

NOVEMBER - FEBRUARY 2024

BLUE WATER BULLETIN



**RECORDS
CRUSHED IN THE
GERALDTON RACE**

**OPENING DAY
ENDORFIN - DARWIN TO AMBON
KONDILI - THE GREAT ESCAPE
AUTRALIAN SAILING AWARDS (WA)
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Blue Water Bulletin November 2023 - February 2024



Minke wins the Opening Day race - image Chris Bender

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Commodore's Report

Kyle Timms

Commodore 2023–24

Welcome to our November edition of the Blue Water Bulletin. Since being elected as the Commodore, the last four months have flown.

Members were graced with beautiful weather on Opening Day which allowed the five VIP boats to anchor in formation to watch one of Fremantle Sailing Club's largest sail pasts, with 84 boats from all sections participating. Special thank you to the five members who donated their time and boats to allow the visiting VIPs to enjoy the sail past. The Bosuns had the club looking sensational and congratulations to all the staff for making Opening Day a very memorable day. Members also had the chance to meet our new Vice Patron Ken Burleigh, Commanding Officer RAN HMAS *Stirling*.

The Club held its Annual General Meeting on the 18th July with returning Board Member Anthony Kirke elected as Vice Commodore, Bill Henson returning as a Board Member and Maire Connolly and Ian Sampson elected as Board Members.

After the AGM we formed a new Lease Team comprising Bill Henson (Chair), Kyle Timms, Anthony Kirke, Michael Webb, Craig Evans, Todd Giraud and Michael Chappell.

The Club hosted a Thank You Party on 22nd October for all the great volunteers who contribute their time to make the Club function. This event coincided with Fremantle's 'Blessing of the Fleet', giving us an amazing show of fireworks to cap the night off.

FSC hosted Sail Freo 2023 on 28-29 October, where 108 boats competed in 17 different classes racing over two days. There were 152 sailors involved and over 50 volunteers assisting. All the Club's boats; Success, Max Shean, every RIB we own plus another six borrowed RIBs from members and other clubs were used over the two days.

At the Australian Sailing Awards held in Sydney on Friday 3rd November it was pleasing to hear that FSC sailors were acknowledged and presented with the following national awards: -

- Junior Sailor of the Year – Harry Joyner
- She Sails Award – RAMP – Women's Racing and Mentorship Programme
- Male Sailor of the Year – Matt Wearn
- Hall of Fame Inductees – Tessa Parkinson and Elise Rechichi

The 72-foot Clipper Round The World Yacht Race will be leaving Cape Town on the 18th November and it is



anticipated the first yachts will arrive at FSC on the 11th December. They plan to leave on the 19th December. There will be eleven Clipper yachts with 22 crew on board each yacht, this will add a lot of vibrancy around the Clubhouse. The last time the Clippers were in Fremantle was December 2019 pre COVID.

During the time the Clippers are with us, there will be a small number of events held for Clipper crews and members, including some beach cricket. Members will also have the opportunity to visit the Clipper boats – watch From the Deck for more information.

In March 2024 FSC will be hosting a fleet of Etchells starting with The Bill Steele Regatta (Pre Worlds) then followed by The World Championships. This will be another busy time for the Club and the chance to watch some great racing.

In closing on behalf of the Board and Members, I would like to thank the entire FSC Team for their professionalism in running this great club.

Kyle Timms



FSC Board of Management 2023-2024

Back row, L-R: Bill Henson, Anita Wynthje, Steve Parkinson (Rear Commodore, Sail), John Rayner, Dave Kenny, Steve Delfos, Ian Sampson
Front row, L-R: Maire Connolly, Neville Norkett (Rear Commodore, Fishing and Dive), Anthony Kirke (Vice Commodore), Kyle Timms (Commodore), Michael Webb (Treasurer), Charlotte Osborne (Rear Commodore, Power), Rod Mulcahy

OPENING DAY



Charlie Toyn, Acknowledgement of Country



Cro Connection - image Chris Bender



CroConnection, Minds Eye and Witchy Woman



Dinghy Parade - image Chris Bender



Dinghy sailpast



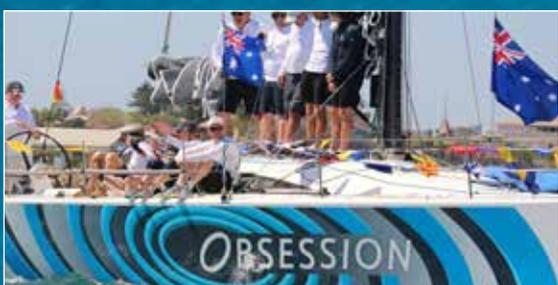
Heather and Commodore Kyle Timms



Max Shean



MX



Obsession



Optimists



Sailpast lineup with Blue Elanora



Pipes and Drums



Sailpast



Sirene and Minke



Sirene



Success and Start Team



The Bus - image Chris Bender



VC Kirke MCs



VIPs aboard The Force - image Chris Bender



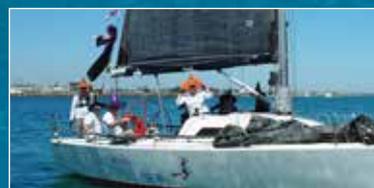
Witchy Woman, Zubenubi and ... possibly Bacil... image Chris Bender



Vice Patron Ken Burleigh RAN



Will this be ship vs Jubilan?



Witches' hats



Zubenubi chilled

Records Crushed in the Geraldton Race

Alan Stein, *Fat Bottom Girl*

The 53rd running of the Geraldton Race, organised by the South of Perth Yacht Club, saw a return to a more traditional format. The boats would race from Fremantle to Geraldton on Saturday 28th of October and then do the Geraldton Return a week later on the 4th of November. In between these two races, for those with the stamina, there would be the Lobster Pot series raced in Champion Bay through the week and of course the legendary hospitality of the Geraldton Yacht Club. In normal weather conditions with a south-westerly breeze the race to Geraldton can be a glorious downhill slide and there is usually no shortage of volunteers for crew. For the race home punching into the breeze with those angry steep west coast seas its strange how most of those volunteers seem to have work commitments, doctors' appointments, or a pressing need to stay home and clip their toenails.

The runners and riders list for this the 53rd running of the Geraldton Race was disappointingly short with only seven boats.

Fortunately, what it lacked in numbers it more than compensated for in quality and diversity. At one end of the fleet Dave Davenport's TP 52 *Crush* was always an unbackable favourite for line honours. Last year she put in a strong performance in the Sydney to Hobart race while still managing to win a Siska Trophy in WA in the same season. Never far behind *Crush* out on the water comes Anthony Kirke on the Fast 40 *Enterprise NG*. Captain Kirke and his starship crew had an even more impressive Sydney to Hobart race last year winning their division on IRC. They are palpably hungry for a Siska win this season. Two world class fast offshore boats with well drilled crews. Bringing up

the more sedate end of the Division One fleet were *Sirene* and *Fat Bottom Girl*. Bill Hensen's JPK 45 *Sirene* has been turning heads since Bill and his son Alex sailed her out the boatyard in Lorient, France with the wrappers on and brought her back home to Fremantle.

Bill has cunningly disguised his performance racer as a comfortable cruising boat and with several podium finishes in big races so far it seems the JPK hits a much sought after sweet spot in the performance vs comfort matrix.

Alan Stein's Pogo 40 *Fat Bottom Girl* is nothing if not distinctive in her bright green livery. The *Fat Bottom Girl* is a

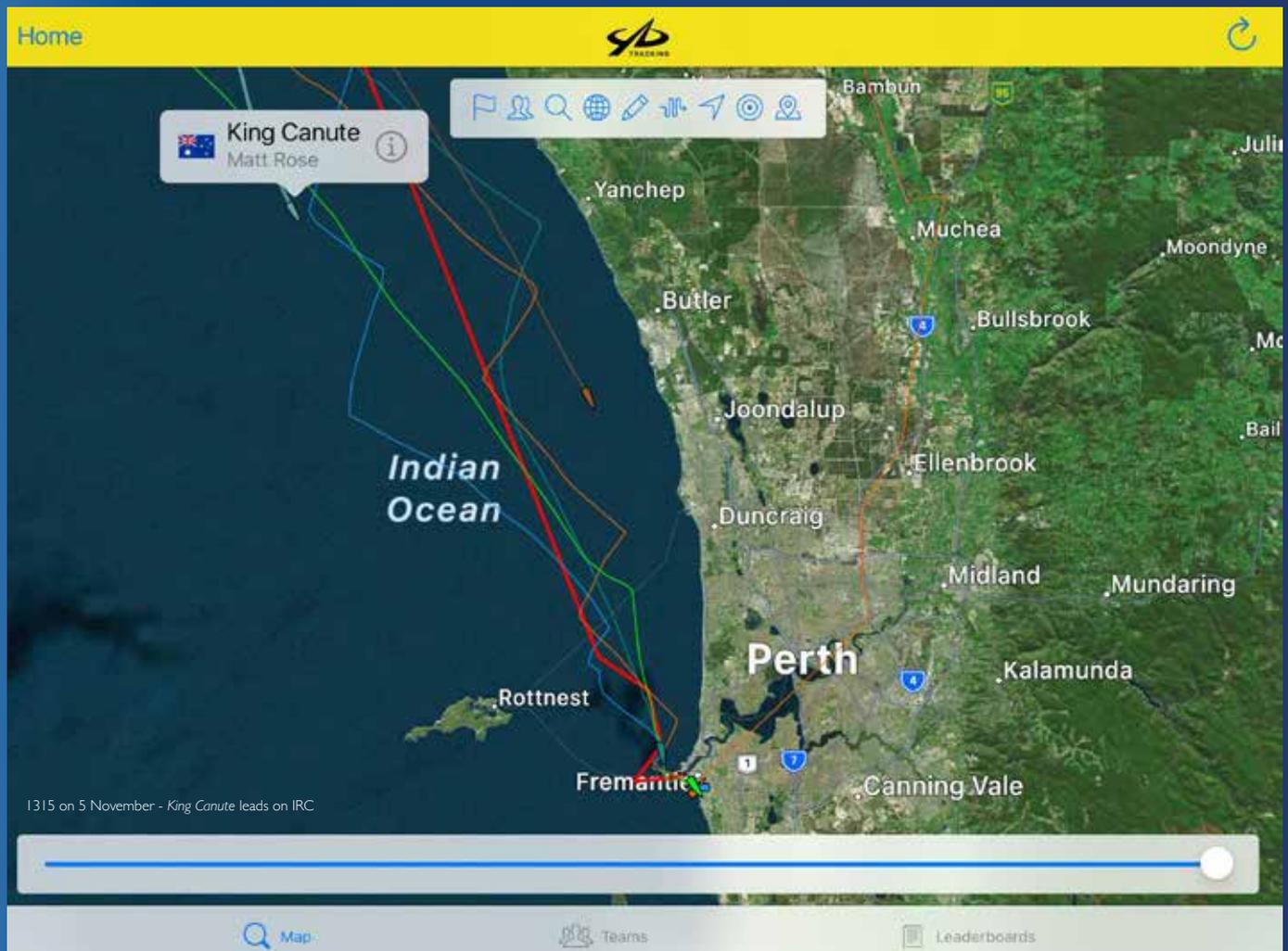
temperamental flyer. Given the right conditions she can punch above her weight with electrifying pace.

There were three entrants in Division Two with the largest being Chris Hinds' classic Farr 40 *Sagacious IV*. With a racing pedigree as long as your arm including a Sydney Hobart win back in 1985 *Sagacious* has had an extensive spruce up and is back to being a strong competitor on the WA offshore circuit. The Archambault A35 *Money Penny* is a very welcome and much needed newcomer to the offshore fleet and based on early form it seems that Malcolm Thompson and his crew will be appearing on the podium fairly regularly. The smallest boat in the fleet is Matt Rose's Spacesailer 27 *King Canute*. It's not the size of the dog in the fight that matters it's the size of the fight in the dog that wins. She has been called the People's Champion; a reminder to all of us that it was boats like these that used to do all the offshore races in WA. She is safe and seaworthy and hopefully Matt and his crew are an inspiration to other yacht owners to have a crack at offshore yacht racing. If that wasn't a great enough story, the boat's designer was on board as navigator - none other than the legendary Kim Swarbrick who won the Geraldton race in his own Spacesailer 27 *Touché* in 1973.

The forecast for race day was delivered straight from the drawing board of "how to deliver a race record". An easterly out to Rottnest in the morning swinging to a fresh south to southwesterly early afternoon building to 25 knots overnight and holding through the morning long enough to get the fleet home. You could



Enterprise finishing the return from Geraldton



see it in the sly smiles and furtive glances at the race briefing. We all knew it was going to be a belter. We were going to be talking of the '23 Geraldton Run in years to come alongside modern classics such as the Denham Run of '16 or the '14 Anzac Albany Race. Not only was there a chance that the race record would be crushed but we were all going to enjoy a fast and furious trip north.

On the morning of race day the easterly breeze was limp. It was an agonisingly slow trip out to Rottne but fortunately once the fleet turned the corner the promised sea breezes kicked in. *Crush* and *Enterprise* bolted out of the stalls around the West End like 'Without A Fight' in the Melbourne Cup as they disappeared over the horizon. It was a glorious day to be racing to Geraldton. At sunset *Crush* was setting a record-breaking pace and *Enterprise* was pushing her hard every inch of the way. *Sirene* and *Fat Bottom Girl* were side by side with *Money Penny* storming along just behind them. *Sagacious* with a symmetrical spinnaker was able to sail a more direct route along the rhumb line and there was *King Canute* sticking to her tail. Races within a race just as it should be.

By the early hours of the morning *Crush* was romping home with a bone in her teeth and a race record in her sights. Getting four cray pots with long floating lines wrapped around the keel as she came down the last leg was not enough to stop her and with a time of 16 hours 24 minutes and 23 seconds the race record held by Craig Carter's *Indian* since 2015 was crushed by more than 40 minutes. A remarkable achievement. It says something about the competition that it was not enough to win because it was *Enterprise NG* that took out the IRC win for Division One with *Crush* second and *Sirene* third. The *Fat Bottom Girl* was in a huff as she had to retire due to various crew misdemeanours. In Division Two the People's Champion *King Canute* was a comfortable winner on IRC and PHS with *Sagacious* in second. *Money Penny* was coming home strongly but unfortunately only ten miles from the finish had rigging issues that led to retirement.

Once again, the fleet enjoyed the legendary hospitality of Geraldton Yacht Club on arrival and for those of you who have been there you know that is always one of the highlights of the race. Most crews headed home for a week on the

tools between races but there was an unusually ebullient anticipation for the return race a week later. The forecast was for northerlies. Nothing was said in case it was jinxed but we all knew. Doctors' appointments were cancelled, toenail clipping was postponed, and sick notes were delivered to bosses. We were all signing on for a downwind Geraldton Return.

Race day dawned and the wind was from the north. Thanks were said to whomever thanks were owed and the big kites were made ready. Not only was the breeze from the north but it had some pace at 15-20 knots. The first few hours were glorious. Big kites went up, we aimed at Rottne and put the hammer down. The Geraldton dust was quickly washed off the decks and all was right our world. All good things must come to an end and through the afternoon the breeze died and became variable. There were winners and losers in the snakes and ladders game as we all tried to find the best breeze. Some boats with asymmetrical kites were trying to sail angles to find pace. *Enterprise NG* was glued to the stern of *Crush*. *Fat Bottom Girl* had bolted ahead of *Sirene* in the fresh breezes but at midnight *Sirene*

went slinking past like a thief in the night and stayed ahead all the way home. *Sagacious* and *King Canute* were once again able to quietly sail along the rhumb line and “Stop the Presses” there was a big news story brewing because for a while on Sunday in the middle of the day it looked like *King Canute* was going to take out the overall IRC result across the whole fleet. We were glued to the tracker willing her on but hearts were broken in the final few miles as the People's Champion lost the breeze and the overall IRC prize

slipped out of their grasp. They were a comfortable winner in Division Two with *Sagacious* in second. *Money Penny* was unable to start due to their rigging issues. In Division One IRC *Enterprise* appeared to have done the double with a solid win on IRC with *Sirene* second and *Crush* in third.

Notwithstanding the smaller than usual fleet numbers it was a great event. It was a pleasure to be welcomed home to Fremantle Sailing Club to find the club

offering all competitors snags on the barbie and cold beers in the bucket. Our Rear Commodore Sail Steve Parkinson found out that cooking snags is one of the perks of being a Flag Officer. It was great to see our club offering hospitality regardless of who was organising the race.

Editor's note: Alan modestly neglects to mention that the Div 1 leaderboard for the Geraldton Return was somewhat inverted for PHS results, with the win soundly claimed by *Fat Bottom Girl*.



Bill Henson - *Sirene*



Chris Hinds (*Sagacious*) with 'Mother' Cherry Callcott (image Robbie Smith)



On board *Crush*



King Canute crew arrive in Geraldton



Crush - Fastest Fremantle to Geraldton 2023



FBG takes delivery of cold beers in Geraldton



Race start - L-R *Enterprise* and *Crush*. Image Bernie Kaaks



Team *FBG* Alan Stein Steve Taylor Michael Sproxtton Harry Ryan Will Anderson.



