a spinnaker in the sail wardrobe. The 'Street kids' include Kim, who has done many miles up & down the coast on her Koniari; Kath, who was on Corniche in '21; Alan, who is normally going much faster (and getting much wetter) on his Zuben'ubi, and Anita, who has spent her time since acquiring the boat working out how to make her go more forwards than sideways. A shout out to friends John M, Peter G, Joe C, Graeme M and in particular Johnny Mac, whose help and support in preparing the 'Street have been invaluable.



Rebecca Jane II

Rebecca Jane II is off the Joe Adams drawing board and was launched in 1986 and was commissioned by Earnest John Reading. She is constructed from diagonal planked Oregon/Epoxy and is very comfortable. Earnest Reading and his wife cruised extensively on her around Australia and all through Asia until 2012, when he sold her to Sandy Fleming. Sandy took over the care of Rebecca and once he got to grips and understood the yacht he began to race inshore and then progressed to offshore, entering the George Law div 3 and winning! The longest offshore race Sandy has completed was the Geraldton/Return. She was Sandy's home

for 6 years and has been the vessel for many a happy holiday/cruise around local waters from Rottnest to Mandurah. Crew over the years have included Max Piesse, Sam Threlfall, Ian Sampson, Skey, Martin Segler, Craig Fraser and many others.



Sagacious IV - F4117

Since 1984, when commissioned by the late Hedley Calvert in Tasmania (as Huon Spirit), Sagacious IV has been raced extensively and undergone many upgrades in the past decades. Well placed in the Admiralty cup trial's and a well earned overall handicap win in the 1985 Sydney to Hobart race, made her one of Bruce Farr's earliest very successful yachts of the "magic boats" era.

Built under the IOR rule as a 1 tonne class, Saggy, (as she is affectionately known) is a Design 136 constructed of a Kevlar Epoxy Foam Sandwich hull and rigged with a traditional aluminum mast dressed with triple spreaders and running back stays. She is a complicated girl but if sailed well, can perform and place well in results. Revered for being an excellent upwind warrior, with very good reaching characteristics, she can also hold her own surfing downwind under spinnaker. Under the custodianship of Chris and Annie Hind since 2011, Saggy and her crew will undertake their longest race so far when participating in the 2023 Fremantle to Exmouth Race.



Selkie

Selkie is a Northshore 38 built in Sydney in 1984. The Northshore 38 has been described as 'the Holden Kingswood of Australian yachting', and has been represented in every Sydney to Hobart race for the last 30 years. Alison Stock initially lived aboard Selkie for four years while racing her inshore most weekends. Alison Stock and Brad Skeggs have been sailing her double-handed in Offshore races for six years, the last three years in the Short-handed division at Geographe Bay Yacht Club. Selkie will be sailed by a crew of three - Alison Stock, Brad Skeggs and his brother Stuart Skeggs. The crew plan on racing hard, but she has some creature comforts such as an oven and fridge, so life won't be too spartan.



Sirene

Sirene is a JPK 45 Fast Cruiser built in Lorient France in 2021 and has sails from UK Sails, Fremantle. The boat is, as described, a fast cruising boat with all of the cruising comforts but with a few tweaks to improve the sailing performance. The boat was sailed from Lorient to Fremantle via the Mediterranean and the Red Sea including competing in the Rolex Middle Sea Race from Malta. The crew for the passage was was skipper Bill Henson and son Alexander, plus several WA sailors that joined along the way including the long leg across the Indian ocean from Djibouti to Malaysia.

Since returning to FSC we have been learning how to race the boat with results ranging from flat last to 3rd in the Bunbury race. The boat does well in fresh breezes and is an all-round performer, so we are hoping for some upwind and reaching legs as well as downwind.

The crew to Exmouth will include Todd Giraudo and Maire, Iwona, Alexander, Alistair McMicheal, Dave McDonald and Chris Parnell who sailed in the Middle Sea Race. Most have raced to Exmouth in the 2021 event, and everyone is looking forward to the 700 nm race – and to becoming reacquainted with the Whalebone Brewery!



Supa Star

Mv Supa Star is a North Pacific 49 pilot house trawler style passage maker, launched in Hong Kong in 2015. Sue and Paul Burlinson moved from sail to motor powered cruising when they purchased the vessel in Langkawi, Malaysia in 2018. After completing an 18-day non-stop voyage from Malaysia to Dampier, Supa Star returned to Fremantle in September 2020 due to the pandemic preventing further cruising in SE Asia. Supa Star has proven to be a very comfortable and efficient blue water cruiser with a range of approx 3,000 nm's when averaging 7 knots.



Wyuna

Wyuna is a Jeanneau SunFast 3600. Launched in 2014, and given a new rig in 2017, she has had a previous illustrious history with Todd Giraudo and Dave (Dubbo) White as Kraken. She still has a bit of that 'kraken spirit' hiding on board. Purchased by Dennis Vincent and Hilary Arthure in 2021, she became the latest Wyuna in a line. Skipped by Hilary, she has an experienced crew of 'other skippers' on board. These include Simon Torvaldsen and Trevor Taylor. In addition, the Australian Sailing team's Rio Olympic meteorologist Manfred Greitchus is coming across from Queensland to sail in this event. Wyuna is looking forward to this race

and will be pushing hard for a good showing so that Hilary can take her 'L' Plates off the bow!



Fourth Dimension

Fourth Dimension is a Dufour 40 performance cruiser launched in 2004. Owners Lyn Powell and Ian Whitehead have competed in nearly every ocean race on the WA coast with some good results in Division 2. This 40 footer enjoys the comfort of a cruiser as well as being a race boat. With a dogged, determined and experienced crew, and a multi award winning menu, she'll be a keen competitor in this year's Fremantle to Exmouth Race.



Event Supporters



Racing the Cyclone Season (and losing)

Jeff Claflin, Ave

Westernport: mid-July and AVE was in the water with a new engine after having taken on water in early May. Still time to sail up the east coast and get across the top end before the cyclone season you might think? Far too optimistic I'm afraid.

Sea trials did not go well with a fuel line not being connected well (hence it blew off and filled the bilge with diesel), the 20 year old exhaust muffler leaked (requiring replacement and installation of a carbon monoxide sensor), and the hydraulic steering did not work properly, resulting in the emergency tiller turning only one way! All in all, a delay in AVE being seaworthy by over a month.

Bass Strait has very complicated wind and sea conditions. Three capes, multiple islands (including Tasmania), and the East Australian Current (EAC) make it almost impossible to get perfect winds, currents and wave all the way from Western Port to Bateman's Bay and islands. Adverse winds, crossed seas and the EAC can really hamper progress.

AVE left Hastings for Batemans Bay late August with a weak high pressure system approaching Melbourne from high in the Bight. The idea was to have good weather and following winds while sailing out of Bass Strait. Light NW winds took AVE around Wilson's Promontory about midnight on the first day – magical. However, at Wilson's Promontory, two swells converged and tossed poor little AVE around. So much so that the top batten pocket on the mainsail got torn open and the batten's adjustable end fitting lost.

The damage was not observed until the next day. AVE carries spare battens, fittings and sail cloth, but as the sea was still rough, working with a needle and thread was ill advised. A jury-rigged solution was to use 3 mm cord to pull the replacement fitting towards the mast to tension the baton. Rough, but worked for 2,000 nm. It will be properly repaired before setting sail from Cairns!



Chartplotter

(A word of warning: Around Wilson's Promontory, and other busy or confined areas, there are sea lanes – keep in your lane! I saw a freighter bearing down on me when I checked the AIS. I looked up and saw a wall of boat a couple hundred metres away. He was in his channel and I was in mine and all was fine!)

The swell swung around to the SE and light winds were from the NE and rising. AVE was headed northward towards Lakes Entrance, then skirted the shore on approach to Cape Howe to avoid the worst of a rising NE to N wind.

Many sailors will anchor at Gabo Island south of Cape Howe and wait for wind and wave to cooperate. AVE sailed (motor-sailed) through as there was a serious front crossing Melbourne. Even so forward progress reduced headway to less than 3 knots. AVE did not have enough

time to reach Batemans Bay before the front hit, but could easily reach Eden and probably Bermagui. AVE would arrive in Eden at night, but there were repairs to the harbour taking place so it was not a good choice. Bermagui was chosen as the safe harbour.

The shore along the southern NSW coast is not particularly friendly (rocky cliffs). To avoid the EAC, AVE had to stay close to shore, which shortens sleep periods. Maximum allowable sleep period is the distance to shore, a rock, or an island divided by boat speed – only 30 minutes this close to shore. This rule of thumb proved its worth on the sail up the coast. I was tacking into a light north easterly wind. AVE got a new autopilot in Westernport and the autopilot had a 'steer-to-wind' function. I thought it would be useful and let me sleep for longer than 45 min between watches when in open water. It would, but care must be taken.

