

JULY - OCTOBER 2022

BLUE WATER BULLETIN



STRIKE ME PINK!
WOMEN'S STATES

Hi IQ INTERNATIONAL QUALITY FOILING
LISA BLAIR AT FSC
AL FRESCO GOES TO GERALDTON
DIVE WRECK MONTH
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Light winds. Photo Chris Bender

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Publisher

Fremantle Sailing Club
Success Harbour
151 Marine Tce, Fremantle WA 6160
PO Box 860, Fremantle WA 6959
P: (08) 9435 8800
E: reception@fsc.com.au

Advertising Contact

P: (08) 9435 8807
E: sponsorship@fsc.com.au

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BOARD OF MANAGEMENT 2021-2022

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Phil Hearse
E: commodore@fsc.com.au

Vice Commodore

Anita Wyntje
E: vicecommodore@fsc.com.au

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E: giraudo@bigpond.net.au

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STAFF CONTACTS

CEO

Craig Evans
E: ceo@fsc.com.au

Executive Assistant

Sarah Clemensha
E: ea@fsc.com.au

Reception

E: reception@fsc.com.au
P: 9435 8800

Membership Coordinator

Yvonne Stoddart
E: membership@fsc.com.au

Functions & Events Manager

Libby Rockfield
E: functions@fsc.com.au

Marketing & Communications Manager

Jake McKenna
E: marketing@fsc.com.au

Hospitality Manager

Fabrice Le Coq
E: hospitality@fsc.com.au

Finance Manager

Janelle Whyte
E: financemanager@fsc.com.au

Accounts

E: accountsrec@fsc.com.au

Sailing Manager

Chris White
E: sailingmanager@fsc.com.au

Acting Head Coach

Mikael Lundh
E: headcoach@fsc.com.au

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E: dinghyadmin@fsc.com.au

Waterfront Operations & Special Projects

Andrew Davidson
E: projects@fsc.com.au

Marina & Maintenance Manager

Andrew Raven
E: maintenance@fsc.com.au

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Jason Hands
E: hm@fsc.com.au

Commodore's Report

Phil Hearse

Commodore 2021–22

Winter has arrived with gusto in Perth and the Fremantle Sailing Club has not been immune to the storms rolling across our waters. Our Operations Crew has been diligent in ensuring yachts and power boats are safe, jetties are secure and the environ remains secure.

We welcome our new CEO Craig Evans, who arrived in not so sunny Perth in May. Craig has quickly assimilated into the Club environment and is addressing multiple issues, in particular directing his efforts to marine maintenance and, in conjunction with Fabrice Le Coq and Chef Michael Hooley, is putting considerable time into revitalising the Galley, food and beverage offerings and club events.

Despite Covid-19, members in all sections have continued to be active on the water with Angling continuing its monthly competitions and Game Fishing experiencing the excitement of the Blue Marlin Classic and other events. The Dive group remains very active and continues to contribute to the upkeep and maintenance of our underwater facilities.

The Bosuns also continue to contribute enormously to our Club. I am very appreciative of the Dive Section and the

Bosuns for their ongoing contributions to our Club.

Power Section continues to be the “social fun heart” of our club with Family Fun Day, The Love Boat, a Bingo night & river cruises. Robbie and I had the pleasure of enjoying a great night at a raft up dinner at the Club with the Power Section recently.

Sailing events have been numerous with many Fremantle boats participating in the Geraldton event, as well as inshore and offshore events. Terry Fisher was a great success. The 21st party was a Clubhouse season highlight with over 100 people in attendance.

Some fast new boats have arrived at FSC, including *Enterprise NG*, *Crush* and *Weapon of Choice* to complement our racing fleets. Fremantle yachts did extremely well at the Offshore Racing WA awards in June with *Enterprise NG* taking out the coveted Siska Trophy.

There have also been some wonderful achievements amongst our dinghy sailors during the past six months - the great performances at the Victorian Youth Championship this Easter; the European U21 Lasers with Silver medallist Stefan Elliott-Shirecore and Bronze Medallist Michael Compton; and the incredible success and skills of the Joyner brothers on their iQFOiLS.



The Cruising Section continue to hold their monthly JAM followed by the recently reintroduced sausage sizzle on the new Club BBQ's. Two of the world's famous ocean sailors have been seen around the club with Lisa Blair giving a fascinating talk on her record-breaking Antarctic circumnavigation, and I hear that Jon Sanders may be considering heading off into the blue yonder again.

RAMP (FSC Women's Racing and Mentorship Program) has got off to a roaring start. It was an absolute delight to see the FSC team win the Woman's Championships held at Royal Perth Yacht Club in March.

Robbie and I particularly enjoyed the presentation functions of Inshore and Offshore Sailing Sections with FSC staff providing a great venue, good food and an enjoyable time on both nights. It was also a pleasure being invited to the Dingy Section at their Presentation night in the Junior Clubhouse.

So lots going on as we head into winter. Enjoy your activities at the Club and be safe.

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2021
NOMINEE

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Photo by Beau Outerridge.

Hi iQ INTERNATIONAL QUALITY FOILING

Anita Wytje

Windsurfing at the 2024 Olympics will be sailed on iQFOiLs, which are now only in their second year of recognition as an official class. A one-design class, they are the sixth design used in Olympic competition since windsurfing was included in the Games in 1984 (men) and 1992 (women), and replace the RS:X that has been used since 2008 (Beijing).

The sailing competitions of 2024 Games will be held in Marseille (France) in July, when the winds might be light – or the mistral could be blowing at up to 50 knots. Just as well the iQ FOiL is designed to handle in 5 to 35 knots!

Jack and Harry Joyner, competing internationally in under-21 and youth divisions at the moment, grew up relishing the Fremantle Doctor and hope that their thirst for big winds stands them in good stead for the qualification process to represent Australia in Marseille.

When foiling, men and women use exactly the same equipment, except that the men's rig is 9m², and the women's is 8m². Rigs are interchangeable – in fact, the designers have put a great deal of effort into making the gear readily compliant, accessible and portable. Each kit comes out of the factory bar-coded with certification of compliance, pricing is under 10,000 Euro (less for clubs and federations setting up a fleet) and at 95 cm wide, the boards have been designed to fit through an airport scanner! The entire kit is contained in two bags.

The 'iQ' stands for 'innovation quality' according to the developers, Starboard, who launched the model in 2016. The company's object was to make the sport of windsurfing not just more accessible,

but enjoyable for everyone, be they an Olympic hopeful or a weekend sailor. Remi Villa, R&D manager at Starboard, explained:

‘When you do slalom, you sail for two hours and you have pain everywhere. You have to go full on in choppy water and that can be hard. But foiling I can go all day..... Foiling is pure enjoyment.’¹

Foil racing takes several forms, including

- sprint slalom (short, 3 min courses involving 1-3 gybes),
- course racing (traditional trapezoid or windward/leeward races, ~15 mins)
- point to point (two legs, one upwind, one downwind, each approx. 30-50 mins)
- marathon (circuit route p to 3 hrs)
- GPS Speed (each competitor has 30 mins to record a fastest time over 500m)

In February 2022, the first iQFOiL Ultra (marathon) regatta was held, circumnavigating the island of Lanzarote, a course of some 200km. Clearly there is something for everyone!

Arthur Brett, former head coach at FSC, is currently Australia's national iQ FOiL coach. In May '22, he was in at the iQFOiL European Championships at Lake Garda in Italy with FSC sailors Jack and Harry Joyner, and Caelin Winchcombe, when Harry threw a cat amongst the pigeons of race tactics by



Photo by Beau Outerridge.

executing the first foiling tack that had been seen in iQFOiL competition.²

The foiling tack is estimated to make a difference of up to 9 metres per second during the change of direction. Tokyo RS:X Olympic gold medallist Kiran Badloe (The Netherlands) is quoted as saying ‘Foiling tacks will be a game-changer.’

WA's foiling contingent will head back to Europe shortly to hone their skills in competition. All of us will watch with interest to see how quickly the world's premier foilers can learn the rules of Harry's game.

¹<https://www.windsurf.co.uk/the-iqfoil-story/>

²See this on youtube at <https://www.youtube.com/watch?v=zaQA9rmjHxU>

The Joyner boys' first step into sailing was at Maylands Yacht Club when Jack, as a 7 year old, stepped into a Minnow and Harry, aged 4, boarded a catamaran as a spectator.

Jack's progress was quick and next thing, he found himself at a development camp – somehow the only Minnow in a sea of Optimists. He survived well enough to be invited to his first Westsail, and his parents were soon persuaded to relocate to Shelley Sailing Club after he completed a Minnow camp under the coaching efforts of Paul Green.



Jack in the Minnow.

At the camp Jack found himself in the company of a group of promising young sailors such as Caelin Winchcombe and Kieran Bucktin, and following the camp he started weekly training. Meanwhile, the family was offered a Mudlark for Harry who, at almost six, was now also beginning to sail in earnest. The Mudlark was small enough to be presented as a wrapped Christmas gift; Harry, who had asked Santa for an inflatable boat, was delighted it was a real boat. After sailing for less than a full season, Harry (now six) took the Mudlark to Mandurah to sail in the 2014 Easter Regatta



Harry, Mandurah 2014 - the Mudlark.

Within a year or so the Minnow association determined that training should continue through winter, so a development squad was based in Rockingham and both boys spent their Saturdays training and racing. They began to develop a taste for windy conditions,



TOGETHER APART

Images courtesy of of the Joyner family.

Harry and Jack's journey toward foiling on the world stage

testing themselves in 30 knots. Sailing well became important – winning not so much, as attested by Harry's 'gentlemanly' decision to allow a fellow competitor (older and pretty) to win a race because she asked him to. He was seven at the time. It relegated him to second place for the regatta championship and the family still pays out on him for it!

The move to FSC

After the Nationals that summer, Jack progressed to a Flying Ant; meanwhile, at Fremantle, Arthur Brett was viewing the Flying Ant as a pathway to the 29er, and FSC was keen to establish a fleet of 29ers, so the Ants were invited to sail at Fremantle. Arthur met Jack and Harry, and immediately offered to coach them. This offer initiated the purchase of a second 'Ant' for Harry and the brothers 'moved' to FSC. Jack won the subsequent States and then, in a glorious tangle of circumstances, the brothers began sailing together and won the following States. Then, aged twelve and nine respectively, they acquired their first 29er.



Jack's Flying Ant, FSC 2015.

With a combined weight of 90kg, they were not competitive in the 29er so they did quite a lot of swimming! Belinda Stowell recommend that they get some big fleet experience, so Jack returned to Westsail in the 420, and Harry in an Oppy and a Laser. The summer of 2018-19 was a funny year for the 420's with respect to the Worlds and Nationals (held here at FSC) and whilst Jack competed in his age class Harry, aged 11, seized a last minute opportunity to team up with a 19 year old crew member on a borrowed boat to compete in the 'open' division. Both recall the regatta with big smiles, citing the wind conditions as 'averaging 25 knots' and 'lovely'.

The Joyner family's first 29er was (and still is) referred to as 'the yellow boat'. It was an early model (number 024), heavy and solid, but they achieved third in the state by learning every trick in the book to make the boat sail fast. This stood them in good stead when they later acquired *Unknown* (oops, somebody accidentally left the 'n' out putting the letters on), the new hull # 2470 which was a fast boat. Turns out they were so attuned to making the boat go that it became subconscious, and they were now able to think about other things – like tactics.

At the 2019-20 Nationals Jack and Harry knew they had a fast boat, and they came to the regatta with new sails and attitude. Pity the sails weren't armour-plated – a boat ducking down above them on the start line left a two-foot tear in the new main, and they started dead last. Now angry, they used all those skills developed on the yellow boat to get back into the competition and managed fourth across the line in a 60-boat fleet.



Jack and Harry, Melbourne 2019 - the main is damaged.

Unknown should have qualified for the World Youth Internationals, but the brothers now laugh at how they effectively took turns capsizing the boat during the critical qualifying race to miss out on a place. Not that the capsizes were intentional, but lines tangled and growing feet got caught and the competitors in Melbourne were not forgiving. A half-leg lead turned into a fourth place, in the end, when a win was required for international selection and then it didn't matter anymore, because it was March 2020 and all international competition stopped.

¹<https://www.surftoday.com/windsurfing/first-ever-foiling-tack-on-windsurfing-iqfoil-equipment>

'JUST FOR FUN'

To fill the gap, Harry in particular wanted something for himself as well as sailing with Jack, so he opted to try windsurfing 'just for fun' on Saturday mornings when Jack was coaching. He might have had some help finding some good second hand gear – Belinda Stowell mentioned she knew of some, which turned out to be Arthur Brett's and not exactly beginner stuff. That didn't worry Harry, and soon he was having so much fun that Jack grew interested. Unfortunately AB didn't have a second set of kit he was prepared to part with, so Jack had to hunt elsewhere but he was successful. During the height of the COVID-19 restrictions Harry and Jack, being from the same household, were able to continue sailing and windsurfing together, so when restrictions eased they were ready for the next temptation that Arthur brought their way.

Caelin Winchcombe and Romy Featherstone had already introduced FSC to the slalom windsurfers so the iQFOiL might be considered one small step..... AB offered to let Jack and Harry have a try in May 2020, and for Harry, it was a quantum leap and he quickly concluded that this, not the 29er, was where his future lay.

Deserted by his helmsman on the 29er, Jack decided to give the iQ FOiL a go as well, and unsurprisingly, the brothers' talents have led them both to the international arena. On the way, Harry has collected both the Australian Sailing (WA) Youth Sailor of the Year Award (2021), and the 2022 FSC Peter Wainwright Plaque as most promising young sailor. Their drive, they explained, was 'never about medals, but the chance to pit ourselves against other competitors, to train and to learn'. Mum Gill recalls how past-won trophies were ranked, not according to place, but how hard they had been worked for.

It is unsurprising, then, that she fears both her sons may end up virtually living in Europe for the next two years as they will go where the competition

is. Harry is now 15; his results at Youth Sail Vic (March '22) were a perfect 'picket fence' of first places, but he found the challenge he was looking for in the International Championships (Lake Garda) and hopes to find the same at the Youth Sail Worlds in The Hague in July.

Following the Hague, Harry will be back at Lake Garda and then both he and Jack will be at the IQ Sailing World Championships in France in October. The pathway to Olympic selection will continue to be similarly hectic, with little time at home.

Both have given some thought to what they may look at 'after windfoiling' – whenever that may be, particularly in Harry's case! Harry is truly intent on speed, wanting to look at short course foiling in the near future, but he confessed he has always been interested in the America's Cup (funny how the two seem to be coinciding). Jack's direction may be different – though loving the current competition, he spent a bit of time on *Weapon of Choice* during Covid-19 times, and reckons 'it's fun when it's fast.' He says he'd be up to do the bow – and in future, he's thinking the Volvo, and was distinctly heard to mumble 'maybe IMOCA'

They are two remarkable young men, and however they end up on the water, we are going to be talking about them for a very long time.

Both Harry and Jack have pages on the Australian Sporting Foundation website, where they are raising funds to support their travel costs. Scan these QR codes to access the pages.

JACK



Photo by Beau Outerridge.

HARRY



Jack (R) and Harry on 'Unkown', 2019.

Gill and Roger Joyner weren't sailors when they came to Perth from the UK in the 90's. Roger had done some sailing as a 'schoolkid', but never joined a Club or competed, so it wasn't something they immediately made a part of their life in Australia. They took on an ice-cream shop in Subiaco whilst Roger established himself in the architectural design industry, and Jack and Harry came along in due course. For some reason, Roger thought – and mentioned to Gill - 'it would be nice to see the boys sailing together', and so it started.

By the time Jack was seven and Harry was four, the family was living in the Perth Hills; 'an advantage', Roger said, 'because we weren't in any way aligned with a nearby club or group'. Maylands was the closest club, so the family started at Maylands, 45 minutes away. Gill and Jack learnt together, with Harry tagging along.

By the time Jack was sailing at Shelley under Paul Green, Gill and Roger were the proud owners of two Lasers. The family purchased the three boats with money known since as 'the sailing pot' – funds received from Gill's father and always recycled by selling the old boat to buy the next. Every week, the family travelled from the Chittering Valley to Shelley with the two Lasers and Jack's Minnow on a trailer, towed by the trusty Subaru; when they acquired a Mudlark for Harry, it travelled on the roof.

The hour's travel to Shelley became an hour and a half when the boys' Minnow development squad based itself in Rockingham, and Roger and Gill's sailing virtually stopped as they were caught up in 'volunteer roles' on RIBs and coach boats. The Lasers were eventually moved on in a deal that secured Jack and Harry, graduating from Flying Ants, their first 29er. By this stage they were twelve and

Additional references:

<https://www.surfertoday.com/windsurfing/ifoil-the-new-olympic-windsurfing-equipment>

<https://www.sail-world.com/news/249360/Australians-at-the-iQFOIL-Europeans-overall>



Roger, Gill, Jack and Harry.