KIDS CHRISTMAS PARTY

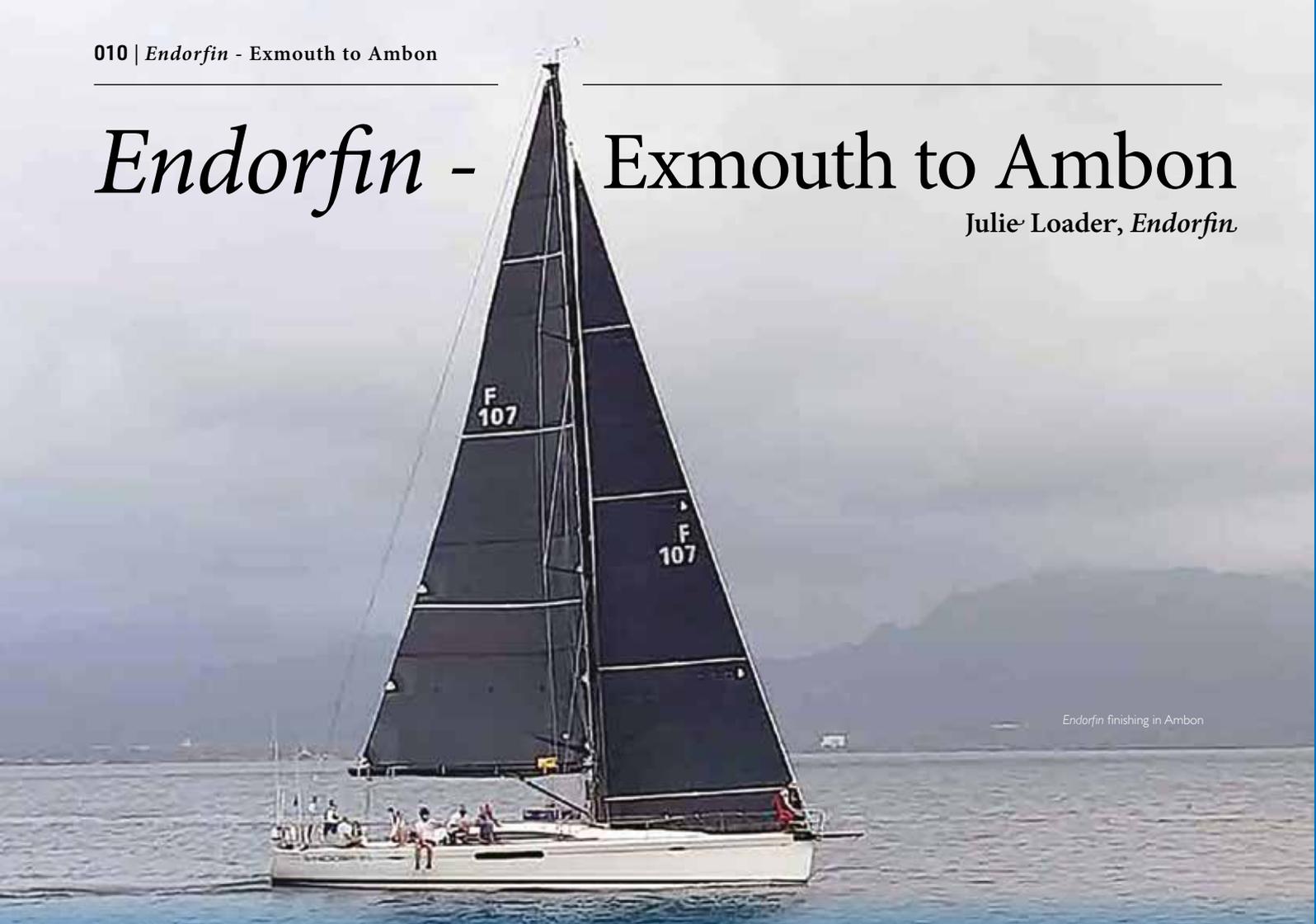
SAVE THE DATE

SUNDAY 03 DEC. 2023



Endorfin - Exmouth to Ambon

Julie Loader, *Endorfin*



Endorfin finishing in Ambon

Words cannot capture the amazing journey I had cruising *Endorfin* to Darwin and then racing her onto Ambon. Each person has their own journey, experiences and reflections. This is a snippet of my diary I kept during the cruise. For me, after leading a school through the COVID pandemic and not having an opportunity to come up for air and the continued stress during COVID, this race, cruise, race and then an Indonesian cruise, was an opportunity for me to forget the world I had left behind just for a few weeks. The crew both racing and

cruising were just wonderful people to be with. Thank you to you all and a big thanks to Michael Giles who shared his beautiful yacht with us.

Tuesday May 16 - Tent Island

After a week in Exmouth spent preparing *Endorfin* to become a cruising yacht and re-provisioning her, we – a crew of three – headed off towards Dampier cruising the Pilbara Coast on the way. It was a day of motoring without wind and only weed fish. The first night we spent anchored at Tent Island. Tent Island is part of Thalanji Land as most of the places we visited along the Pilbara Coast were. *Sirene* and *Hongkers* were also anchored in the same area. A good little anchorage. A stunning sunrise

over the Pilbara coast before heading off towards Thevenard Island on Wednesday morning.

Another stunning day on the water but we spent the day motor sailing as the wind was too light and coming from the direction we were heading. We ended up anchoring at **Ashburton Island** just before sunset. This is an island surround by reef, again usually a great little island and area for fishing, but not for us - just more weed fish. The wind picked up from the East overnight and what a rude awakening when we were up at 0230 and on a lee shore. It was time to head to Dampier.

The sails went up as there was a strong breeze but the wind was becoming



Clean sweep - Darwin to Ambon



Sharks. No fish.



Croc!



Haute cuisine - no fish!



Somewhere in the Kimberley - Mike Giles and Robbie Law

stronger, up to 25 knots, and the sea state was pretty messy. We ended up anchoring at Angle Island at around 1530 hours. We had enough protection from the breeze to sort a few things out on deck, have a shower, dinner and a couple of hours sleep. We were on our way at 1950. We headed into the night with still lots of motor sailing, the breeze seemed to object to where we wanted to go.

Friday May 19 - Dampier

Early morning, we were heading into Maryanne Passage towards Dampier. We anchored at around 0830 near *4th Dimension*.

Tuesday May 23

Two of us now left on the boat. We headed to Broome at 1330, north up Mermaid Passage. The watch arrangements were 3 hourly.

Going into the first night on a long passage is always met with trepidation, especially double handed and especially when I hadn't completed double handed sailing for 21 years.

Throughout the night and day there was no wind and we continued motor sailing. It was a non eventful night and morning but a beautiful sunrise and stunning sunsets. The yacht *Marco Polo* was travelling in the same direction as us. The excitement of the day was the ocean was bubbling with fish, but I was banned from doing any fishing as I won't kill the fish.

Thursday May 25 - Broome

0300 - Yeah, the sails went up there was enough breeze to sail, finally!!

We continued sailing throughout my watch, which made me very happy!! Another stunning sunrise then to no surprise no wind at the end of my watch.

We arrived at **Gantheaume Point** at around 1900. It was tricky trying to pick up an organized mooring as the mooring area was full of moorings and charter boats and there was no moon!

Monday May 29

Robbie and Paulie arrived for the next leg, the sail through the Kimberley. Something I was really looking forward to. We headed out of Broome at around 2200. Usually story of no wind, so off again motor sailing.

Tuesday May 30 - Swan Island

As the current was against us and we were not going to make our planned destination, our first stop was to be at Swan Island. We anchored fairly close inshore in a nice secure bay. The plan was to leave early in the morning when the tide was low and the current wasn't so much against us.

Wednesday May 31 - Dugong Bay

We headed off around 0345. There was no moon and it was pitch black, thank goodness for lighthouses and nav gear.

There was no set plan on where we would stay through the Kimberley. We all had many suggestions, as three of us had sailed the Kimberley before. Mikey decided, as all good skippers and owners do, we wouldn't visit a bay or area any of us had been to before, except for Horizontal Falls. I did want to return to King George River and the Falls, but this was definitely not going to happen! The trusty Fremantle Cruising Guide was loaded onto the computer and Spectacular Falls in Dugong Bay was our destination; no-one had been there and it was the bay over from Horizontal Falls, so it only made sense to head there. We arrived at Dugong Bay at approximately 1530. The scenery up to the Bay was stunning, even though it was a very long way in. We had excellent depth into the Bay and the anchorage.

Thursday June 1 - Spectacular Falls Dugong Bay.

We headed off in the dinghy and found the waterfall, which was still flowing. It was pretty stunning. The water was really powerful but very refreshing. The entire Bay was spectacular and very peaceful, with

us being the only yacht there. I couldn't understand why there were not more boats in this area, it was such an amazing place. As we were exploring the Bay, I noticed something in the water, and Mikey was heading dinghy heading towards it. It was a small to medium size croc lurking in the water. Mikey learnt very quickly that I do not like to be close up and personal when a croc is on the bow.

Friday June 2 - Horizontal Falls

Departed Dugong Bay at approximately 0745 towards Horizontal Falls. The current was flowing in and wow, there were some amazing whirlpools. I steered through these and the boat felt as though it was light weight as the power from the whirlpools kicked the boat around. Very exhilarating to take the boat through this area. We had around 6 knots of boat speed and speed over ground was 0.78.

We arrived and anchored at Horizontal Falls at around 1045 with two sea planes landing either side of the boat, that was quite an experience. We headed immediately to the falls and went through the first part into the Bay Area. Absolutely boring as the tide hadn't turned. We went towards the second gap and there was no way the dinghy motor would be able to get us back with the strength of the eddies and whirlpools through the gap.

We headed back to the falls later in the day when the tide was coming in. This time it was flowing strongly with lots of whirlpools and eddies. We didn't go back through as we would not have made it back.

Off we went exploring Talbot Bay. The canyon was quite pretty and a lot more rocks. We came out of the canyon to a smaller Bay where the sea plane charters accommodation were for tourists, a pretty significant set up by these guys. We went to go further up the creek when a member of the Charter Company strongly suggested we not head up the creek as there was one very aggressive crocodile and it would possibly eat the dinghy. There was more



Turtle tracks



Waterfalls



Winning team - Darwin to Ambon

than one croc up there, but apparently this one is of serious concern.

Saturday June 3 - Raft Point

Quite a large shark again around the boat, similar to the sharks that hung off the back of the boat in Dugong Bay. Not good for fishing, Paulie was only catching sharks. Fishing is still very dismal but at least we've had our fish tacos.

Departed at 0845. We had phone contact as we were getting closer to Koolan Island so we all made contact with our families - that was nice but wow, it was great not having contact as well. Not being able to check emails etc., totally off the grid, it was wonderful for me.

Still no breeze but we made it to Raft Point. What a magic little spot. A charter boat was in the Bay but left soon after sunset. Still no fish!!

The moon rise was stunning, the evening was great with great music, dinner and company. Just totally at peace.

Sunday June 4 - Deception Bay

Departed at 0745 towards Deception Bay. We arrived by 1600. Another day of 'Still no fish' along the way and motor sailing all the way. No wind or a very light breeze in the direction we want to go. We went exploring and fishing the following morning. Paulie caught a couple of fish that were ok to eat.

Mikey tried hard to get up the river but depth was a problem. It was disappointing not to see crocodiles and park up a river. It seemed promising on the charts. As we couldn't get up Sale River, we headed towards Treachery Head for the night.

Monday June 5 - Treachery Head

After fishing we headed to Treachery Head. Spent the day motor sailing and no fish caught from the boat. This seems to be our story, motor sailing and not catching any

fish. By now I'm really thinking that all the fish have disappeared!!

Tuesday June 6 - Shelter Bay

We departed Treachery Head and made our way to Shelter Bay. Nothing unusual, in that we motor sailed all day once again. Entering Shelter Bay was quite tricky. We made our way navigating through some very shallow water, however, we made it through with a few more grey hairs appearing. It was a good anchorage and there was a good beach I targeted for an early morning walk, Little Island Beach. This was the first walk I had had since leaving Dampier. There were fresh turtle tracks and nests as we walked up the beach. A beautiful little Island to enjoy the sunrise and a rocky walk.

Wednesday June 7 - Walmsley Bay - Mouth of the Mitchell River

After our early morning walk, we departed Shelter Bay at 0800. The main and headsail went up for another riveting day of motor sailing. We were heading towards 'Voltaire Passage', when at around 1209 the water maker blew a hose. Well, the very waterproof locker became a pool of water, as well as other compartments. It certainly made a bit of mess. The deck became a drying rack. The leak needed to be fixed, wow it was very hot below deck. The excitement didn't stop there - I landed a Queenfish, obviously threw it back, but it was the first fish caught since Koolan Island. What an exciting day us!

We arrived at Walmsley Bay just before sunset. A peaceful evening getting ready for our next adventure to Surveyors Creek, up the Mitchell River to the Waterfalls.

Thursday June 8 - Surveyors Creek Waterfalls

Getting to the waterfalls was an interesting journey. As we were motoring up Mitchell

River in our tiny dinghy on low tide, Mr Croc was watching us ever so carefully. When I called 'Croc!' I was asked where should we head, so I responded 'Back to the boat!' Yes, I wasn't too comfortable with crocs, our dinghy and a very small outboard. Well, of course we didn't head back to the boat but continued our journey up Surveyors Creek. On the way we dodged 3 more crocodiles, I just wonder how many were below us. It was certainly worth the journey up the creek dodging man eaters to get to the falls. They were stunning. The lower waterfalls led into a beautiful pool of water, rocky outcrops and caves; apparently the lower pool is not recommended for swimming as crocs have been spotted. The upper waterfalls are also awesome with stunning views of Surveyors Creek. This is certainly worth a visit.

South West Osborne Island

Once we returned to the yacht (1415) we upped anchor and headed to South West Osborne Island. We arrived at 1730, anchored overnight and headed off early in the morning towards Eclipse Hill Island.

Friday June 9- **Eclipse Hill Island** - Last night on anchor before heading to Darwin.

Saturday June 10

The next few days we had more breeze and were able to do some sailing, however, the breeze always seemed to come from the direction we were heading. It was great to get some sailing in before reaching Darwin. Paulie caught another fish but threw it back along the way.

Monday June 12 we arrived in Darwin to reverse the 'racing to cruising' conversion.

As most will have heard - and it's a tale for another day - *Endorfin* converted successfully and won the Darwin to Ambon....



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BURNS

NIGHT

**THURSDAY
25 JANUARY
2024**

**THE WARDROOM
6.30 PM**

**LIVE MUSIC
8.30 PM**

Salacia II crew at Les Voiles de Saint-Tropez

Graham Moss, *Salacia II*

Graham Moss, steadfast crew on *Salacia II*, joined fellow Salacians (is that how we say it?) including her owner Ross Norgard and Lucy Golding on board *Encounter*, a Frers 53, to contest the Classic Marconi class. This saw them racing against, amongst others, the legendary *Stormvogel*.

Graham provided an update to after the regatta:

'As you will see we the leading yacht going into the last race with a 1 1 2 against *Il Moro [di Venezia]*'s 2 3 1.

We had a bad start after getting tangled up with the 12 Metres who were sailing in their own Class but always started with us. We just avoided a collision with *French Kiss* who refused to give way on a Port /Starboard situation right on the start line (we were on Starboard). The French don't give a!!

Anyway we came 4th, and *Il Moro* won after the race Committee shortened the race by half because I think they wanted to get back to the bar!

That means after dropping our worst race - a 4 - and them a 3 were equal on a 1 1 2.

In the count back they count the best place in the last race. God only knows why because *Il Moro* only got to the countback by winning the last race. So *Il Moro* came first and we came second. We prefer to say we finished equal first!

So we got a podium finish and were presented with a trophy at a remarkable presentation ceremony'



Voiles St Tropez presentation



Lucy Golding, Ross Norgard and Graham Moss sailing the Voiles St Tropez

CMA 13 Inscrits - Trophée Ekle Home				Total	1 ^{er} Course		2 ^e Course		3 ^e Course		4 ^e Course	
Rg	Voile 1	Nom du bateau	Skipper/Propriétaire	Pts	Rg	Pts	Rg	Pts	Rg	Pts	Rg	Pts
1	17077	IL MORO DI VENEZIA I	FERRUZZI Massimiliano	4,00	2	2,00	2	3,00	1	1,00	1	1,00
2	FRA35968	ENCOUNTER	BART Weduwer	4,00	1	1,00	1	1,00	2	2,00	4	4,00
3	FRA6065	SAGITTARIUS	FREDERIC Lafitte	3,00	5	5,00	4	4,00	3	3,00	2	2,00
4	4331	ST CHRISTOPHER	DARIA Cabal	3,00	3	3,00	3	3,00	4	4,00	7	7,00
5	ITA4540	CRIVIZZA	LUIGI Rolandi	14,00	6	6,00	3	3,00	6	6,00	3	3,00
6	11700	STORMVOGEL	ERIMANNO Traverso	17,00	4	4,00	5	5,00	5	5,00	5	5,00
7	X4702	OJALA'S	FROVA Michele	18,00	7	7,00	6	6,00	7	7,00	6	6,00
8	69	LYS	MONNET Philippe	22,00	10	10,00	7	7,00	5	5,00	11	11,00
9	4496	EUGENIA V	GARNIER Baptiste	27,00	8	8,00	10	10,00	11	11,00	9	9,00
10	A3	ARGYNNIE III	TONDU Manon-anais	28,00	DNF	14,00	11	11,00	9	9,00	8	8,00
11	G177	SUZANNE	ANDREAS Book	28,00	9	9,00	9	9,00	10	10,00	10	10,00
12	97	PACHA	ASSANTE Thibaud	35,00	11	11,00	12	12,00	12	12,00	13	13,00
13	5976	BEG HR	VITOUX Jean jacques	35,00	DNF	14,00	13	13,00	DNF	14,00	12	12,00

Final results - Classic Marconi, Voiles St Tropez

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The Clippers are coming!

It's getting close now, with the fleet having arrived in Cape Town after finishing leg 2 - 'The South Atlantic Challenge'. Departure date for leg 3 - 'The Roaring Forties', from Cape Town to Freo is scheduled to be the 19 November. The fleet of 11 will head south to the 40th parallel, known in the sailing world as the most extreme and exhilarating sailing in the world, before arriving here in the West.

The Clipper fleet arrival window is from 11-14 December, with the Clipper team getting here for preparations on the 5th. As per previous visits, the boats must be cleared by Border Force - immigration, customs and biosecurity - before contact visitors are allowed. We will be greeting them with the customary sausage sizzle and beer once the crews disembark.

Plans are well and truly under way here at the Club to make their stay another

unforgettable one here in Freo. All the boats will be berthed together up around the Service jetty, so feel free to pop up and say Hi.

We expect the Club to be massively vibrant throughout the time they are hosted at FSC, and we ask all members to get involved and make all the Clipper crews welcome. Help make their stopover as memorable, if not more, than their previous visits!