A Midnight Course Change when 'Steering to Wind'

In the following refers to chartplotter screenshot, you can see AVE's course being roughly 225 degrees in the bottom right of the screen. The intention was to sail to within 2 nm of the coast, then tack back out to sea. I probably went to sleep when the boat was crossing the 36°50' latitude line. I woke 30 min later and did my checks. I was very surprised to see lights not far off my starboard. It must have been a very large ship because the deck lights continued for quite a ways. I was perplexed as I did not hear the ship even though it must have been close. Then I checked the chart plotter – the wind had shifted and AVE had changed course by 90 degrees! The ship lights off

my starboard were, infact, the street lights of Tathra along a rocky, cliff lined coast coast road 3 nm away.

Had I not put myself on a short leash with respect to watchkeeping, AVE may very well have run aground. As it was, I caught the mistake while still 2 nm away from anything dangerous with over 30 min to correct the mistake. Needless to say, I now steer to a heading when in close waters and simply wake up to adjust the sails. A good lesson before getting to the Great Barrier Reef don't you think?

AVE stayed a few days in Bermagui to ride out the storm, then set sail to Batemans Bay. Weather reports, both local and those available from Predict Wind, said winds would be very light for half a day and then stiffen up in the afternoon and evening. As a solo sailor, I take advantage of light winds when I can by putting up sail and getting sleep. Within 30 min of leaving Batemans Bay I was sailing up the coast with little wind, no waves, a large code zero up and I was asleep. 30 min later AVE was powering along in 15 to 20 knots, seas were rising, the code zero was ripped and I got knocked out of my bunk.

Main sail got two reefs, the code zero was furled, the working jib put half out. AVE was sailing beautifully, which was good, because the code zero needed to be repaired. One meter of 250 mm wide sail tape on both sides of the sail did the trick. The winds died down later that day and the code zero came back out. A shy reach all the way to Sydney.

Arriving at the Cruising Yacht Club of Australia (home to the Sydney to Hobart Race) is a challenge for a solo sailor. The pens are close together, all the boats are worth far more than AVE... and, despite many sailors being around, no one offered to help. No damage done, but I was not interested in staying very long. The ugly duckling AVE stayed a week and flew the club burgee the whole time!



Image: AVE at CYCA

Storms along the eastern coast were very common, but allowed 3 to 5 days of good sailing at a time. AVE pulled into the Newcastle Cruising Yacht Club and then sailed into Moreton Bay to stay at the Royal Queensland Yacht Squadron, managed by FSC's past CEO Karen Baldwin. Karen was a great host and RQYS far more welcoming than ANY club since leaving FSC. Thank you Karen.

AVE sailed on quickly still hoping to beat the cyclone season. A quick stop at Yeppoon to avoid 50 knot winds and then directly on to Cairns.

Alas, sailing across the top end in 2022 was not to be. On checking the forecasts:

The monsoon is set to arrive early this year, increasing the threat of more floods and cyclones (By ABC meteorologist Tom Saunders)

The annual monsoon is on track for an early arrival ... the earliest monsoon since 2013 and weeks ahead of the average monsoon onset of December 19. The premature arrival follows historical trends of monsoons arriving early during La Niña years...

The monsoon is ... responsible for the vast majority of tropical cyclones. The leading edge of monsoon winds is called the monsoon trough, and it's here the north-westerlies meet south-easterlies, providing the genesis for a circulation which can then strengthen into a full-blown cyclone under the right atmospheric conditions.

Medium-range weather models are hinting of a tropical low forming during next week along the monsoon trough, raising the risk of a cyclone well before Christmas.

Who wants to sail in the tropics during the monsoon anyway? The decision was quickly made to put AVE to bed for the summer, return to Perth, then travel overseas and to return to AVE in April 2023 to get AVE fully repaired and seaworthy again. A berth was found at Yorkeys Bay Sailing Club just north of Cairns. Yorkey's is truly a club, not a marina, with very friendly, cooperative staff. AVE could not be in better hands during the cyclone season!

Since leaving AVE, I have kept an eye on the BOM forecasts. The

early Monsoon did not eventuate. The ENSO is predicted to be neutral in 2023 (leaving La Nina conditions behind) and the Indian Ocean Dipole (IOD) is also expected to be neutral. All this means that the waters to our north should be slightly cooler in 2023 and storms slightly less severe.

The last time a neutral IOD and neutral ENSO occurred together was in 2017. Looking to "NullSchool" for historical weather data will help with sail planning. Cyclones do exist into May – the cyclone in the following figure reached wind speeds over 80 knots at the same latitude as Cairns on 7 May 2017.¹

By mid-May the trade winds should settle in at 15 to 20 knots, allowing for a comfortable running reach up through the Great Barrier Reef in June. Winds stiffen in the Coral Sea with winds 20 to 25 knots in July, resulting in winds across the Gulf of Carpentaria dropping to 15 to 20 knots. A leisurely month sailing up the reef followed by a week or two sailing across the top of the gulf to Darwin..... a week or two in Darwin to restock, then off to the Kimberley coast for a month in light winds.

The real challenge is coming home from Exmouth to Fremantle by catching those easterly offshore winds to sail south. These are available when high pressure systems cross lower WA before mid-September. Leave the sail too late and the highs drop forcing one to beat down the coast from Shark Bay.....

1. (<https://classic.nullschool.net/#2017/05/08/0000Z/wind/surface/level/orthographic=-221.73,-35.23,615/loc=165.178,-16.161>).



When to NOT leave Cairns



June looks pleasant in the Gulf of Carpentaria



Typically light winds (10 knots) from Darwin to Exmouth (but can exceed 25 knots)



All too transient easterlies in August.



Wait too long and it is a hard sail south!

WA Cruising Guide Version 5.4

- February 2023

Kim Klaka, Editor

The Western Australian Cruising Guide is regarded as the coastal cruising bible for WA, covering the coast from Darwin to Eucla, including the Christmas and Cocos Islands. This book is a definite “must have”, especially for cruising the Kimberley, with over 600 pages, 220 chartlets and many interesting colour photos. The main source of information for this guide is feedback from the hundreds of sailors who have shared their knowledge of this largely unexplored part of the coast.

The 5th edition, now in its fourth update (v 5.4), was a major revision of the 4th edition published in 2014. It includes dozens of new diagrams and several hundred new items of information. The first part of the guide covers weather, tides, passage planning, communications, emergency services, marine animals and government departments. The second part contains specific pilotage information on many anchorages, showing suitable spots to anchor, dangers, the amount of protection, tidal information, places of interest, history of the area, and local contact details.

The guide is now available in two electronic formats, downloadable here without charge: download your free copy of this invaluable resource:

- To download pdf: <https://fsc.com.au/wp-content/uploads/2023/02/WACGE540.pdf>
- To download ePub: https://fsc.com.au/wp-content/uploads/2023/02/WACGE540_Epub3.epub

The pdf file is about 70MB and the ePub file is about 140MB, so a reasonable internet connection is required for sensible download times. Once downloaded, you do not need an internet connection unless you want to use the live links in the document.