THE BIGGEST FANS

nine respectively, and sailing and training at FSC. Roger and Gill spent a lot of time in the car.

Despite the existence of the Ron Tough Foundation and the FSC travel scholarships there isn't a lot of financial support available for up-and-coming sailors, and the Joyners had not one but two that needed gear, transport and eventually, interstate travel. Gill mused that it might have been easier if they didn't need to be fed as well... Fortunately most States are sailed within the metro area, and WA sees its fair share of Nationals.

Soon the family found themselves committed to training several times a week, training and racing every weekend, and Jack started coaching – at least the boat was at FSC! The commitment on water was barely less for Roger and Gill, who remained closely involved throughout as volunteers on training days and for regattas. They gave up the home in the Hills and moved to Fremantle; the travel, running a business (by now Passivhaus Perth) and the hours on the water were simply not compatible. The move eased the chauffeuring pressure and - never letting an opportunity go to waste - they are building an energy-efficient 'Passivhaus' to Roger's design.

Jack was able to complete high school despite the commitments to competition,

but Harry's early success on the iQFOiL prompted Gill to investigate options outside the classroom for him to continue his education. At the beginning of this year, she enrolled him with SIDE (the WA Education Department's School of Isolated and Distance Education), which enables him to study whilst travelling. Apparently this allows him to sit a maths test between training sessions, which Gill, at least, thinks is a good idea.

Both Roger and Gill look forward to joining their sons at as many overseas events as practically possible. Despite Jack and Harry's individual successes, sailing is very much a family affair and all the stories they tell of the early years, the learning curves, triumph and disaster, are family tales told with a lot of laughter. They tell them together.

The Joyners probably didn't expect that Harry and Jack learning to sail would take the family to where they are now but Roger suspects that, with all due credit to his sons' dedication and talent, it's partly his fault. 'Boats are like shoes', he said. 'Kids outgrow them, and they need ones that fit'. The other mantra? 'Go where the coaching is best'. He makes it sound simple!



Harry starts sailing - a passenger at Maylands.



Al Fresco Goes To Geraldton 2022

John Rayner (Offshore Captain), *Al Fresco*

Al Fresco steals the start. Photo Anita Wynije.

The little blue boat loves a trip North! Since her launch in 2009 she's been heading to Gerro more often than not and in her younger years recorded line honours and an overall victory.

'Gerro 22' was staged in the shadow of Covid-19 with many in the fleet struggling to find enough crew for the

challenge. Four of the more regular *Al Fresco* crew were forced to sit this one out and finally a team of 6 was settled on with Tim Cross, Nick Mackenzie, Richard Boykett, Sonja Vlaar, Martjin Tholen and John Rayner hitting the start line with 13 other boats. The forecast was for light and variable conditions, so this was destined to be a navigators' race, with some good luck thrown in.

The race was started at 0930 in 12 knots of North Easterly and like many in the fleet, the smaller of the two blue boats headed towards Fairway under FRO before changing to a jib for the long



Under spinnaker.



Al Fresco pre-start.



Al Fresco underway.

trip to Gerro, In the early afternoon the breeze started dropping and by around 1400 most boats were becalmed for an hour or two, watching the seaweed drift by with the tide. Luckily for *Al Fresco* she managed to wiggle her way North, assisted by a knot of northerly flowing current. Through the afternoon the breeze clocked around through the North, to the West and eventually established from the South West allowing boats to hoist their soft sails and enjoy some glamorous sailing. Most boats opted to stay close to or inside the rhumb line, anticipating the Easterly change sometime in the evening. Plenty of sail changes were required as soft sails were changed to FRO's and Staysails and combinations thereof, and Crossy's kitchen kept morale and spirits high.

By early morning *Al Fresco* had made good progress and was sitting nicely at the top of the leader board and atop of the big blue boat, but as everyone knows it's not over until it's over. The breeze all but dropped out by mid-morning and despite all efforts to keep moving, the win was looking less likely. By mid afternoon enough was enough. Crossy headed to the back of the boat, bottle of rum in hand, to 'speak' nicely to Neptune and ask for a little relief. With that, the breeze promptly came in and we had some superb sailing.

Al Fresco crossed the finish line to a glamour sunset, met at the dock by the shore team - James Keating, plus the super race team Cherry Callcott and Robbie Smith with a cold carton of refreshments. The welcome from fellow competitors and all at the Geraldton Yacht Club was fantastic as always. Many thanks to all the volunteers who support the race each year! We'll be back later this year to do it all again in October 2022!



Al Fresco hits the finish line.



Sleeping underway.



Crossy talks to Neptune.



Geraldton tracks.

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GERALDTON RESULTS



Crush.



Endorfin and Checkmate.



Heading away from the day buoy



Fourth Dimension.

Results: 52nd Fremantle to Geraldton Ocean Classic

Div 1 PHF		Div 1 IRC	
1	Al Fresco	1	Crush
2	Endorfin	2	Al Fresco
3	Lithium	3	Lithium
4	Crush	4	Checkmate
5	Checkmate	5	Weapon of Choice
6	Weapon of Choice	6	Endorfin
7	Twitch	7	Twitch

Div 2 PHF		Div 2 IRC	
1	Wyuna	1	Atomic Blonde
2	Fourth Dimension	2	Fourth Dimension
3	Sagacious IV	3	Wyuna
4	The Edge	4	The Edge
5	Atomic Blonde		



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Crush early morning



Endorfin.

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LISA BLAIR COMES TO FSC

Anita Wyntje



Lisa Blair photo: Corrina Ridgeway.

On Wednesday 25th May, Lisa Blair claimed a world record for the fastest unassisted circumnavigation of Antarctica, and put her name on the Antarctica Cup. The record is based on a circumnavigation that begins and ends in Albany, WA – and given that the record is Lisa's second time around, that makes her almost a local. After Albany, Fremantle Sailing Club was her first stop to share the story with the Western Australian sailing community.

The event was a fundraiser (yes, it takes money to set world records) and I suggest that you'd be hard pressed to find better value than listening to Lisa's tale firsthand. Listeners were treated to an entertaining but honest account of how she found herself aiming at the record the first time, in 2017, and a graphic description of the dismasting and near-disaster that ensued in 2017. Despite completing that circumnavigation after making repairs in Capetown, Lisa explained that during the incident she 'lost something of herself', and the 2022 attempt was not only for the record, but to find those parts again.

Many followed Lisa's journey on her blog, lisablairsailstheworld.com, but reading updates and seeing on-board footage every few days does not have the impact of the presentation.

Equally interesting was the Q&A that followed the official talk. To many, a challenge like this seems unimaginable; apparently there is vegan chocolate, so that isn't the greatest hurdle, but when asked by a member 'I'm scared to even get out of the pen on my own. How can you do this solo?', Lisa's response provided real food for thought. She said:

'I decided I had to go solo because there weren't any other opportunities out there. I grew up in the country, my family didn't sail. After the Clipper [race], I tried for places on racing yachts but I'm a girl, and I'm not 6'4". Even trying to learn how to service an engine, I'd ask, but never get shown. So it became clear it had to be my own boat, and then the Solo Trans-Tasman Challenge came on my radar.....'



Lisa Blair's presentation at FSC.

She hastened to reassure us all, however, that even after all those solo miles, docking manoeuvres remain one of the most stressful aspects of sailing for her as well.

Another member's 'You mention luck, being lucky, during your presentation. What do you see as luck?' was met with the response

"Everything is preparation – anticipating, planning, prevention – stops unlucky. I build redundancy into everything, design, spares – and if something goes wrong, then I triage to protect critical systems. Luck is the 1% you can't control going your way. So lucky isn't not having things break – you expect them to break – or having the gear to repair them. Lucky is not having your tether break when you are doing the repair."

The circumnavigation brought Lisa back to a new federal government in power. She admitted she is still getting her head around what that might mean for the future but hopes that there will be much improved environmental stewardship going forward. Her boat *Climate Action Now* is primarily eco-powered, and she noted that whilst it is critical that government policy and decisions protect the environment, the impact of the individual is equally important. She reminded the audience:

"Individual commitment is reflected in individual choices, choices influence behaviour – even small things like refusing bottled water when tap will do. Individual behaviour influences the behaviours of friends and family, and of followers – I keep taking on the challenges so people take notice. If we make enough individual choices to stop being such a throwaway society, businesses take notice, that changes the market, changes votes."

After the 2017 circumnavigation, Lisa was soon back at sea with an all-women's crew to complete the Sydney to Hobart. Catching up for a coffee the day after her presentation at FSC, Lisa said she wasn't sure what would be next this time – there's an Arctic race coming up... after our conversation I suspect she was referring to the Canadian North Pole Race scheduled for 2023, so the Exmouth Race is unlikely!



Lisa Blair, Dirk Horn and Neville Mader.



Lisa Blair and Annie Otness.



Commodore Phil Hearse and Lisa Blair.



“NOT ALL BEER AND SKITTLES”

Solo circumnavigating Australia

Jeff Claflin, *Ave*

After six months in the Melbourne area, it was time for *Ave* to set off up the east coast. The hard part is getting out of Bass Strait, but a weather window presented itself that was perfect for the four-day sail to Batemans Bay. *Ave* (originally a 9 m Van de Stadt) left Western Port to catch the outgoing tide and entered Bass Strait just as the sun went down. We sailed south by southeast (to gain sea room) with winds from the northwest and three metre seas from the southwest.

About 01:00 *Ave* was gybed to head towards Wilson's Promontory. This put the wind and swell on different aft quarters and set the boat rolling; unfortunately the 20-year-old auto pilot could not cope. As a solo sailor, I know that hand steering is not ideal for extended periods, so I made the decision to return to Western Port rather than try to race the next storm front to get out of Bass Strait.

To return to Western Port required beating to windward and then sailing up the Western Port channel – an unpleasant one or two days with building seas. However, the storm was not due for three days, so the sails came down and the boat was left to lie ahull while I got a few hours' sleep.

The Incident

A beautiful sunrise! Engine turned on to assist with the beat and *Ave* headed north. After a couple hours, I heard a strange sound ... floorboards awash inside the boat! The first thought was how big the leak must be to overcome the two automatic bilge pumps – the pumps are sized so I can lose my propeller shaft! The boat was motoring, so the shaft was

still in place and I had felt no impact that might cause a hole in the hull.

As I had no auto pilot, I stopped the boat so I did not have to hand-steer. The portable bilge pump was set in addition to the two automatic bilge pumps and slowly the water left the boat. I then started looking for the leak. Through-hull fittings, holes in the hull, hoses – I could not find the source of the water!

The portable bilge pump was turned off (so it would not run dry and get damaged), sails down and engine engaged to drive north to San Remo. Water again rose in the saloon. Disengaged the engine and pumped it out again. Look for the leak, no luck – repeat.

Taking on water is disconcerting, not knowing why is worrisome as the course of action is unclear. At this rate, I would reach landfall at night with no safe harbour on a lee shore. Discretion is the better part of valour – I radioed for help.

The Rescue

Marine Radio Victoria took the call, and coordinated initial services. The Victorian Police dispatched a helicopter

to lay eyes on me and two boats set off to help. The helicopter requested I set off my EPIRB ostensibly to help locate me, but more likely to formally hand control of the incident to emergency services. The small boat could reach me in a couple of hours, but a larger boat was required to tow *Ave* back to land and it would take longer to reach me.

Whilst the helicopter hovered overhead the alternator stopped working, which meant that eventually, my automatic bilge pumps would drain the batteries. I still had a manual bilge pump, but I did not relish pumping for hours on end. I loaded my dinghy (a Portland Pudgy designed to US Coastguard standards for a life boat) with the 'Abandon Ship' bag ... just in case.

The small police boat came up and offered to take me off of *Ave*. I thanked them and refused as I was not taking on water at the time and all was in place should I need to abandon ship. While they were stationed nearby, I started to drive strongly northward towards land. I started shipping a lot of water again. The police boat came up to speak to me and when I slowed to hear them, the engine stalled and would not restart – a sure sign that water had gotten into the starter motor.

Now adrift, I waited for the larger police boat to tow me back to land. When it arrived, they looked for the leak – they could not find it either. They inspected my forward cleats (welded to the aluminium hull) and set a tow rope. They set off at five knots and I



Cable ties hold the fitting closed



Camlock wings down – fitting open.

hand steered for the next nine hours. *Ave* arrived at the Western Port Marina (where I had left 30 hours prior) at about 20:30.

The police inspected the boat again, and again could not find the leak. That meant there was no need to lift the boat out of the water, so they left me tied up on the collector jetty to get some much-needed sleep.

Cleaning Up and Fault Finding:

The next few days were spent cleaning salt water off everything with fresh water, drying out the boat, inspecting for damage and looking for the leak. After three days, I found it!

A Camlock fitting had opened when the Abandon Ship bag had gotten loose (see photo). The straps on the bag must have caught the Camlock wings and opened them in the rolling seas. When the boat was on starboard or being towed, the stern was raised and the fitting was above water line. When on the boat was on port or under power, the fitting was pushed below water line and the 50 mm hose allowed (by calculation) 5 to 15 m³/h of seawater into the boat.

Two obvious solutions – use cable ties on the Camlock wings (see photo) and close the through-hull fittings when not in use. It is preferred to have the valve open when underway and the cable ties cost 20 cents or less each.

Damage included all engine electrics, engine surface corrosion and possible internal engine damage. On the surface, you'd think a month to get parts and effect repairs – think again!

Tradesmen are in very short supply here. It took a full month to even get a quote for the repair works. To properly repair the engine, it had to be removed, disassembled (at least for inspection), reassembled with new parts and reinstalled. Once the insurer gave approval, I was expecting a three month wait.

Insurance

Insurance is about protecting your assets and the assets of third parties against loss due to ‘accidents’. Maintain third party insurance to protect the assets of others who may not be able to recover the value of their loss from you; if you chose not to insure against the loss of all or part of your assets, fine, you can self-insure if you like.

How much should you insure your boat for? How much are you willing to lose should something go wrong and what is the value of the boat? Is your boat over or under insured?

All assets depreciate over time. A boat being sailed in corrosive salt water seas, will in time depreciate to zero. A boat just sitting in a pen will depreciate to zero almost as fast. That is part of what we should accept in owning a boat. What is the life of the boat? Do you apply linear or accelerated depreciation? As a rule of thumb, start from the price you paid for the boat and assume the boat could have a life of over thirty years, but most of the equipment on board will be serviceable for less than twenty years.

You can stave off depreciation through increased maintenance, however,

insurance companies will generally depreciate the asset as a function of time anyway. Improvements, upgrades and major repairs can be capitalised to add value to the depreciated value of the boat. Keep track of these and advise your insurer of how much and when the upgrade took place (with receipts).

I insure with Nautilus Insurance because I knew I would be sailing into some difficult-to-reach places - across the Great Australian Bight and across the top end of Australia - and Nautilus would cover me in these

locations. My boat was purchased for very little, but I had many improvements made to it including an extended dodger, hand rails around the whole boat, expanded pulpit, new canvas for the cockpit, a new “Portland Pudgy” life boat (the dinghy), a Jordan Series Drogue, a new trysail, new chart plotter, new auto pilot, new kerosene cooker, etc. I like to think it is worth something in a ‘willing seller-willing buyer’ transaction and insure it accordingly.

With regards to this incident, Nautilus has treated me very well. They got an assessor to inspect the boat the week after I reported the incident. Once estimates were received, Nautilus made a decision within two weeks. One estimate was to repair the old engine and the other to replace the old engine with a new engine. Nautilus chose to replace the engine, but I had to pay for the depreciation of the old engine – fair enough. Nautilus is releasing funds to the repairer within a week of making the decision to expedite works. Thank you, Nautilus Insurance, for performing so well.

One advantage of getting a new engine is that it adds additional value to the boat. Another is that replacement is much faster than disassembling and repairing an old engine. The boat should be ready to sail by the end of July (as opposed to September if the engine had been repaired)!

What will the weather look like in Bass Strait in August? I hope to report in the next issue of the Blue Water Bulletin.

INTRODUCING CRAIG EVANS, CEO



Born and bred on the Lefevre Peninsula in Adelaide I was surrounded by water, with the coast on one side and river on the other. With my family involved in boating I had no option but to enjoy the sea and the love of boats.

Water skiing, speedboats and swimming were my childhood. I accidentally got involved in sailing when my parents purchased a small dinghy that I could row out to snorkel on the scallop patch that was about 200m in front of the family home. While unloading the dinghy off the roof of the car our neighbour, a National Board Member of Yachting Australia, stuck his head over the fence and said, "I'll be right over". He rigged the boat and we hit the water. I was hooked!