Various events will be held during the stopover, so look out for communications regarding these over the next month. They will include

- Twilight sailing on 13 December - an opportunity to host some Clipper crew or staff, and
- 'The Clipper Skippers' Talk' - scheduled for 17:30 on Friday 15 December

During these events, we are running a lucky draw for 12 members to have a sail

on a Clipper during a local practice session. Don't miss the opportunity to be involved with one of the following two activities on the 17th December:

- FSC will be hosting a sustainability event - a beach cleanup at South Beach - followed by a game of beach cricket (one hand one bounce etc) and a sausage sizzle back at FSC for lunch. For this event we will be welcoming members of the WA All Abilities cricket squad to come and join us for a bit of fun.
- For those who take their cricket more seriously, the Clippers have also challenged FSC to a quintessential cricket match. We need to put together a 'Commodore's 11', so if anyone is keen to get involved and take it to them, please be 'marvellous' and get in touch with the Harbour Office.



The Great Escape

Interview with Robbie and Phil Hears, *Kondili*

Editor's note: As BWB Editor I am always after a good story, and when a planned feature article for this BWB was delayed (another good story) I immediately contacted Robbie & Phil via their Starlink to see if I could pin them down to an interview. They were lazily crossing the Java Sea to an anchorage at Karimunjawa (Indonesia), so my request that they give your Editor an interview post haste could hardly be considered an imposition. As per Phil's standard practice, he immediately obeyed your Editor. (hmmmm).

You see, I had long contemplated writing (but in a later edition) "It is a truth universally known that a Robbie and Phil, the latter being our Immediate Past Commodore, were looking forward to spending more time on their boat *Kondili* once they had some time on their hands. Rumour was confirmed earlier this year – the plan was to 'do' Exmouth, then come late July, set off from Exmouth to Indonesia and beyond."



Leaving Geraldton



Tayles and Josh - final shop



Benoa arrival

- Kondili's* 'Exmouth and Beyond' started differently to most; after the heavy weather start, she didn't make it to Exmouth as part of the fleet. What happened there?**

We spectacularly blew our main first night out and limped into Geraldton, finishing Exmouth via a road trip neck and neck with *Obsession*. Robbie The Boss & Captain Phil resumed sailing two-up from Geraldton to Exmouth after main was repaired for that leg, prior to a new one arriving, with a little apprehension from Robbie as she had major hip tendon surgery in May & November 2022. Together we had a great run to Exmouth and The Boss's confidence was back in bucketloads.

- Cruising beyond Exmouth was clearly part of a plan, not an impulse**

decision - when was that plan hatched?

We planned long term cruising once again, venturing onward to SE Asia from Bali 2020 but COVID stopped us in our tracks. Business and voluntary commitments at FSC meant we then delayed our plans until Exmouth 2023.

- Kondili* is a big boat. You've done many miles in her. How did it feel to be back? Two up?**

We had *Kondili*, a Hanse 495, built as a two-up boat in 2011 in Germany and have done some 60,000 nautical miles in her. She has jiffy main reefing with the 3rd reef set at 50% sail area, & brand new virtually bullet proof carbon main and headsail that allow us to sail in a range of winds from 10 to 40 knots. She is self-tacking with all

electric winches, as well as bow and stern thrusters which takes the stress out of berthing. Though quite large at 50 ft, she is an easy boat to manage.

- You spent some time in the Exmouth Gulf - best and worst kept secrets please!**

Much is said about the Exmouth Gulf, it can be windy no doubt about it, the whales are amazing, to sail through there and see hundreds in a day, breaching, birthing, calling to each other, scaring the bejesus out of you as they come up next to you for a look, it is a nature's wonderland. After 48 hours at sea from Shark Bay we sailed across the Gulf and anchored off Tent Island in early morning. We were awakened by some noisy individuals yelling '*Kondili, Kondili*', only to find our



Gili Aer



Gone troppo!



In East Java



Java sea fishtraps



Karimunjawa - sunset



Coffee stop

esteemed Rear Commodore Sail Steve Parkinson and *Hongkers* coming alongside for breakfast. So much for a peaceful break at Tent Island.

5. Fremantle is the only private vessel First Point of Entry on the WA coast. Is departure different?

Dampier is the only exit point apart from Fremantle. Departure was extremely simple, took maybe ½ hour. Border Force staff were marvellous.

We had fuel supply issues going to Dampier due to a stuck fuel filter and in the busy shipping lanes entering the port with *The Boss* at the helm and Captain Phil physically down below pumping the manual fuel pump keeping a supply to the engine. We were lurching along with ships coming at us from all directions including a couple of tugs pushing a giant iron ore carrier right into our path, when Robbie made a quick decision to dash across the shallows in 3 metres of water knowing it was an incoming tide to get out of their way, and limped into the anchorage. As we made it in the engine died and we dropped anchor into the mud. A few minutes later up races a tinny and someone says "Mate you're on my ***** mooring – get off it". Phil was less than polite – the tinny occupants took off their hats, roaring with laughter; it was a mate from Perth, not realising we were seriously under stress. A beer to two later we were happy and firmly ensconced in mud and going nowhere in a hurry with no motor.

6. How was the crossing from Dampier to Bali?

It was reasonably uneventful, after the first night of continually dodging whales, ships, trawlers and oil rigs. Our advice is to do your departure planning carefully. There are many tools available to sailors planning passage making which can be used completely to your advantage. Predict Wind, Windy & others are invaluable in terms of picking the weather window that you want for passage making. We were quite happy to sit and wait for the right opportunity. The weather was good

with nothing much more than 20 knots. The roughest night was our last night at sea with a 20+ knot wind over current as we entered the notorious Lombok straits, with the current running against us at more than 5 knots.

7. You arrived in Bali 4 1/2 days after leaving Australia. According to your posts, it was a great arrival. What advice do you have for those who might follow in future?

Get a good agent to clear you in and to do all your Visas and yacht paperwork. Make sure there are Customs & Immigration Clearance Personnel on site where you are clearing in. We cleared into Benoa Super Yacht Marina. They greeted us with flowers, sarongs & scarves & cold beers at 5:30 in the morning. We cannot praise the service, the welcome, the friendliness, the willingness to undertake anything we requested highly enough. There are others of course that provide equally excellent services. Indonesia has a very strong service ethic.

8. You mentioned a minor domestic berthing in Bali when you returned. What happened?

Coming back into Bali Marina after a rough fast yukky crappy Lombok Straits crossing, the staff directed *Kondili* to back between two superyachts, one 25 metres long, one 40 metres, and to park in front of a 50 metre one – so little clearance on either side and a parallel park to boot with about 2 metres to spare fore and aft.

On the crossing over *The Boss* had stood on the aft stern thruster toggle and it was out of action. *The Boss* took one look at this impending catastrophe and said 'No, no, no we are not going in there. Take me somewhere else until they move those multimillion dollar yachts!' The Captain said 'That is impossible. That can't happen.' and calmly reverse parked *Kondili* into her allocated parking space. We looked at each other and burst into laughter as the marina staff applauded and cheered - clearly we'd been expected to ask for help!

9. The best laid plans of mice and men go wrong. You've had some issues that can't be fixed with duct tape and cable ties. Want to talk about them?

Since our arrival in Indonesia we have been delayed because we have had warranty replacement part coming. That's all we want to say about that.

While waiting for this kit, we have had a delightful time cruising, circumnavigating Bali stopping in East Java at Banyu Biru which is a stunning national park anchorage, Banyuwangi a newly dredged channel and small marina, the stunning Wedang Bay in North West Bali, Menjangan Island, Lovina Beach, crossed to Lombok and cruised the Gille Islands, the beautiful Gille Geddes, Temboror Bay (not in the cruising guide but a delightful anchorage) with 3 great resorts and fabulous coral to dive on, and the well-known Medana Bay with our old friends Peter & Ace Cranfield.

10. You've told FB followers that parts of the north Java coastline are like travelling on Mars, you've shared photos of fishtraps, and you've said it's hot. Is after dark passage making a good idea?

Coastal hopping at night is a bad idea. Night sailing is OK when you are separated from land and mainly trawlers are operating, but the coastal fishermen are a real hazard to yachties. There are hundreds and hundreds of fishing boats off the Java coast and when you are passage making at night, many are unlit and none of the fishing aids have prominent markings on them. It is a bit of a game of Russian roulette, with the odds not at all in your favour in the dark.

11. When I contacted you, you were finishing a 2 day passage, was there anything eventful on that trip?

The night crossing from Surabaya was not without incident and a domestic event. The Master of the ship Captain Phil went to the stern to do what masters do at the stern and exclaimed **** look what we ***** have attached. We had collected



Local traffic



Market analyst at work



Refuelling Indonesian style

a local fisherman's buoy consisting of a plastic netted grouping of 8 plastic bottles along with a line entangled somewhere underneath the boat. Phil said "I have a grappling hook just for this purpose", threw it over the side, hooked the plastic netting enclosure and the line to the grappling hook promptly pulled away as said someone hadn't attached it properly in the first place. So we pulled in the heady, eased out the main and stopped the boat. By this time dusk was approaching.

"I'm going over the side," said Captain Phil. "No you're ***** not" said The Boss, and Phil stayed on the boat. After we stopped arguing The Boss grabbed the boat hook and Phil deftly fished the grappling hook out of the netting and balanced it to bring it up to the top of the lifelines. At this stage the hook slipped and Robbie like grease lightning grabbed it and saved the day, with amazingly no damage to her hand. We managed to recover the rudimentary buoy and much to our relief pulled about 30 metres of polypropylene out from under the boat. Phew! You reckon cray pots are a hazard??

We just finished a night sail and arrived yesterday mid-morning at a deserted and delightful isolated anchorage at Karimunjawa Island, followed by a champagne and a sleep.

12. What does the rest of the voyage hold – fisherman's floats aside?

On this part of the trip on our way to Singapore from Bali we have day hopped for 5 days around the south of Bali through the Bali Straits between Bali & Java, along the north east Java Coast, through the busy shipping lanes of Surabaya and then on up to Karimunjawa. The mud flats from the south leading to Surabaya are about 3-4 m deep and you try not to look at the depth sounder too much. We survived that OK. Then there is a bridge to get under. The charts have it marked as 34 m high, well above our total height. But coming in, it is very deceiving. The Boss started to question whether the Captain had done his homework OK. Relax, he says, what could possibly go wrong. We got under ok, straight into a fishing net strung across the main track immediately under the bridge in the channel. Plenty of laughter from all concerned including the wonderful Indonesian fishermen, as we weaved and dodged.

Our next passage is from Karimunjawa to Belitung, about 250 miles.

13. You made the decision to leave the dogs in Perth. Any other sacrifices or regrets?

Phil says I don't miss the kids, I don't miss the grandkids too much, of course I miss all of you FSC friends (not), but I really do miss our little dogs Diva and Star. They are being well looked after while we are away, and we are planning on a roster system for the next couple of years of 4

weeks home and 6 weeks cruising. One of the Captain's passions is wine, complete with a well-stocked wine cellar of good reds at our home. Well, he now drinks (and sort of likes), shiraz and cab sav from a goon bag, kept in the fridge. The Boss complains constantly about the state of her fingernails.

14. What modern conveniences does *Kondili* have?

The Boss has everything except an iron and a hair dryer. Airconditioner x 4, Fridges x 5 (3 can become freezers) microwave x 1, 1 x coffee machine & 1 x barista slave, 1 x induction stove & oven, Starlink (best thing ever – communication whenever we want it) washing machine and a totally incompetent handyman on board trying to maintain everything.

15. To all intents and purposes, you are epitomising the FSC Cruising motto and 'living the dream'. Just how long do you think you can get away with this?

As we are now in our 70's we intend to make this a 2 year jaunt, maybe 3 years, and if Freo-Exmouth- Bali 2025 eventuates, it is our plan to meet the fleet at the finish.

Footnote - At the time of reviewing this article, Kondili is anchored 100 nautical miles south of Singapore and expects to arrive at Nongsa Point in Batam Island on Friday 17 November. There are probably a few more tales to tell



Team Kondili



The Boss



Yahoo - it's a wahoo!



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Horror on the Swan Marion Morley - Power Section

'Halloween is not only about putting on a costume, but it's about finding the imagination and costume within ourselves' – Elvis Duran

The Fremantle Sailing Club team and members created their own early Halloween event with *"Horror on the Swan"* on the 21st October.

Club members were dressed as witches with brooms in hand, as coffins and priests, skeletons and devils just to name a few. The air was intoxicating with mystery, magic and anticipation.

What would happen as the sun goes down and the day turns into night?

Meeting at the VIP area, everyone enjoyed drinking 'eyeball punch' thanks to our captain Jennine, but you will be pleased to know that no animals or persons were injured as a result of acquiring the ingredients for the punch.

The Fremantle Sailing Club boat had returned from inshore racing later than expected, so once it did return there was a flurry of activity by the power club committee members to weave their webs, place their coffins and position 'Billy Bones' – in other words, to dress the boat and have it ready for the fun to begin.

Finally getting onto the boat and feeling a little giddy and

double sighted all members enjoyed the ride up the beautiful glassed off Swan river, with very little wind and music playing "the Monster Mash".

Jason and Frank skippered the boat and picked up a mooring once they reached Elizabeth Quay, where the partying continued under the first quarter moonlight with the city lights as a backdrop. There was plenty of food to enjoy off the Skeleton; pork ribs and small sausages for intestines and lots and lots of finger food!

Dessert, port and Bailey's were on the menu for the return trip to Fremantle.

Thanks to Sharon for her amazing playlist (including "Thriller"!) and well done to every member who participated. Everyone got home safe before midnight. Well done to Roy for the best costume – 'Beetle Juice', Best female costume was Sonya who came as a Zombie and the Best dressed couple Deb and Phil. Deb was dressed as a Coffin and Phil was the undertaker!

Well done to the Power Section Committee members, you have outdone yourself again!



Looking back 35 years – The Foundation Race captured from on board *Graffiti*

With the 2023-24 Offshore Season just begun, it's a bit of fun to look back 35 years and see how some things change – and some do not. This article appeared in the West Australian on 30 September, 1988, and was recently retrieved by John Haynes, crew on *Graffiti*.



THE WEST AUSTRALIAN FRIDAY SEPTEMBER 30 1988 41

OUT

The offshore yacht racing season is underway. It kicked off with the prestigious Foundation Race from Fremantle Sailing Club. This weekend Hillarys Yacht Club holds its first ever offshore race.

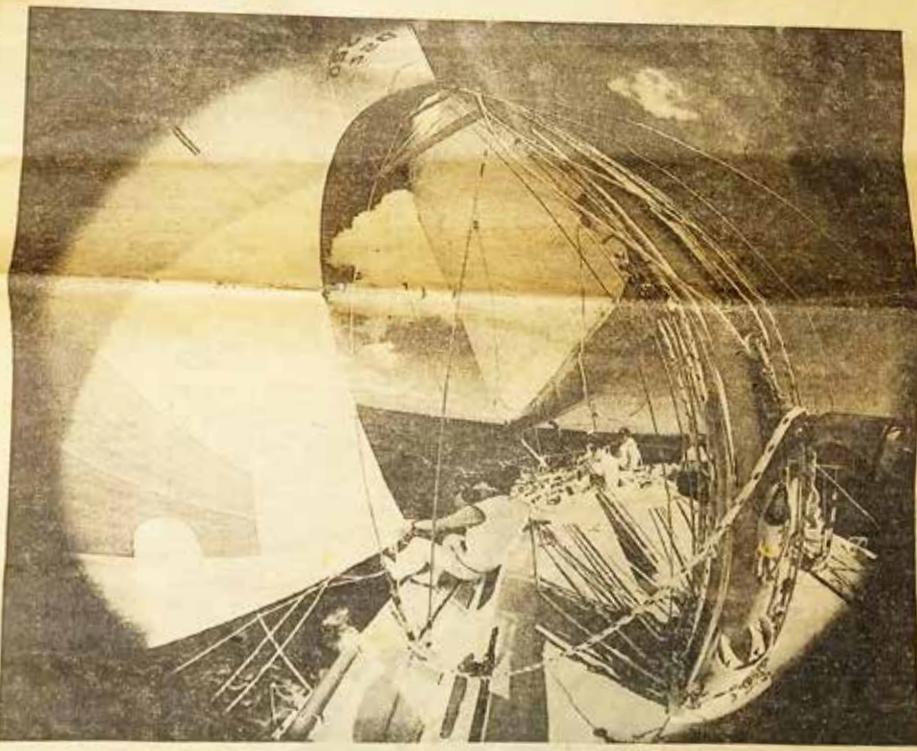


Boating writer STEPHEN SCOURFIELD and photographer IAIN GILLESPIE joined the crew of *Graffiti* for the Foundation Race. Their account of the action is continued on OUT 2 and 3.

Oceans of ambition



Hooked on salty thrills of offshore racing



A fish-eye view of the action from the foredeck of *Graffiti*.

THIS is a disease, and I'm a victim. Skipper Bill Rafferty looks just about as fit and healthy as they come as he meets you steadily eye to eye and speaks these words.

"Offshore racing gets into your blood and that's it — you've had it."

But the conversation ends there, just as quickly as it started. There's work to be done. It's like that on ocean-racing yachts and ocean-racing yachtsmen are like it too.

Words are fine, conversation kills a long beat into the wind — but when there's a sail to be trimmed or a winch to be cranked.

Then they turn away in mid-sentence and let their actions, and those of their all-consuming boat, speak louder than words.

It's an extension of the "put up and shut up" ocean-racing philosophy.

Half an hour later, when the mark is rounded, the wind has settled again and the spritaker is y-packed, they will pick up the entente and finish it. Just out of the blue. And they expect you to continue your train of thought too. Mind you, it has to be said that at two hours earlier as the crew

ledged, squatted and spouted below on sailbars for the 7-biton pre-race crew briefing, Bill Rafferty had been decided as having the "attention span of a grasshopper".

"That's why I don't want anyone to speak a word to him before the start," barked sailing master John Gaunt. Gaunt is not a man,

one suspects, known for pussy-footing round.

"Especially you, Myra. I don't want you discussing last night's antics when the five-minute gun pops. A boat that's silent at the start is often the boat that wins."

It was the first briefing at the start of the first race of 42-foot *Graffiti's* racing season. Bill, su-

premo of a motor-body business, had the Steinman-designed boat built locally two years ago.