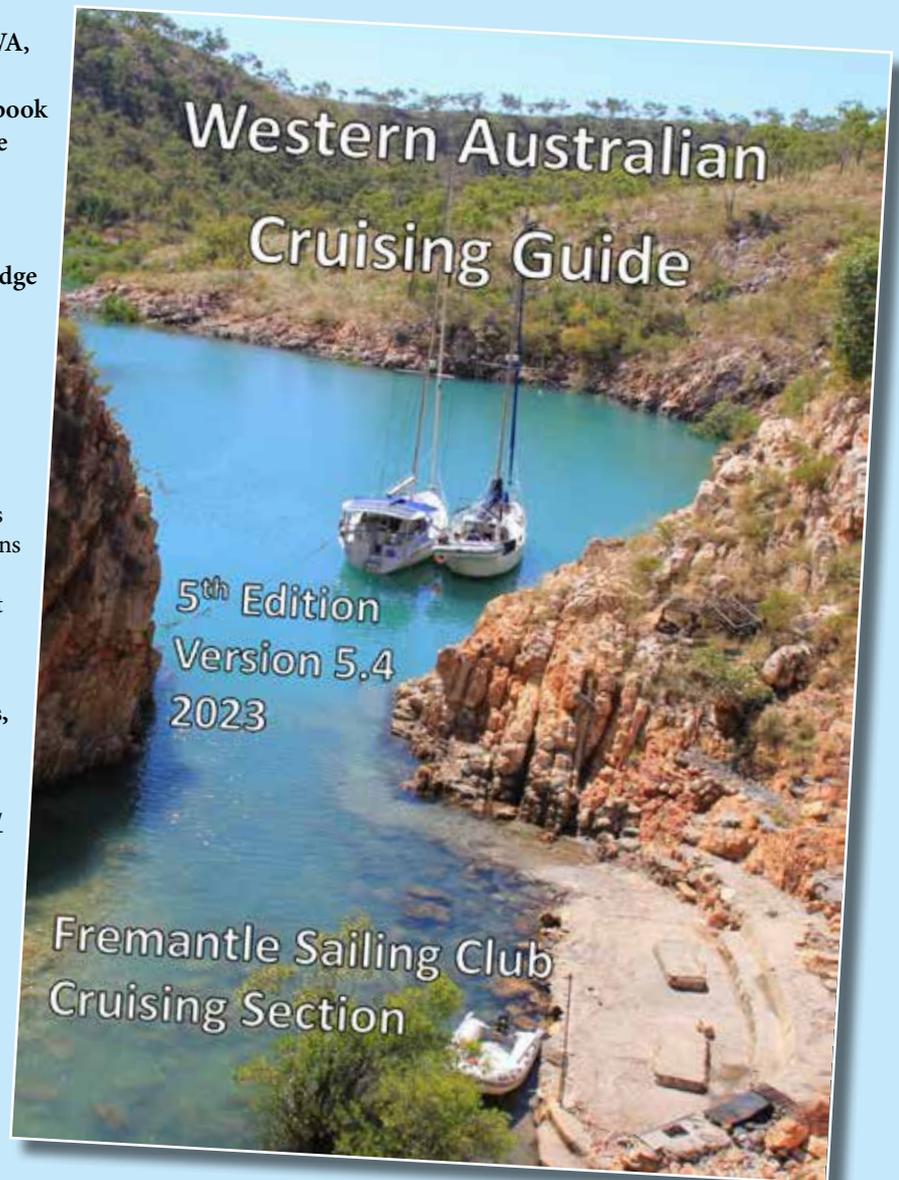
The guide can be read on almost any platform, including desktops (PC and Mac), laptops, tablets (iPad etc.), Android phones and iPhones.

Photocopies of the guide are available from Fremantle Sailing Club in an A4 lever-arch file. To buy one of these hardcopies contact FSC on 08 9435 8800 or reception@fsc.com.au

Alternatively, you can print out all or part of the guide yourself, in any format you want.

The current edition is version 5.4 (files are labelled 540). It contains more than 150 changes and updates since version 5.3 was issued in March 2021. If you wish to be notified when the next version becomes available for download, send an email now to <mailto:editorwacg@gmail.com>

The changes and updates we make derive mostly from reports submitted by users of the guide. Anyone wishing to contribute further knowledge for the next version, whether by correcting errors or providing new information, is asked to email the editor at <mailto:editorwacg@gmail.com>



Cockburn Sound Regatta 2022

Anita Wyntje, *Ocean Street*

The 65th Cockburn Sound Regatta, or 'CSR' as the faithful say, promised to be much kinder to competitors than the previous year. Temperatures were pleasant, and to everyone's delight, there was an expectation of breeze!

Congratulations to *Money Penny* (Malcolm Thomson) who won the Kwinana & Industries Council Feeder race on Boxing Day. Talk about a dark horse.... Bill Henson's *Sirene* took line honours from *Salacia II* but on handicap, the smaller Archambault 35 emerged victorious.

On Day 1, the delight of expectation turned into trepidation as the Doctor roared in with a vengeance. A number of boats sat out the afternoon race, and two others were forced out with broken masts and rigging. Fortunately there were no injuries and the bar served anaesthetic to the soul.

The remaining afternoons continued breezy but mild in comparison to Day 1, and good racing was enjoyed by

all. A number of boats this year had a noticeably rotating crew as some sailors who normally brought a boat down but couldn't nevertheless also couldn't stay away. Who can blame them? An added joy (and here I may be speaking purely for myself) was the return of the passage race to the JaM schedule, providing some variation on the 'round the bay' program.

Congratulations to all competitors; results were evenly spread, so nice work Mr Percy. I'd like to make special mention here of *Yamu*; I believe this regatta is the first time that they have achieved a first place!

For the first time in Regatta history, the formula used to determine Champion Boat led to the winner being a boat that did not actually win its division title. Congratulations to Lindsay Kenworthy and the crew of the s80, *Vintage Red*.

The Cruising Yacht Club (TCYC) demonstrated the usual high standard of hospitality, feeding, watering and entertaining us before ferrying us home to our respective boats – truly sail, eat,

sleep, repeat. As always, there was a great mix of boats from various clubs, including Hillarys, Royal Perth, FSC, Mandurah, Bunbury and Busselton. You would think a boat like *Ocean Street* has no place in a racing regatta, but at the CSR there's room for everyone so dare I say it – bring on 2023!

Full results can be found on the TCYC CSR pages at http://www.sportspage.com.au/yacht_clubs/tcyc/csr/fixtures.htm



Salacia is elegant

DI Consistency			
2	<i>The Bus</i>	Murray Smith	1st on IRC
5	<i>Witchy Woman</i>	John Palmer	5th on IRC
6	<i>Sagacious IV</i>	Chris Hind	7th on IRC
7	<i>Mind's Eye</i>	Michael Thorpe	8th on IRC
8	<i>Sirene</i>	Bill Henson	6th on IRC

JAM 1			
2	<i>Stimulus Packages</i>	Jason Poutsma	
4	<i>Serendipity</i>	Rick Hoad	
5	<i>Money Penny</i>	Malcolm Thompson	
6	<i>Jubilant</i>	Ian Joel	

JAM 2			
8	<i>Yamu</i>	Brooke Spinner	

JAM 2			
5	<i>Ocean Street</i>	Anita Wyntje	



Jubilant crew



Oops. A casualty.



Serendipity



TCYC Ferry service and Sagacious crew



Relaxing after racing at TCYC



Witchy Woman



Yamu



The much admired Sirene



The Bus



Power Torque

Marion Morley, Power Section Publicity Officer

There's never a dull moment as the Power Section set an action-packed calendar for the summer months. Firstly, the Fremantle Sailing Club would like to thank everyone who joined in the Friday night raffle on the 21st October to raise money for the Telethon Loud Shirt Speech and Hearing. Thanks guys, you are legends. :-)

City Light Tour: October 23rd, 2022

The weather could not have been more perfect for the Power Section 'City Lights Neon' cruise as we lit up the Swan River in fluorescent clothes. Mother nature put on a magnificent sunset as we motored up the Swan and everyone enjoyed the great food, music and before long everyone was dancing.

There was also love in the air as John and Karen snuggled together after just announcing their engagement – they were noticeably happier than two Cheshire cats!

It was great to see everyone dancing in one way shape or form either on their feet, with partners, head nodding and making small dancing moves with their hip and shoulders whilst pretending they were sitting still. There were no elite dance moves such as the lawn mower, sprinkler and basketball, however John Travolta still would have been proud as Jennine and Ian showed their strength in swing dancing.

Our city lights tour came complete with its own cardinal marker, although he did seem to move around the boat which confused Darren to whether there was safe water to the north or the south???

Thank you to our wonderful skipper Darren Heath, who drove the trusty *Success* without a hitch, and his crew persons; if it were not for them, we would not have been able to enjoy such a great night on the water and with wonderful company. Thank you to Charlotte and her Committee who did a fabulous job with the food in fact there was so much we could have had another trip up the river the following day!

Rotto Olympics: Saturday 27th November

The annual Rotto Olympics were held with a smaller than usual group of participants due to the forecast - a 25 knots plus afternoon sea breeze that the day trippers would have to navigate hedging home. This left our group dwindling somewhat. However, with gusto and enthusiasm the 40 brave or



City Lights Cruise Light up the night



Terry Cardinal Marker



Neon City Lights Cruise



Liz & Alison Neon City Lights



Kylie & Charlotte Neon City Lights Cruise

foolish, not sure which when you see the pictures, competitors from both the Power and the Cruising section started the games at 1pm sharp!

Whilst the description of the event from the agenda stated, “No Athletic skills required to join in the games” you certainly had to bring a good sense of humour, team spirit and willingness to tackle any task. There were 4 teams: red, yellow, blue and green, and we changed throughout the tournament to make life interesting. Some of the games consisted of:

- The leaky bucket run with the goal to fill your bucket at the top with a bucket that has more holes in it than a sieve,
- Ten pin bowling using a ball than is almost lighter than a balloon – now try to hit the pins with that and a strong wind???
- Ladder runs to a bucket where you grab a ball put it in your team’s bin and then tag the next person.

The tried and faithful tug of war and the infamous flipper race that is played all over the world within boating communities were also featured, and to finish the day we held the beach cleanup ‘Scavenger hunt’.

Congratulations to everyone who participated and joined in the fun. Special mention goes to the most successful male competitor, Steve. Hilary won the most successful female, and the most successful child was Aeirth.

Thank you to all our sponsors for the amazing prizes that were given out on the day.