I started sailing at the age of 7 or 8 and as a competitive sailor I was average at best, however the seed was sown. I started sailing at Largs Bay Sailing Club and learnt lots, made great friends and had plenty of fun sailing all kinds of centreboard boats. As a young kid I had posters on my bedroom wall of Sydney to Hobart yachts like *Windward Passage*, *Kialoa III*, *Siska*, *Ragamuffin* and *Apollo II*. At the age of ten I can remember saying, "I'll do a Hobart one day".

At school I enjoyed art and design and in Year 12 received top marks in the state (SA) in the subject of Design. My two

major practical projects for the year were designing a yacht club and the other was designing a marina. Tragic really!

Not so tragic in Year 12 was meeting Julie and we have been together ever since. We have three children, Kate, Jack and Sarah, all in their twenties and living in Adelaide.

I wanted to make Design my profession and Industrial Design (product design) was my focus at UniSA. During the 80's we faced 'the recession that we had to have'. Industry was grinding to a halt at the time so I tacked on and completed a degree in Education. I decided if I couldn't be a designer, I'd teach it for a while. It was during this time that I moved away from sailing dinghies and started sailing keelboats out of the Cruising Yacht Club of South Australia (CYCSA), and I have remained a member of that club since 1986.

I was a high school teacher of design for three years and then in the late 80's moved into private enterprise as a store planner, specialising in department stores and pharmacies. I also designed shopfitting systems and received two

Australian Design Awards in the early 90's.

I started racing offshore in 1986 and at the age of 22 I put my hand up to be navigator on a Van De Stadt 11.1m, aptly named "*Croweater*". A crash course in navigation followed and this was the start of a journey that put me on a number of great yachts and the opportunity to compete in inshore and offshore races in SA, Victoria, all major races up the East Coast and some racing overseas.

The opportunity for my first Sydney to Hobart Yacht Race came in 1993 and the excitement leading up to the race and the start on Sydney Harbour soon turned sour as we headed down the NSW coast. It was a disastrous race with winds and sea conditions similar to the treacherous 1998 race, but for a longer period. A number of boats were lost in that race but fortunately no lives were lost. 104 yachts started that race but only 38 made it to Hobart. In hurricane conditions we put our boat, *Advantagedge*, an Inglis 47, upside down in Bass Strait. It was 3am. The yacht was wrecked. We lost the mast and had quite a bit of damage to the deck with winches being ripped from their mounts. With structural damage to the hull and several injured crew we started to limp the boat back to the mainland until the engine died. We were towed the remaining distance by a Federal Police launch. Julie said, "right, have you got that out of your system?" "No, I need to finish a Hobart Race", was my reply. *Advantagedge* was rebuilt and we were back the following year along with 370 other yachts for the 50th anniversary race. We finished that race in a respectable position and before Julie could say anything I let her know, "I just have to win one".

The '97 Hobart race was on a Sydney 36' called, *King Tide*. It was another hard race. The owner decided that next year we would go on something bigger.

Ausmaid, a Farr 47', was purchased just in time for the 1998 Hobart. It was a fantastic yacht that had already performed very well in previous Sydney to Hobart races, including a win in 1996 and a third in 1997. Fortunately, a great boat and a brilliant crew saw us get through that tragic race in reasonable shape.

Despite several knockdowns in Bass Strait in winds gusting in excess of 90 knots and loss of radio communications for 26 hours we pulled into Hobart 3rd over the line behind *Sayonara* and *Brindabella* and we were just ahead of *Ragamuffin*. We had won our division, but finished 2nd overall that year. Julie didn't even bother to ask.

The '99 Sydney to Hobart was a fast and furious race. Downhill sailing favoured the big boats. We were 10th over the line, but interesting the first 10 boats over the line that year all broke the previous fastest time. Again, we had done well with another podium finish, but it was only a 3rd and Tattersall's Cup continued to elude us. *Ausmaid* had been selected that year to represent Australia together with *Bumblebee 5* and *Atara* in the Southern Cross Cup. The Sydney to Hobart was the final race in the series and our result in that race saw us taking out the prize for Australia against 8 other international teams. Celebrating the win at the Shipwright Arms Hotel for the QLD (quiet little drink), we merged the crews of *Ausmaid* and *Atara* with a plan to pick a team to race *Ausmaid* in the 2000 Sydney to Hobart Yacht Race.

The 2000 Sydney to Hobart was another tough race. Very strong southerly winds favoured *Ausmaid* and we drove the boat hard. It was a bitterly cold race as we approached the south eastern coast of Tasmania. We even had snow as we left Storm Bay and entered the Derwent (29 December!). We knew that we had done well in the race and when we hit the dock we were the race leader, next came the waiting game. As the hours passed our competitors ran out of time. After coming 2nd in 1998 and 3rd in 1999 we had finally done it, we were announced the overall winner of 2000 Sydney to Hobart Yacht Race. We partied hard that night. I recall telling one 'old salt' that I had made a promise to my wife that if I ever won the Sydney to Hobart I would give it away. "There are plenty more women out there son, but only one yacht race" was his reply. I was back on the start line the following year, and still with Julie.

In 2002 I was tapped on the shoulder to join the Board of the CYCSA. The Club was looking to develop a new marina to provide options for larger vessels and increase membership numbers. Given my design background I was given the task. The new marina was also intended to raise capital so that the club's original floating marina could be replaced. The design approval process was challenged by the local residents and approval was delayed for several years and ended in a lengthy court case. The delay unfortunately resulted in the marina being completed a couple of years later than we had intended and the official opening in 2009 coincided with the global financial crisis.

During the period of planning and building the new marina the position of Chief Executive Officer of the CYCSA became vacant. Between all the volunteer



Julie and Craig.

work that I had been doing for the CYCSA as well as the heavy work load of my day job, something had to give. In 2005 I became the CEO of the CYCSA, a position that I would hold until 2018. During those years membership numbers grew, food and beverage operations and clubhouse facilities were improved, a refurbishment program of the original marina was commenced and a sinking fund for future marina replacement was established.

In 2011 I was awarded with the inaugural International Scholarship to attend the 2012 Advanced Marina Management course conducted in Dorset, UK and in 2013 I received international accreditation as a Certified Marina Manager (CMM) from the Global Marina Institute. I am one of around 50 CMM's in the Asia-Pacific region. In 2011 I was one of the founders of the Australian Yacht Club Managers Group and we now have around 45 managers representing clubs from all around the country, New Zealand, Hong Kong and Papua New Guinea involved. The ongoing training and networking opportunities with these groups are invaluable.

In 2018 the opportunity to move to Sydney and become the General Manager of the Royal Prince Alfred Yacht Club (RPAYC) came up. Julie and I moved to Pittwater and enjoyed living on Sydney's Northern Beaches until late 2021.

RPAYC is a great club with lots of sailing activity. With racing all year round and on most days of the week it is a very busy place. That was until Covid-19. Managing a yacht club is challenging at the best of times, but running a club on the Northern Beaches of Sydney during Covid-19 was a tough gig. WA and my home state of SA were relatively safe from Covid-19 and lockdowns in those states were fortunately for very short

periods. Standing down around 50 of my casual staff and trying to keep a team of 38 permanent staff and another 30 casuals working in various areas of the club was tough. We were hit hard with three major lockdowns totalling 230 days of clubhouse closure. Keeping the marina and boatyard open and take away options in food and beverage kept the Club relevant for members and when things opened up we were staffed and the Club was in great shape and hit the ground running. Julie and I were doing okay, however the lockdowns and constant border closures were starting to take their toll. Missing significant family events was becoming the norm.

In 2020 my contributions to the CYCSA were recognised and I was awarded Life Membership. It was a great honour to be named as the club's 9th Life Member at that year's AGM. Unfortunately travel restrictions meant that I couldn't be there on the club's Opening Day, and my father proudly accepted the award on my behalf.

RPAYC was named 2021 Yacht Club of the Year by Australian Sailing for NSW / ACT. It was a good note to go out on and Julie and I decided to head back to Adelaide. The SA border opened on 23 November 2021 and we loaded the car and set off that day. Homeward bound and with no real plans in place, it was time to take a break. That was good for a few months, but I needed another challenge.

I look forward to the next chapter being at Fremantle Sailing Club and the challenge to take the Club forward by improving facilities, member services, food and beverage and on water participation and activity.

Julie and I look forward to exploring WA and meeting the members of the Fremantle Sailing Club.

AN OILY PROBLEM

Mike Davis, Fremantle Sailing Club Marine Environment Committee

Scenario

Okay, we've all been there. You have a long and expensive list of mechanical repairs for your boat that can't be put off any longer. The quote from your mechanical contractor exceeds next year's fuel and beer budget!

But you're the handy type and decide that you're going to have a go yourself. Can't be that tough, right? University of YouTube, a couple of mates and some tinnies and she'll be right! Well, maybe not, but we'll get to that in a future discussion about the possibility of forming a boat owners' mechanical cooperative that could help boat owners identify and deal with their mechanical maintenance issues in a more cost-effective way.

So, there you are, tools, spare parts, and filters finally onboard, and now you're ready to start. But wait, you're in trouble already. Maybe you're facing a complex mechanical maintenance situation requiring a major tear down of main engines and other mechanical systems.

As the boat is still in the water and you want it to remain there for both economic and operational reasons, the problem of what to do with the copious amounts of bilge waste you're about to generate becomes an immediate issue.

The average diesel engine cooling system holds approximately 30 liters of ethylene glycol-based coolant. The coolant and other chemical and petroleum by-products encountered during your efforts are going to quickly fill the bilge and leave it looking like you've just washed the dog down there.

So out comes the good old Karcher pressure washer. Washing down engine bilges, while necessary for proper maintenance and safe boating operations, complicates the problem. In fact, on average some 800+ liters of bilge waste can be produced during your maintenance operation if it drags on over a period of several weeks for major works.

Clearly, this is far too much waste to be removed by wet/dry vacuum cleaners 20 liters at the time or soaked up with rags, as is the case during smaller routine maintenance operations.



Fig 1: Powerboat bilge space

To give the problem further scope, consider that there are about 650 boats penned at FSC. Whether they are sailboats or stink boats, they all have an engine space and associated mechanical systems that require regular servicing to remain safe and reliable.

If each of these boats discharges just 100ml of oily bilge water per day, that's approximately 23,725 liters of contaminated bilge water per year being dumped into our harbour. Trickling in the way it does, it's almost invisible, but if a line of tanker trucks were to show up at the boat launch ramp and discharge this much waste we would sound like a chorus of scorched cats!

Problem

The suction hose at the fuel wharf is intended for black water and goes directly to the sanitary sewer system. As such, it is not intended to handle copious amounts of oily bilge waste. Also, it is located at the fuel jetty, not your pen.

Liquid waste generated from boats being maintained on the hard stands can be easily removed by waste contractors using suction tanker trucks - but your boat is still in the water, and therein lies the problem.

Mechanical maintenance on boats is expensive and requires that complex tasks be performed under often cramped, hot and dirty conditions. The catchment of bilge waste only adds to the complexity and expense of these operations.

The current situation is probably that after efforts are made to remove oils in situ, remaining bilge water and its contaminants are pumped out into our harbour.

Situation in Need of Improvement

Boat owners and maintenance contractors need a viable commercial or in-house alternative to pumping bilge waste

into the harbor during mechanical maintenance operations.

Without a financial and logistical commitment in terms of education and awareness, petroleum by-products and other bilge waste will continue to enter the harbour through recreational boating.

Possible Solution

A quick survey of local waste disposal companies revealed that most were uninterested in the small time-consuming job of delivering 200-liter barrels to pleasure boats at local marinas.

That means it is up to us as a club and responsible boat owners to form our own pool of equipment and expertise.

Unfortunately, a complex maze of workplace health and safety and insurance regulations stand in the way of even the most determined do-it-yourselfer. The moving of full 200-litre drums of hazardous bilge waste and the operation of some pumps within confined spaces is fraught with hazards that require specialist training and experience.

At a whole club level, finding a solution requires input from an executive level both from a cost expenditure, and operational viewpoint.

Keeping in mind that the solution to this problem should help, not hinder the do-it-yourself boat owner, there could perhaps be a dedicated area for boats in the water to remove and dispose of bilge waste products, safely and in an environmentally friendly manner.

As the suction hose at the fuel wharf is intended for black water, why not provide a separate area and series of suction lines for various types of bilge waste? As there are different categories of bilge waste; fuel, coolant, oil and mixed bilge water, they should be kept separate for the most economical and environmentally friendly disposal methods.

With such a facility available, a boat owner could then move their boat, powered or unpowered, to the bilge water disposal pumps and make use of the appropriately labeled hose to clean their bilge.

All well and good not something that is likely to happen overnight.

In the meantime, it is up to us as responsible boat owners and maintenance contractors to try to stop those thousands of liters of petroleum- by- products from trickling into our harbour at the source.

The addition of an engine room bilge water discharge filtration system will go a long way towards alleviating this problem.

At about \$200 plus GST, shipping and installation for any boat up to 15 meters, these systems are relatively inexpensive and easy to install. With the filters lasting an average of six months in normal service, this nicely coincides with the average boat owner's winter maintenance cycle.

A further step towards addressing our oily problem involves another simple but handy piece of kit: a small, easy to handle portable wastewater tank and pump. These systems come in a variety of sizes and price ranges and offer the boat owner an effective, independent means of dealing with engine room bilge waste. They are small and portable for easy onboard storage and ready use.

When you're done with your trusty pressure washer, rather than waiting for it to get dark and switching on the bilge pump, simply drag out your portable wastewater extraction system and suction that engine room bilge water into the tank.

Depending on the size of your system and the amount of waste you're dealing with, it might take a couple of trips with one of the club's wheelbarrows to our little known and underused oil disposal shed in the hardstand area to dispose of your waste, but



Fig 2: Bilge water oil filtration system, by far the most effective tool to handle this problem at the source.



Fig 3: 12-volt portable pump and tank, available right here in Australia through Boat Warehouse @ approx. \$2000 + per unit depending on size.

you'll be proud of the job you've done, not to mention the fine you saved yourself if caught deliberately polluting the harbour.

Result: honor is satisfied all round. The do-it-yourself boater has taken control of an expensive and tricky situation, and the problem has been dealt with in an environmentally responsible manner with minimum risk to the user.

It is readily apparent that if boat owners do the right thing individually, and collectively demand an on-site solution, we have the potential to keep several thousand litres of chemical waste and petroleum by-products from routinely entering the ocean through our marina.

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SAIL WITH CONFIDENCE

THE CRUISING DIASPORA

Over the past few months, a few familiar faces have gone missing from our Club. Here are some updates, for those who aren't following them on Facebook.



**Terry Day and Mike Thomas –
Revision II**

After being recognised as the 20-21 FSC Cruisers of the Year, Mike & Terry continued through the Mediterranean, stopping in Menorca, and Almera and Seville (Spain) before entering the Atlantic (early November) and meeting up with fellow members Nicky and Mike Reynolds (*Zen Again*) in Porto Santo. En route to the Canary Islands, they suffered a broken boom but were able to get it fixed and then continued on to the Caribbean. In April they entered the Pacific through the Panama Canal.



Donna stocking *Infinity*.



James and the girls with fresh tuna.

Paul and Sheree Willems - *Solur*

Paul and Sheree, together with their son and youngest daughter, set off of ‘The Trip’ in April after several years of preparation at FSC (you may recognise Paul’s name from several fantastic previous articles) and a ‘shakedown’ further South earlier this year. They struck a problem with the hydraulics on their first day out, initially stopping at Rottneest but then they continued to Geraldton where the problem was solved. They have recently arrived in Shark Bay after sitting out some fairly rough weather in the Abrolhos. They continue with work and schooling as they go – and Sheree is becoming very good at fishing.



James and the girls.



Sheree - at the Inscription Bar, 26th parallel, Dirk Hartog Island.

James Brougham - *Salty Jocks*

James moved aboard his first boat, a UFO34, a year ago with his two young daughters. By January he was ready to ‘do’ Quindalup/Busselton solo (except for the girls), and in April he set off to go north and see how things would go. At writing, they had made it to Onslow via the Abrolhos, Shark Bay and Coral Bay. Like *Solur*, they encountered some fairly stiff weather, in their case off Dirk Hartog Island, and went to Denham and Carnarvon en route to Coral Bay.



Terry and Mike - Panama Canal



Sheree and Ciel, Shark Bay.

**Andrew Maffett and Donna
Watson - *Infinity***

Andrew and Donna set off in March ‘after two years of false starts’ and are headed to Indonesia via the Kimberley. They made fairly fast progress after two weeks at the Abrolhos, and have visited Shark Bay (and the Inscription Bar!), the Dampier Peninsula and stopped in Broome before heading up through the Kimberley. They have ducked into sheltered anchorages along the way when the winds have picked up and explored ashore, sharing some fantastic pictures.



Terry and Mike - Panama Canal.



Sheree, Paul and Ciel set off on *Solur*.