Now the regular crew of nine is looking for some hours. They have a fast boat — a boat that has seen a lot of winter improvements, including moving the keel forward several feet. They have a good handicap in the premier racing

“The boat is faster than last year. We are all used to sailing together. We have no excuse for coming anything but first.”

— John Gaunt, sailing master

"A" division, for the biggest offshore racing boats.

Now they want something for the mantelpiece. But they won't get it "Sunday sailing" — and John Gaunt is driving that point home.

"The boat is faster than last year. We are all used to sailing together. We have no excuse for coming anything but first."

Now the boat's rules. No alcohol while racing. No bitching in the clubroom about other crew members. Look after the yacht.

"If you don't like the rules, get off the boat."

● More, Out 2



The intensity of ocean racing... left to right John Gaunt, Alan Nuttall, John Haynes and Bill Rafferty.

EACH crew member is assigned a caretaking job, and given parts of this finely-honed racing machine to care for.

...that means continual checking that the rigging is good and the mast is not going to fall down. If there's a problem, tell us."

John Gaunt has worked down his list and is now addressing the crew member responsible for the mast and rigging. Then he turns to Rafferty.

"Bill, you're in charge of the chicque book."

It's a strange relationship. Bill Rafferty owns this six-figure boat — he paid for it with his own hard-earned cash. He largely foots the bills. Yet when the crew is on board, he is just one of them, open to criticism just like the rest.

He takes it on the chin — which will stand him in good stead at the end of the day when Gaunt debriefs. If you think the sailing master's talking tough now...

There is a definite edge of excitement in the air as 38 yachts start to wheel and jockey for places round an invisible start-line between two yellow buoys near North Mole.

Each crew-member at his or her assigned station is determined to do the job immaculately, to get the best from the gear for which they are responsible, not to let the side down.

CIB detective John Calegari, who has traded in his unobvious plain clothes for a rather stylish pair of scarlet waterproof dungarees and an oil-paint splattered hat bearing the words "Damn Seagulls", is standing at the bow, one hand on the headsail, intensely watching the boats round him.

He has been assigned to call the shots at the start. It's a vital job. Standing right on the pointy end, he is the only man who can truly see everything going on around Graffiti — for most crew members, great swathes of sail block the view.

He waves his arms, points,

Jockeying for position begins



Navigator John Kirk pops up through the hatch.

6 On long races you are out at night, often soaked to the skin and freezing cold.

— John Kirk

not a man known for pussy-footing round.

The gun goes, Graffiti noses over the line — albeit not at full speed — and the race is on.

There ensues a frantic period of sail-trimming, barked orders and competitor-watching. Everyone wants to know how high Six Pack is pointing into the wind. How's Ivanhoe going. Where the hell is the "Doctor"? Then someone identifies neck-and-neck competitor Fremantle Doctor and the boat seems to settle.

And off we go towards the first mark near Rottnest.

The intensity of ocean racing is a strange one. There are bursts of activity, then sometimes long periods when nothing much seems to happen.

"There are a lot of misconceptions about the Sirius. She wasn't built as an East Indiaman and our evidence shows that she didn't leak like a sieve, as many books have said." Maritime archaeologist Myra Stanbury and I are sitting on the gunwale, feet over the side watching the aquaplaning water slip by and enjoying a much-needed burst of sunshine.

Myra has just finished co-writing a book on the Sirius, which brought early convicts to Australia. She is off to Sydney for the launch.

Cal passes us, ducks below and reappears with a snorkel and mask.

Myra continues "We went to England to research the book and spent a lot of time in the archives at Greenwich..."

Cal slips off his "seagull-splattered" cap, dons the snorkel and hangs his head, up to the shoulders, underwater at the stern of the boat.

"It has been a most interesting project..." Myra continues.

Cal, shaking water from his ears, passes us again, proudly — someone that there is no seaweed caught on the keel, but six small strands on the rudder.

He seems happier now.

• More, Out 3

teen... Kirky chimes out his countdown to the start.

Then another voice is heard "Watch out for Six Pack." What was actually said next will be the subject of some rather heated discussion at the rather heated debriefing. But no matter. The real problem arises from the fact that Bill Rafferty, perched on the gunwale, hand on the helm, reacts and alters course.

The silence is broken only by navigator John Kirk. "One minute, thirty. One minute, fif-

That will be deemed to be an error "Cal", still standing on the pointy end, still waving his arms, is supposed to be calling the shots.

Cal will forcefully say his piece at the debriefing, the other crew member will say his. Raff will openly admit his error in reacting and John Gaunt will pass a verdict — and prove he is definitely



Peace, then a flurry of activity

Again there is a flurry of activity as Graffiti closes on a mark. The crew discusses what must be done to round quickly and cleanly. Touch the buoy and you're disqualified.

The plan is perfectly executed and we're off again, heading south inside Garden Island. It has been a pleasing mark, with a competitor hoisting his spinnaker upside down. Everyone points and cheers

and jots it down in their mental notebook for the post-race drinks in the bar.

Colin Ballentine, working the mast and its many attached ropes for this race, recounts his course on the deck, backs to the cabin.

"I started in small dinghies called Moths. Then I bought an S80 and raced that." An electronic technician, he is hiring out his

S80 this year to concentrate on Graffiti. Last year, he tried both, and felt he couldn't be committed enough to the ocean racing.

"Why does he race out here?" "When you get back after a race, it's just so rewarding."

Cal has joined us. He agrees. "It's not always like this," he says, enjoying the sun. "On long races you are out at night, often soaked to the skin and freezing cold."

"Then you wonder why you're doing it. But when you get back, when it's all over, you feel you have really achieved something."

As we cruise back into Fremantle Sailing Club after Foundation Race, beer in hand, smile on face, the level of achievement is somewhat uncertain.

Graffiti is protesting over another boat, which apparently rounded a wrong mark. When we

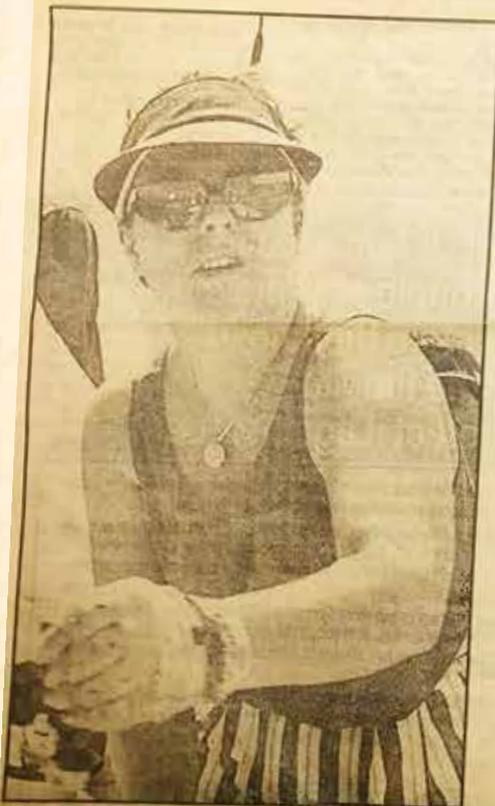
pass the other boat's pen and the skipper is informed of the protest, there is a somewhat embarrassed "did we?" followed by a strident "no we didn't".

Later a committee will decide that they did, and award Graffiti sixth place, behind winner Ivanhoe and second-placed Six Pack.

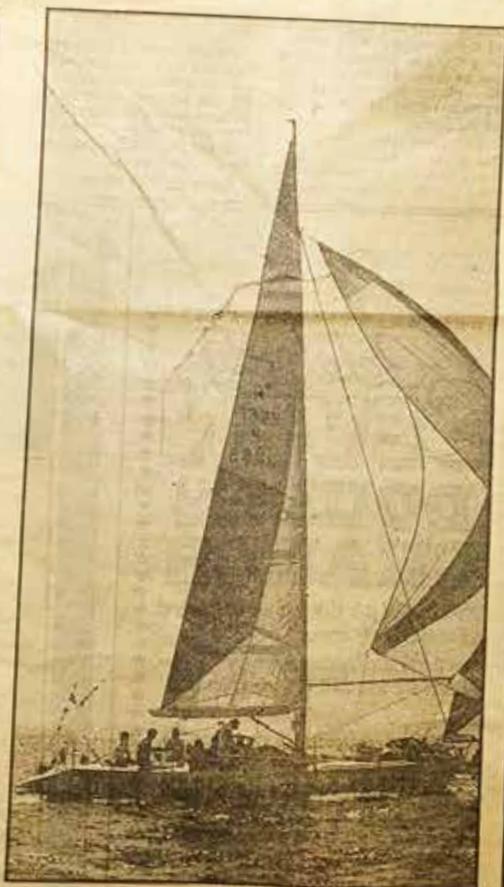
It's not first, and there are no excuses. But there's always next week. . . .



Seen through the rigging — Nadia, with Fremantle Doctor in the background.



ABOVE: In the heat of the action, Bill Rafferty's daughter Kerry winds a winch.



RIGHT: Nadia runs before the wind with the spinnaker up.

Things to do in the Golden West

THIS WEEKEND

OCTOBER 1-2 Carnarvon Bicentennial Tropical Festival Agricultural Show

An action filled weekend featuring agricultural machinery and horticultural displays, kite flying, banana eating competitions, loads of stalls, exhibitions and entertainment.

Contact: (099) 41 1439.



Jarrahdale Log Chop

See some of the best log chopping action in WA at the Jarrahdale Oval. There will be a host of other activities, including pony rides, a tug-of-war competition, stalls galore and entertainment by the Mucky Duck Bush Band. The Hotham Valley Tourist train departs Perth at 10am.

Contact: The Western Australian Tourist Centre on 322 2999.

NEXT WEEKEND

OCTOBER 7-9 1988 Bicentennial South West Games, Mandurah

Contact: 535 6803 or 535 6242.

OCTOBER 8-9 Manjimup Timber Festival

Contact: Manjimup Tourist Bureau (097) 71 1831.

Spring in the Valley, Swan Valley

Contact: Swan Valley Tourist Bureau 274 1522.

"Back to Southern Cross Weekend"

Contact: (090) 49 1001.

OCTOBER 9 Gingin Walkabout Family Fun Day, Gingin

Contact: The Western Australian Tourist Centre on 322 2999.



COMING SOON

SUNDAY, OCTOBER 23 The Great Perth to Pinjarra Bicentennial Bike Ride

A special route has been designed to give everyone a fun bike ride and an exciting day out. There's a country fair, including BBQ lunch and entertainment in Pinjarra. All supporters, riders and bikes return to Perth on the Hotham Valley Tourist Railway.

Participate and you could win one of two 10 speed bicycles donated by Ricardo Cycles.



For bookings and entry forms, phone The Western Australian Tourist Centre on 322 2999 or The Hotham Valley Tourist Railway on 421 1908.

State and National Australian Sailing Awards

FSC was well represented at both the State and National Australian Sailing Awards.



Steve Parkinson & Matt Wearn Male Sailor



Elise Rechichi and Tessa Parkinson



Harry Joyner



Matt Wearn Australian Male Sailor of the Year 2023



Harry Joyner



RAMP - Carolyn, Amanda and Kate



Michelle Brazier, Carolyne Bush, Amanda Casebier, Kate Lathouras, Kate Green



Hall of Fame award for Noel Robins' family, Graeme Martin and Jamie Dunross

A huge congratulations to Matt Wearn Sailing on winning his second Australian Sailing Male Sailor of the Year Award. Olympic ILCA 7 Champion Matt Wearn battled illness and injury in 2022/23, but still managed to put together another elite season that has him primed for another Olympic campaign heading into Paris 2024. Matt worked his way through the season beautifully, with top ten results at the European Championships (where he won Bronze), Palma and Hyeres before peaking beautifully for the Olympic Test Event in Marseille.

The Women's Racing and Mentorship Program (RAMP) at Fremantle Sailing Club has been extraordinarily successful in the coordination, promotion and administration of female participation in sailing in WA. As well as standing on the podium at each WA State Keelboat regatta since 2019, RAMP run regular social activities and coaching sessions, and have recently funded

two members to gain their AS coaching accreditation so the squad can continue to improve and grow. The team said .

"[We are] absolutely rapt to be winners of the Australian Sailing She Sails Award. We have a great team and great support from FSC and members. WA Sailing moving forward building great opportunities"

Harry Joyner, the State and National Youth Sailor of the Year is a talented iQFoil athlete with an incredible work ethic. Harry has represented Australia internationally at the highest level of Youth and IQFOiL competition over the past year. Participating in various Youth Championship events, most notably the iQFOiL European Championships held in Lake Garda in July 2023, where, having led the 400+ contestant regatta throughout qualifying, he ultimately placed second in the outright one-race final. Congratulations, Harry Joyner!

Elisa Rechichi and Tessa Parkinson were inducting into the Australian Sailing Hall of Fame. Together they rewrote the record books with their outstanding achievements, which included their extraordinary gold medal in the 470 class at the Beijing Olympics in 2008.

Tessa is a familiar face at FSC, having been out Head Coach for a number of years until starting a family.

Graeme Martin, Jamie Dunross and Noel Robins (dec) were inducted into the Australian Sailing Hall of Fame in 2019 in recognition of their performance, which included the gold medal in the Sonar class at the 2000 Sydney Paralympics. Covid travel restrictions prevented them receiving their award until this year, at the WA State Australian Sailing Awards.

Congratulations to all sailors, teams and clubs who were state and national finalists.



*The Cruising Yacht Club
of Western Australia inc.*



2023 COCKBURN SOUND REGATTA

Nominations Open Now

WWW.TCYC.COM.AU/CSR

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OzFish need your help to re-establish the seagrass meadows in Cockburn Sound!

You can help with the collection of seed, or re-distributing it in target areas.

Volunteers are needed on shore, on boats and in the water.

<https://ozfish.org.au/projects/seeds-for-snapper-wa-volunteer-application-form-2023/>



The FSC Marine Environment Committee, the fishing Sections and the Power Section encourage your participation

Volunteers Cocktail Party



Alan Stein and Paul Arns



Alpha Gabriel, Arianne Flora, Michaela Walters and Jenny Rice



Anita Bording, Dawn and Past Commodore Ron Greer



Arianne Flora, Michaela Walters, Jenny and Martin Rice



Blessing of the Fleet fireworks



Ceri and Paul Arns



Bosuns with diver Barb O'Dowd



Colin Enderbury and Jenny (R) with friends



Commodore Kyle Timms says a few words



CEO Craig and Julie Evans



CEO Craig Evans with Matt Duff



Doug Steel



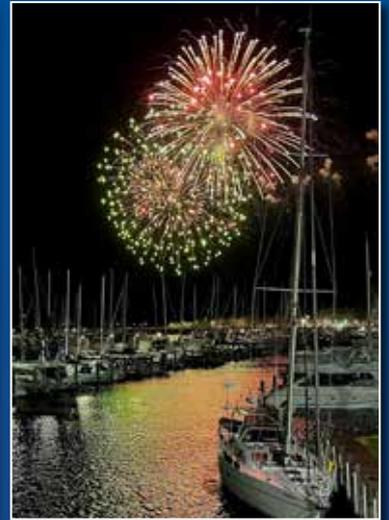
Greg Hancock and Alex Retallick - Duty Officers



Kelly Lavin



Heather Timms with Sue and Colin Holmes



Fireworks - image Craig Evans



Lyn Powell, Ian Whitehead and Rod Mulcahy



Past Commodore Life Member Bill Burbidge



Vice-Commodore Anthony and Michelle Kirke



Rear Commodore Sail Steve with Sue Parkinson, Robbie Hayes-Hearse, Phil Hearse



Fireworks - image Craig Evans

'Wine & Waves' FSC Art Exhibition

Arianne Flora, Cruising Committee

A fantastic FSC community art exhibition was held on a wintery night in the bridge room. 'Wine & Waves' opened on October the 1st. The guests were greeted with bright, dynamic artworks and tastings of various wines, and entertained by some 'bush poetry' by Paul Browning.

The initial 'Wine and Waves' event held earlier in the year was a wine tasting event organised by the Cruising Section. This time we merged the 'Artists of FSC' with the wine tasting with great success!

The exhibition was open for two weeks, including over the 23/24 Season Opening Day weekend.

Twelve artists were involved and works ranged from painting, ceramics and printmaking to jewellery and three-dimensional works. Artists ranged from professionals to hobbyists, with a special mention going to Lucinda Daly who gave the proceeds from her sold works to the Lions' Eye Institute research into macular degeneration (AMD).

The level of quality and diversity of works was impressive!

Artists involved included...

- Ann Gilchrist

Ann Gilchrist is a painter and also a published, award winning poet.

Growing up on the Firth of Forth in Fife, Scotland, she spent many holidays and weekends sailing with her father. She came to Australia when she was 24 and is still inspired by the ocean, waterways and the secrets held within.

She has most recently been collecting vintage alloy buoys which she paints with nautical and marine images. She has taken many photographs of the marina boats at Fremantle Sailing Club so will not run out of painting prompts anytime soon! Insta - @anngilchrist

- Annie Otness, aka Annie Hill Otness

Annie is an award-winning author and poet as well as painter. She and her husband Ole have *The Longboat*

- Anita Wyntje

Anita is usually busy dabbling with something – recent years have kept her

busy away from the sketchpad and easel but she has every intention of getting her act together and doing some real work.

- Ari Flora

Art, Design and Fashion teacher by trade, having worked as a technician and teacher for the last 25 years. Main interests are painting and illustration and have completed a printmaking degree with distinction at ECU. Group exhibitions include, Moores Building, Nyszitor Gallery and Heathcote amongst others.

FB Arianne Flora – Artbox, Insta arianneflora, E arianneflora@yahoo.com.au

- Joanne George

Joanne has always had a passion for art and studied at the Claremont school of Fine Art. She has entered, and continues to enter in as many exhibitions as possible. Joanne has won awards, and regularly volunteers and exhibits at the annual Army Art Exhibition, raising funds for Legacy. Her interests lately have trended towards nautical scenes, which correspond with her passion for sailing and cruising under



Ann Gilchrist - marina scene and vintage buoys



Annie Otness - sea shells on the sea shore



Ari Flora - beachscape



Exhibition



Figurines by Joanne George



Jewellery - Betty Walsh



Roger Swainston's pieces



Winetasting

sail. She also does some quirky sculptures and creates models of "working boats" based on boats she has seen around the world.