Our ‘Scavenger hunt’ collected 126 Items and 7.1kgs of rubbish, which was up on last year at 2.379kgs of rubbish. Special thanks to the FSC Marine Environment Committee for approving a \$200 Clean Regattas Grant for this event.

Christmas party

We finished off 2022 with the annual Christmas meeting and a special visit from Santa and his naughty Elf. Jason and Liz certainly entertained with lots of fun and plenty of laughter as everyone received their secret Santa presents. We played the giant ‘Connect Four’ game and had three lucky winners: Steve Head, Ashleigh Head and Lyn Verbikis.

Australia Day Raft up

The power section put on a great traditional sausage sizzle and raft up at Carnac Island for Australia Day. The dress code was very patriotic and fun but questionable in some instances. (I will let you make your own mind up) Tilly and Chase, our power section club mascots, joined in the fun and the Lilypad was a great hit with everyone! Ian and Jennine Sampson on *Concorde* organised and cooked the BBQ for a gold coin donation to the Australian Marine Conservation Society, Australian Sea Lions. It was a great hit and Ian is definitely a Master chef! Everyone had a great time, but the wind started to pick up as forecast around 2pm, so it was time to get dry and disentangle and head to the club for further frivolity.

The FSC Power Yacht Section, welcome all members to join the monthly events and meetings, join the Facebook page at “FSC Power Section” for updates and info, email contact: power@fsc.com.au



Rotto Olympics let the games begin



Rotto Olympics scavenger hunt collection



Rotto Olympics Tug o war



Rotto Olympic Prize giving



Bonnie with Santa



Merry Christmas from the committee



Geoff and Anna with Santa



Cathy with Santa



Brenda with Santa



Ian and Terry matchy matchy



Jason & Liz Santa and Naughty Elf



Australia Day Carnac Island



members enjoying a Rotto get together



Australia Day Jennine, Colleen & Bernie



Australia day Shelley and Terri's Boat



Lilly pad fun on Australia Day



Lily pad fun in the sun



Supporting the sea lions



Telethon Loud Shirt Day Raffle



Raft up Aussie Day



Winning team Rotto Olypics



Steve and Jennine Giant connect 4 game



Alzheimer's Association appreciates the Angling Section - Ray Wilson

Bob (L) and Coralie Litster (C) with Success skipper Martin Smith (R)

Alzheimer's disease is a brain disorder that slowly destroys memory and thinking skills, and, eventually, the ability to carry out the simplest tasks.



A strong friendship forged through fishing, a life-changing disease and work in a men's shed were all crucial ingredients to a moving moment following the annual Alzheimer's Day outing on Success last December.

The strong friendship was shared by long-time FSC member Ken Jack and Coralie and Bob Litster; the debilitating disease is Alzheimer's; and the men's shed is where Alzheimer's sufferers produced a simple and heart-warming gift for the Angling section.

The wood sculpture was presented to skipper Martin Smith by Alzheimer's WA as a token of appreciation for the angling section's work over the last decade in lifting the spirits of sufferers, albeit in a modest way.

The origin of the outings stems back to the Litsters' long association with Ken Jack, especially with the midweek angling competition. Ken and the Litsters fished the midweek comps for many years and when Ken was diagnosed with Alzheimer's and started attending Mary Chester House, the Litsters wanted to do something special for him and for others suffering from Alzheimer's.

With the help of Mark Maher, who championed the cause at Board level, the Alzheimer's outing was ticked off by the FSC hierarchy around a decade ago, and the Club promoted it as a charitable event. Ken was on the inaugural journey with his wife Joy, and made two more trips before his health prevented further outings. He passed away in 2018.

Julie Szczurowski, who has been with Alzheimer's WA for 12 years and works at Mary Chester

House, instigated the move to provide something tangible to show the organisation's appreciation for the outings.

"The Angling Section has provided these boat cruises for many years, and to show we thoroughly appreciate it we came up with the idea for this gift, which was made in our men's shed," Julie said.

"It's just a small way of saying thank you."

Ironically, the centrepiece of the wood sculpture is a miniature clock, and as fate would have it, Ken worked as a watchmaker with Mazzuchelli's for many years.

Ms Szczurowski said the outings were regarded as one of the highlights on the Alzheimer's calendar.

"It's something special to be out on the water because while we have outings, it's nothing like this," she said.

"The outings on Success are very special because our Alzheimer's sufferers get to spend time on a boat with a family member who are invited out to join them.

"We regard it as special because it gives the people a chance to connect with others, socialise in an environment that is both beautiful and unique.

"We are truly grateful to the FSC and the angling section."

Coralie explained that the outings begin about 11am, with Success leaving the FSC Marina for a brief trip to Fremantle Harbour, before a sight-seeing journey upstream. A lunch of Galley-prepared finger food and beverages are served on anchor at picturesque Mosman Bay, home to Perth's rich and famous, before a leisurely trip back to the Club, arriving around 3pm.

On the last outing in December, Martin was presented with the gift which is now on permanent display in the angling section's trophy cabinet in the FSC lobby.

**Mary Chester House is one of three, day centres run by Alzheimer's WA. All three centres are based around the Enabling Household model. Mary Chester House offers a range of services including carer support, social clubs and outings, and day and overnight respite.*

Notes from the Bosun's Pipe

Arthur John, Chief Bosun

It seems no time since the last BWB came out. The Bosuns' and their guests had a great Christmas Party with perfect weather.

I would like to thank all the Bosuns, ladies and men for the amount of work they have done before and after Christmas under hot trying conditions.

We have completed twenty five different jobs in that period. One of the big jobs was removing all the old decking off the barge, replacing with new decking and sealing.

We overhauled the crane and repainted it.

With the punt we removed the whole rear end and resealed everything to make it all watertight. All this work should give the barge and punt another ten years.

The three grazing tables were completed with new jarrah tabletops and installed upstairs.



L-R Back row: Ross Ditchburn, Michael Hunt, Dave Styles, Robert Kirton, Ian Riley, Dave Taylor and Andrew Raven. Front Row Arthur John, Kevin Murphy and Tony Henderson



1



2



3



4



5



6

- 1: Bosuns' breakfast
- 2: Breakfast in the Bosuns' Shed
- 3: Working on the punt
- 4: Working on the punt
- 5: New jarrah tabletops
- 6: Finished pontoon



Dive Section Scuba Refresher

Barb O'Dowd PADI Master Instructor #100665

Scuba diving after a long layoff is not a safe practice and a safety update is good practice before taking the plunge. Thus it was on a beautiful Sunday morning at the Fremantle Sailing Club in January with a moderate easterly blowing and forecast to be a nice 33 degrees that the dinghy clubhouse was the perfect place to run a refresher scuba course for member divers who haven't dived for a while, or those who had new equipment to evaluate.

As we had not run the course at this location before, some logistics were required with cars and gear drop off. It worked like magic with all participants, instinctively dropping off the heavy dive stuff and parking their cars in the dinghy car park. Then we got to work.

Captain /Admiral Andrew, greeted everyone and appropriate insurance wavers and paperwork were signed.

For the next hour or so participants were instructed and refreshed about dive physics, equipment and safety. Andrew, loving his toys, enlightened us with various gadgets. The shark shield was of particular interest with several members showing us all new products. I believe they all work, we can but have faith.

Then it was time to assemble gear and get wet. Well this bit is very important and many potential problems were found and rectified before we hit the water.....always the best time to solve a problem.

The underwater session went very well in the contained waters of the dinghy pond, with a few potential dramas at sea averted. We all went through a skills circuit and finished by deploying a SMB (surface marker buoy). Everyone returned safely to the boat ramp alive and invigorated and hopefully more confident.

Not quite finished, we ran through eco, i.e. water saving, and the correct rinsing of our equipment. Salt water is very corrosive and dive gear relatively expensive, so equipment care and maintenance cannot be overemphasised.

Andrew conducted a debrief and invited any questions, which were welcomed and hopefully answered.

Big thanks to our own life member Ludvik Farka and to Steve Walton for their invaluable help on the day and their ongoing contribution to the clubs underwater jetty maintenance program.

We have a great team of divers and I hope those today can comfortably join the crew for more adventure on our regular dives aboard *Success* and beyond.

Happy safe diving!



Marine Environment Committee wins 2022 Australian Sailing Sustainability Award

Last November's Australian Sailing Awards saw FSC's Marine Environment Committee fortunate enough to be awarded the 2022 Australian Sailing Sustainability Award.

The award ceremony was held in Sydney and unfortunately none of the Committee members were able to attend, but Mark Nicholas (President, Yachting WA) and Lawson Dixon (General Manager, Australian Sailing WA) were there to accept on our

behalf. Judging by the speed at which they sent through photos, and the smiles on their faces, they were pretty happy to do so - thank you, gentlemen!

The Committee had the opportunity to admire the trophy at the November MEC meeting before it was handed to the Commodore and CEO for safekeeping at the November Board meeting.