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SAFETY DRILLS FOR THE COMING SEASON

Martin Graville, *Pipedream III*

Keen to ensure that our emergency equipment and plans actually worked in practice, the *Pipedream III* crew set about doing some extra drills earlier this year. This article briefly describes our tests of our emergency steering and Man Overboard drills. We particularly wanted to test a new (to us) inflatable Dan Buoy.

I have memories of many years ago being on a boat in the UK that lost its rudder running downwind with a spinnaker up, and how interesting that became. Last year, a local boat was washed onto a lee shore after their steering failed as they sailed parallel to the beach. We have relatively recently also witnessed a FSC boat having difficulty being towed after the loss of her rudder, likely due to substantial loss of longitudinal stability. These emergencies do happen, so we must be prepared.

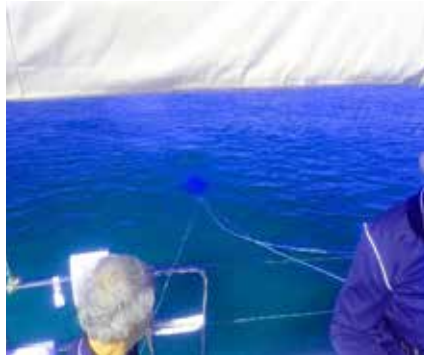
Pipedream III is a Beneteau Oceanis 34, launched in 2010. We mainly participate in club inshore racing with a racing crew of 6, but we cruise occasionally in more open coastal offshore waters. To carry out our safety drills, we had all our crew on board so we knew that each of us knew what to do. On a flat day with a light Easterly (by luck) we headed out.....

Emergency Steering Plan

We had wondered for some time how well our emergency steering plan might work in practice. In the event of a complete rudder loss or a stock jam, we carry a drogue approximately 1 metre in diameter to deploy. This is to effect emergency steering and to increase longitudinal stability (for towing). I will not attempt to argue the reasons for using this scheme, there has been much written which is widely available.

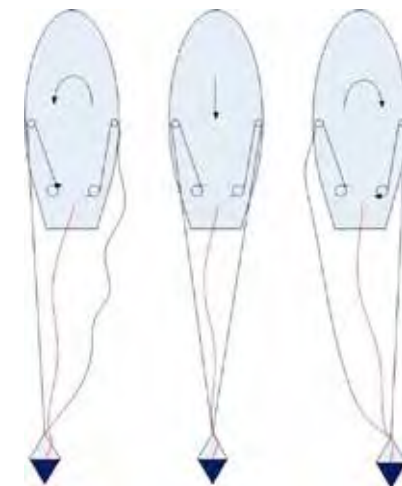
The plan was to deploy the drogue astern from a bridle made from two spinnaker sheets passed through turning blocks amidships back to the primary winches. We rigged a retrieval line back to the centre of the drogue to allow recovery without stopping the boat.

The turning block position is important and should be longitudinally near the Lateral Centre of Resistance (and Centre of Gravity) and as far outboard as possible to maximise the turning effect of



Turning to port.

the yaw moment applied by the drogue. On our boat, the blocks can be rigged through amidships cleats. (See Figure 1 below, which summarises the resultant forces and moments acting on the boat from this arrangement)



Emergency steering schema.

Steering was achieved by winding in on the winch on the inside of the desired turn to bring the drogue to one side or another. The boat responded reasonably well to turns off the wind (we were able to gybe and come up to beam on without difficulty). Closer to the wind, control was much more difficult to maintain but a broad fetch could be effected.

Boat speed was obviously reduced by the drogue. We kept our bridle relatively short in the conditions of the day, but it may be that in bigger seas a longer bridle would work better. Also, for boats with twin rudders there is a danger of the slack bridle side fouling a rudder. We do not of course know whether in heavy conditions we could keep the drogue submerged or whether it might even fail in some way. Recovery was simple and effective.



Turning to starboard.

Man Overboard (MOB) and Dan Buoy

We also deployed our new inflatable Dan Buoy. It is simply thrown out at the MOB. There was a moment of trepidation as it disappeared rapidly below the surface before self-inflating and bobbing majestically to the surface.

Equipped with a 2+ m inflated pole, a drogue, a righting weight and a SOLAS light, the buoy proved highly visible (in these conditions). There are straps to enable the MOB to hook/hang on. It is a compact unit and represents a less cumbersome method of carrying an important addition to MOB location.

No-one volunteered to jump in and test the straps, but each of the crew in turn successfully sailed to a recovery station alongside the buoy. We are happy to have this on board and hope to never have to use it.



Inflatable Dan Buoy.

'When you need them the most' is not the time to find out if an emergency drill or safety equipment is going to work on your boat. I would encourage every crew to become as familiar and practiced in equipment and drills as possible. It can be entertaining, certainly educational and one day may save your crew and your boat.



Game Fishing Update

John Cramer, Section Captain.

The past twelve months have resulted in a mixture of successes and challenges.

The section's Management Committee has been more active. Support and positive input has appreciated, particularly from those who put in the extra time to attend the Club's Open Day, New Members Nights, Topic Nights and of course, helping with the Section's main event, the annual Blue Marlin Classic.

The most notable events for this section since the last Blue Water Bulletin were a few Topic talks, which included a presentation on how to use your Simrad sounder by Luke Chivers of Chivers Marine, and the annual Blue Marlin Classic

The Richter Lures / On Strike 43 Blue Marlin Classic Tournament

This year's tournament was successfully run over the weekend of 30th April and 1st of May.

The event was postponed from the normal March long weekend due to a high number of boats pulling out citing Covid-19 restrictions. Although there were only a few entries following on from the Anzac long weekend and given that a number of boats were away enjoying the ambience of the Abrolhos Islands, it was nevertheless a success on a number of fronts.

Firstly, the weather was excellent.

Secondly, with the support of our sponsors and after cancelling some associated functions the event did manage proceed without any hitches.

Thirdly, there were a lot of small boats not in the competition, fishing on all FADs.

There was a big 4m swell on the first day with little or no sea. On Sunday the swell dropped off considerably, which made fishing even more enjoyable. The water temperature on both days was recorded up as high as 23.6C, and the current was running at close to 3knots out at the FAD's (from the north) on both days and boats ranged as far as Two Rocks chasing all pelagics.

Other than on Saturday afternoon along the south of Rottnest, surprisingly little bird life was seen over the entire weekend. This made locating schools of tuna a bit hit and miss, if not next to impossible.

There were three marlin raised. One boat had a fish come up on a short corner after eyeballing the teasers and two other boats retrieved gear that had been clearly hit. In one case a hook had come away from the lure. Both of these 'hard luck' stories were supported by photos of the lures.

One 14kg+ yellow fin tuna and a decent 7kg snapper were caught onboard *The Life of Riley* on Saturday. Unfortunately, both fish failed to go line class.

There were also a few dollies hooked up on the Saturday at the FSC FAD without a successful result being recorded. i.e., a couple of bust offs by new and



BMC shirt

inexperienced anglers on 2 and 3 kg line, and one fish was lost at the side of the boat when the hook came away from the line just as the net was about to scoop it up. More hard luck stories.

This year the Event Tournament Committee added a few more sections to the prize list, placing greater acknowledgement on the effort to tag and release marlin.

A new 'photo section' was also added to the event to encourage all anglers to participate and provide a photo record of the tournament. As a result, all the photos in this article come from the event.

The only incident during the entire weekend was when one 13m+ flybridge boat was observed to have a free diver in





All smiles: Matt Wishaw with a nice red snapper, and Tom Zuvich and his Yellow Fin Tuna. Photos courtesy of Jonno Riley.

the water at one of the northern FADs on the Saturday afternoon. Instead of displaying a dive flag and remaining close



Side view of a lure used during the 2022 BMC that was struck by the bill of a marlin which unfortunately did not hook up. Photo: Neville Norkett

to the FAD, the occupants on board were all busy fishing some 50m away. This type of illegal activity almost resulted in a 'hook up' of the diver, as one of the competing boats did sweep in close to the FAD without realising, or seeing, the diver in the water until it was too late. An attempt was made to contact the boat from which the diver had apparently come, however, there was no response, or,

acknowledgement of the situation. As it turned out, it was considered too dangerous to get close to the diver and warn them as they kept disappearing below the surface.

The Section has a number shirts remaining from the Blue Marlin Classic. Should anyone want to acquire one, please refer to the Section's Notice Board or Facebook group.


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Stage and Studio Productions 21st Terry Fisher Series

Rain, hail or shine, nothing should stop the celebration of a 21st! On May 22nd, the last scheduled day of the 2022 Terry Fisher Series, the weather gods enjoyed their usual jokes. Careful consideration of the weather forecast and an approaching north-west front led to the last race being cancelled, leaving room for just the party on everyone's calendar.

The day dawned clear and at the usual start time a number of us were left thinking, 'Geez, we might have squeezed a short course in', but by 11:30 it was clear that being out on the water would not have been many people's idea of fun. The majority of sailors and crew did come to the Club, glad to be dry in the Sailors' Bar for the presentations as we struggled to see boats on A jetty through the storm.

Unfortunately a number of sponsors were unable to attend – several 'in iso' – but Stage and Studio Productions principal Darren Heath was there to join in the fun and help Commodore Phil Hearse with the presentation of the series trophies. It was fantastic to hear from Darren that SSP is already committed to the 22nd series, over the summer of '22-23!

All placegetters and winners received a full-size bottle of a West Winds Gin, while the UK Sailmakers' earlybird draw for the spinnaker snuffer was eventually won by *Ocean Street*. The initial draw went to *Corniche*, but Winston generously returned the prize for a re-draw as she is already fully equipped in this respect – as is *Giddy Up*, which was the next name out of the hat.

Thanks to the generous support of our sponsors and a raffle masterminded by



Papillion crew inc skipper Doug Steele (2nd from left).



Stuart Allen and Race Officer Matt Duff.

Heather Timms, the eats at the party were fully catered – so much so that with a few people being absent, we probably had a little too much. However, having the party in the bar meant that it was easy to share around and we even managed to knock off the 'birthday cake'!

Thank you to all our sponsors

- **Stage and Studio Productions**
- **UK Sailmakers**
- **West Winds Gin**
- **Vicsails**
- **Halvorsen's IGA**
- **RIB Rescue**
- **Stem to Stern**
- **KI Marine Trimmers**
- **AB Inflatables**

It became clear this year that the differences between boats competing in the various divisions are such that we need to reconsider some courses to bring everyone home around the same time again, and also to rejig so that we have a better opportunity to shorten courses once the fleet has started. The series remains a fantastic opportunity to do something different to the normal weekend – ideal for first-timers to start racing, and for racers to either have a go at sailing JaM or with a kite, or to try double-handed in either JaM or Spinnaker divisions.

Many thanks to our Start and Safety crew, who have supported the series for so many if the 21 years; Matt Duff, Ian Jameson, Karen Jardine, Barb Lippiatt, Andy Lippiatt, Rose Murphy and Colin Holmes, and to Chris White in the Sailing Office who helped out more than once on a Sunday to keep the series running smoothly.



Terry Fisher cake.

WINNERS

**Terry Fisher Series – overall winner –
The Edge, Dave Kenny.**

Div 1 – Fully Crewed Spinnaker

1	<i>Giddy Up</i>	Rob Halvorsen
2	<i>Endorfin</i>	Mike Giles
3	<i>Corniche</i>	Winston Scotney

Div 2 – Double handed Spinnaker

1	<i>The Edge</i>	Dave Kenny
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Div 3 – Fully Crewed Jib and Main

1	<i>Venustus</i>	Ron Kooy
2	<i>Eclipse</i>	Kim Jans
3	<i>MX</i>	Ron MacArthur

Div 4 – Double handed Jib and Main

1	<i>Ambience</i>	Jane Laws
2	<i>Ocean Steet</i>	Anita Wytntje
3	<i>Stimulus Package</i>	Jason Poutsma



Dave Kenny, *The Edge* (C) with Darren Heath (L) and Phil Hearse (R).



Darren Heath and Deb - Stage and Studio Productions.



Jane and Steve Laws (*Ambience*) with Cully and Myra Stanbury (*Sami*).



Kim Jans and Max Paleschi, *Eclipse*, with Darren Heath (L) and Phil Hearse (R).



Rob Halvorsen, *Giddy Up* (C) with Darren Heath (L) and Phil Hearse (R)



MX Crew: Christine Ajoulet and Barb O'Dowd with skipper Ron MacArthur.

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- Kimbra Bridges and Amanda Casebier

FSC sailors from the Women's Racing and Mentorship Program (RAMP) have been busy on and off the water over the last few months.

In March, the FSC team won the Swan River Sailing Women's State Keelboat Championship hosted this year by Royal Perth Yacht Club, claiming back the trophy for the Club after finishing second last year to the team from Royal Freshwater Bay Yacht Club.

The Club's support of the RAMP program and assistance provided by coach Mikael Lundh allowed us to train on the Foundation 36's in a range of conditions in the weeks leading up to the championship regatta. This commitment paid off on race day with skipper Jessica Lundh leading us through clockwork starts, which we coupled with great crew work and a constant look out for the best wind on course for a consistent overall performance. We raced seven windward leeward races in the championship, finishing with four first places, two seconds and a fifth to hold off Lucy Alderson's RFBYC team in the six boat regatta, with Sandy Anderson's RFBYC team coming in third overall.

It was really enjoyable and rewarding day on the water, thanks to all involved for the support.

In April, shortly after the Women's Keelboat Championship, RAMP sailors organised a last minute entry for the Interclub



Championships hosted by Mounts Bay Yacht Club. This last minute decision gave other women who weren't able to sail in the States competition the opportunity to step up to the challenge. Star of this RAMP team was 15 year old Olivia Payne who helped secure a 3rd. This was her 2nd keelboat race. A commendable achievement for the entire team as they had not trained together.

Also in April, RAMP hosted a topic night with guest speaker Geoff Bishop from UK Sailmakers who discussed sail trim. Geoff has a unique way of involving his audience and the presentation ended up being a sail trim discussion with a lot of participation from the audience. Thanks to Geoff for his continued support to involve more women in sailing.

May saw the beginning of the Huck Scott Series for which we have two teams entered on the Club SB20s. The first race was light on breeze but still a lot of fun. We are hoping for more breeze in the upcoming races. Be careful what you wish for?!

The winter months will see us focused on planning for the '22-'23 season. We will continue to help create competitive and social sailing opportunities along with networking events by working more closely with the Sailing Office, Sailing Committee and Sections.



2022 Western Australian Women's State Keelboat Champions from left to right: Carolyn Bush (bow), Kate Henderson (trim/pit), Kimbra Bridges (mast), Tessa Parkinson (trim), Robyn Martin (main), Jess Lundh (helm), Monique De Vries (trim), Caitlin Shaw (RIB driver & race day coach, not pictured). Photo Darren Bridges.



2022 Interclub Championships (3rd Place) from left to right: Miriam Everall (bow), Tessa Parkinson (trim), Jess Lundh (helm), Olivia Payne (pit/tactician), Robyn Martin (main), Emma Reynolds (mast), Jo Feldman. Photo Amanda Casebier.



Strike me pink!!

Women's State

Keelboat Champions 2022





The FSC team with RPYC Commodore Shaun Offer, RPYC Vice-Commodore Janet Hornbuckle and RPYC Captain Sail Robbie Gibbs.





Power TORQUE

Charlotte Osborne,
Power Section Captain

Where have the months gone? It seems like only days ago that the Power Section went back to the 70's and 80's and dressed to impress on the "Love Boat Cruise". We took *Success* up the river for an evening of music and dancing on the water with everything 70's and 80's, and even brought back the cheese fondue. What a fabulous night! .

Thanks to our sponsors, Stage and Studio Productions for the lighting and music, Darren Heath for being our skipper for the night, and Heather Timms' 'Power-it' Chilli Sauce for all those little special treats.

We finished of February with a Sunday Funday Sundowner, a relaxing Sunday Session and get-together with fun lawn games for the whole family.

Garden Island Family Fun Day is a yearly favourite with many members and once again a convoy of boats from FSC headed to the island. It was a beautiful trip but with everyone secured on their allocated mooring we landed on the beach only to find the wind had not been kind and the beach was full of very smelly seaweed. So our new Lily Pad wasn't used and the beach games didn't happen, but the BBQ area did not disappoint. We set up on the beautifully mowed lawn, where we all enjoyed a nice relaxing BBQ lunch, kindly sponsored by ROUNDHOUSE



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Bingo Best Dressed Lyn



The Osborne Family



Family Fun Day BBQ



Dinner On Xantippe



Family Fun Day



Bingo lifejacket winner, sponsored by BWA



Love Boat: Juliet, Sue, Shellee and Karen



Ian and Jennine



Group photo, the Love Boat



Love boat fun



Liz and Steve



Family Fun Day Special Watermelon

LEGAL and 'Power-it' Chilli Sauce, and a feast of scrumptious prawns from the Robinson Family, before finishing off with "special" watermelon. Many stayed overnight for a special 50th birthday party celebration and what a party it was.