• Julia Lawrence

Julia is the creative mind behind Design by Julia (designbyjulia.com.au). Inspired by the breathtaking ocean and beaches of Western Australia, Julia handcrafts unique art with resin. Her one-of-a-kind homewares and gifts, including home decor, cheese boards, wall clocks and art, are a tribute to the coastal beauty that surrounds her. Julia's resin art pieces bring the serenity of Western Australia's shoreline into your home, making every day a beach day.

• Betty Walsh

"Aluminium and titanium are my preferred metals as I can create colour, both vibrant and subtle. I enjoy the colours that can be achieved with these metals and the vitality and sense of excitement they give me. Other materials that I use include sterling silver, yellow gold, freshwater pearls, cubic zirconia and diamonds.

Part of my aluminium, and more recently my titanium journey has been the challenge of designing and working with a material that does not follow all the conventions of jewellery production. Given that the process of creating a piece from more industrial materials can be dirty and quite engineered, I find it

exciting to see the vibrant, almost delicate end products. I enjoy the fact aluminium and titanium are industrial metals and through various processes, techniques, and design, I can exploit their inherent qualities in the creation of refined and attractive pieces of adornment.

Inspiration for my work is derived from some diverse aspects of my life experiences. The colours and ruggedness of the Pilbara are combined with the exhilaration, energy and the sometimes tranquillity of offshore sailing."

• Roger Swainston

Roger Swainston is an Australian painter, naturalist and zoologist. He is one of the most recognised artists of the underwater world.

'Over the years my work has somewhat diverged into two principal streams; the continuing work of painting portraits of marine animals, and the work of trying to capture from life the underwater world on a broader scale. I have developed a method to draw underwater which enables me to create large scale detailed portraits of the coral reef. Over weeks spent diving and resting immobile on the seafloor, drawing sheet after sheet with graphite on drafting film a mosaic drawing of the reef emerges. Although they are artworks in their own right these drawings often form the basis for large ecosystem paintings of the reef. One such example is reproduced in the "Life" Gallery of the WA Museum.

Working on portraits of fishes and crustaceans still captivates me, their variety and beauty an endless inspiration. From simple identification illustrations I have gradually moved towards creating life-sized and life-like studies of individual animals, capturing their character and their unique presence. I am presently working on life-size paintings of all the worlds species of Rock Lobsters from specimens, a quest which will take years to accomplish.'

Roger's work can be seen at <https://animafish.com/>, where prints of selected works (including our cover image) can be purchased in varying sizes.

The exhibition also featured work by...

- Lucinda Daly
- Michael Hunt
- Sandy Brennan
- Teresa Hazell

Thank you to the staff and marketing team at FSC. A tasty grazing table was provided by the cruising section and a message of appreciation goes to our wine sponsors Robert Oatley, Off the Vine and Fine Wine Wholesalers (supporting Nikola Estate – Swan Valley & WA, Wignalls – Albany, First Drop Wines – Barossa Valley and Clandestine Vineyards – WA).

Stargazing: The Best Views Perth Has to Offer

Pat Brennan (*Blue Elanora*) and Sandy Brennan (*Skeeta*), Cruising Section

We are absolutely blessed in Perth with clear skies and by and large for a major city, little light pollution. So why not sharpen our night sailing skills and head 20nm offshore to look at the stars? So this is what we did.

The idea was to do the cruise twice in the year, once with a full moon and once with no-moon. In their own ways, both nights definitely delivered. The format was fairly simple: we see what the weather is doing and based on the winds, determine some nice angles and set a rendezvous waypoint around 22-25 nm from the club, have a briefing at 3pm and push off by around 4. Once at the waypoint we drift around for an hour or so then head home, usually to be in around midnight.

So what actually happened? The very first attempt at the first cruise was a bit of a false start on account of a wee bit of bad weather; the second attempt was perfect, calm seas

and crystal clear skies. This was a moonless cruise and the stars did not disappoint. By 20 nm offshore the city lights were all but gone, and in fact it was so dark the only thing you could see were nav lights. As it turned out, there was quite a dinner party taking place on some of the yachts with roast dinners and hot apple pie making an appearance – challenge accepted!

The second cruise took place with the moon nearly full and was again a lovely night. The days were getting longer for the second cruise and as a result, we had a wonderful sunset. Signs of Freyr were evident through the day and into the evening which dampened the stars visibility. It was not until we were into the homeward leg when the clouds broke and Thor started letting us know he was in town with thunder cell putting on quite a lightshow just offshore from Hillarys.

Like the first cruise, the second saw light airs and a very calm, nearly flat sea. On the way to the rendezvous, the whales were in full swing putting on some pretty special shows. Dolphins were observed and bait fish avoiding tuna could be seen in places as well. At the rendezvous, boats drifted down current for a good hour while the dinner parties could be heard, wine glasses toasting coupled with an over the air trivia quiz for which there was an unequivocal winner. It was also special to see *Fourth Dimension* passing by on her way home from Indonesia which also prompted a rush to the bar to welcome her home – well done guys!

By all accounts, the Stargaze Cruise has been a wonderful experience and will find its way into the permanent fixture. Thanks for all those who came along and for Máire and Michael who also helped to trial the club offering some pre-cooked dinners, which went down a treat.



Stargaze whale



Stargaze lights



Starlight sunset



Stargaze Aquavit



Starlight sunset



Stargaze at the way point



Emergency Interaction Day

19th August 2023

Marion Morley,
FSC Power Section.

The sun is shining high in the sky.
The wind is calm, and the tide is high
You're floating in your boat enjoying the scene when out of
nowhere you hear a scream.
Someone calls "Fire!" and you leap to your feet.
You spring into action because you know what that means.
You race to the spot where you can see flames, fire
extinguisher there's no time for blame.
"Call Sea Rescue and give them this spot!"
You then grab the lifejackets, and everyone gets dressed
and although you can see that they are visibly distressed.
You tell, "Don't worry", I know what to do. "I attended the
FSC Emergency day and I am totally clued"



30 Second Challenge winner



All about fire extinguishers



Breakfast



Checking out the VN6DI boat



Fire hose practice



Sea Rescue



Test and tag your cords...



The Committee cooks lunch

The weather was kind for the Emergency Interaction Day this August, and with 90 registrations it was going to be a busy day. The day started with \$10 egg and bacon rolls which I have on good authority, were enormous and equally delicious and a drink – great value all round!

There were four areas of safety addressed by specialists during the sessions and all participants were divided into four groups so that they could rotate through the sessions and participate where possible to get first-hand experience.

The Department of Emergency and Fire Services presented both an informative and participative session on fire extinguishers. The differences, how to use them and explained the 'fire triangle' i.e. fire needs air, fuel and heat – these three components keep the fire ignited and burning. Take one of these components away and you put the fire out. However, before you do thatthe presenter explained how to approach an emergency situation and what to do first. His wise words were in summary.

1. Rescue and secure surrounds
2. Address exposures
3. Contain the fire where possible.

Fremantle Marine Rescue presented

information on how to use the radio. The importance of logging on and logging off, how to give your GPS position and/or if you are in distress how to they would find you if you called in with an emergency. The presenter continued to explain that it is always important to tell them how many people you have on board, how much fuel you have, your expected ETA and your destination. EPIRB and radio transmissions were also addressed and there were lots of questions posed that the rescue team were happy to answer and resolve to the satisfaction of the enquirers.

The Department of Transport demonstrated Flares - which ones to use at night and during the day - and most participants got a chance to let one off. Let's face, it's more fun and less stressful when your boat isn't sinking!

There was also the exciting "**30 second Challenge**".

The scene is set: **Your boat is sinking you need to make a radio call, locate and put on your life jackets and locate the flares in 30 seconds – Can you do it?**

This proved to be quite a challenge for most participants but.... It did highlight the importance of being prepared and knowing

where your emergency gear is regardless whose boat you are on.

Safety in the Marina was presented by Jason Hands, the Harbourmaster, who presented information on the Fremantle Sailing Club's fire safety procedure as well as demonstrating the use of the portable fire pump equipment. Participants were able to experience how the fire pump feels and works. There's nothing quite like seeing it in action! And there was an onsite electrician **Test and Tagging** shore power leads for a small fee to enhance the safety of the club and the marina.

The day was a huge success with great presenters, information and the ability to practically apply newly learnt knowledge as well as participate in activity one hopes never to have to do such as release an EPIRB. It was surprising that even the most staunch sailor/ boaties still had questions and learnt something. I have it on good authority that many of the boaties went back to their boats and checked their safety equipment and expiry dates of their EPIRBs. A big 'Thank You' to the Power section for hosting the Sausage Sizzle after the event [editor's note – how can Charlotte stand behind a BBQ wearing white??] with all money raised going to support the work of Marine Rescue!



Ancient greek sailors

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

Robert Kirton

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

Successful transit of terrain (wet or dry) requires three things. An ability to determine direction, an ability to accurately fix position and a medium on which to plot position, relative to surroundings. This three-part series will look at each element¹.

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

PART ONE - POSITION

The establishment of a terrestrial position requires coordinates. On the earth's surface the horizontal coordinate is known as latitude and the vertical coordinate longitude.

During the years 600-300BCE, it is believed the Phoenicians, the Greeks and the Polynesians had a concept of latitude based on observations of Polaris. Because Polaris remains relatively stationary in respect to the earth, does not rise or set, is at 0 degrees

at the equator and its altitude increase as an observer travels north, it is an ideal body for determining latitude. When voyaging, this change in altitude would have been noted by seafarers and the correlation to terrestrial position realised. But, of course, Polaris is only visible in the Northern Hemisphere. Particularly observant seafarers, in the Southern Hemisphere, may have used Sigma Octantis, or Polaris Australis for the same purpose.

In 325BCE, the Greek explorer Pytheas travelled as far as the Arctic measuring the angle of Polaris also the Sun and other stars. Using a Gnomon (the pointy thing on a sundial) he established a rudimentary understanding of latitude and its relationship to heavenly bodies. In the 3rd century BCE, Eratosthenes proposed a system, but not the terms Lat and Long, for a map of the world. Hipparchus improved on this in 2BCE and even devised a system of determining longitude by comparing the timing of lunar eclipses in different locations. His methodology was absolutely correct, but it took another 1900 odd years for it to be proven. The Greek Marinus of Tyre a geographer, cartographer, and mathematician in the 2nd century CE, was the first to assign the Lat and Long concept to his maps. However, it was the genius Roman (of Greek ethnicity, of course) Claudius Ptolemy who developed this into a grid system and a form of projection. Despite these amazing advances, the terms Latitude and Longitude were not widely used until the 14th century CE.

So the notion of Latitude as both a concept and a coordinate was established.

Indeed, generations of mariners understood the correlation between their terrestrial position and the altitudinal changes of the Pole Star. However, to establish an accurate latitudinal position, a foolproof means of measuring the altitude, of a heavenly body, was needed.

Other than the mark-one eyeball and the thumb, one of the first instruments for measuring altitude was the Kamal. The Kamal originated in the late 9th century in Arabia. Used by Arab, Indian, and Chinese navigators, it is a very simple system. It comprises of a length of string with knots one finger width apart (each finger width equal to approx. 1deg 26mins) and a card with a hole to allow it to slip over the string. The string was held at arm's length and between the teeth. The card was adjusted along the string until the top of the card touched the heavenly body (typically Polaris) and the bottom the horizon; by counting the number of knots the altitude and thus a rough latitude could be determined. Obviously, observation was limited by the size of the card so a better method was needed. Astonishingly, a form of the Kamal is still used today, in sea-kayaking for measuring the distance off land, and this 1300 years later!

Enter the Astrolabe; the history of this clever and important instrument is worth a book to itself. However, in brief, an Astrolabe was an astronomical instrument which served several purposes. In its simplest form, it was a circular disc with a pattern of wires, cut-outs and perforations allowing astronomers to calculate various

¹ - See the previous edition of the Blue Water Bulletin for Part 1 - Direction.



astronomical problems precisely. It was used also for measuring the altitudes of heavenly bodies. However the instrument, being cumbersome, was useful on land but impractical at sea. Hence the development of the "Mariners Astrolabe".

Appearing as early as 1295 CE, the Mariners or Sea Astrolabe was simply an inclinometer. Generally constructed of brass, consisting of a ring graduated in degrees (up to 360degrees) and an alidade (posh name for a sighting device) pivoted at the central point. By keeping the astrolabe suspended with the central point on the sea horizon, and sighting the sun or star along the alidade, the observer could measure its altitude. Whilst a big improvement on the Kamal, the Sea Astrolabe was not good in windy or rough conditions and limited by the length of the alidade.

So again, a more accurate means of measuring altitude was needed. Invented somewhere around the mid-16th to early 17th centuries CE, the Backstaff was a device for measuring altitude by using a projection of the shadow of the observed body (usually the Sun) and matching this to the sea horizon. There are several possible inventors of



Harrison H5 Chronometer image sciencemuseumgroup.org.uk

the original Backstaff. However, the most famous was the Davis Quadrant, invented by John Davis 1550-1605CE an Elizabethan navigator and explorer. He led several voyages to discover the Northwest Passage and in 1592 discovered The Falkland Islands. The Davis quadrant was an improvement on earlier models but was still awkward to manage. To use a shadow, the observed body had to be behind the observer and consequently the instrument was very limited in its application. Obviously, no good at night and limited to observing the sun (and possibly the moon under very specific circumstances). However, as with many simple, original inventions, the Backstaff started a train of thought, which through the introduction of prisms and mirrors, led to the development of the Sextant.

The use of two mirrors to achieve a doubly reflecting instrument occurred in 1731. The Sextant (an arc one 6th of a circle) was first mooted in the 17th century but began to come into its own in the 18th century. Possibly, Jesse Ramsden, a Yorkshireman of humble beginnings, might be credited with developing the first Sextant in its modern style. Certainly, the Board of Longitude purchased his sextants and the rights to its design in 1777 for GBP615.

From this early beginning, the sextant continued to be developed and refined and continues to be used to the present day. Although the basic design remains the same, there have been many improvements resulting in increases in accuracy. There have been also several variations, such as the Bubble Sextant used in air navigation, and others for specific applications. The Gemini space program carried a type of sextant for fixing position in space.

The use of various instruments, for measuring the altitude of heavenly bodies and thus obtaining a latitude, solved one problem. However, to obtain a position two coordinates were needed and thus the quest for longitude began.

The first reported concept of longitude was developed by Hipparchus in the 2nd century BCE. His system was based on 360 deg and even had a prime meridian passing through Rhodes. Amazingly, he postulated longitude could be established by comparing the times at different places of a lunar eclipse. Although the theory was sound and used centuries later, due to the absence of accurate clocks, the result was also inaccurate. However, the CORRELATION BETWEEN TIME AND LONGITUDE WAS ESTABLISHED. Then Eratosthenes proposed a very rudimentary system of Lat and Long in the 3rd century



BCE. The continued development of the theory of comparing local time, at the observer's position, with the time at a fixed position eventually allowed longitude to be calculated. However, this was, of course, dependent on having an accurate and practical means of measuring time.

Hour glasses, graduated candles, sundials and guesswork were all very well, but it was not until the 17th century real progress was made. The development of the Galilean telescope, for observation, and the Huygens clock pendulum were major advancements. The continuing development of both saw the accuracy of determining Longitude, on land, improved to about 1degree. However, it was a very different story at sea. A rolling and pitching ship was not an ideal environment for a pendulum clock driving the search for an alternative.

The British Longitude Act of 1714 offered large cash rewards for a practical and accurate means of determining longitude at sea. This was eventually won by John Harrison, a Yorkshire carpenter/ clockmaker, in 1773 with his H5 chronometer, personally tested by King George and accurate to 1/3 of a second per day. The story of Harrison's chronometers is fascinating and has been well explained by Dava Sobel in her book Longitude. Well worth a read!

Harrison's H5 was compact, did not rely upon a pendulum and was accurate; another element in the quest to precisely establish position had been solved.



Starmap - image from vecteezy.com

Sail Freo



29ers approach the start



29ers show pace



29ers start



A good day for a swim



Becalmed



Chris Bender at work



Contender - Michael Edmonds



Ed and Roger



Etchells before the start



Etchells incoming!



Etchells start



Flying 505



FSC Etchells entry - Hustler



Glenn Perter, RO



Kiteboarders



Mark and Kristy in the Canteen



Lazy wave



Start boat ahead!



Max and RIBs ready to go



Rounding mark



Volunteers' Briefing



Surfing



Tess and Tor - The Wolf



Steve Delfos on Success



Traffic jam



Wild ride



Wingfoiler

Sailability WA – make a difference

Images courtesy of Sailability WA



Bella Vita crew.



Hoist, Thursday sailing March 2022



Nev Thomas, Fishability Vessel

From time to time, people that you would expect to see at FSC can be found at Royal Perth Yacht Club, and the reason's pretty simple. They are helping out at Sailability WA, which is hosted at RPYC, and they will tell you that it's great fun, it teaches a lot, and it's an undeniably feel-good way to spend some time. Do you have some time to spare?

Established in 2000, Sailability WA wants every person to find the feeling of freedom on the water, with the opportunity to experience sailing regardless of their age, ability or personal circumstance. From offering supported sailing to providing the equipment needed to pursue a sporting career in sailing, Sailability exists to remove the barriers that might otherwise stand in the way. Sailability WA is a registered charity, and the mid-week supported sailing program is sponsored by Healthway.

The Supported Summer Sailing season runs on Wednesdays and Thursdays from mid-October to the end of April.

- Wednesday morning sailing is a supported program for participants who are mobile but need on-water assistance and support.
- Thursday morning sailing is for

participants who use a wheelchair and are hoisted aboard boats for a sail on the Swan River.

- On Thursdays, Sailability also offers a 'River Cruise' to Coffee Point, Nedlands, Elizabeth Quay or around Matilda Bay on board the 'Nev Thomas' pontoon; this is for participants who prefer to stay in their chairs.

Thursday morning sailors are generally supported by carers who come on board to make sure the participants are comfortable whilst the volunteer skipper and crew run the boat.