L-R Steve Purser, Andrew Kay, Steve Parkinson, Heather Timms, Dean McKenna, Annie Otness, Mike Davis, Anne South, Roger Swainston, Tracey Mills, Anita Wyntje. Absent: Trevor Whittle.



Mark Nicholas (L) and Lawson Dixon (R) accept the award



A whole of organisation approach to sustainability – Yachting NZ Clean Clubs program.

Possibly as a result of our success in winning the AS Sustainability Award, FSC was one of a handful of Clubs in Australia invited to pilot Yachting New Zealand's Clean Club Programme.

The program uses the 'Sailors for the Sea – Clean Regattas' accreditation for events, but aims to develop sustainable practices within the organisation rather than focusing primarily at event level. The five focus areas are Administration and Leadership, Waste Management, Resource Conservations, Community Outreach and Education. Across these areas, Clubs can gain points to achieve one, two or three star accreditation.

A baseline self – assessment was submitted across the Clean Clubs criteria, and it is sobering to think that after winning a national award, FSC currently sits at the one-star level with good progress in place towards two. We have a way to go, people!

More information about the YNZ Clean Clubs programme can be found at <https://www.cleanclub-yachtingnz.org.nz/>

WINNER
Australian Sailing
WESTERN AUSTRALIAN AWARDS
2021

FREMANTLE SAILING CLUB INC.

FREMANTLE TO EXMOUTH RACE & RALLY 2023

6 MAY 2023

VISIT ~ WWW.FSC.COM.AU/EXMOUTH2023
CONTACT THE FSC SAILING OFFICE FOR MORE INFORMATION



FSC DINGHY Update

Matt Till, Dinghy Captain

Section 1 – Captain's word

In this period, the Dinghy Committee supporting the FSC Boating Office and parents were: Communications – Alex Thomson; Volunteers – Heinz Niemann; Projects – Roger Pell; Racing – Open; Galley – Kirsty Sharp and Bosun – Brett Phillips.

End of November we welcomed our new 'multi lingual' Head Coach – Mikael Lundh. Mikael is a high-performance coach with previous WA experience as Sailing Development Coach at SoPYC; Mandurah Offshore Fishing Sailing Club MOFSC and coaching with Dutch/ Swiss Olympic Teams. Other key experiences have been:

- Professional sailor since 1994 (100,000 nautical miles on race yachts)
- Whitbread Round the World Race, Swedish Match (1997/98), 3rd place
- 'The Race' - Non-stop Around the World Race (2000/01)
- Volvo Ocean Race, Team Djuce (2001/02), 6th place
- M32 World Match Racing Tour Championship, Fremantle Event (2016), 2nd place

The FSC Dinghy vision is 'World class dinghy club, admired by its people (FSC), partnerships (sailors, parents, community and performance'. In this Blue Water Bulletin (BWB) we focus on 'performance'. This is not just measured in regatta trophies but maximum participation within the local and Australian sailing regattas. This BWB reporting period saw the first half of the summer sailing season focused on FSC and other local regattas, followed by National championships, typically held in January.

Of the elite performances we acknowledge

- 505 National Champions – Chris Paterson/ Thor Schoenhoff,
- 470 National/ Sail Melbourne Champions – Nia Jerwood/ Connor Nicholas;

- 470 National Juniors – Axle Fleet/ Jamie Randell;
- Sail Melbourne IQFoil Harry Joyner second place;
- Sail Melbourne ILCA7 Luke (Swifto) Elliott third place
- Australian ILCA Championship Matt Wearn OAM 1st; and
- National Optimist Open/ Gold – Murray Duthie second place.

Congratulations to all these FSC sailors.

In this BWB we recommend the supplementary article by Nia Jerwood, outlining what it takes to be an Olympic aspirant.

FSC dinghy sailing remains competitive and engaged. FSC Dinghy acknowledges all its coaches, volunteers and regatta organisational support by the Sailing Office. This organisation support will be required for the World Flying 15 championships – March 2023 being hosted by RFBYC but supported by FSC on Gage Roads.

For 2023 we lose some key long term volunteers who are moving on. We acknowledge the great support from Roger and Gill Joyner, John and Dee Wright and Malcolm McLeod – thank you for all those years of support. Intuitively we are keen to hear from other FSC members who could volunteer for the Dinghy Club.

Section 2 – Local Regattas

Class	Skipper	Crew / Remarks
Optimist – 1st	Murray Duthie	
Opti Open – 2nd	Bindy Vitales-Jones	
Opti Open – 3rd	Pia Hooper	
Opti Inter – 1st	Eloise Chernoff	
Opti Inter – 2nd	Alexander Eyles	
Opti Inter – 3rd	Victoria Chernoff	
Foiler – 1st	Aiden Duthie	
Foiler – 2nd	Lachlan Putt	
Foiler – 3rd	Jack Brazier	
505 – 1st	Chris Patterson	Thor Schoenhoff
505 – 2nd	Rob Fleming	Chris White

FSC SailFreo Regatta – 29 to 30 Oct 2022

SailFreo is considered the premier dinghy regatta for Perth clubs. However, this year it was sailed in challenging and cold conditions. Of the medallions on offer, only 55% of these completed a regatta series. Principal Race Officer John McKechnie [NYC], Race Officer Paul Harford and the FSC Sailing Office did an outstanding job to get a series, with several boats/ fleets electing to not sail, including Bic Techno, 29er (only one finisher), 29er_XS, Finn (only one finisher), Viper, SB20 and Flying 15. On the second day there was a delay due to a gale warning so with good decision quality it was decided to race only on one course, to consolidate safety craft.

There were 110 boats entered, 140+ sailors and over 50 volunteers. Volunteers were on water [start/ finish boats, mark laying and support craft], on shore [canteen Kirsty Sharp], registration, shore marshals and the 505 class was tasked to cook the mid regatta BBQ. It was recognised other support vessels came from sister clubs and private FSC owners.

Our sponsors were Club Marine, Monkey Fist and Clear Orthodontic Studio (COS).

The FSC Commodore Phil Hearse, Vice Commodore Anita Wyntje and Rear Commodore Steve Parkinson presented prizes to the following on the FSC Sunset Deck:

International Classes Regatta – RFBYC – 3 to 4 November 2022 – J Till

The 2022 International classes regatta was held at RFBYC. The weather was great both days, with the Saturday being hot and windy. Sunday racing was being slightly less hot on land with light winds. The new facilities were impressive for the event, with enough room for everyone to rig up and launch. The new RFBYC clubhouse makes the atmosphere feel relaxed, with plenty of space for everyone, a canteen, big showers and a large room perfect for presentations.

The racing on the first day was fun with the wind gusting up to 24 kts. It became a little hectic when the keelboats sailed through the race course but it certainly made things more interesting. The second day started off with slight trepidation, because it didn't look like there was enough breeze to race. To our delight Sunday offered conditions that complimented the day before, with light, shifty racing and flat water. Overall, it was a great event with different types of racing and an awesome venue.

5o5 State Championships FSC – 29 to 30 November 2022

Allow the 5o5 fleet to indulge with a more detailed report that demonstrates a world class, competitive and inclusive fleet!

29 Nov: 3x races - the 2022 WA State Championships saw nine boats take to the 5o5 starting line with 20+ knot wind forecasted for both days. The event was a tale of two halves with Day 1 being

505 – 3rd	Grant Abbott	Matt Till
ILCA 4 – 1st	Charles Allen Toyn	
ILCA 4 – 2nd	Toby Jones	
ILCA 4 – 3rd	Amy Moore	
ILCA 6 – 1st	Liam Cox	
ILCA 6 – 2nd	Lili McAullay	
ILCA 6 – 3rd	Issac Biczso	
ILCA 7 - 1st	Luke (Swifto) Elliott	
ILCA 7 – 2nd	Ethan McAullay	
ILCA 7 – 3rd	Zac Littlewood	
29er – 1st	Angus Cameron	Alastair Cameron
Open Skiff – 1st	Flynn Walford	
Open Skiff – 2nd	Oceana Oakly	
Open Skiff – 3rd	Hudson Armstrong	
Finn – 1st	Michael McAullay	Only Finn to finish
OK – 1st	Scott Olsen	

dominated by class veterans (8817) *Tensing* (Michael Duffield/ Anthony Gaunt) who won all three races but were challenged by reigning four times champions (9059) *Frankenjess* (Chris Paterson/ Thor Schoenhoff). Race 3 saw (8667) *Swing Shift* (Grant Abbott/ Matt Till) unfortunately break their mast.