Sunday morning was restful before our strategic planning to head back to FSC in perfect time to cross the Cock of the Rock 3pm finish. Congratulations to Ian and Jennine on *Concorde* for taking out the line honours for the Power Section.

The Boats and Bunnies Raft-up was a very last-minute event organised after the cancellation of the Progressive dinner, leaving a free weekend for many. Any opportunity for a party! With the Power Section being a very sociable section, we are decided to create a new event.

It was a great get-together with boats rafted up to the VIP lawn, attendees wearing our best bunny ears and boat skippers cooking a BBQ dinner for their boat guests. I believe this new Easter raft up and dinner get-together might become a regular on the Power Section calendar.

Once again, we must thank ROUNDHOUSE LEGAL, 'Power-it' Chilli Sauce and Stage and Studio Productions for their support and sponsorship.

Seeing the weather turning unpredictable in May meant that an inside activity was needed, then someone said "BINGO" and let us say no more.... It happened, with the club bar bursting with bunting, balls, and banter, the games night was on. Who knew "BONGO" and the birdie dance would be such a hit? Who knew Matt Duff had such great talent as a bingo caller? We would like to thank BatteryLimits Pty Ltd for their sponsorship of a tippie of port for everyone, the perfect way to end the evening. We thank the generosity of our members once again for donating prizes galore..... Minibus Charters, BWA, 'Power-it'Chilli Sauce, Stage & Studio Productions, RIBS, and Craig and Kylie.

The Power Yacht Section holds its meeting at the club the second Thursday of each month. At this time we plan and share news of events and activities; all Fremantle Sailing Club members are welcome to come along and join in.



22ND COCK OF THE ROCK - Matt Duff

Dash across the line

The Cock of the Rock event was started in 2000 because the then 'Inshore Division 4' was scrapped to make way for the sports boats class, making the big heavy steel, wooden and ferro-cement cruising boats redundant on the racing scene.

The event is held on the first Sunday on or after the 1st April. Known the world over as April Fool's Day; as fate may have it, it is also the first day of the FSC financial year. The Cock of the Rock is not a race; as participants know, there is no start line, only a finish line, and the event's safety requirements are those of the Department of Transport for boats going 5nm offshore, and the COLREGS.

The event recognises wood, steel, ferro-cement and 'exotic' (fibreglass, carbon etc) as their own classes, with powerboats forming a fifth participating group. Each category has its own trophy and participant numbers are steadily increasing year upon year. The rightful claimant of each category trophy is the first vessel of its kind to cross the finish line after 3pm on the day. This can be quite interesting when there are more than forty boats of all shapes and sizes involved!

Traditionally, the course takes us around Philip Rock in Thomson's Bay at Rottneest (hence the name) but the Rock lies within the



Eclipse crosses the line



Luke Jackson (L) and Stehen Winter (R) from NEBO with Joe Czeschka, winner of the NEBO tracker

Rottneest Island Marine Reserve, and an admission pass is now required if the boat enters the Reserve, regardless whether you just sail 'round or stop to anchor, pick a mooring or stay for the weekend (or a week). If is possible to go around the Rock by circumnavigating Rottneest..... for others without a pass, an alternate route was declared for the first time this year, taking us around Mewstone instead.

'Fun' is the key word, with every skipper getting a limited edition t-shirt showing that year's mascot bird and motto. Many members and associated businesses support the race and are recognised on the back of the t-shirt. This year we paid homage to the familiar black swan; on a red background, two black swans (representing the two routes) and its message in Italian.

This year's supporters included AGF Charter Finance, Yachts West, HHMS Mining Services, Epic Civil, Tensioned Fabric Structures, NGT Logistics, Mean Feat, PPI Process Plants International, Stage and Studio Productions, JUWEST Mining Safety, Diverse Engineering and NEBO Global.

NEBO offered all FSC members a free trial period to test their voyage tracking units, and donated a unit by lucky draw for someone who used the system for the event. The tracker was won by Joe Czeschka on *Sadiqi Ra*.

The following claimed the category trophies:	
• Exotic	<i>Eclipse</i>
• Steel	<i>Ruffanuff</i>
• Ferro-cement	<i>Salacious</i>
• Wooden	
• Power	<i>Concorde</i>
Next year's event will be on the 2nd of April - see you there!	



Jubilant with Captain Joely



Light winds and an overcast morning

NOTICE OF ANNUAL GENERAL MEETING TUESDAY 26 JULY 2022

1. In accordance with the Constitution of Fremantle Sailing Club (Inc) NOTICE is hereby given that the Annual General Meeting of the Club will be held on Tuesday 26 July 2022 at 7.30pm in the Wardroom. Please note in your calendar for attendance.
2. At this meeting, in addition to normal matters of business, the results of voting to fill the following vacancies on the Board of Management will be announced.
3. Nominations are invited for these positions. Nominations are to be received by the CEO ceo@fsc.com.au by close of business on Monday 27 June 2022, together with a candidate statement (not to exceed 500 words). Please also provide an electronic, passport style photograph.

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

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VALE

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Bernie Hart	Senior	32
Anthony Miller	Local	1.5
George Playford	Senior	42
Peter O'Connor	General	34



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Steve Parkinson

FINISTERE TWILIGHT AND REMEMBRANCE – ROBBIE HEARSE-HAYES

Members, family and friends were disappointed that strong weather caused the cancellation of the Twilight Sail Past “*Finistere* Remembered” on Wednesday 23rd February 2022. Twilight sailors were looking forward to a sail around the start boat to place tribute flowers in the water prior to the fleet sailing the course and regrouping on the Sunset Deck. The sharing of flowers in this way would have been a re-enactment of the first Twilight held after the loss of *Finistere* and her two crew in February 2018.

It had been four years since the passing of Rob Thomas and Paul Owens, and the loss of the yacht *Finistere*. A gathering of Club

members and the families and friends of Rob Thomas and Paul Owens was held in the Bar. Paul’s father Kevin and sisters Mara, Shani and Kelly and spouses were there, as were Rob’s daughters Jessie, Annabelle and Penny were there together with their partners and children.

Commodore Phil Hearse gave a brief talk “In Remembrance” of these two wonderful members and paid a personal tribute to his friend Rob Thomas. Jane Laws played her song ‘Nothing’, written to commemorate the loss of *Finistere*, for those who were gathered and several others spoke to share their memories. Many tales were told, members paid a tribute to their missed friends, laughter and tears were shared as drinks were exchanged, and old friends met up again.



Jane Laws sings in memory of Finistere



Kaye Risely



Mike Walker



Rob Thomas' daughters



Colin Ballantyne



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Images courtesy Lindsay Preece



Captains Anthony Kirke and Andrew Nuttman win the Siska trophy, ORWA presentations.

SENDING THE EAST COAST A NEW NEMESIS

The newly-crowned WA Offshore Siska Winner, *Enterprise Next Generation* (or 'NG') as she is known, are preparing for the 2022 Sydney to Hobart. The boat is scheduled to leave FSC in late June, and will include the Noakes Sydney Gold Coast Race in her campaign.

The much-coveted Siska Trophy caps a successful 21/22 season, with *Enterprise NG* claiming the 2021 Valmadre Cup, a picket fence on IRC at the '21 TCYC Cockburn Sound Regatta (also best dressed shore crew!), the FSC Success and Stirling Cups and the 2022 Farrowa Cup (RFBYC).

Captain Kirke and the team took the original *Enterprise* to Hobart in 2019 to win IRC Division 4. With the Botin Carkeek GP42 acquired in late 2020 and now ready to be tested on the Eastern seaboard, many FSC members will be following *NG* and

the escapades of Captains Kirke and Nuttman and crew, several of whom served on the original *Enterprise*.

Congratulations on the Siska Trophy, *Enterprise NG*, and best wishes for a stellar performance on the East Coast.



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April Kids' ANGLING CLINIC

Ray Wilson,
Angling Section

The Angling Section's Kids Clinics rarely produce a perfect score because there are so many ingredients that go into the day. Organisers can produce the most exhaustive planning to make the day a success but there are often factors lurking beneath and above the surface that can side-swipe the enjoyment of the outing.

While a liberal lashing of fun is undoubtedly the common denominator of the Clinics, the ocean and the elements ultimately decide how the day is rated.

Seafarers know full well that if the winds, swell, currents and the sun are all on the same page, it is a joy to be on the water. The April 14 Clinic was one such day, given it came in a year when one of the January Clinics was abandoned because of strong winds, and the scheduled second Clinic in January went ahead, albeit minus the main ingredient – fish!

So come April 14, Angling Section volunteers were praying for a change of luck, and their pleas to the Higher Authority didn't go unheeded.

With Clinic Co-ordinator Di Norkett holidaying in the eastern states, angling veteran Joe Venter took the reins and helped conduct a superb clinic. Martin Smith skippered the boat while John Holbrook, Greg Hancock and Ray Wilson were also on board to help out.

The unbridled enthusiasm of the kids - whose expectations are always sky-high - never ceases to amaze the helpers and all members of the Angling Section.

If smiles were fish, the boat limit would have been reached in no time at all because there was no hiding the kids' emotions. In the most productive day in recent times, kids had an absolute ball catching herring, skippy, King George whiting, sand whiting, squid and flathead.

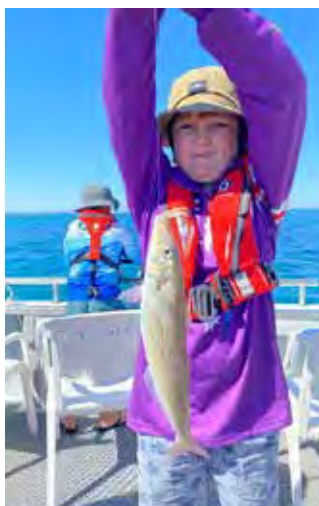
And here's the real takeaway from the Clinic – ever-smiling nine-year-old Isla Collisson caught her first-ever fish, a humble herring that, for the first-timer, was as big as Moby Dick.

It was a touching moment in a shrieking sort of way and Will grabbed equal billing when he landed the most-prized fish of the day – a 46cm King George – and promptly declared he was going to invite his fishing buddy Jesse over for tea that night to celebrate the catch.

All the day's action centred around only three spots almost due west of the club and between the Stragglers and Mewstone on sand patches – an area well-known by some of those on board.

The only lament came when it was time for the final "lines up" as several of the kids pleaded for one last cast.

When parents arrived on the Sunset Deck for the 2.30pm collection, the kids took great delight in regaling them of their exploits of the day. Later that night, the parents expressed their thanks at the pictures emailed to them showing their beaming kids proudly displaying their catch.



EXMOUTH '23

Mike Giles, Race Director

The Fremantle to Exmouth Race and Rally 2023 will be the final race of the 2023 coveted “Siska Trophy” series.

This event was first held in 1991 and then lay dormant until it was revived in 2021 to offer long distance sailing enthusiasts a new challenge!

Run over a slightly longer distance than Sydney to Hobart Race, the 700-nautical mile Fremantle to Exmouth Race & Rally will take competing sailors from the first chilly winds of our southern winter to the balmy warmth of Australia’s Coral Coast.

Exmouth itself offers a wide range of attractions for sailors, their families and accompanying parties during their stay.

Registrations are now open, and full details for both the Race and Rally fleets are available from our website.

Key Dates	
Nomination registration	Opens March 2022
Event launch	14 September 2022
Qualifying passage examples	Fremantle-to-Geraldton Race (Oct 2022) Bunbury and Return Race (early 2023) Naturalist Race (early 2023)
Entry closing date	31st January 2023
Race documentation close	22nd April 2023
Compulsory briefing	4th May 2023
Race and Rally start	6th May 2023
Presentation Dinner	13th May 2023 (Exmouth)

In 2022 we already have 12 new sponsors onboard! Please welcome MG Kailis Group, Club Marine, One Sails, Clear Orthodontic Studio, UK Sailmakers, The West Winds Gin, North Sails, Stage & Studio Productions and Robert Oatley Fine Wine Merchants.

Key to the success of any great event is having an awesome team of people and the support of many sponsors who understand and appreciate the significance and work that goes into making a great event, sensational.

FSC is now opening sponsorship opportunities to suit both large and small budgets to help promote this very popular event and ensure a fantastic experience for all competitors, not just during the race and rally, but the time spent in Exmouth too.

Please contact our Sponsorship Coordinator (sponsorship@fsc.com.au) today to see how you can get involved.



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The sun sets on SUMMER TWILIGHTS

This season we were extremely fortunate to have the summer Twilight Series sponsored by Peter Rogers from Airjet.

In addition to the season's grand prize of an AirJet 12V-DC Aircon unit (valued at \$6,700) to the boat selected in the lucky draw (each participation gave you a ticket in the hat), Airjet also donated 3 bottles of wine per week to Twilight participants.

This year *Baci* cleaned up the prize pool, with skipper Dominic Di Latte winning the Grand Prize aircon unit and his crew being awarded "Best Dressed Crew" on the night. The theme was reportedly Mexican; 'Dr Jazz' acquired a whole new meaning as Dean appeared looking like he stepped straight

off the set of *Breaking Bad*! The Street Kids from *Ocean Street* turned up in denims, flannels and baseball caps (worn backwards of course) whilst the *Hijinks* crew looked like extras from the *Magnificent Seven*. The *Longboat* were runners-up for best dressed crew, looking like a Diego Rivera painting when they all stood together.

Thanks go to our Airjet sponsors Peter Rogers and Mark McCartney for their hard work, dedication and generous support throughout the 2021/22 Twilight Season, to Lynda Mackillican for her co-ordination of the series and to 'Dr' Dean McKenna and Kym Daymond for frequently providing entertainment after sailing. Congratulations to all sailors and crew members that were involved for making this a great season.



Commodore Phil Hearse thanks the team on Success.



Cruising Captain Martin Rice thanks Dean McKenna and Kym Daymond.



Peter from Airjet congratulates the winner Dom di Latte, *Baci*.



Airjet sponsors with Phil Hearse (L) and Lynda Mackillican (R).



Baci crew.



The Commodore and the 'chemist', Dean McKenna.



Longboat crew in the bar, final twilight.



Hi Jinks and *Pipedream III*.



DIVE SECTION

Wrecked In Busselton

Andrew Brockis, Captain, Dive Section

Eleven stalwart souls participated in a very successful weekend dive trip to Busselton in March. The event was organised for the dive section by mastermind Justin “Submarine” Rose and facilitated by local Bunbury entity Todd “The Hoff,” Haffner.

Half the tourists headed to Busselton on Friday night so they could enjoy some pre-dive training at the Esplanade Hotel and environs the night before. The rest followed on Saturday morning.

On Saturday morning Pelle Thambert and Todd brought Todd’s excellent RHIB right into the Eagle Bay launching ramp, which eliminated the need for a lengthy and expensive dive charter trip from Busselton as Todd conveyed the first group of divers out to the *HMAS Swan* wreck. The *HMAS Swan* was a river class destroyer escort. She was purposely sunk in 1997 as a recreational diving site and artificial reef in Geographe Bay. The *Swan* is 113m long, 12.5m wide and 22.5m tall, making it an exceptionally large dive site to explore.



Busselton Dive group. L-R, Roger, Justin Rose, Heidi Bucktin, Ciaran Lavin, Pelle Thambert, Neville Mader, Doug Glover, Ewan Rowell, Andy Brockis, Todd Haffner, Grant Dugtig.

Todd Haffner, Neville Mader, Grant Dugtig, Doug Glover, Ciaran Lavin and Ewan Rowell were first to arrive at the site. After a little confusion as to which buoys were attached to the wreck itself, they took the plunge and their dive went very well.

Both Neville Mader and Doug Glover had served on the ship, affectionately known by the crew as “The Fluffy Duck”, whilst serving in the Royal Australian Navy. It was great to have them participating, to both brief us beforehand and then answer our many questions. Such as, “*Did that row of toilets have sight screens or cubicles between them or was every performance al fresco Roman style?*” (Fortunately, they did.)

Once the group surfaced Todd headed back to the beach to pick up late risers Justin, Andrew Brockis, Heidi Bucktin and her friend Roger who along with Doug Glover made up the second group to dive on the wreck.

This dive nearly ended disastrously before it began when Andrews’s high-pressure line exploded followed by Rogers’s BCD bladder bursting. Fortunately, all was not lost and gear substitutions were made to save the day. Visibility was excellent and the surface wind and wave conditions abated whilst the divers were below.

The *Swan* itself remains in great shape and deserves multiple dives to explore it thoroughly. With a depth at the bottom of 32 metres, we had to keep a close watch on our No Decompression Limit times to avoid a decompression penalty that might have negated a second dive in the afternoon.