Sunday morning sailing is for participants who have some sailing skills and want to develop these further to advance to the higher levels of coaching and competition provided by Royal Perth Yacht Club. Advanced sailing for participants who have achieved competition level is provided through the RPYC Coaching and support program, using Sailability WA craft or their own dinghy.

The program also offers opportunities to groups from Education Support Centres, giving children what is often their first experience of being on the water. These events are arranged on demand during the school term.

Sailability WA owns and maintains a fleet of purpose designed HANSA dinghies and

keelboats as well as specialist equipment to launch and retrieve participants, and provides on-water safety support using powered RIBs.

The program is supported by a dedicated team of volunteers who give their time to assist people with disabilities in having their sailing or on-water experience. Volunteer roles vary from skippering and crewing on boats or providing 'shore support' to helping people with disabilities to learn to sail and to maintain their equipment.

Volunteers require a Working with Children (WWC) card – applications are subsidised for volunteers – and Sailability is very excited by people who have qualifications in First Aid, an RST and/or a radio operator's licence (LRCOP). Training is provided in the areas of Diversity and Equal Opportunity, and the practical handling and maintenance of the vessels used, and other upskilling for the group is occasionally arranged upon demand.

The benefits of 'Act, Belong, Commit' apply equally to the volunteers and the participants. If you can help out, please get in touch with Program Coordinator Rachael Cox via:

Email: office@sailabilitywa.org.au

Telephone: 0404 145 499

Web: www.sailabilitywa.org.au

Socials: #sailabilityWA



Sailors at Sailability



Vivienne and Karl- support worker 2023



Volunteer training 2023

Marine alcohol and drug laws

Department of Transport

Find out about the risks of drinking alcohol when boating.

Amendments are being made to the *Western Australian Marine Act 1982* to introduce legal limits of levels of blood alcohol or illicit substances and allow drug and alcohol testing on WA waterways.

Under the new laws, skippers navigating a vessel will be subject to the same drug and alcohol limits and penalties as those in place for WA drivers.

The new laws are expected to be introduced in stages over the next year. Read the Department of Transport media statement to find out more about the proposed changes; for enquires and questions please email marinealcohol@transport.wa.gov.au

Proposed law changes

The new laws will include:

- legal limits on levels of blood alcohol or drugs affecting skippers navigating vessels
- Department of Transport (DoT) and WA Police Force officers will be able to test skippers for drugs or alcohol
- new offences to target the unsafe operation of vessels, and
- increased penalties for skippers under the influence of drugs or alcohol.

The new laws will bring WA in line with jurisdictions across Australia and deliver a consistent safety message to skippers and drivers.

What vessels will the laws apply to?

The new laws will apply to all types of vessels including personal water craft,

sailboats, dinghies and tenders. The new laws will not apply to paddle craft, windsurfers, kiteboards and other types of non-motorised craft.

Drug and alcohol limits

The blood alcohol content limit will be 0.05 and graduated penalties for being above this limit will align with road laws in WA, including 0.05, 0.08 and 0.15.

The drugs captured by the new laws will align to the *Road Traffic Act 1974* and the Road Traffic (Drug Driving) Regulations 2007 and cover a range of substances including but not limited to:

- cannabis;
- ice or speed; and
- MDMA and ecstasy.

Penalties

The penalties under the new laws will reflect penalties for similar offences on the road.

If you operate a vessel under the influence of alcohol or drugs, you face:

- a fine up to \$3,750 for a first offence; and
- more than \$7,500 and up to 18 months imprisonment for a third or subsequent offence.

If you are navigating a vessel while under the influence and cause death, you will face a maximum penalty of 20 years imprisonment and an unlimited fine.

If you are found breaking the new laws, your Recreational Skipper's Ticket (RST) will be disqualified.

If you test above the limit for drugs or alcohol, you may also receive a notice

temporarily prohibiting you from operating a vessel.

You will be directed to leave the vessel in a safe place or give control of the vessel to a WA Police or DoT officer, or suitably qualified passenger. Under the WA Marine Act, officers have authority to deal with vessels that are a hazard or obstruction in state waters, and this may include taking a vessel into safe custody.

How drug and alcohol testing will work

Under the new laws, DoT and WA Police officers will have the authority to test skippers they believe are incapable of safely navigating a vessel while under the influence of alcohol or drugs.

There will be mandatory testing after boating incidents which result in serious injury or death.

If officers are not able to identify the skipper, all people who were on board the vessel at the time of the incident could be tested.

Vessels that are secured, either at anchor, to a mooring or jetty are not considered to be operating. However, like on the road, officers can conduct a drug or alcohol test if:

- they suspect that skipper has recently been operating the vessel while under the influence of drugs or alcohol; or
- a person under the influence of drugs or alcohol attempts to operate a vessel.

For more information including FAQs, see <https://www.transport.wa.gov.au/marine/drugsandalcohol.asp>



Inception of the Keelboat Racing Section

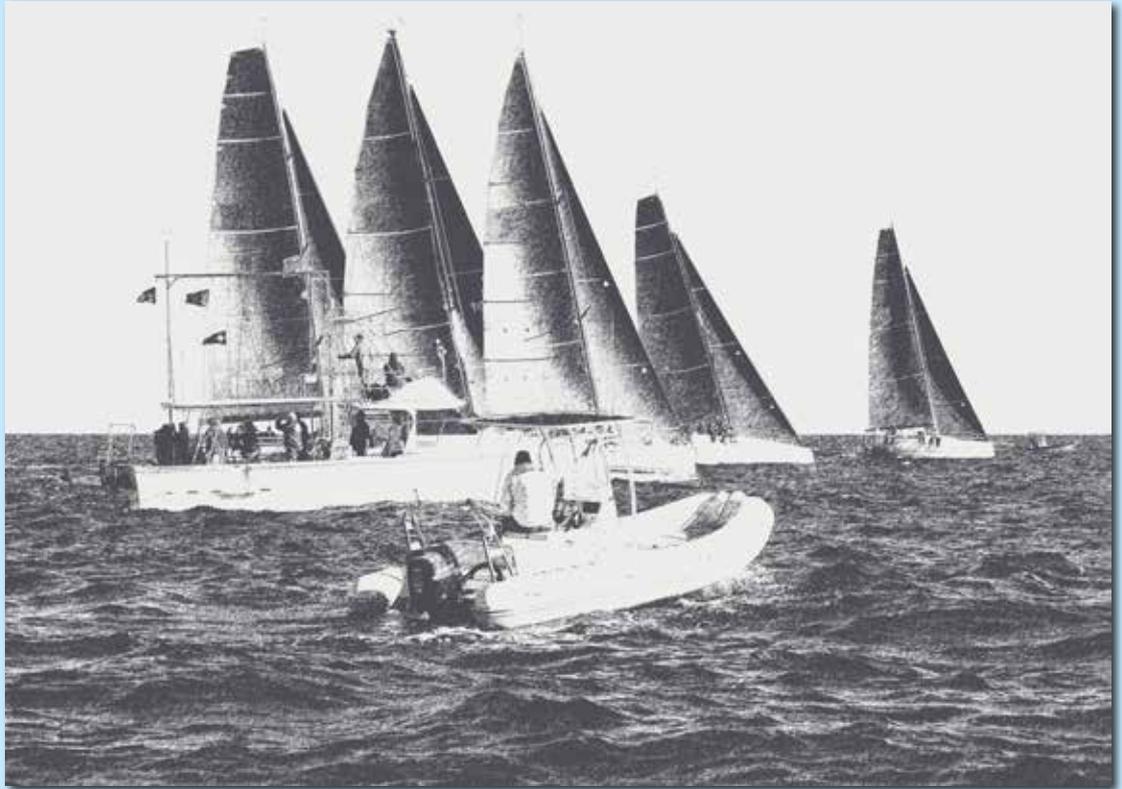
John Rayner, Keelboat Captain

Keelboat Racing is an incredibly fun and rewarding activity enjoyed by millions of people in all corners of the world. The very nature of it demands skippers and crews enthusiastic enough to prepare boats - and a club, volunteers and supporters who are generous of time and spirit and enjoy seeing these crews and vessels out competing on the water. FSC and the WA coast provide all the necessary ingredients for this activity to be seen at its very best, but there is also an evolution taking place. In

times gone by divisions and fleets were bulging with strong numbers participating in both 'inshore' and 'offshore', and the competition boasted a number of regular big (>40 foot) boats occupying the high end of town and fierce competition amongst the smaller to middle sized boats. There were boats and sailors regularly leaving the relatively flat conditions on the river to experience the adventure of the ocean with all clubs having some offshore representation. Some boats enjoyed the ocean conditions and migrated to FSC or HYC permanently, whilst others preferred to stay on the river.

Over the last five COVID-impacted years, fleet numbers have steadily declined across the board as folks revisit their priorities, finances and interests. A strong turnout of keelboat racing yachts and crews at FSC for all events can no longer be taken for granted, and many club members are simply enjoying cruising and twilights to get their keelboat sailing fix. There is still, however, a strong cohort wishing to go racing and to ensure this the best experience possible there is a need to offer safe, well organised and inclusive events.

The motivation behind creating the keelboat section out of the inshore and offshore sections is to create a single point of contact at FSC for all keelboat racing and events with the idea of aligning all calendars, safety, marketing, training, functions and support. For example, the Inshore fleet would race to TCYC or HYC perhaps a week or two either side of when Offshore fleet would be doing the same destination races - at times they would sail past each other on the course. The inaugural Coastal Cup has been introduced this year to allow all boats and fleets to compete in these races together, with the aim of joining forces and building numbers.



The Terry Fisher series is a wonderful series of six Sunday races (once a month, November – April) with one of its aims being to build short-handed sailing skills. Historically, the ‘Terry Fisher’ has been one of the better supported series on the calendar. The challenge was that it did not sit under Inshore or Offshore, so while it had all the hallmarks of what boats wanted to do, it was not being scheduled or recognised amongst other racing events or supported as well as it perhaps should. The series is now included in the ‘Keelboat’ calendar.

In past years Inshore and Offshore had separate presentation nights, and again it was a struggle to maintain numbers. Off the water we tried running a combined presentation dinner last year, as individually each section was running events with around 60 attendees – combined we had around 180 people and suddenly needed to make sure we could cater for all who wished to attend!

At the time of writing, we are around 3 months into the new Keelboat Racing Section venture and the ‘Red Book’ has been produced through the efforts of all the hard working volunteers and the Boating Office. It contains all the new structural changes, calendar and series, and is available at <https://fsc.com.au/wp-content/uploads/2023/10/FSC-Keelboat-Sailing-Handbook-2023-2024-NTC2-1.pdf>

The committee are developing aims and ideas to help build participation and to make it as easy as possible to get boats out on the water. We hope to see many new faces competing in well supported regatta style events and longer series which provide racing opportunities for all levels and interests. We are always looking for valuable, constructive feedback on how to improve and always looking for members who may want to help out volunteering and mentoring new members.

FSC Women's Racing and Mentorship Program (RAMP) - Amanda Casebier – Working group

RAMP and its members have had a lot to celebrate over the past couple of months. After winning the Australian Sailing WA 'SheSails' award some of the working group members flew to Sydney for the Australian Sailing National Awards where they picked up the National trophy. They are thankful for the support and encouragement from Fremantle Sailing Club, its members and the recognition from Australian Sailing. There was celebrating on that evening!

So far this season RAMP have hosted a twilight and will participate in the Terry Fisher Series on the Melges 24 to defend their 1st place result from last season. Some of the race squad will spend as much time as possible on the Melges 24, with the intention of competing in Geopraphe Bay Race Week in February

and IRC states in the future. The idea is to build an offshore racing team that can transition onto a keelboat.

RAMP have also joined forces with the Dinghy Section one Friday a month for a social sail and bbq. In between twilights, development sessions, the Terry Fisher Series and Dinghy Sundowners RAMP are also working on establishing two teams for Dinghy Club, Women's State Keelboat and Inter Club Championships. RAMP continue to offer free development sessions for those interested with members Carolyne Bush and Heidi Bucktin being Australian Sailing accredited coaches.

We are very pleased to welcome Heidi Bucktin and Georgia Payne to the working group. This group now consists of Carolyne Bush, Michelle Brazier, Heidi Bucktin, Amanda Casebier, Kate Green and Georgia Payne - a wealth of experience across all aspects of sailing!



Pacer - dinghy sundowner



RAMP at the Huck Scott Regatta



RAMP team on FSC Opening Day



Skip Lissiman, Amanda Casebier, Kate Green, Carolyne Bush and Lawson Dixon - National AS Awards night



Opening Day - RAMP Melges24 in the lead



King George Show Classic Timing

Ray Wilson

King George whiting arrived right on cue at the Angling Section's competition on November 5. While 'geordies' are caught all-year round, it is generally regarded that November is the pick of the months, with December and January also in the mix.

And November's comp was sweet news for the anglers who planned to take part in the November 11 King George Classic.

Around 18 King George were taken, with an average weight of around 0.5kg, while Craig Thomas – also the King George Classic organiser – nailed the biggest at 0.72kg.

It gave Craig the target fish of the month award -- \$100 on his House Support Scheme.

Ray Wilson, in his first competition for three months after a knee replacement, fell across the line with 83.72 points to claim the field day, with a haul of King George, snook, skippy, herring, sand whiting and flathead.

Sangeeta Menon was second with 79.34 points, pipping her partner Craig who scored 78 points.

The November 5 competition also produced a spectacular byplay when eight-year-old Kaden Crofts landed the fish of his young life.

Aboard granddad George Greaves' boat *Prosperity*, it was a case of the old man of the sea helping the young man of the sea.

With dad Glenn Crofts also offering some support, it took the young fella 30 minutes on 12-lb line to get his 16kg samson fish alongside after some expert boat work from George who stalked the big fish to take the strain off Kaden and his gear.

The December competition is scheduled for December 2.



Craig and his winning King George



Kaden and the samson fish



Kaden and Glenn with the samson fish aboard *Prosperity*



Catch us if you can!

Ray Wilson

In the Angling Section’s Shed 7 there is a small board on the wall alongside the scales which provides a running commentary on the weights of the heaviest species caught so far in the monthly competitions. Any time a fish of eyebrow-raising proportion is presented for weigh-in, weighmaster Chris Walkey, and often the chuffed angler will refer to the board to determine whether the catch becomes the best of the season. A \$60 voucher for angling gear presented at the annual awards night is the prize for each of the heaviest specimens.

So come the October 2023 competition - the start of the Angling Section’s competition year - the board is a clean slate, waiting for the best fish in the different categories to get a weight scribbled in the slot provided. And normally, the fish are entered in dribs and drabs over the months, sometimes one or two a comp, sometimes none.

The October 2023 competition proved an overwhelming exception as five entries were scribbled into the slots for fish that are candidates to not be bettered for the rest of the angling season. Amazingly, the heaviest snapper, King George, flathead, tailor and breaksea cod for the October competition could still be in front on the leader board following the final competition for the 2023-24 season in September.

In a remarkable competition, certainly the best in recent times, the most impressive catch was Rear-Commodore Nev Norkett’s 8.42kg pink snapper taken on a day when the pinkies were prolific.

In no particular order, Jennine Gee starred with her 1.4kg flathead while John Bech milked his tailor spot around Mewstone again to land a 1.35kg specimen. Noted King George hunter, Chris Walkey, landed a great early-season geordie that stopped the scales at 1.12kg.

Phil Volich, after heading in all directions to boat a pinkie with his mate Brian Arnett, couldn’t get a snapper to save his life but his efforts were rewarded with a handsome 1.62kg breaksea cod.

With the demersal ban lifted for the September-October school holidays, pink snapper ran rampant in grounds 3-4km east of Rottneest in water around 18m. Several boats bagged out on the pinkies in a competition generally regarded as the best haul of snapper boated in recent times.

The haul of snapper was a terrific sideshow to the other varieties weighed in, with those anglers issuing a “catch us if you can” challenge. If October is a guide, the 2023-24 Angling Section season could be one for the ages.



Jennine Gee caught her biggest-ever flathead



Sangeeta Menon was one of several anglers who landed pinkies



Chris Walkey landed a 1.12kg King George



Nev Norkett nailed an 8.42kg pink snapper



FSC DINGHY Update

Tim Brazier, Dinghy Captain

New Season & a New Committee

This season, we have a new Captain and team taking the Dinghy Racing Section helm.

Committee Members

- Tim Brazier (Captain)
- Fleur Allen
- Michelle Brazier
- Jonathon Bloch

Class Representative

- Optimist – Joe Strauss
- OK Dinghy – Anthony
- 505 – Alex Thomson

- 29ers – Pol Rafart
- Windfoil – Brazier family
- ILCA – TBA

A huge thank you to the outgoing committee for their hard work and dedication over the years.

As for Season 2023-24, we are well underway with a full calendar of racing and training. 2023 sees Chris Charlwood return to Fremantle Sailing Club to take the role of the Sailing Academy Principal Coach after 10 years on the road sailing and competing. It is great to have Chris back at FSC where he grew up racing Optimists and honing his sailing skills.

Chris ended his international sailing career at the top of the world 470 rankings.

Huck Scott 2023

This year the Huck Scott series had very light conditions compared to a typical Huck Scott Series. Racing was held over 4 weekends, and most classes completed 10 races.

This year we introduced Bravo Course to cater for Wind Foil. Due to the speed foilers race at, they can complete a typical length course is 10 to 15 minutes. Bravo course enables us to target the right conditions and quickly cycle through races without long delays between races waiting for other classes.