30 Nov: 3x races - Similar winds as 29 Nov, *Frankenjess* came out fighting to challenge the overnight leaders *Tensing* by winning both races 4 and 5. Race 6 was an 'all-to-play' final race between *Tensing* on 7 points and *Frankenjess* on 6 points. A close battle for 3rd overall in the series between (8894) *Black Boat* (Rob Fleming/ Chris White) on 11 points and (9049) *Manta* (Ryan Sherburn/ Jack Joyner) on 12 points. In the final race of the day *Frankenjess* made it a perfect day by clinching both the

win and the series to make five state titles in a row. *Black Boat* coming in 3rd place to get the best of the under-25 year old *Manta* crew.

2022 State 5o5 Champions and Key Awards:

- 1st 9059 *Frankenjess* - Chris Paterson/ Thor Schoenhoff [5 times state champions]
- 2nd 8817 *Tensing Norgay* - Michael Duffield/ Anthony Gaunt
- 3rd 8894 *Black Boat* - Rob Fleming/ Chris White
- Under 25s - 9049 *Manta* - Ryan Sherburn/ Jack Joyner
- Best Newcomer - 8963 *Devil's Haircut* - Luke Abbott/ Kieren Abbott

Section 3 – National Regattas

Regatta: Musto Optimist Sponsoring Club RPAYC, NSW	Dates 10 - 14 Jan 2023 FSC Results	Remarks
Optimist Open/ Gold	45 entries; FSC's Michael Duthie (2nd); Thomas Cooper (9th); Nicholas Cooper (32nd) and Orlando Ligovich (39th);	One WA sailor in Silver
Optimist Intermediate	45 entries of which there were two from WA	No FSC sailors
Optimist Green	26 Entries of which one was from WA	No FSC sailors
Regatta: Sail Melbourne Sponsoring Club RBYC, VIC	Dates 14-18 Jan 2023	Remarks
470 2024 Olympic Class	9 entries; FSC Nia Jerwood/ Connor Nicholas was first; Axel Fleet/ Jamie Randell were 5th	Nia scored seven firsts;
IQFoiler – Men 2024 Olympic Class	13 Entries: FSC Harry Joyner was 2nd	Harry Joyner had 13 seconds and a third place
ILCA4		No FSC sailors
ILCA6	42 entries, 4 WA and 1 FSC – Liam Cox 19th	
ILCA7 Olympic Class	26 entries, 7 WA and 5 FSC: Swifto Elliott 3rd, Ethan McAulay 7th, Stephan Elliott Shirecore 12th, Michael Compton 13th	Matt Wearn OAM DNF due injury

470 National Championships – McCrae Yacht Club, VIC – Nia Jerwood

In McCrae, Connor Nicholas and myself met up with Carrie Smith, another WA 470 legend who helped get the team familiar with the local conditions. Brady Lowe supported the team in our continued work developing our own racing framework. Going into the last day we were in fourth, despite crossing the finish line first in every race. We had been disqualified for crossing the start line too early in two of the races. The series was cut short due to no wind on day one and also not enough wind to complete all races on both days three and four. The last day became a guessing game on how many races we were going to get in before the wind would fade.

Four races were scheduled, however it quite clearly wasn't going to happen as the wind started to drop before the start of the second race. Conor and I were then

forced to sail very tactically, pushing the second-place boat to the back of the fleet. We rounded the top in second last and last. The wind continued to drop and the race committee decided to shorten the race so that it would finish at the first gate marks. It was then all on to take as many places back in one leg and get as many boats between us as possible. We managed to just pass one more boat on the finish line to go from 11th at the top mark to 3rd at the gate. We counted, then recounted, then counted one more time to make sure before knowing we had won by 0.5 points. It was amazing to see how far we had come as a team in our ability to operate well under pressure. The pressure it placed on us to perform on that final day and downwind was awesome to experience, as it is very hard to create outside of international competition.

505 National Championship – Darling Point Sailing Club, QLD – 23 to 28 Jan 2023

Seven FSC teams travelled with boats to Morton Bay QLD for the National 505 championships. The WA team was confident following the very close racing seen in FSC's SailFreo Regatta and the WA State 505 championships, reported above. Included in the team was Ashley Duffield (daughter of Michael Duffield) who crewed for a QLD 505 boat.

The Moreton Bay conditions were light (5 to 12knts, flat seas and mild tides) and tropical temperatures. The WA team was coached by 18ft skiff icon – Rob Brown OAM. Results were very good with FSC Chris Paterson/ Thor Schoenhoff – 9059 *Frankenjess* being named national champions in a hot fleet of 38 boats, over nine races. There were several race podiums taken apart from Paterson/ Schoenhoff – 9059 *Frankenjess*, included Mark Stowell/ Conall Hansford – 9192 *Prawn Broker* and Roger Pell/ Byron Mavrick - 9017 *String Theory*. Here was the score card for the FSC 505 team:

9059 <i>Frankenjess</i> (1st) C Paterson / T Schoenhoff	9192 <i>Prawn Broker</i> (8th) M Stowell / C Hansford	8894 <i>Black Boat</i> (14th) R Fleming C White	8855 <i>Occy</i> (16th) N Mariani A Thomson
8817 <i>Tensing</i> (17th) M Duffield A Gaunt	8811 <i>Wolf</i> (20th) M Hanson S Taggart	9017 <i>String Theory</i> (28th) R Pell / B Mavrick	WA Coach: Rob Brown 18ft skiff icon

OK National Championship – RQYS – 16 to 21 January 2023

Great week of sailing for the WA OK Dinghy team and FSC's newest dinghy fleet at the Australian Championship. It was a week of thrills (and spills) on Moreton Bay with a cracking fleet of 61 boats including four from NZ. Broken gear, broken egos but lots learnt. All in good stead for the next key event - OK World Championship in Lyme Regis UK.

With the re-emergence of the WA fleet, the OK class is looking to come to WA for a nationals at FSC with 2026 ear-marked.

The WA OK Dinghy Fleet recognised FSC for their support.

Oceania and Australian ILCA Open and Youth Championship I to 8 Jan 2023 – C Allen

The 2023 combined Oceania & Australian Laser Open & Youth Championships were sailed on Botany Bay, Sydney Australia between 1-8 January. The 180-boat event was sailed in four fleets with three ILCA class rigs. There were 150 Australian and 30 international sailors from 12 countries competing. Sailing was scheduled between 3rd and 8th January, however on days 3 & 4 (5-6 January) with the wind gusting 27 to 35 knots no sailing was possible. Two races per day were sailed on days 1 and 2 in very good conditions followed by three races on day 5 in testing 18-20

knot southerly winds while the final three races on day 6 were sailed in ideal 15 knot southerly conditions.

Charlie Allen-Toyn (ILCA4 and 7th in his first National Championship) reflected on his great result by saying "I learnt a lot from the experience that I can apply to future events" and "our coach said, at the start of the regatta, he could guarantee we'd all be at least 15% better by the end of the regatta, and I can say I definitely feel like I'm 15% better".

Regatta: Australian ILCA Open and Youth Championship Botany Bay, NSW	Dates 10 - 14 Jan 2023 FSC Results	Remarks
ILCA 4	One FSC sailor Charlie Allen-Toyn 7th	
ILCA 6	Three FSC sailors: Stewart Gifford 17th; Lili McAulay 24th and Liam Cox 36th	Zoe Thomson (sister of FSC 505 sailor Alex Thomson) was 2nd female
ILCA 7 2024 Olympic Class	Eight FSC sailors: Matt Wearn (1st), Luke (Swifto) Elliot was 4th; Ethan McAulay was 8th; Zac Littlewood 11th, Stephan Elliott-Shirecore was 14th; Lawson McAulay 17th; Michael Compton 18th and Patrick Scally 28th	



505 *Frankenjess* team Chris Paterson/ Thor Schoenhoff feel the strength of Gage Roads in SailFreo



505 Swing Shift with Grant Abbott and Matt Till (dinghy captain on trapeze) crossing the SailFreo line at speed



29er_XS bravely trying a kite in SailFreo



SailFreo 29er winners Cameron brothers with superior boat handling and steely concentration



FF15 in first race in a cold 20+ knot southerly, in SailFreo



SailFreo FF15 fleet surfing downwind towards first gate, in a 25knt gust



SailFreo - 29er_XS after their capsize, still keen but retired soon after



SailFreo Contender gets its bow down and 'sends it'... back to the beach!



29er SailFreo champion (Cameron brothers) skilfully handling the conditions



Classic 505 racing - 8894 *Black Boat* (Rob Fleming/ Chris White) about to roll 9049 *Manta* (Ryan Sherburn/ Jack Joyner), both at 'full noise' in the November WA State Championships



505 *Prawn Broker* Mark Stowell/ Jake Bessen showing skill downwind in SailFreo arctic conditions!



470 National Championships, McCrae YC, VIC Jan 2023

Nia Jerwood (SoPYC/ FSC) and Conor Nicholas receiving the 470 Open National Australian Shield, after a 'nail biting' final day of racing



Contender winner Simon Barwood finishing SailFreo in style and preparing for the 50th National Championships – RFBYC Jan 2023



505 Nationals Moreton Bay – FSC Roger Pell and Byron Mavrick leading around first mark, R1. They went on to get a race podium and saw their odds shorten dramatically!