Fortunately, everyone played safely and once ashore the race began to get to the 14:00 train out to the end of the Busselton jetty, which was to be our next dive site.



Doug at the main gun hatch

It was a close-run thing but after some smooth talking, the train driver was persuaded to hold the loco waiting until we all clambered aboard with our dive gear for the slow trip out to the end of the iconic pier.



Busselton Jetty

Once at the terminus, we discovered that the sea breeze was blowing a healthy 15 knots and there was a sizeable wind wave. It was therefore nice to discover that the jetty has been equipped with an excellent dive platform and stainless steel ladders right to the bottom, which made entry to the water both safe and easy. The dive itself was pleasant with beautiful corals on the pier posts and many octopi, cuttlefish and a Port Jackson shark that was leisurely basking on the sand in a shaft of sunlight.

Several of our group were rebuked by the jetty staff for trying to entertain children looking out through the underwater observation chamber viewing windows. Frankly, I think we were more interesting to them than the scant numbers of local fish.

Following a walking speed return train trip, we headed off to our overnight accommodation in an old Air BnB House we dubbed 'Busselton Towers'. The elderly owners were charming and nothing was too much trouble for them as they even encouraged us to wash our gear and Todd's boat in their back garden.

As you might imagine by now after a day on the water we were all famished and we couldn't get to the Esplanade Hotel fast enough for beers and enormous steaks.

Refreshed and refuelled by the pub grub it was back to 'Busselton Towers' where Doug Glover insisted that in honour of our visit to the *HMAS Swan* we must play a Navy game called "Submarines". A traditional drinking game, we played it for penalty dares rather than drinks. The penalties awarded were varied and creative; it was a hilarious evening and only ended once the red wine ran out.

The weekend was a raging success. Doug finally got to see inside the secret squirrel communication room on the *Swan* from which he was barred whilst serving aboard as a navy rating, Neville got to revisit his officers' berth and the rest of us mortals had an epic weekend.

BAILED UP BY SHARK

Andrew Brockis, Captain, Dive Section

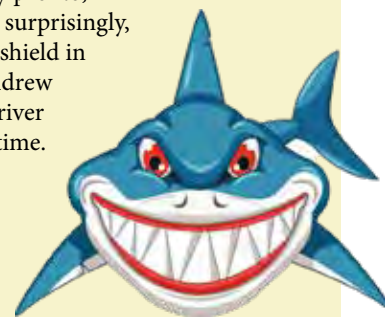
Our own Bailey Haffner had an unpleasant encounter with a 3.5 metre bull shark in May. Bailey was cleaning a boat hull in Matilda Bay near Royal Perth Yacht Club, when halfway through the job, he felt a big bump.

"This shark has come up basically on top of me on my right and he's turned and kicked me off the hull of the boat. I didn't really work out what had happened at first, it was quite a forceful thump, he was solid and it knocked me as if I was thin air."

"...all of a sudden I've seen this big head ..."

Bailey tried to scare the shark away with air bubbles; "I held my regulator free flowing because apparently sharks hate bubbles. I think it worked!"

Bailey can't remember levitating out of the water but he managed to get up onto the jetty pronto, sacrificing a fin on the way. Not surprisingly, Bailey wasn't wearing his shark shield in the river. Gavin Baynes and Andrew Brockis were also diving in the river cleaning moorings at the same time. Whilst they had a shark shield deployed nearby next time all parties have agreed they will be wearing activated shark shields personally in future.



PURELY AUSTRALIAN VODKA

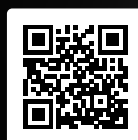
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OFFSHORE



Coventry Reef

Offshore Report for season 2021-22

John Rayner (*Al Fresco*), Offshore Captain

Images courtesy Lindsay Preece

The 2021-22 Offshore Season witnessed some magnificent racing, and some great advances in race safety and organisation driven by our race team over the last few years with the Exmouth Race being the catalyst.

Across the season there was an average of 16 boats hitting the racetrack with a roughly even split between the number of Div1 and Div2 boats. There was a steady decline in the number of boats racing in both divisions toward the back half of the season, with the Div2 fleet going from around ten boats before Christmas to around 6 boats after the Christmas break. There is some ongoing work to try and understand the reason for the second half drop off in participation in addition to developing other measures to maintain healthy fleet numbers. A couple of boats were having a well-earned break from racing (*Obsession*, *Giddy Up*), some went to new ports in Australia and overseas (*Indian*, *Joss*, blue *Weapon of Choice*) and some opted to do more river racing (*Argo*, *Joss 2*).

The first few races (the Foundation Race – the George Law Memorial sponsored by the Law family, and the Centaur Run) saw some spectacular competitive racing, particularly between the new Fast 40s, *Enterprise Next Generation* ('NG') and (white) *Weapon of Choice*. These boats are right at the sharp end of the racing and development spectrum and were presented with ideal conditions which matched their performance sweet spot, as demonstrated by resounding IRC wins. The gap between them and some very well-seasoned and campaigned boats such as *Atomic Blonde*, *Crush* (36') and *Checkmate* (these 3 boats were 1st, 2nd and 3rd in last year's Siska Series) showed just how quick and well sailed these boats are. While on the topic of being quick, highly tuned and well sailed, the 3 Ports race saw the brilliant blue TP52 *Crush* make her first appearance and record a solid IRC win on the tightish course. The '3 ports' course this year was a different format consisting of 6 or 7 legs of around 6 NM long. This made for some good racing where all

boats were in visual contact and crossing paths for much of the race ensuring the crew was kept on their toes.

As has been the case for a number of years the Coventry Reef race, with new event sponsor UK Sails, was the best attended race with 24 boats. *Enterprise NG* and *Atomic Blonde* won the IRC flags with *Al Fresco* and *Corniche* finding some PHS form.

The Arns and Associates 90 NM Westcoaster race was sailed by 13 boats in a building breeze with a number of boats reporting holding onto too much sail for the final leg from Hillarys to the finish. *Lithium* sailed a great race and won the IRC and PHS for Div 1 and claimed the overall race. She had shown some great early season form in the Centaur Run and proved again she was highly competitive. *Crush* and *4th Dimension* won IRC and PHS respectively in the tightly contested Div 2. The highlight of the race was undoubtedly the double handed christening of the big green 'n' broad *Fat Bottom Girl* (FBG). It was a baptism of fire, but Alan and Will gave it a crack and had a fat time in the process.

The year 2021 finished up with the IRC states hosted by RFBYC including the Rockingham and return races (Dolphin and Gordon Craig). The IRC was won again by the very competitive and hard to beat *Cadillac* in Div 1 and *Crush* (36') in Div 2.



Atomic Blonde.



Cameron Berg, Offshore Volunteer.



Hanka Cydejko Female Crew of the year



Success Cup winners Enterprise NG (Div 1) and Atomic Blonde (Div 2).



L-R ORWA President Trevor Taylor, Geoff Bishop (Checkmate) and MC Alan Stein (Fat Bottom Girl).



ORWA Presentations Hilary Arthure (Wyuna), Mike Giles (Endorfin) and Trevor Taylor (Optimus Prime).

Hosting the IRC states is shared amongst the clubs and after three successful years at RFBYC they will head to RPYC for a new program.

A weekend south at Rockingham was followed up by a weekend north at Hillary's – the fun never ends! As usual, the Pot of Gold had a good turnout of 20 boats and is combined with the inshore HYC Dash for Cash. Plenty of fun to be had and good wins to Enterprise NG and Kraken under IRC and Surfer Rosa and Kraken under PHS.

The 74th Bunbury race was sailed in plenty of breeze at the start followed by variable conditions into the night. Great results achieved by Weapon of Choice and Atomic Blonde in IRC and Weapon of Choice and Sagacious IV in PHS.

The next 2 races were hosted by RPYC, with the 'round the island' being sailed in ideal, if not tricky conditions. Good results to Wasabi and the consistent 4th Dimension under PHS and Crush and Atomic Blonde under IRC. The Cape Naturaliste is always a good and usually tactical race, and this year was no exception, the only disappointing feature was there were only 9 entries. A good win on IRC to Weapon of Choice and Atomic Blonde, with Enterprise NG and Atomic Blonde picking up the PHS.

The last FSC race of the season, which is co-hosted with MOFSC was run at the end of March. This weekend is one of the best weekends of the sailing season and was kindly sponsored by Mansfield Marine. Unfortunately, Covid-19 intervened and restricted the numbers for the party at



Hilary Arthure Skipper of the Year.



Starboard!



King Canute (L) and Platinum

Mandurah, but the team at MOFSC did a fantastic job making the event fun and successful. Enterprise NG and Salacia II won both the IRC and PHS results of Hall's Head race while Crush and Atomic Blonde took win for both handicap systems in the return race.

The length of the Roland Smith race has been shortened over recent seasons and the jury may still be out as to whether it has resulted in more boats taking part. This year saw 14 boats hit the start line and great results were recorded by Checkmate and 4th Dimension on PHS, and Crush and Salacia II on IRC.

The season was rounded out with 14 boats taking part in a very light trip to Geraldton – the 52nd year of running for this great event. The very consistent Crush and Atomic Blonde collected the wins for IRC and Al Fresco and Wyuna picked up the PHS.

A massive thanks to all boats that took part this season and special congratulations to Enterprise NG for taking out the Siska trophy. They had a great tussle with Weapon of Choice (who came second) all season and Checkmate rounded out the podium positions in third. Enterprise NG also won the Div 1 IRC and PHS of the Captain Stirling and Success Cups to cap off an outstanding season. Atomic Blonde won the Div 2 IRC and PHS categories for these 2 prized FSC trophies.



The race is on: L-R Enterprise NG, Weapon of Choice and Crush.

Congratulations also to all the individual winners for their contribution to sailing over the past season. Hilary Arthure won the skipper of the year, giving her all to get Wyuna competitive and out on the course. Tim Cross took out Male crew member of the year for doing, well anything required, and Hanna Cydejko the female crew person of the year for her amazing efforts on Al Fresco and the Offshore committee.

Lastly, thanks and much appreciation to the 16 committee members who gave up their time to represent, organise and promote offshore sailing at FSC. A special thanks again to Hanna Cydejko for tackling the toughest job on the committee of secretary, Dick Sherwood for his treasury skills and Lynda Murray for running and improving the most important job of getting the sponsorship and trophies in order. A big thank you also to the Race Officers and volunteers who are generous and talented in running these events and greatly appreciated. Special mention to Cam Berg for his communications expertise in bringing the fleet up to a high standard, particularly his additional DSC training and patience. These improvements have been recognised and are in the process of being promoted by Australian Sailing

See you on the water...



Pipe bands at FSC (photo Pipe bands WA).

TUNING UP AT FREMANTLE Stuart Bradford, Pipe Major

Pipers of the FSC Pipes & Drums had a busy start to the year. Starting in January, rehearsals to prepare for the first gig of the year introduced some new tunes to the band's repertoire. We had the second Burns Night in recent years to display some new Robbie Burns tunes to the appreciative audience. It was fantastic to see the evening expand on last year's Ode to the Bard, and have an entertaining night upstairs in the Wardroom.

From the band's perspective, the 2022 Burns Night started with band members playing sets as guests ascended the foyer stairs on their arrival. We had robust conversation over our two tables while dining on traditional cuisine. It soon came to the time to display our skills. Our section's performance consisted purely of tunes written by Robbie Burns, with the exception of Flower of Scotland, but I'm sure the crowd forgave us, judging by the vocal contribution from audience members!

Three weeks later we were out and about again, this time at the annual HMAS Perth Memorial and Regatta hosted by Nedlands Yacht Club. The band played tunes under the trees as guests arrived for the afternoon. As proceedings commenced we marched on, keeping the formalities in line for the memorial. The Pipe Major played Flowers of the Forest as a tribute to the fallen, followed by the band exiting to another march set.



Solo piper's practice Photo Pipe Bands WA.



Leading the Fremantle Anzac Day Parade.

The next big day out was ANZAC Day. FSC Pipes and Drums have attended the Cannington ANZAC Service for 35 years. This year's was another service with variety. We couldn't stay for the longer service because we needed to dash off to the next parade.

The ANZAC Parade at Fremantle took a different route than previous years. The initial order of participants had the FSC Pipes & Drums behind the Navy contingent, easy for us, we just follow the people in front. But as we arrived the order had been changed and suddenly, we were leading the whole parade... Did I know the route and where we were to go? No, internal panic, hoping the piper doesn't lead the parade astray! And because the Navy need to have a strong drum beat to march in time, the Pipe Major put down his pipes and picked up the bass drum and led the parade from the front, with the FSC logo on the drum blazing!

The band then made their way to the Bellevue RSL ANZAC Service for their parade and service. The hosts there fed and watered us well, as they have for many years. A select group of us (those that still had the energy) made our way back to the club for a final performance to conclude the day.

The following week, FSC Pipes & Drums were hosts to the 10th Annual Fremantle Highland Championships. The day was a success, albeit with some reduced numbers due to Covid-19. The club is a fantastic venue to host pipers, drummers, dancers, pipe bands and heavy event athletes. On the day we had five bands and thirty-one solo performances competing on the day. Congratulations to Rockingham City Pipe Band who won first



Piping the Haggis in, Burns Night.



Fremantle Anzac Parade 2022.

Observing Anzac Day at FSC

It was a case of third time lucky as we were finally able to observe Anzac Day at FSC for the first time since Covid-19 struck.

In 2020 we hoped to start a new tradition, offering breakfast and holding a brief Anzac Service as a precursor to the well-established Anzac Cup and Anzac Day Cruise. These plans went hand in hand with Graeme Martin's decision to offer the William Glassie Martin Memorial Prizes for the Inshore Divisions in memory of his great-uncle, killed at Gallipoli.

Lockdowns in 2020 and 2021 meant that we had to wait till this year to finally see our plans come to fruition. Demand for breakfast was light but the service, held on the VIP lawn, was well attended. Duty Officer Graham Collins shared 'In Flanders Fields', and Graeme Martin's grand-daughters Eloise and Alyssa Mitchinson gave the Ode. The Commodore's address left us with food for thought during a time when the Russian invasion of Ukraine left thoughts of war close in our minds.

The cruise and racing started after the service, but the light winds soon vanished altogether, placing the prize purse in jeopardy. The JaM cruise became a motorsail, and one by one the racing boats retired until, in the end, only four boats finished the race: *Zubenubi*, *Enterprise NG*, *The Longboat* and *Sami*. It was almost dark when they finished, and the crews did not get the chance to taste the roast lamb rolls that went down rather well with everyone else that afternoon.

The 'finishers' also missed the opportunity to hear the four remaining Pipers, still standing after a long day that began with Dawn Services and Anzac Marches, play on the Sunset deck before they too had the chance to relax.



Ambience becalmed - Anzac Cup.



Anzac Day Div 1 winners *Zubenubi*.



Anzac Day JaM fleet becalmed.



Commodore Phil Hearse gives the commemorative address on the VIP lawn.



Eloise and Alyssa Mitchinson read the Ode.



Pipes and Drums on the Sunset Deck, Anzac Day.



Duty Officer Graham Collins: In Flanders Fields.



FSC INSHORE SUMMER SERIES

We enjoyed a good summer series, with very few events cancelled due to weather.



Dom di Latte (Baci) Roger Passmore (Aquila) Steve Delfos (Minke).

THANKS AS ALWAYS TO THE VOLUNTEERS WHO KEEP US ON THE WATER:

Inshore Committee		Start boat teams
Inshore Captain	Alan Anderson	Frank Rodda ('Saturday' skipper)
Secretary	Ian Ward	Anne South
Principal Race Officer	Colin McDougall	Chris Bender
Handicapper	Ernie Delfos	Elke McAlindon
Div 1 representative	Roger Passmore	Joyce Bender
Div 6 representative	Steve Kerr	Marie McDonald
Twilight representative	Ian Ward	Brian Marsh (twilights)
Safety Officer	Graeme Martin	Ian Ward (twilights)
Committee member	John Palmer	
Committee member	Brian Cooper	
Committee member	Richard Sherwood	



Baci crew.



Martin Graville (Pipedream III) with Commodore Phil Hearse.

SUMMER SERIES TROPHY RACE WINNERS

- **The Inaugural Memorial Race Trophy**, sponsored by Naked Specs: *Witchy Woman* Jaye Martin and John Palmer.

This is a new trophy introduced to honour past members of the inshore division, skippers, crew and volunteers, that are no longer with us.