Huck Scott results

Optimists - Open		
1	NAUTI BUOY	Thomas Cooper
2	LORD OF THE WIND	Nicholas Cooper
3	VIVA LA VIDA	Seth Till
4	SALTY	Murray Duthie
5	ECLIPSE	Kai Nakayama
6	DOUBLE TROUBLE	Victoria Chernoff
7	GONE WITH THE WIND	Orlando Ligovich
8	ITS ALL G	Lucas Page
9	HALF FULL	Hudson Graham
10	WINDRUSH TSUNAMI	Alexander Eyles
Optimists - Intermediate		
1	WEAPON OF CHOICE	Jed Sherring
2	SEA MAVEN	Xavier Strauss
3	STORM STALKER	Charlie Purt
4	STORM BOY	Connor Grant
5	FIREBOLT	Gabriel Shvak
6	SEE MAGIC	Callum Grant
Open Skiff - Open		
1	QUICK BIC	Eloise Chernoff
ILCA 6		
1	BOUNCE	Lili Mcaullay
2	TBA	Caitlin Shaw
3	SPEEDY KIWI	Joshua Till

4	KAVORKA	Charles Allen Toyn
5	MAJOR LASER	Stewart Gifford
6	SLAMDUNK	Toby Jones
7	GEORGE	Xavier Bates
8	BANDIT	Giacomo Helliard
9	BEERACUDA	David Luketina
ILCA 7		
1	SPIKE	Lawson Mcaullay
2	TBA	Patrick Scally
3	AA	Colin Dibb
4	STILL KNOT A CLEW	Liam Cox
5	ACE OF HEARTS	Stefan Elliott-Shircore
6	OLYMPIA	John Middleton
7	ISABELA	Adam Douglas
8	RHONDA	Anthony Wood
9	FR8 TRAIN	David Whait
OK Dinghy		
1	YIPPEE KI YAY	Brendon Green
2	FLIGHT RISK	Scott Olsen
3	BASELINE	David Meehan
4	BELLA	Anthony Galante
5	WOTS NEXT	Sam Nash
FINN		
1	PHAT TUNA	Michael Mcaullay

2	AUS12	Roger Best
3	THE WOMBAT	Harmon Mcaullay

29er

		Skipper	Crew
1	STEEZ	Ona Rafart	Pol Rafart
2	BREAK THE LINE	Finley Symonds	Lucas Cunningham
3	BOUYZ	Charlie Stay	Jasper Stay
4	GRATER	Liam Muller	Zachary Debenham
5	IMPACT	Alice Travlos	Issac Biczó
6	TBA	Jonas Moeller	Lia Rafart

505s

		Skipper	Crew
1	EPILEPTIC OCTOPUS	Nicholas Mariani	Alex Thomson
2	SWING SHIFT	Grant Abbott	Matthew Till
3	STRING THEORY	Roger Pell	
4	WET MARKET	Jarrold Hazell	Roy Woodcock
5	THE WOLF	Matt Hansen	

SB20s

		Skipper	Crew
1	RAMP	Carolyne Bush	Michelle Brazier
2	RAMP 2	Georgia Payne	Amanda Hill

Windfoilers

1	BLOBFISH	Aiden Grove
2	NEED MORE CUPCAKES	Jack Brazier
3	KING PUMPKIN III	Ben Robinson
4	BALANZE	George Elms
5	KABOOM	William Mcaullay
6	ULUWATU	James Stephan
7	CRITICAL SLIDE	Erik Van De Veire



International Regattas+

Throughout the year, Fremantle sailors have travelled far and wide to compete internationally.

ILCA



Matt Wearn – 1st ILCA7 2023 Allianz World Sailing Championships

Colin Bidd - 2nd 2023 ILCA 7 Masters World Championship – Great Grand Masters

Christophe Bottoni – 2nd ILCA7 Masters World Championship - Masters

Stefan Elliott-Shircore – UK National Champion, 2nd U21 Europeans, 6th U21 ILCA Worlds

Other ILCA sailors to head to international regattas over winter were Liam Cox, Michael Compton, Stewart Gifford and Charlie Toyn.

IQFOiL

Harry Joyner - 2nd IQFOiL Youth & Junior European Championships

Optimists

Murray Duthie – Worlds (Spain) and Asian and Oceania 470

Nia Jerwood – 6th Paris 2024 Test Event - Sailing

OK Dinghy

Brendon Green and Anthony Galante headed to the OK Dinghy worlds in the United Kingdom.

Sail Freo

We had a range of conditions for Sail Freo 2023, everything from 0 knots to +22 knots. 109 boats, 152 sailors and over 70 volunteers over 3 courses made for a spectacular sight out from the club on Saturday and Sunday.



A huge thank you to the FSC members who made their boats available for the regatta. Without this flotilla, we would not be able to run a safe event.

A special thank you to Heather Timms and her husband, Commodore Kyle Timms, for flipping burgers on Saturday. They fed a huge horde of very hungry sailors and volunteers after a tough day on the water.



Team Timms cook a mean burger

Optimists - Open		
1	NAUTI BUOY	Thomas Cooper
2	LORD OF THE WIND	Nicholas Cooper
3	ITS ALL G	Lucas Page
4	ECLIPSE	Kai Nakayama
5	WINDRUSH TSUNAMI	Alexander Eyles
6	VIVA LA VIDA	Seth Till
7	SONIC BOOM	Charlie Purt
8	DOUBLE TROUBLE	Victoria Chernoff
9	THE DOCTOR	Sebastian Buckley

Optimists - Intermediate		
1	STORM BOY	Connor Grant
2	FLYING FLYNN	Rhys Williams
3	SEA MAVEN	Xavier Strauss
4	ENCHANTE	Jed Sherring
5	SEE MAGIC	Callum Grant
6	SEA ME	Asher Williams
7	AQUA ROCKET	Hannes Moeller

Open Skiff - Open		
1	SKIFF MARKS	Xavier Putt
2	BULLFROG	Finn Van Duren
3	QUICK BIC	Eloise Chernoff
4	PICKLE BIC	Lailah Beck
5	BIC OZ	Billie Mccracken
6	MR PERCIVAL	Darcy Brinkmann-Gray
7	BICTONITE	Alex Foley
8	BICTORIOUS	Oskar Bromberger
9	THE WIND CRIES MARY	Noah Tiller
10	MERLIN	Angus Russell

Open Skiff - Intermediate		
1	BACK IN A SKIFFY	Teo Edwards
2	CHEWBICA	Miles Beck
3	MR PONDER	Piers Brinkmann-Gray
4	BIC TATER	Lucas Cummings

ILCA 4		
1	TBA	Jasper Stay
2	NO CLEW	Luke Carrick
3	ODYSSEY	Maciek Tarasewicz
4	CHICA LOCA	Addison Heatley
5	BIRDIE	Imogen Bates
6	ARGO	Fedor Alfimov
7	LIQUID LIMO	Isla Molyneux
8	GONE SAILING	Samuel Hart
9	TBA	Jake Hamley
10	CLUB BOAT	Wojtek Tarasewicz
11	PUDDLE DUCK	Jemima Lane
12	VERY NICE	Kai Patterson

ILCA 6		
1	IN THE ZONE	Charles Allen Toyn
2	COL-DE-ILCA	Xavier Bates
3	SEASHORE	Caitlin Shaw
4	SPEEDY KIWI	Joshua Till
5	AQUA LOCO	Craig Williams
6	OTTERS POCKET	Ailee Milne

7	BAZINGA!	Dylan Capewell
8	BEERACUDA	David Luketina
8	ACCIDENT PRONE	Issac Biczó
ILCA 7		
1	CLEAR	Christoph Bottoni
2	SLIDE RULES	Michael Coote
3	SLAMDUNK	Toby Jones
4	WET DREAM	Liam Cox
5	RHONDA	Anthony Wood
OK Dinghy		
1	FLIGHT RISK	Scott Olsen
2	BELLA	Anthony Galante
3	OK WHATS NEXT	Sammual Nash
4	YIPPEE KI YAY	Brendon Green
5	BASELINE	David Meehan
Contender		
1	BLACK TIE	Simon Barwood
2	WILDCAT	Paul Green
3	T-T-T-TOTALLY WIRED	Michael Edmonds
Kitefoil		
1	TBC	Zac Pullen
2	2 LEGIT	Alex Landwehr
3	NOAH K	Noah Karantonis
4	FOIL	Ant Pillinger
5	BORIS	Boris Martin
6	ZILWA	Julie Paturau
Wingfoil		
1	NO BUENO	Oliver Pabbruwe

Wingfoil Silver			
		Skipper	Crew
1	ULUWATU	James Stephan	
2	CRITICAL SLIDE	Erik Van De Veire	
2	2 PUDD	Doug Pianta	Haro Armstrong
3	STORM	Nathan Steele	Orson Steele
29er			
		Skipper	Crew
1	FULL SEND	Angus Cameron	Ashlie Duffield
2	SHELLBERITE	Blake Tweedie	Benjamin Pearson
3	IMPACT	Bindy Vitales-Jones	Issac Biczó
4	BREAK THE LINE	Finley Symonds	Lucas Cunningham
5	TURBO	Jonas Moeller	Lia Rafart
6	FIREFLY	Brenn Armstrong	Charlie Stay
7	SLIM SHADY	Alice Travlos	Klara Travlos
8	GAZILLION DOLLAR BET	Hudson Armstrong	Flynn Walford
9	A LITTLE UPSET	Tania Holddack	Sarah Atkinson
10	SPELLCHECK	Rafael De Pelse- neer	Benjamin Bloch
11	BOUYZ	Charlie Stay	Brenn Armstrong
505			
		Skipper	Crew
1	THE WOLF	Tessa Parkinson	Thor Schoenhoff
2	EPILEPTIC OCTOPUS	Nic Mariani	
3	CRIMSON AUTOGRAPH	Matt Hansen	Shane Attwell
4	LEGO	Mark Stowell	
5	SWING SHIFT	Grant Abbott	Matthew Till
6	STRING THEORY	Roger Pell	Ed Repsevious
7	MANTA	Alex Thomson	Alexander Bootsma
8	DEVILS HAIRCUT	Luke Abbott	
9	WET MARKET	Jarrold Hazell	Roy Woodcock

Etchells				
1	RATPACK	Bradley Moore	Grantham Kitto	Bradley Moore
2	AZURE	Chris Pratt		
3	CHILLY BIN	Dirk Van Der Struyf	Nick Deussen	Sean Gregory
4	SCREAMING PLUM	Greg Kerr		
5	YO!	Peter Richard Ahern		
6	FORTE	Mark Crier		
7	GALACTIC WITCH	John Greeve	Giles Harden Jones	Giles Harden Jones
8	HUSTLER	Jason Poutsma	Declan Keogh	James Keating
9	HIGHLANDER	Harry Coulson	Peter Hood	



Sail Freo - 505 start



Sail Freo - Commodore Kyle Timms



Sail Freo - Optimists Open (L-R) Lucas Page, Thomas Cooper, Nicholas Cooper



Sail Freo - Spinnaker action



Sail Freo - Etchell skippers Dirk van der Struyf, Bradley Moore and Chris Pratt



Sail Freo - kite drop



Sail Freo 505 *The Wolf* - a turn of speed



Sail Freo - mixed fleet



Sail Freo - ILCA 6 Caitlin Shaw, Charlie Toyn and Xavier Bates



Sail Freo - ILCA 7 Toby Jones (L) and Chris Bottoni



Sail Freo - Etchells finish image Chris Bender

Fremantle Sailing Club's Opening Day

7 October 2023

Marion Morley, *La Senorita*

There's a buzz in the air as we walk into the Fremantle Sailing Club! We are the lead boat in the Sailpast for the power section, and I have to say we are both a little nervous as we have never done this before. We were also invited to dress up our boat *La Senorita*, but I have a confession to make, until two days before, I didn't know what bunting was and apparently that's one of the main decorative items you use for boats, so unfortunately we suffered a bunting deficit – maybe next year?

As we walk into the club it is a hive of activity. There is a VIP section being set up, and Coffee station for us proletariat with a beautiful array of breakfast cakes, yoghurts, and croissants. But I can't get distracted by those as yet as we are on a mission 'To Conquer the High Seas'.

We must execute our plan .

Step 1. We go to the Power Boat container;

Step 2. We find the flags and take them back to the boat after deeming which ones are useable;

Step 3. I am to take them back to the boat whilst Terry attends the briefing by the harbor master on how the day will proceed. It is always weather dependent, wind, etc as you can imagine catering for all watercrafts.

Now to fill you in on the event: "The Sail-past" includes all water vessels large and small, wind and /or power assisted, and we are all to follow in procession from the smallest sailing vessels (the Dinghy Section), to the largest racing yachts (Keelboat Section), to the passage maker vessels (Cruising Section), followed by the best section the Power Section, an Indian-file parade astern of the VIP boats that are nestled and anchored out in the harbour. This is to officially open the sailing season for 2023!

We greet our guests, and they are all quite excited about the mystery surrounding the morning's events. We all enjoy a beautiful breakfast before we go to the boat and start our engines.

As we cast off and make our way out into the harbour there were 86 vessels on the water. As the VIP boats were arranged ready for the parade to commence the harbour master was radioing in different vessels to set up, the wind fluctuated: south, southwest and then backed to the northwest, the direction/pathway was reversed from the morning briefing, and you could have been mistaken to think that herding cats might have been easier.

But as the time grew near, even though the plan changed several times over the radio due to the change in wind direction, the parade on water started to come together. First the Dinghy Section, the Bic Opens, Optimists, 505's all strung together to sail past the VIPs, then the Keelboat Section, as we watched on and continued our holding pattern. Then the Cruising Section and then filling it was our turn.

It was confusing as we turned the corner to parade, as there were a few laggard yachts that we were not sure if they were in the procession, so we gave way to them anyway, which turned out to be the right thing to do as they were actually trying to gybe into their proper course.

As we joined the parade with several power boats behind us, we saluted the VIPs from the fly bridge. It was quite a spectacle and as we finished the parade left the group, we all chatted animatedly about the proceedings and how interesting and fun it was.

Conquest successfully complete... however , next year I will have BUNTING!!!!!! and end *Concorde's* back-to-back winning streak of the best dressed power boat!



Bring out the boxing kangaroo



Flybridge view



Power Section flags are up!



La Senorita



Concorde co-skippers



Marine Environment Committee Update

- Anita Wyntje, MEC Chair

MEC Volunteer of the Year Award

It was with great pleasure that I was able to announce **Andrew (Andy) Kay and Mark Pearce** as joint winners of the inaugural Marine Environment Committee 'Volunteer of the Year' award.

Andy and Mark have taken charge of the day-to-day management of the Club's Containers for Change program, ensuring the bottles, cans and drink-packs have their lids removed and are transferred from the wire collection cages into the dedicated bins for collection by the City of Fremantle depot.

Thanks to them, we now have 'Containers' bins delivered for filling and picked up rather than FSC taking the full baskets to the depot, as happened previously.

The Award is a signed Roger Swainston print of the West Australian Seahorse; ridiculously fitting as Roger was until recently a member of the MEC, and the seahorse is on the MEC logo. Mark and Andy's names will go on a plaque attached to the picture's frame, and every year another plaque will be added to the award.



West Australian Seahorse -
Roger Swainston

CONTAINERS FOR CHANGE – giving back to the Club

The Club's Containers for Change program is becoming increasingly streamlined thanks to the efforts of Andy and Mark, and the funds accumulated are coming back to the members.

Our Containers for Change baskets have bright new signage that reminds you to that these baskets, not the landfill bin, is the place for

- Water bottles
- Beer stubbies
- Soft drink bottles and cans
- Flavoured milk cartons
- Juice tetra-packs

Please REMOVE THE LIDS FROM PLASTIC BOTTLES before putting them in the basket.



1: JaM and Terry Fisher Prizes

Each monthly Jib and Main sail and each Terry Fisher race will see a lucky draw for a F&B voucher, funded by Containers for Change. How can you be eligible? Easy! Dispose of your rubbish correctly, including putting your containers for change in the Sunset Deck basket to be 'spotted' and have your boat name included in the draw.

2: Section Grants

Want some room in your budget? Apply for a \$200 MEC Containers for Change grant!

We recently contacted Sections by email as a reminder that these grants are available if you host an event or series, or undertake a project, that satisfies the international 'Sailors for the Sea' Clean Regattas criteria. The easy to complete application form highlights the criteria that the Club already strive to have in place – all you need to do is demonstrate that your event or project ticks a few more boxes and you're in the running.

Grants are currently limited to one per Section, though we will consider major events as special circumstances.

See the two case studies below for inspiration – what can your Section do? Contact the MEC Committee on mecommittee@fsc.com.au

Power Section – Rottnest Olympics

The Power Section have secured a grant for three successive years with their efforts in making the Rottnest Olympics a sustainable event. Single use plastics have effectively been eliminated, prizes are sustainable, resources are re-used and recycled and they leave Thomson's Bay better than they found it by conducting a beach cleanup as part of the annual event.

The rubbish collected during the cleanup is sorted and recorded using the Tangaroa Blue assay sheet, and the data is then entered into the Australian Marine Debris Initiative (AMDI) Database.



Dive Section – Monkey Fist

You would think the Dive Section do enough in this space by running the annual Harbour Cleanup, but their reach now extends beyond the FSC Marina into their dive sites.

Doug Glover launched the proposal that every diver bring back the rubbish - particularly old rope and craypot lines – that they found down below, rather than leaving it there. Many of the ropes are nylon, slowly disintegrating into microplastics....

The divers bring the rubbish back, and the ropes get sanitised before Doug uses them to create a mega monkey fist, which we hope to see at the Club once it's a few months into its development.



3: 'Reduce, Re-use, Repurpose, Recycle' drink bottles for FSC volunteers

Our volunteers give a lot to the Club, and in recognition (and in hope they spread the word) we have organised stainless steel drink bottles – engraved with the MEC logo and the '4R's' – for our volunteers. The bottles have a choice of tops

- the sipper (a la a bike bottle),
- the flipper (a flip-up straw), and
- the clipper (the lid is removed but you can attach it to something with the carabiner).

The bottles are in process of being distributed via the Section and other Committees.



'9 to 5' and Twilights

Our friend Warwick Mathews of 'After Hours Wine' in Margaret River has donated more than a couple of bottles of their '9 to 5' wines to the MEC in support of the Club's efforts in improving sustainability.

With a label like '9 to 5' we had to team these with the twilights as just reward for surviving another day in the rat race and coming down to do what really matters.

What really matters, of course, is not just sailing but sailing sustainably and disposing of your rubbish correctly – with eligible containers in the 'Containers for Change' baskets! A

bonus bottle will be drawn per twilight from those present and noted doing the right thing.