5o5 Nationals - WA 5o5 team congratulating Chris Paterson (with cup)/ Thor Schoenhoff (with daughter Kara) after being named national champions



Key volunteers moving on – bottom row (from left) is Kirsty Sharp, Roger Joyner and Gill Joyner; middle row (from left) Mal McLeod and John Wright being thanked by Dinghy Captain Matt Till – top row



OK Nationals RQYS - FSC OK team, with the other WA OK members: Scott Olsen (left), Brendon Green (4th) and Anthony Galante (?)



Charlie Allen-Toyn reaching in the ILCA Nationals – Botany Bay, NSW 1 to 8 Jan 2023. Charlie was a credible 7th in his first National Championships

OLYMPIC ASPIRANT BY NIA JERWOOD – 470 DINGHY

This summer season has had its fair share of challenges. Up until the World Champs in October, Conor and I had been working with our coach Malcolm Page OAM. During the year we really grew as a team and were working on a rigorous training program together. Unfortunately for us Malcolm was unable to continue in the role. We were left with a lot of uncertainty around the future of the 470 program and many tough conversations around our own sailing campaign. Conor and I both knew we had to make something work, both for the short-term summer season and for the upcoming Olympic Qualification year. In Western Australia we are not short of amazing coaches. WAIS organised coaching from 470 Gold Medallist Tessa Parkinson OAM, who enthusiastically supported us. Our support staff, Matt Jerwood and Tessa at WAIS have been instrumental in supporting us through the four months we have been without a national coach.

At the beginning of December a knee injury requiring four weeks off-water created another bump into the already challenging lead into the domestic season for our team. It turns out that may have been exactly the training we needed for Melbourne. Sail Melbourne had large variability in conditions, and adaptability was everything. We had a day of big waves with a strong southerly gradient and some hot gusty Northerlies which included the occasional sixty degree shift. Conor and I had been working on our race plan development and its execution during our time off water. The wide range of conditions in Melbourne was the perfect time to practice it. Matt Jerwood led our discussions each day and made sure we were still progressing in those areas. We came away with seven wins of the nine races to win the event.



Beating to windward in the final 'nail biting' day to narrowly win the 470 Nationals, in a dying breeze



Nia Jerwood/ Connor Nicholas winning Sail Melbourne, just before the 470 Nationals at McCrae YC, VIC

Please see National Regattas above for our performance winning the 470 National Championships – McCrae YC, VIC in January 2023.

Currently, we are back in Perth training with fellow Freo 470 sailors Axel and Jaime who placed a very credible 5th in their first 470 nationals. I'm enjoying the time at home training hard with them and coaching the Freo Optimist fleet. We would like to thank all those who have supported us in the last few months and are looking forward to the year ahead.

HUCK SCOTT

WINTER SERIES 2023

Sat 27 May
Sat 17 June
Sat 29 July
Sat 26 August

0930 First Warning Signal

Visit: www.fsc.com.au/huck-scott-series/ or scan the QR code

FSC INSHORE AUSTRALIA DAY RACE



- Kath Moulden, Inshore Committee

Southern Star

What a TOP day on the water to celebrate how fortunate we are ! It was sooo pleasing to see 15 yachts out on the start line. The sailing office (Scott) and Martin did a great job of the sailing instructions and getting up ready for the day!

Southern Star flew the flag with *Sirene*, sailing a Division 0 course for the day. Division 1 had 5 yachts, Division 2, 3 yachts and Division 6, 5 yachts. I can't recall details of the wind direction but I'd say 10 increasing to about 12 knots from the South/ South West !?

A new boat joined for the day (penned up in Challenger Harbour) - John Bailey on *Hejira* sailing in Division 1 and it was worth the trip under the bridge as he took out first place! Welcome John and Scott ! We will by all accounts be seeing a lot more of you. Fantastic ! The *Polaris* team were about to leave the building but stayed for their 1st place flag, voucher and bottle of wine ! *Minke* was delighted to take out Division 21st place. Fastest to *Giddy Up*, *Minke*, *Sirene* and importantly Jane and Steve Laws (hard to achieve and VERY well deserved for *Ambience!*). Baci lost their lovely big red spinnaker - caught up, then torn. Sorry Dom.

Congratulations go to *Minke* (Steve and Vicky Delfos, family and friends) who took out the Australia Day Trophy - Well deserved !

The combined start was uneventful and we enjoyed an snag and salad with music post-race. It was a GREAT turnout – we're really pleased. Results for the day can be seen here <https://www.topyacht.net.au/.../kb22/Ausday/series.htm...>

Thank you Start Crew for giving up your day to support us and Chris Bender whose lovely photos we are spoilt with. Full set can be seen here

<https://1drv.ms/u/s!AqmemxMD9gUc7FAhUMPzC-NqoCOA?e=RQleOc>



Stephen Kerr, *Polaris*



Hejira



GiddyUp and the Cruising fleet



Trophy Winners *Minke* - Steve and Vicky Delfos



Witchy Woman



Minke

WARNE SHIELD AND COCKBURN CUP

Frances Hammond

A glorious day on the water! Sixteen boats raced down from FSC to TCYC, starting in a light south easterly that died and then filled in from the SW. There were three retirements and *Eufarria* was the last boat to finish with five seconds to spare before the time ran out at 12:30.

FSC crews enjoyed the hospitality of TCYC before regrouping with competitors from TCYC on the water for an extremely windy sleigh ride of a race back to Fremantle (gusts over 30 knots). Only a handful of boats carried kites and those that did had their hands full with numerous broaches, as well as creating some work for the sailmakers.

The Bus took just over an hour to complete the course and beat the fleet home (correction - *Success* did get on station before *The Bus* arrived). After the presentations many participants stayed on for dinner at FSC. Congratulations to the trophy winners and place getters. The Warne Shield went to *Sami*, the Ron and Marie Brown Cup to *Ocean Street* and FSC took out the Cockburn Cup.

Thanks to all the competitors and the race control crew from both clubs. Full results for the Warne Shield, Ron and Marie Brown Cup and the combined FSC and TCYC Cockburn Cup are available on TopYacht at

<https://www.topyacht.net.au/results/fsc/2022/kb22/>



Warne Shield and Cockburn Cup trophies and Prizes



Cro Connection and *Jubilant*



Minds Eye, *Sand Crabs Disco* and *Pipedream III*



Salacia and *The Bus*



Eufarria



Intrigue makes her debut



Southern Star



From The Archives

**From THE EMPIRE – Saturday
18th January 1908**

YACHTING BY ‘COMMODORE’

Sailing locally to be revived.

New life being put into the sport.
Opening regatta is to be held next month.
Fourteen boats will take part in the racing that day.

Estimated that there are fully 50 paid up members belonging to the Club and with more rolling in.

Messrs Dunk and McQuire, both well known in yachting circles, are helping to push the Club along as honorary secretaries. Captain C J Irvine, a thorough sport, has kindly consented to act as president, with Mr P P King of the National Bank, vice president, together with Messrs Tom O’Beirne, WA Murphy and Jim Mews.

Tommy Gorman of the Pier Hotel will fly the Commodore’s flag and act in the spirit of director generally. Percy Shaw is to act as Vice Commodore and Fred Sweetman as Rear. Frank Kestel undertakes the duties of treasurer.

The crack boat of the Fremantle compliment is of course the *Valentine*, the vice commodore’s boat which is a 25 footer. The *Doreen*, *Volodora* and *Union* all of the same fleet, are also well known boats.



Doreen and Doree.
Picture: From the H. G. Bourne Album



Valentine

1901 First Yacht Program



**THE EVENING MAIL (FREMANTLE WA 1905 – 1910) PAGE 41 1909 JAN 21
FSC OYSTER RACE - THURS 21 JAN 1909**

YACHTING: An Oyster Race

On Saturday next, the 23rd inst. the Fremantle Sailing Club will hold an Oyster Race.

The course will be from little jetty to the commodore's boat, Arlene, at Sulphur

Town, Garden Island. In the event of the weather conditions proving unfavourable, the course will be open from little Jetty to Arlene at Woodman Point. The first prize will be a silver mug, presented by Mr. Cyril Walker, the second 10 gallons of beer and the third a bag of oysters.

Boat owners are requested to take these instructions as final, as no others will be issued.