- **Ken Cook Memorial Race:** *Ambience*, Jane Laws
- **Catalpa Race:** *Sami*, Myra Stanbury, with +PD7.44%.
- **Ron Warren Trophy Race:** *Ambience*for the third time! Jane Laws
- **Australia Day Race:** *The Cro Connection*, Peter Kennington
- **Mike Harvey Race:** *Smooth Operator* (East Fremantle YC) with +PD15.5%.
- **Warne Shield:** *Southern Star*, Noel Murphy, with +PD8%
- **Max Shean Trophy Race:** *Sadiqi Ra*, Joe Czeschka
- **Anzac Day Trophy Race:** *Zuben'ubi*, Alan Anderson

The Anzac Day trophy was supplemented by the William Glassie Martin memorial cash prizes, donated by Graeme Martin in memory of his great uncle, who died at Gallipoli.

LIFE MEMBERS' TROPHY

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

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

- 3rd Place *BACI*: Points scored 976
- 2nd Place *PIPEDREAM 3*: Points Scored 991
- 1st Place *SAMI*: Points Scored 993



Presentation dinner buffet.



Sami crew.

CONSISTENCY SERIES RESULTS [PHF] FOR DIVISION I

Place	Ties	Sail No	Boat Name	Skipper
1		F752	BACI	Domenico Di Latte
2		F238	THE CRO CONNECTION	Peter Kennington
3		F661	ZUBEN'UBI	Alan Anderson
4		F4	AQUILA	Roger Passmore
5		F347	MINDS EYE	Michael Thorpe
6	1.0S	AUS1770	SOUTHERN STAR	Noel Murphy
7		SPI 17	SAGACIOUS IV	Chris Hind
8		AUS013	STIMULUS PACKAGE	Jason Poutsma
9		F211	SAND CRABS DISCO	Graeme Martin
10		F919	WITCHY WOMAN	John Palmer Jaye Martin
11		F395	GIDDY UP	Robert Halvorsen
12		F1971	SALACIA II	Ross Norgard
13		AUS31004	THE BUS	Murray Smith



Alan Anderson, Skipper of Zuben'ubi.

CONSISTENCY SERIES RESULTS [IRC] FOR DIVISION I

Place	Ties	Sail No	Boat Name	Skipper
1		F661	ZUBEN'UBI	Alan Anderson
2		F4	AQUILA	Roger Passmore
3		F347	MINDS EYE	Michael Thorpe
4		AUS1770	SOUTHERN STAR	Noel Murphy
5		AUS013	STIMULUS PACKAGE	Jason Poutsma
6		F395	GIDDY UP	Robert Halvorsen
7	1.0S	F919	WITCHY WOMAN	John Palmer Jaye Martin
8		F211	SAND CRABS DISCO	Graeme Martin
9		F1971	SALACIA II	Ross Norgard



Phil Hearse & Roger Passmore (Aquila).

CHAMPIONSHIP SERIES RESULTS [PHS] FOR DIVISION I

Place	Ties	Sail No	Boat Name	Skipper
1		F752	BACI	Domenico Di Latte
2		F661	ZUBEN'UBI	Alan Anderson
3		F238	THE CRO CONNECTION	Peter Kennington
4		F4	AQUILA	Roger Passmore
5		SPI 17	SAGACIOUS IV	Chris Hind
6		F347	MINDS EYE	Michael Thorpe
7		AUS1770	SOUTHERN STAR	Noel Murphy
8		AUS013	STIMULUS PACKAGE	Jason Poutsma
9		F395	GIDDY UP	Robert Halvorsen
10		F919	WITCHY WOMAN	John Palmer Jaye Martin

CONSISTENCY SERIES RESULTS [PHF] FOR DIVISION 2

Place	Ties	Sail No	Boat Name	Skipper
1		F244	PIPEDREAM 3	Martin Graville
2		F110	MINKE	Steve Delfos
3		F17	FREDDIE FUDPUCKER	Richard Webster
4		F320	WINDSWEPT	Ernie Delfos
5		F282	VALKYR	Brian Cooper
6		F15	EUFARRIA	John Crowhurst
7		F732	IMPULSE	Lance Woods
8	3.0S	F47	MX	Ron Macarthur
9		F918	NUZULU	Andrew Wilson
10		F62	PANACHE II	Kim Klaka



Phil Hearse & Myra Stanbury (Sam).



MX crew.



Zubenubi crew.

CHAMPIONSHIP SERIES RESULTS [PHS] FOR DIVISION 2

Place	Ties	Sail No	Boat Name	Skipper
1		F47	MX	Ron Macarthur
2		F110	MINKE	Steve Delfos
3		F244	PIPEDREAM 3	Martin Graville
4		F320	WINDSWEPT	Ernie Delfos
5		F732	IMPULSE	Lance Woods
6		F282	VALKYR	Brian Cooper
7		F15	EUFARRIA	John Crowhurst
8		F17	FREDDIE FUDPUCKER	Richard Webster
9		F918	NUZULU	Andrew Wilson
10		F62	PANACHE II	Kim Klaka



Stephen Kerr (Polaris) with Phil Hearse.

CONSISTENCY SERIES RESULTS [PHF] FOR DIVISION 6

Place	Ties	Sail No	Boat Name	Skipper
1		F116	SAMI	Myra Stanbury
2		F298	POLARIS	Stephen Kerr
3		F111	THE LONGBOAT	Ole Otness
4		F10	MEDUSA	Franco Pieri
5		F447	SLIPSTREAM III	William Ashby
6		F97	AMBIENCE	Jane Laws
7		F300	SADIQI RA	Joe Czeschka
8		F73	SOPHIE	Myles Draper



Pipedream III crew with Brian Cooper (Valkyr).

CHAMPIONSHIP SERIES RESULTS [PHS] FOR DIVISION 6

Place	Ties	Sail No	Boat Name	Skipper
1		F116	SAMI	Myra Stanbury
2		F298	POLARIS	Stephen Kerr
3		F111	THE LONGBOAT	Ole Otness
4		F10	MEDUSA	Franco Pieri
5		F73	SOPHIE	Myles Draper
6		F447	SLIPSTREAM III	William Ashby
7		F97	AMBIENCE	Jane Laws
8		F300	SADIQI RA	Joe Czeschka
9		F80	BLUEBELL	Ruth Shean
10		F307	OCEAN STREET	Anita Wyntje



Presentation Dinner.

The Latest From The Marine Environment Committee

Anita Wytje, Committee Chair

World Oceans Day

World Oceans Day is on the 8th of June each year. This year, Lincoln from Tangaroa Blue briefly shared the organisation's profile with us and extended an invitation to all members to join 'TB' cleanup events in the local area. Rubbish picked up during these cleans is included in the Australian Marine Debris database.

Members and guests then enjoyed a presentation by Nate, Captain of Expedition Drenched, who shared some of the group's superb videography captured as they sail the globe documenting the wonders – and sometimes tragedies – of life in the ocean. Stories and footage shared included

- The Monolith – a 2,000 year old coral now fighting for survival as part of the Great Barrier Reef
- Fighting the Crown of Thorns – in the Pacific, assisting locals inject and remove crown-of-thorns starfish in an effort to protect the local reefs
- Saving the reputation of sharks – a diver near the Bahamas has a secret spot where hammerheads come to him to be patted.

The Galley joined in the spirit of 'sustainability' and offered a truly delicious vegan meal option for the evening, which was enjoyed by many.



Expedition Drenched are berthed at FSC over the winter and will return to the Esperance area towards the end of the year to work on a new documentary. In August, they will give a talk about underwater videography at the Dive Meeting (Wednesday 3rd) and about managing the boat and crew as the Cruising Topic Night (Thursday 25th).

The 'Jon Sanders report' – microplastic sampling

The Curtin University team who worked with Jon Sanders to analyse the microplastic samples collected on Jon's 11th world circumnavigation released their report in May this year. Titled *'Around the plastic world in 455 days – a citizen science global transect quantifying microplastics in the oceans,'* the paper is [available online](#).

Sadly, "...[m]icroplastics were found all along the eastern and southern seaboard of Australia including the Southern Ocean in the Great Australian Bight." An overview of the report, which also provides a link to the final report, can be found amongst the [Curtin University media releases](#).



Treasures of the Bilge – Reuse, repurpose, recycle!

'TOTB' was held on the Dinghy Lawn on the morning of Sunday 10th April, with MEC members and Duty officers managing buyer and seller movements under Dale Lovett's co-ordination. Some twenty sellers – including the Bosuns, who brought three tables of goods! – enjoyed mild conditions and bargains were snapped up very quickly. The Dinghy section had outdone themselves with a magnificent cake stall to offer morning tea, and the showers kept away until after lunch.

Other clubs and boating groups on social media were invited to attend the event as buyers or sellers, and some did show up; however, we believe that this event can be much bigger if FSC members note it in their calendar in advance and bring out their treasures. Anyone who does make it inevitably lets us know what a bargain they managed to pick up..... why miss out?

Beach Cleanup

Unfortunately the weather did not play nice in the week leading up to the planned Beach Cleanup, which was going to take us to Garden Island in the company of some Tangaroa Blue volunteers to pick up smaller as well as larger bits of trash. Garden Island (Pig Trough Bay) generally appears well kept, so we were particularly interested to see what we would find in terms of the inconspicuous stand by for a new date for this event.

Keep Cups

Our second version of FSC keep cups has been selling very well since the Club agreed to offer a 50c discount on coffees in keep cups. It looks like we will be looking to re-stock! Meanwhile, you do not need to use a Club keep cup to attract the discount – it's your reward for BYO 'mug', so we don't add another disposable to the trash cans!

Containers for Change

The Containers for Change program continues to run well, though deposits have slowed down since the weather has grown cooler and wetter. We appreciate everyone's efforts to put eligible containers into the wire bins around the premises and on the trailer – a quick reminder

- Wine and spirit bottles are not eligible
- Other rubbish (e.g. food leftovers) and plastic bags are not eligible
- Lids to plastic bottles should be removed

Steve Parkinson and Anita, together with Charlotte Osborne, who has helped from time to time, are getting very good at managing the transfer of containers from our bins into to the recycling centre's system!

There has been little uptake from the Sections to secure a grant from the CforC proceeds by running a 'Clean regatta' qualifying event, so the Committee is currently engaged with the Planning Committee to examine some long-term improvements to invest the funds.



Steve with Containers for Change.



FSC DINGHY Update

Matt Till, Dinghy Captain and Roger Pell, Secretary

In late 2020, the committee identified gaps in the Club's sailing pathways and as such, we were losing youth sailors, especially females, from the sport and to other sailing clubs. A phased plan was developed to counteract this; one of the actions was to introduce wind foiling equipment in 2022. This leverages the youth development pathway and optimises our access to our world class coaches. The Joyner brother are early successes on the foils, with both Jack and Harry competing overseas and Harry completing the world's first foiling tack. Harry was recognised in the annual awards by being named winner of 2021/22 Peter Wainwright award. Please read on the next page the full list of Dinghy winners.

We concluded the summer club racing series with our Presentations and have just started the Huck Scott winter regatta series. To resource level our coaches on Huck weekends, we have moved all coaching to Sunday afternoons. Coaching

continues to remain very popular and special thanks are given to the FSC Sailing Office for the ongoing support.

Lastly, I need to recognise all volunteers for their dedication supporting on-shore and off-shore activities.

Communications – Alex Thomson

The 2022 goal is to maximise technology to run our racing, asset management and volunteering scheduling. FSC Dinghy has now transitioned over to TopYacht and although training/ new hardware is still to be rolled out, TopYacht was successfully used at the first Huck Scott Saturday. Dinghy looks forward to the Club's move to acquire software to capture volunteer hours and centralise club training/ skills.

Racing/ Regattas/ Class News – Mal McLeod/ Paul Harford

Consistency/Club Championship

These races were well supported, demonstrating the proficiency of the volunteering group.



Harry Wright (right) receives the G G Hickling trophy for Most Improved Crew Award from Roger Pell.



Mitch McLeod (center) receives Dragon Perpetual Trophy - Most Improved Skipper, from Roger Pell (left) with Matt Till, rgt rear:

Huck Scott Winter Regatta

This is the premier dinghy winter event for Perth, run over the months of May, June, July and August. On 28 May, a fleet of ~80 boats competed in glorious conditions but light winds. The Race Officer struggled to lay a course, but eventually was able to get two races in. Special recognition goes to i) Race Officer John McKechnie (NYC), ii) FSC Sailing Office and iii) our loyal and efficient volunteers. Thanks are also extended to the new FSC CEO, Craig Evans, and the Vice Commodore for assisting.



Jayden Phillips (right) wins the Margaret Cook Award for encouragement.



Lucy Graham (right) wins the Schweppes Trophy for Junior Sportsman.



505 crew Alex Thomson (left) wins the Wild West Challenge – for the most spectacular pitch pole capsized (on 505 video and no-one injured).

Travelling sailors

- Amelia Catt and Chris Charlwood - silver in 470 mixed at the Hempel World Cup Series Allianz Regatta, Almere (The Netherlands)
- Elyse Ainsworth - 9th in ICLA6 at the Hempel World Cup Series Allianz Regatta, Almere (The Netherlands)
- Caelin Winchcombe - raced as U21 at European Championships, Lake Garda, Italy
- Harry Joyner (iQFOiL) - won the Windfoiling class at Youth Sail Vic with 1st place in every race, raced as U21 at European Championships, Lake Garda, Italy
- Jack Joyner- raced as U21 at European Championships, Lake Garda, Italy
- Luke Elliot, Ethan Macaullay, Zac Littlewood - ILCA7 Mens World Championship, Nuevo Vallarta, Mexico
- Stefan Elliott-Shirecore, Michael Compton - silver and bronze medallists respectively at the U21 European Laser Championships

Canteen/ End of Season Function – Kirsty Sharp.

On Saturday 21 May, the Dinghy club held its End of Season function at the dinghy club. The theme was Mexican including colourful costumes, delicious Mexican food, complimentary margaritas and games of piñata. In attendance were Commodore Phil Hearse, Vice Commodore Anita Wyntje and Claire Allen (sister of Peter Wainwright). As noted previously, Harry Joyner won the Peter Wainwright award; with Harry still overseas it was collected by his proud parents, Roger and Gill Joyner, after Harry 'visited' the presentations by pre-recorded video. Here is the complete list of winners:

2021-22 DINGHY SECTION ANNUAL AWARDS	
Peter Wainwright Plaque - Most Promising	Harry Joyner
Peter Winter - Novice Skipper Award	Matt Boulton
Dragon Perpetual Trophy - Most Improved Skipper	Mitch McLeod
G&G Hickling Trophy - Most Improved Crew	Harry Wright
Schweppes Trophy - Junior Sportsman	Lucy Graham
Margaret Cook Award - Encouragement	Jayden Phillips
Volunteer of Year	Heinz Nieman
Noel Sweetman Honour Board - Dinghy Club Person	Nia Jerwood
Costa Concordia - Coach's award	Joshua Till
Journeyman Cup	Chris Charlwood and Amelie Catt
Wild West Challenge	Nic Mariani and Alex Thomson

FSC 2021/22 DINGHY CLUB CHAMPIONS:

Class	Position	Skipper	Crew
505	Champions	Nic Mariani	Alex Thomson
	2	Rob Fleming	Chris White
	3	Roger Pell	Ed Repsevius
Laser Standard (ILCA 7)	Champion	Stefan Elliot-Shirecore	
	2	Michael Compton	
	3	David Whait	
Laser 4.7 (ILCA 4)	Champion	Joshua Till	
	2	Charles Allen-Toyn	
	3	TBA	
Laser Radial (ILCA 6)	Champion	Liam Cox	
	2	Patrick Scally	
	3	Ailee	
Optimist Open	Champion	Murray Duthie	
	2	Thomas Cooper	
	3	Seth Till	
Optimist Inter	Champion	Hudson Graham	
	2	Lucielle Graham	
	3	Kai Nakayama	
29er	Champions	Mitchell McLeod	Harry Wright
	2	Teyah Duthie	Drina Bucktin
29er_xs	Champions	Finley Simmons	Lucas Cunningham
	2	Jack Brazier	Blake Tweedie
	3	Mackenzie Fleming	Raf De Pelseener
Wind Foil	Champion	Harry Joyner	
	2	Jack Joyner	
	3	Caitlin Shaw	



Joshua Till (2nd left) receives Costa Concordia trophy for falling out of a RIB, whilst coaching. From left to right are Matt Till, Joshua, Ben Walkermeyer (senior coach) and Commodore Phil Hearse.



Roger and Gill Joyner (left) receive the 2022 Peter Wainwright award from Claire Allen (Peter's sister, right), on behalf of Harry Joyner.

Huck Scott Series, Race 1



Wind arrives just in time to start 29er racing.



Marginal sailing conditions for a Hobie 16.



Huck Scott Winter Regatta – a clear, bright day but no wind near the start boat.



RAMP team on the SB-20.



Chris White and Rob Fleming in their 505.



PRO John McKechnie (right) and RO Paul Harford waiting to set Huck courses.