Cleanup Kit rehomed in the Power/ MEC Storage Container

You may recall that the MEC has set up a Cleanup Kit for any of the FSC sections or groups to use if conducting a beach cleanup (see BWB, October 2021).

It consists of a wheelie bin, gloves, bags, pickup tools, hi-vis vests and a sharps container as well as the Tangaroa Blue AMDI rubbish tally sheets. Everything you need for a cleanup!

The Kit was formerly kept in the Harbourmaster's office to be taken as needed – unfortunately it made its way outside and it was found in the works area, where it was being used as a rubbish bin.

Many thanks to Heather Timms who rescued, cleaned up and restocked the Cleanup Kit. The Kit is now kept in the Power Section / MEC Storage Container. It is still available for anyone to use if planning a cleanup – please email mecommittee@fsc.com.au or contact Anita Wyntje or Heather Timms to organise pickup.





August – November 2023

SURNAME	FIRST NAME	AGE	YRS	SURNAME	FIRST NAME	AGE	YRS
GARRETT	MARTIN	61	8.6	WHITE	PETER	94	46
TILLER	MICHAEL	87	46	ROBINS	ERROL	83	48
STOCKWELL	LYNN	82	33	MORGAN	WYNDHAM	81	45
SABIN	ERIC	100	45	BUSBY	BILL	92	22
MAHER	MARK	81	42				

CONGRATULATIONS

FSC wishes
to congratulate
Past Commodore
Peter Stallwood
and
Jean Stallwood
on being awarded
Life Membership of the
Commodore's Association

Drake's Prayer

This prayer (right), often referred to as 'Drake's Prayer', is attributed to 16th century English explorer and soldier (or pirate, depending how you view things) Sir Francis Drake.

He supposedly prayed it as he left Portsmouth aboard the *Golden Hinde* on a mission to raid Spanish assets in South America in 1577. As part of the same voyage he would head north and claim California and Oregon for England as part of a circumnavigation, returning home with a vast fortune in gold.

Some don't believe he wrote the prayer because the language is too modern. Others claim that it was written by Sir Walter Raleigh, a contemporary of Drake who was a favourite of Queen Elizabeth but fell foul of her successors (James I and VI), and was executed in 1618, largely to appease the Spanish.

The prayer is often published with an additional stanza:

We ask you to push back

The horizons of our hopes;

And to push back the future

In strength, courage, hope, and love.

This we ask in the name of our Captain,

Who is Jesus Christ.

It may have its origins in a letter written by Drake to Sir Francis Walsingham, the English Secretary of State, on 17th May, 1587. According to Church of Ireland priest Patrick Comerford, a passage from the letter was adapted by Eric Milner-White (1884-1963), a dean of King's College, Cambridge, and included in a collection of prayers he published in 1941 with the words 'after Francis Drake'.

The misattribution of the prayer came, says Comerford, after an official form for the National Day of Prayer in the US in 1941 stated that the prayer was "by Sir Francis Drake". It was thereafter repeated.

The prayer was one of those offered at the funeral of the Earl of Mountbatten in Westminster Abbey following his murder in a terrorist attack off the coast of Northern Ireland in 1979.



'Disturb us, Lord'

– aka 'Drake's Prayer'

Attributed to Sir Francis Drake

Disturb us, Lord, when

We are too pleased with ourselves,

When our dreams have come true

Because we dreamed too little,

When we arrived safely

Because we sailed too close to the shore.

Disturb us, Lord, when

With the abundance of things we possess

We have lost our thirst

For the waters of life;

Having fallen in love with life,

We have ceased to dream of eternity

And in our efforts to build a new earth,

We have allowed our vision of the new

Heaven to dim.

Disturb us, Lord, to dare more boldly,

To venture on wilder seas

Where storms will show Your mastery;

Where losing sight of land,

We shall find the stars.

NAVIGATIONAL POEMS

From the Late FSC Commodore Bill Dunn - 1985 BWB

MEETING

When both lights you see ahead

Starboard steer and show your red

Green to green, red to red

Perfect safety go ahead.

PASSING ACROSS

When on your starboard red appears

It is your duty to steer clear.

To act as judgement, say its proper,

To port or starboard, ease, or stop her.

But when upon your port is seen

A steamer starboard light of green

There's not so much for you to do

As green to port keeps clear of you.

GENERAL RULE

When in safety or in doubt,

Always keep a sharp look-out.

In danger with no room to turn,

Ease her, stop her, go astern.



**SAVE THE
DATE!**

BURNS

NIGHT

**THURSDAY
25 JANUARY
2024**

**THE WARDROOM
6.30 PM**

**LIVE MUSIC
8.30 PM**



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

Boat Management & Detailing				
A1 Marine	Brian Rynhoud	0417 982 084	brian@a1marinetotalcare.com.au	Boat management & Detailing
Albatross Marine	Bruce Diggins	0429 108 161	albatrossmarine@westnet.com.au	Boat management & Detailing
All Marine Services	Alex Scholz	0408 866 292	allmarine@allmarineservices.com.au	Boat management & Detailing
AMI Marine	Ami Hackett	0439 313 788	ami@amimarine.com.au	Boat management & Detailing
Aquarama Slipways	Adrian Howells	0417 094 739	aquaslip@inet.net.au	Boat management & Detailing
Boat Services Australia	Mike Heuer	0456 934 436	accounts@boatservicesaustralia.com.au	Boat management & Detailing
CJW Marine	Chris Woodward	0418 943 367	chris@cjwmarine.com.au	Boat management & Detailing, Shipwrights, Engineering
Dazzling Marine	Darren Zuydam	0407 547 065	darren@dazzlingmarine.com	Boat management & Detailing, Shipwrights, Chandlery & Marine Supplier
Donna Marine Detailing	Donna Leigh-Ford	0417 244 261	donnalford@y7mail.com	Boat management & Detailing
Douglas Vessel Management	Jason Douglas	0409 082 590	dvm3@bigpond.com	Boat management & Detailing
Excel Marine Services	Alan Randall	0413 018 818	alanrandall1@gmail.com	Boat management & Detailing
Fixit Marine	Frank La Rosa	0435 540 110	fixit.marine@yahoo.com.au	Boat management & Detailing
FM Services	Farid Helmi	0421 182 117	farr2709@gmail.com	Boat management & Detailing
Glamo's Marine Services	Yannic Glamuzina	0449 947 306	info@glamosmarine.com.au	Marine Detailing
Indigo Boating	Jason Kelly	0425 177 700	jason@indigoboating.com.au	Boat management and detailing, Shipwrights
Joysea Services	Andrew Joyce	0403 254 101	andrew@joysea.com.au	Boat management & Detailing
Mike Norman	Mike Norman	0419 992 724	nmike5265@gmail.com	Boat management & Detailing
Oceaneer Marine	Matt Lovelady	0499 449 788	sales@oceaneermarine.com.au	Boat management & detailing
Parker Marine	Ben Parker	0413 577 938	ben@parkermarine.com.au	Boat management & Detailing
Prestige Polishing	Simen Tentije	0417 929 546	simen@prestigepolishing.net.au	Boat management & Detailing
Private Yacht Solutions	Rob Colston	0406 727 825	robc@pys.com.au	Boat management & Detailing
Pure1Marine	Nick Backer	0413 096 660	nickontheboats@hotmail.com	Boat management & Detailing
S2S Marine	Andrew Wright	0422 017 324	andrew@s2smarine.com.au	Boat management & Detailing
Shorto Marine	Mark Shorto	0410 912 149	markshorto1761@gmail.com	Boat management & Detailing
SMS (Shoreline Marine Services)	Joshua Sgro	0403 616 258	smsmarine@live.com.au	Boat management & Detailing
STS Marine	Connor Wallington	0421 179 532	admin@stsmarinewa.com	Boat management & Detailing
SW Marine	Scott Wullemin	0451 125 719	swmarine@outlook.com	Boat management & Detailing
Swansea Marine Services	Wes Davies	0409 920 176	wes@swanseamarine.com	Boat management & Detailing
Sweeny's Marine Service	David Sweeny	0415 764 662	sweenysmarine@gmail.com	Boat management & Detailing
The Boatmen / Rmarine	Josie Price	9339 8877	admin@rmarineperth.com.au	Boat management & Detailing
Triton Marine Services	Matthew Evitt	0411 836 408	matt@tritonmarineservices.com.au	Boat management & Detailing
Turn Key Marine Maintenance	Jamie Lewis	0402 222 923	info@turnkeymarinemaintenance.com.au	Boat management & Detailing
Ultra Marine Maintenance	Glen Tincombe	0408 921 004	ultra.marine@bigpond.com	Boat management & Detailing
Water Rats	Philip Bonner	0430 206 155	philip@waterrats.com.au	Boat management & Detailing
Williams Marine	Shane Williams	0407 711 448	williamsmarine@westnet.com.au	Boat management & Detailing

Blasting				
Precision Blasting	Jim Nicholson	0433 300 025	jim@precisionblasting.com.au	Blasting
Quality Marine Coatings	Terry Eastwood	0438 250 642	qmcspl@bigpond.com	Blasting /Marine Painting/ Anti Fouling

Marine Electrician				
Achieve Marine	Corry Amato	0409 117 574	admin@achievemarine.com	Marine Electrician
Adina Industries	Craig Jennings	0405 412 131	adinaindustries@gmail.com	Marine Electrician
Audiocom Marine	Cameron Cox	0418 936 816	marine@audiocom.com.au	Marine Electronics, Audiovisual & Communications
Bluewater Marine Refrigeration	John Holligan	0418 919 694	johnbmr@wn.com.au	Marine Electrician
Clough Marine Electronics	Jonathan Clough	08 61610367	admin@cloughmarine.com.au	Marine Electrician
Cully's	Thomas Cull	08 9410 5000	service@cullys.com.au	Marine Electrical and Cummins Onan generator
DSEA Marine Services	Dylan Watts	0410 527 915	dylan@dseamarine.com.au	Electrician
Fully Marine	Shane Fullwood	0405 808 874	fullymarine@outlook.com	Marine Technician
GJ Hansen	Greg Hansen	0478 716 502	phantomhansen1@gmail.com	Marine Electrician
JAK Electrical	Jon Kain	0419 815 674	jak.electrics@gmail.com	Marine Electrician
Land and Sea Services	Scott Owen	0427 907 643	scott@landandseaservices.com.au	Marine Electrical
LED Auto Electrical and Marine Fitters	Luke Devine	0427 907 643	kaz@upnaway.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 Electrician

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
Contour Marine	Joe Caranna	0404 949 129	joe@contourmarine.com.au	Shipwrights & Custom fabrication (aluminium, stainless steel & steel)
Fremantle Shipwrights	Stephen Handley	0403 265 676	stephen@fremantleshipwrights.com	Shipwrights
Freo Boat Works	Valy Kadzevitch	0406 670 298	info@freoboatworks.com.au	Shipwrights
GP Marine	Grant Pouw-Bray	0408 913 104	info@gp-marine.com.au	Shipwrights
Hilltech Shipwrights	Ben Hill	0422 238 355	shipwright@westnet.com.au	Shipwrights
Igor Bjorksten	Igor Bjorksten	0419 755 878	figor@iinet.net.au	Shipwrights
Leigh F Swift	Leigh Swift	0410 379 574	swiftl@iinet.net.au	Shipwrights
Leonard Shipwrights	Billy Leonard	0405 472 014	billy@leonardshipwrights.com.au	Shipwrights
Ocean Shipwrights	Kevin Jaques	0417 991 770	kevinjaques@bigpond.com	Shipwrights
OP Marine	Rory Cook	0433 300 698	rory@opmarine.com.au	Shipwrights
Perth Shipwrights	Ben Taylor	0424 520 314	ben.taylor@perthshipwrights.com.au	Shipwrights

Engineering				
Coastal Engineering & Fabrication	Rhys Pearmine	0403 799 038	rhys@coastalef.com.au	Shipwrights
Collings Marine	James Collings	0434 581 719	service@collingsmarine.com.au	Engineering, Mechanical Repairs and Servicing
Darren Nelson Automotive	Darren Nelson	0406 795 586	ozscotsman@iinet.net.au	Marine Engineering
Diverse Engineering	Michael Giles	0419 851 494	mgiles@diversewa.com.au	Marine Engineering
Echo Marine Group	Jason Osterhage	08 6555 4980	Jason@echomarinegroup.com	Marine Engineering
Extreme Costum Engineering	Steve Buchanan	0417 177 024	extremecustomengineering@bigpond.com	Marine Engineering

Independent Marine Engineering	Milen Jovanovich	0418 936 921	miljov@bigpond.com	Marine Engineering
Indian Ocean Boats	Graham Deck	0403 070 880	graham@pengana.net.au	Marine Engineering
Indian Ocean Maritime	Jayden Delfos	0437 709 252	jdelfos90@gmail.com	Marine Engineering
Jota Marine	David Berthold	0414 283 028	jotamarine@iinet.net.au	Marine Engineering
Lawson Marine	Tony Lawson	0416 145 556	tony@lawsonmarine.com.au	Marine Engineering
Marine Force One	Ashley Jackson	0460 318 228	marineforceone@outlook.com.,au	Marine Engineering
Marinenet	Bart Kok	0419 755 139	marinenet@bigpond.com	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	shoredieseloil@optusnet.com.au	Mechanical Engineering
Skymaze Industries	Eddie Slobe	0430 442 775	ed@skymaxe.com.au	Marine Engineering
Westrac	Albertus Nolte	0417 916 999	albertus.nolte@westrac.com.au	Marine Engineering
Woodhams Mechanical	Kevin Woodhams	0427 746 553	kevinwoodhams1@bigpond.com	Marine Engineering

Trimming

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

Boat Dealership

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

Rigging

Rigging WA	Christian Gallagher	0421 229 248	christian@riggingwa.com.au	Rigging
Yacht Grot 1985	John Hay	9430 6766	accounts@yachtgrot.com.au	Rigging/ Chandlery / Marine Support
Yacht Rigging Solutions	Edgar Vitte	0418 418 495	edgar@yachtrigging.com.au	Rigging

Mechanic				
Bluewater Marine Diesel	Paul Maloney	0412 394 460	paul@bluewatermarinemaintenance.com	Boat management & Detailing
CJM Marine	Curtis Martin	0405 074 052	service@cjmmarine.com.au	Mechanical Repairs, Servicing and Maintenance
Cooltech	Peter Rogers	0401 814 463	admin@cooltechnology.com.au	Aircon+ Refrig. Mechanics
Fluid in Motion	Brett Chappells	0427 769 899	brett@fimhydraulics.com.au	
Freo Doctor Marine	Jon Faull	0418 955 427	freodoctor@inet.net.au	marine engine repair and maintenance service sales
Indian Ocean Mechanical	Sam Edwards	0478 129 463	Accounts@indianoceanmechanical.com.au	Mechanical Repairs and servicing
Lo Presti Marine	Roberto Lo Presti	0403 752 576	service@loprestimarine.com	Mechanical Repairs and servicing
Longreach Marine Services	Paul Gulvin	0409 397 920	gulvinpaul@gmail.com	Mechanical and Electrical Repairs
Mike Armstrong Diesel	Mike Armstrong	0428 853 323	army.1970@outlook.com	Mechanic
MS Marine Solutions	Mark Skrzypek	0499 995 654	info@msmarinesolutions.net	Mechanic
Pleasure Marine	Damon Johns	0403 740 001	service@pleasuremarine.com.au	Mechanic
Port Kennedy Boat Services	Jack Barone	0400 407 183	service@pkboats.com.au	Mechanic
Portside Marine	Anthony Booker	0481 096 999	admin@portsidemarine.com.au	Mechanical Repairs , HIN provider
Total Mining & Marine Pty Ltd	Daniel Andrew	0419 954 117	dan@totalminingandmarine.com.au	Mechanic and Electrical

Other				
AKZO Nobel	Paul Abelha	0418 883 361	paul.abelha@akzonobel.com	Coatings Supplies
Boat Gas	Peter Savins	0429 462 109	petersavinsgas.plumbing@gmail.com	Plumbing and Gas
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	Kwai Steinhart	08 9417 6935	info@ergt.com.au	Safety Training
Fremantle Floors	Roger Goodwin	0411 156 676	roger@fremantlefloors.com.au	Timber Flooring
Full On Gas	Domenic Fiorentino	0416 006 664	fullongas@inet.net.au	Plumbing and Gas
Go Graphics	Nathan Byrne	0417 149 796	nathan@gographics.com.au	Marine Signage
Graeme Spence	Graeme Spence	0411 912 392	graemesailing@gmail.com	Yacht winch servicing and general boat preparation
Kims Yacht Services	Kim Jamieson	0414 839940	contactkimjamieson@gmail.com	Mooring Lines
Marine & Mobile Windows	Les Curry	9330 3800	mmw@mmw.com.au	Marine Windows
Maritime Survey Australia	Calum Kennedy	0433 312 717	admin@maritimesurveyaustralia.com.au	Marine Surveying
Myaree Cranes	Justin Stoddart	0422 659 924	justin@myareecranehire.com.au	Crane Hire
Nauti Buoy	James Julian	0413 974 508	james@nautibuoymarine.com.au	Anti foul, Polishing, Prop sSpeeding, Detailing, Yacht Management
Odyssea Boats	Steve Clark	0438 948 216	steve@odysseaboats.com.au	Stainless fabrication and aluminium
Positive Cladding P/L	Curt van Zwol	0426 872 606	curt@positivecladding.com.au	Marine Decks
Seacraft Paints/Global AutoCoat	Daniel Lombardi	08 9332 8141	danny@globalautocoat.com.au	Paint & Ancillart Supplies
Seaworthy Inspection Australia	David Nunn	0434 969 408	davidn@seaworthyinspections.com.au	Boat inspections
SFM Marine/The Boat Business	Ryan Burger	9437 5144	service@theboatbusiness.com.au	Repair and Maintenance
West World	Mark Watt	0418 926 517	mark.westworld@bigpond.com	Marine Transport
Wilson Marine	Chris Pearson	0488 926 606	chris@wilsonmarine.com.au	Chandlery
Windows West	Peter May	0401 489 178	sales@windowswest.com.au	Marine & Mining Windows and Doors
Hydroflite Partners	Michael Senini	0408 907 672	hydroflite@gmail.com	Charter Company

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