The handicaps are as follows .—

Boat Name	strong scr.,	mod. scr.,	leading scr.
Lynx,			
Mayflower,	10min.,	10min.,	5min.,
Pioneer,	10min.,	10min.,	14min.,
May,	10min.,	10min.,	14min.,
Circe,	10min.,	10min.,	15min.,
Valentine,	20min.,	20min.,	18min.,
Esmeralda,	24min.,	24min.,	21min.,
Volodora,	25min.,	25min.,	19min.,
Solace,	29min.,	29min.,	21min.,
Genevieve,	29min.,	29min.,	21min.,
Wanderer,	28min.,	28min.,	25min.,
Ensign,	31min.,	31min.,	27min.,
Auraua,	35min.,	34min.,	39min.,
Edna,	38min.,	37min.,	30min.,
Mizpah,	40min.,	40min.,	35min.,
Ocean Wave,	40min.,	42min.,	38min.,
Minnie,	48min.,	48min.,	5min.,

If the race is only to Woodman's Point, boats will only receive one third of the above handicap.'
Limit boats must leave at 2.45 p.m. sharp.

1901 First Yacht Program





SURNAME	FIRST NAME	M'SHIP YRS
GURR	Nicholas	9
SCANLON	Charles	29
JAMES	John	49
HOWSON	Barry	45
MIZEN	Frank	41
KERR	Eric	44
ZUVELA	Maxim	44

FREMANTLE SAILING CLUB INC.

LUNCHEON CLUB

2023 SCHEDULE

11AM | LAST WEDNESDAY
OF EVERY SECOND MONTH

MARCH 29

MAY 31

JULY 26

SEPTEMBER 27

NOVEMBER 29

BUFFET PLUS DRINK ON ARRIVAL
\$45 MEMBERS | \$50 NON - MEMBERS
ALL MEMBERS & GUESTS WELCOME

Nominations for Life Membership

In accordance with the Constitution of Fremantle Sailing Club (Inc) NOMINATIONS FOR LIFE MEMBERSHIP must be provided to the CEO by email to ceo@fsc.com.au by close of business on Thursday, 6th April 2023 in order to be considered by the Panel and Board of Management.

Notice of Annual General Meeting - Tuesday 18 July 2023

- In accordance with the Constitution of Fremantle Sailing Club (Inc) NOTICE is hereby given that the Annual General Meeting of the Club will be held on Tuesday 18 July 2023 at 7.30pm in the Wardroom. Please note in your calendar for attendance.
- At this meeting, in addition to normal matters of business, the results of voting to fill the following vacancies on the Board of Management will be announced.

OFFICERS

- Commodore
- Vice Commodore
- Rear Commodore Sail
- Rear Commodore Power
- Rear Commodore Fishing & Dive
- Treasurer

BOARD OF MANAGEMENT MEMBERS

- Four (4) Board of Management Members – two year terms



Mother's Day Long Lunch

SUNDAY
14 MAY

EXPERIENCE MOTHER'S DAY WITH A SHARED FOUR COURSE LUNCH IN THE WARDROOM, FEATURING LIVE MUSIC FROM THE DUO "SAX ON THE HOUSE"

- FOUR COURSE SHARED LUNCH
- LIVE MUSIC FROM 1PM
- GLASS OF SPARKLING FOR MUM

VIEW THE MENU ONLINE NOW AT
WWW.FSC.COM.AU/EVENT/MOTHERS-DAY-LONG-LUNCH

*NO FURTHER DISCOUNTS APPLIED

\$95 per person | \$25 kids menu



Mother's Day Long Lunch

SUNDAY
14 MAY

EXPERIENCE MOTHER'S DAY WITH A SHARED FOUR COURSE LUNCH IN THE WARDROOM

MENU

COURSE 1:

FRESHLY SHUCKED OYSTERS, MIGNONETTE
EXMOUTH PRAWNS, TORCHED CUCUMBER, TABASCO, SALTBUSH

COURSE 2:

SALMON MI CUIT, MELALEUCA, CAPER, DILL, JERUSALEM
ARTICHOKE
WAGYU BRESAOLA, HOUSE PICKLES, PARMESAN

COURSE 3:

SLOW COOKED LAMB SHOULDER, ROOT VEGETABLE GRATIN,
GREENS, MINT, JUS

COURSE 4:

LEMON POSSET, RASPBERRY, SHERBET, SHORTBREAD
CHEESE-COLSTON BASSETT BLUE, RED LEICESTER, QUINCE,
LAVOSH, MUSCATEL

*NO FURTHER DISCOUNTS APPLIED

Book via: www.fsc.com.au/event/mothers-day-long-lunch/

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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	Ami Hackett	0439 313 788	ami@amimarine.com.au	Boat management & Detailing
Aquarama Slipways	Adrian Howells	0417 094 739	aquaslip@inet.net.au	Boat management & Detailing
Be Free Marine	Wayne Styles	0413 953 753	befreemarine@gmail.com	Boat management & Detailing
Benchmark Hydraulics a& Civil	Connor Wallington	0421 179 532	admin@stsmarinewa.com	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
Dazzling Marine	Darren Zuydam	0407 547 065	darren@dazzlingmarine.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
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
Pure 1 Marine	Nick Baker	0413 096 660	nickontheboats@hotmail.com	Boat management & Detailing
S2S Marine	Andrew Wright	0422 017 324	andrew@s2smarine.com.au	Boat management & Detailing
SMS (Shoreline Marine Services)	Joshua Sgro	0403 616 258	smsmarine@live.com.au	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	jamielewis@inet.net.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

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 Electrician
Clough Marine Electronics	Jonathan Clough	0417 948 447	jclough@westnet.com.au	Marine Electrician
DSEA Marine Services	Dylan Watts	0410 527 915	dylan@dseamarine.com.au	Electrician
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
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
Perth Marine Electrical	Hugh Williams	0417 952 650	hugh@perthmarineelectrical.com.au	Marine Electian

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	fibreliteboatsaccounts@fibreliteboats.com.au	Shipwrights
Fremantle Shipwrights	Stephen Handley	0403 265 676	stephen@fremantleshipwrights.com	Shipwrights
Freo Boat Works	Valy Kadzevitch	0406 670 298	info@freoatworks.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
Perth Shipwrights	Ben Taylor	0424 520 314	ben.taylor@perthshipwrights.com.au	Shipwrights

Engineering

Benchmark Hydraulics and Civil	Chris Montgomerie	0418 376 267	chris@bhcivil.com	Hydrolic Engineering
Bronco Marine	Anthony Stevencon	0406 105 913	info@broncomarine.com	Marine Engineering
Fluid in Motion	Brent Chappells	0427 769 899	brett@fimhydraulics.com.au	Hydrolic 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
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	shorelinediesel@optusnet.com.au	Mechanical 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
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
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

Boat Dealership

Jet Torque Marine	Dave Johnson	0421 032 567	dave@jettorquemarine.com	Boat Dealership & Service
Martin Box Marine	Jamie Dodd	9336 1466	jamie@martinboxmarine.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	qmcspl@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
Mike Armstrong Diesel	Mike Armstrong	0428 853 323	army.1970@outlook.com	Mechanic
Ocean Life Mobile Services	Stephen Thomas	0438 903 589	service@oceanlifemarine.com.au	Mechanic

Other

AKZO Nobel	Paul Abelha	0418 883 361	paul.abelha@akzonobel.com	Coatings Supplies
Myaree Cranes	Justin Stoddart	0422 659 924	justin@myareecranehire.com.au	Crane Hire
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
Endurance Plumbing & Gas	James Dorrington	0474 483 866	info@enduranceplumbing.com.au	Plumbing and Gas
ERGT Australia	Paul Skuse	0417 375 402	p.skuse@ergt.com.au	Safety Training
Fremantle Floors	Roger Goodwin	0411 156 676	roger@fremantlefloors.com.au	Timber Flooring
Go Graphics	Nathan Byrne	0417 149 796	nathan@gographics.com.au	Graphic Design & Install
Hydroflite Partners	Michael Senini	0408 907 672	hydroflite@gmail.com	Charter Company
Marine & Mobile Windows	Les Curry	9330 3800	mmw@mmw.com.au	Marine Windows
Nauti Buoy	James Julian	0413 974 508	james@nautibuoymarine.com.au	Anti foul, Polishing, Prop sSpeeding, Detailing, Yacht Management
Oceanic Marine	Coby Mansfield	0418 958 658	coby@oceaniquemarine.com.au	Boat sales, Boat Management, Boat Repairs and Detailing
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
Savins Plumbing & Gas	Peter Savins	0429 462 109	petersavinsgas.plumbing@gmail.com	Plumbing and Gas
Seacraft Paints/Global AutoCoat	Daniel Lombardi	0419 042 140	danny@globalautocoat.com.au	Paint and Coating Supplies
SFM Marine/The Boat Business	Ryan Burger	9437 5144	service@theboatbusiness.com.au	Repair and Maintenance
TKB Marine	Travis Bothe	0419 562 436	tkbmarine@outlook.com	Specialist in Marine Gearboxes - Repair and Build
Wilson Marine	Chris Pearson	0488 926 606	chris@wilsonmarine.com.au	Chandlery
West World	Mark Watt	0418 926 517	mark.westworld@bigpond.com	Marine Transport

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