Huck Scott Series, Race 1



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From The Archives

article from The West Australian Newspaper (Perth WA 1879-1954)

Mon 23 Mar 1903 - Page 6 –
YACHTING - A YACHT RACE



The final race of the season, sailed over the outer harbour course 6 on Saturday afternoon, resulted in the best contest being witnessed during the season. For this occasion, the officials decided to start the boats on the handicap times, and, in consequence, those on the *Gannet* were able to display more interest in the race, as the leading boats could be easily distinguished.

At half-past 2 o'clock the club's steam yacht, *Gannet*, left the river wharf with a fair complement of members and their friends on board and, steaming of the river, soon ranged alongside the main jetty where a goodly number went aboard. On the stroke of 3 the starter, Mr. C. Nithewood, sent away the limit boat *Don*, *Genevieve* being an absentee.

Four and a half minutes afterwards *Auraria* and *Doree* were despatched, and the remaining eight boats were started as follows: *Doreen* 7min. 30sec.; *Thelma* 10min., *Westral* 12min. 30sec., *Winfreda* and *Florodora* 14min. 30sec., *Minerva* 15min. 30sec., *Valentine* 17min., and *Circe* 21min. *Melba*, on the latter mark, did not put in an appearance.

The majority of the boats went off to time but several misjudged distances and were far astern of the line when their respective flags dropped. *Minerva* was severely handicapped in this respect,

as she was five minutes late in crossing. An unfortunate incident happened to *Valentine*, whose skipper made off at a great pace on the fall of his flag, but had to return owing to an error in the starting calculations. This had the effect of throwing this popular boat back by two minutes; which delay probably cost her the race. The breeze, described officially as moderate, was blowing fresh from the south-west, and made the water very lively, but soon after rounding the Beagle Buoy it dropped considerably. The long-start boats made good use of the breeze and shaped a course for the Elbow Buoy. On the way the *Florodora* replaced the *Westral* owing to an accident to the latter's peak halyard, and the *Winfreda* shortly after followed the lead of the former boat. The remaining boats occupied much the same positions as when they started, with the exception of *Minerva*, whose running gear seemed to be out of order, necessitating a deal of mast climbing on the part of the crew.

Just past the Fish Rock the wind died away, and but a small puff was left. This had the effect of scattering the boats as each skipper worked to secure, in his judgment, the best slant of wind. At the Elbow Buoy all the boats rounded and stood out towards Carnac, with the exception of *Don*, whose skipper held on towards Woodman's Point bank. With the light wind blowing this proved a fatal error, as Garden Island kept off what little breeze there was. When nearing the Club



Buoy, off Carnac, there was quite a flutter of excitement on the steamer as to what yacht would be round first. *Doreen* led *Winfreda* close up, but a sudden break in the wind caused them to pay off, and about ship was the disappointing order. *Valentine*, who stood well out for the sea breeze then came up and essayed to round, but *Florodora*, followed by *Doreen*, shot up with a bit of a puff, and rounded just ahead, the latter, however, grazing the buoy in the process.

Circe followed at 5hr. 3min. 20sec¹, and *Thelma* 5hr. 5min. *Winfreda* should have been fourth round, but a vexatious puff made her alter her course and she passed just to leeward of the buoy. This caused her to retire to sixth position, and it was eight minutes past 5 before she cleared the buoy. *Westral* was next, at 5hr. 13min. 40sec., *Minerva* was 10sec. later, and *Doreen* 1min. further behind. *Auraria* and *Don* did not essay the task and made for home.

As soon as *Florodora* was racing free, her crew put in some smart work, and almost immediately sent up a top sail and spinnaker, *Valentine* was somewhat slower with her extras, but made up for it by sporting a huge ringtail. She soon passed *Doreen* and challenged *Florodora*. Foot by foot she overhauled her rival

until they were dead level. Then one would get a slight pull, which would give a momentarily lead until the other boat felt the breeze. A manoeuvre by *Valentine* to get the windward gauge would result in a counter move by the latter's skipper. This caused the race to be most exciting, and all that was wanted to make the finish memorable was a fresh breeze to spring up.

When nearing the end of the jetty, *Valentine* made a last and determined attempt to get the windward position, but *Florodora* bore her right up with the result that a gybe was enforced. The alteration of the cruise had a similar effect on *Florodora*, and her boom swung over. With a rapidity which delighted the onlookers, the crew of the latter hauled down the spinnaker and set it to starboard. This quick movement settled the race as *Valentine's* crew was so slow in changing

the extra that *Florodora* established an undoubted lead, and finished 45sec. ahead. The result was as follows.

		Hours ²	Mins	Secs
1	<i>Florodora</i> (W.Webb)	6	12	15
2	<i>Valentine</i> (F. E. Mews)	6	13	0
3	<i>Doreen</i> (B. Gibbs)	6	17	32
4	<i>Thelma</i> (E. V. Brown)	6	25	13

Minerva and *Westral* also finished, but their times were not taken.

Commodore H. G. Bourne was in charge of the steamer and was assisted by Rear Commodore F. H. Stokes and Secretary J. L. Neame. The trophy, a pair of binoculars, was presented by the president (Capt. Irvine), and the cup for points, presented by Major W. J. Byrne, was won by *Valentine* with 11 points, *Westral* coming second with 9 points.



¹Given the start time and the description of *Winfreda's* finish, it is likely that the rounding time for *Circe* was 17:03:20, and *Westral* 17:13:40 rather than more than 5 hours having elapsed.

²Again assumed to be o'clock rather than elapsed hours.

Cruising Section Alpha Thorpe, Cruising Committee

The humble snag is back!

After going missing for more than a year, the sausage sizzle after the monthly Cruising JaM is back. The section's repeated requests for reinstatement, supported by lobbying in the House Committee, endorsement by the Commodore and a change in the Club's BBQ Policy means that the humble snag is back.



It made its return at the May JaM, prompting far more sailors than had been usual to leave their boats and convene on the Sunset Deck for a pint and proper appreciation of Ole's cooking. Luckily we all know Ole's Norwegian, or we might have dubbed him the Swedish Chef!

Woodman Point Winter Getaway

It was a fine but chilly Saturday during the June long weekend when the Cruising Section visited Woodman Point.

A very select group of yachts (*Dr Jazz*, *Spyglass* and *Sea Drive*) braved the conditions. Early arrivals had to motor, but a little breeze came up for the late comers.



dinner. We also were able to meet Theresa, the new crew member on *Spyglass*.

Overnight it remained calm for a restful sleep. The next morning, Dale and crew went exploring on the land, *Dr Jazz* went exploring Port Coogee Marina, and *Sea Drive* headed for home.

Happy birthday Claire!

A small group of Cruisers managed to get to the Copper Chimney to celebrate Claire's birthday.

A challenge was to locate the Woodman Point Mooring no 2, it must have floated off in the winter storms. Conditions were calm and pleasant, and afternoon drinks on *Sea Drive* extended into a noisy and well lubricated



Congratulations Fred Lynch, OAM

Fred Lynch was the first General Manager of FSC to preside over the current clubhouse.

He was the Club's General Manager between March 1979 and December 1980. During this time he dealt with

- The club's plans and building,
- Administering the government's development loan,
- Sorting the pens and all arrangements for the finish of the Parmelia Race,
- Updates to the Constitution and Rules,

- The Club's Liquor licence,
- The purchase of Kate as rescue boat following destruction of the previous boat,
- The Club's fire systems at the club, and
- Out fitting the interior of the Clubhouse in preparation for the official opening

to name but a few matters detailed in his reports to the Board of Management. Clearly, he played a pivotal role in establishing the Club's operations as we recognise them today.



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

A1 Marine

Brian Rynhoud
0417 982 084
brian@a1marinetotalcare.com.au

Adina Industries

Craig Jennings
0405 412 131
adinaindustries@gmail.com

AKZO Nobel

Paul Abelha
0418 883 361
paul.abelha@akzonobel.com

All Marine Services

Alex Scholz
0408 866 292
allmarine@allmarineservices.com.au

All wood work

Ross Gaynor
0418 955 827
rossgaynor@bigpond.com

AMI

Ami Hackett
0439 313 789
ami@amimarine.com.au

Aquarama Slipways

Adrian Howells
0417 094 739
aquaslip@inet.net.au

Ascent Shipwrights

Daniel Roberts
0400 267 966
daniel@ascentshipwrights.com

Audiocom Marine

Cameron Cox
0418 936 816
marine@audiocom.com.au

Be Free Marine

Wayne Styles
0413 953 753
befreemarine@gmail.com

Benchmark Hydraulics a& Civil

Chris Montgomerie
0418 376 267
chris@bhcivil.com

Bluewater Marine Refrigeration

John Holligan
0418 919 694
john@bmr@wn.com.au

Boat Services Australia

Rohan Lewis
0412 662 999
rohan@boatservicesaustralia.com.au

Boating Hardware

Murray Smith
0439 943 639
sales@boatinghardware.com.au

Bronco Marine

Anthony Stevencon
0406 105 913
info@broncomarine.com

Ches Power Group

Mike Cippitelli
0412 586 354
mike.cippitelli@chespower.com.au

CJW Marine

Chris Woodward
0418 943 367
chris@cjwmarine.com.au

Clive Thomas Shipwrights

Clive Thomas
0415 950 170
bcandct@hotmail.com

Clough Marine Electronics

Jonathan Clough
0417 948 447
jclough@westnet.com.au

Cutting Edge Marine Trimming

Tim Garrity
0432 062 834
tim@cemt.com.au

Dazzling Marine

Darren Zuydam
0407 547 065
darren@dazzlingmarine.com

Diverse Engineering

Michael Giles
0419 851 494
mgiles@diversewa.com.au

Donna Marine Detailing

Donna Leigh-Ford
0417 244 261
donnaford@y7mail.com

Douglas Vessel Management

Jason Douglas
0409 082 590
dvm3@bigpond.com

Doyle Sails

Will Hammond
9430 5366
will.hammond@doylesails.com

ERGT Australia

Paul Skuse
0417 375 402
p.skuse@ergt.com.au

Exclusive Design Upholstery

Julian Iuliano
0419 231 223
julian@wasp.net.au

Exterior Marine Solutions

Mike Crisp
0416 655 877
mike@exteriormarinesolutions.com.au

Eyesplice

Paul Hurley
0439 998 419
paul@eyesplice.com.au

Fibrelite Boats

Ben Punch
0410 445 585
info@fibreliteboats.com.au



CLUB
MARINE



stage&studio
productions



Fremantle Shipwrights

Stephen Handley
0403 265 676
stephen@fremantleshwrights.com

Freo Boat Works

Valy Kadzevitch
0406 670 298
info@freoboatworks.com.au

GJ Hansen

Greg Hansen
0478 716 502
phantomhansen1@gmail.com

Go Graphics

Angela (office)
9433 5544, 0417 149 796
nathan@gographics.com.au

Hydroflite Partners

Michael Senini
0408 907 672
hydroflite@gmail.com

Igor Bjorksten

0419 755 878
igor@iinet.net.au

Independent Marine Engineering

Milen Jovanovich
0418 936 921
miljov@bigpond.com

Indian Ocean Maritime

Jayden Delfos
0437 709 252
jdelfos90@gmail.com

Indian Ocean Mechanical

David Bartlett
04140 109 557
dave@indianoceanmechanical.com.au

Indigo Boating

Jason Kelly
0425 177 700
jason@indigoboating.com.au

ITRIM

David Brien
0421 082 979
itrimwa@outlook.com

JAK Electrics

Jon Kain
0419 815 674
jak.electrics@gmail.com

Jet Torque Marine

Dave Johnson
0421 032 567
dave@jettorquemarine.com

John Davies Marine & Motor Trimming

John Davies
0427 426 307
bigbluemarine@hotmail.com

Joysea Services

Andrew Joyce
0403 254 101
andrew@joysea.com.au

K1 Marine Trimming

Ki-Raphael Sulkowski
0429 116 195
ki@k1mt.com.au

Lawson Marine

Tony Lawson
0416 145 556
tony@lawsonmarine.com.au

Leigh F Swift

Leigh Swift
0410 379 574
swiftl@iinet.net.au

Leonard Shipwrights

Billy Leonard
0405 472 014
billy@leonardshipwrights.com.au

Mansfield Marine Brokers

Daniel Testa
0402 278 843
daniel@mansfieldmarine.com.au

Marine Force One

Ashley Jackson
0460 318 228
marineforceone@bigpond.com

Marine Spark & DC Support

Matt Jenkins
0417 181 430
marine.spark@outlook.com

Maritime Electronic Services

Peter Turner
0401 039 432
info@maritimeelectronics.com.au

Marmino Marine

Paul Marmino
0450 627 463
paul@marminomarine.com

Martin Box Marine

Jamie Dodd
9336 1466
jamie@martinboxmarine.com.au

Mike Armstrong Diesel

Mike Armstrong
0428 853 323
army.1970@outlook.com

Nifty Marine

Neville Wilson
0433 310 552
nifty@niftymarine.com

Ocean Life Mobile Services

Stephen Thomas
0438 903 589
service@oceanlifemarine.com.au

Ocean Shipwrights

Kevin Jaques
0417 991 770
kevinjaques@bigpond.com

Oceaner Marine

Matt Lovelady
0499 449 788
sales@oceanermarine.com.au

One Sails

Paul Eldrid
9331 3910
perth@onesail.com

Paemac

Paul Bailey
0427 262 478
paul@paemac.com

Parker Marine

Ben Parker
0413 577 938
ben@parkermarine.com.au



Perth Shipwrights

Ben Taylor
0424 520 314
ben.taylor@perthshipwrights.com.au

Peter Cardy

Peter Cardy
0417 784 871
petercardy83@gmail.com

Port Kennedy Boat Services

Jack Barone
0400 407 183
service@pkboats.com.au

Postfair Insulation Solutions

Jacob Cornwall
0400 336 250
jakecornwall@exhaustinsulation.com.au

Power Equipment

Nick Marsden
0419 914 768
nick.marsden@powerequipment.com.au

Prestige Marine

Darren Grose
0439 977 353
darrenprestigemarine@bigpond.com

Private Yacht Solutions

Rob Colston
0406 727 925
robcol@pys.com.au

Pro Marine WA

Josh Lawson
0414 307 091
workshop@promarinewa.com.au

Pure 1 Marine

Nick Baker
0413 096 660
nickontheboats@hotmail.com

Quality Marine Coatings

Terry Eastwood
0417 253 265
qmcspl@bigpond.com

RMP Services

Nathan Mortimer
0439 960 366
info@rmpservice.com.au

STS Marine

Connor Wallington
0421 179 532
admin@stsmarinewa.com

Shoreline Diesel Services

Rob Dumps
0412 349 842
shorelinediesel@optusnet.com.au

Sirocco Marine

Stewart Dixon
0499 887 072
stewart@siroccomarineperth.com.au

SMS (Shoreline Marine Services)

Joshua Sgro
0403 616 258
smsmarine@live.com.au

Solutions Centre

Jason Foulds
0498 753 816
jfoulds@solutionscentre.net.au

STS Marine

Connor Wallington
0421 179 532
admin@stsmarinewa.com

Sweeny's Marine Service

David Sweeny
0415 764 662
sweenysmarine@gmail.com

Taylors

Dave Higginbotham
0409 007 477
davidjohnwa@gmail.com

The Boatmen

Dylan Watts
0410 527 915
dylan@theboatmen.com.au

Triton Marine Services

Matthew Evitt
0411 836 408
matt@tritonmarineservices.com.au

Turn Key Marine Maintenance

Jamie Lewis
0402 222 923
jamielewis@iinet.net.au

Ultra Marine Maintenance

Glen Tincombe
0408 921 004
ultra.marine@bigpond.com

Water Rats

Philip Bonner
0430 206 155
philip@waterrats.com.au

West World

Mark Watt
0418 926 517
mark.westworld@bigpond.com

Westrac

Albertus Nolte
0417 916 999
albertus.nolte@westrac.com.au

Williams Marine

Shane Williams
0407 711 448
williamsmarine@westnet.com.au

Wilson Marine

Chris Pearson
0488 926 606
chris@wilsonmarine.com.au

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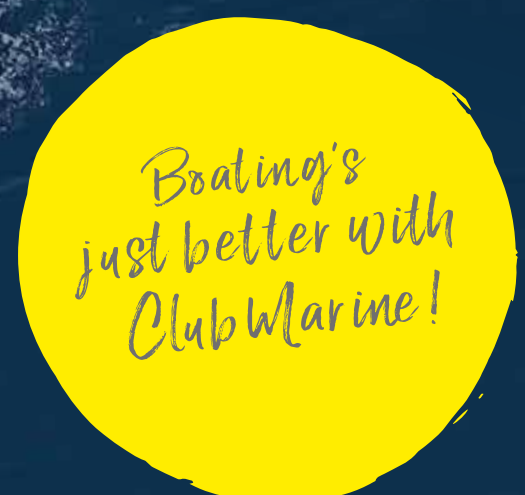
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