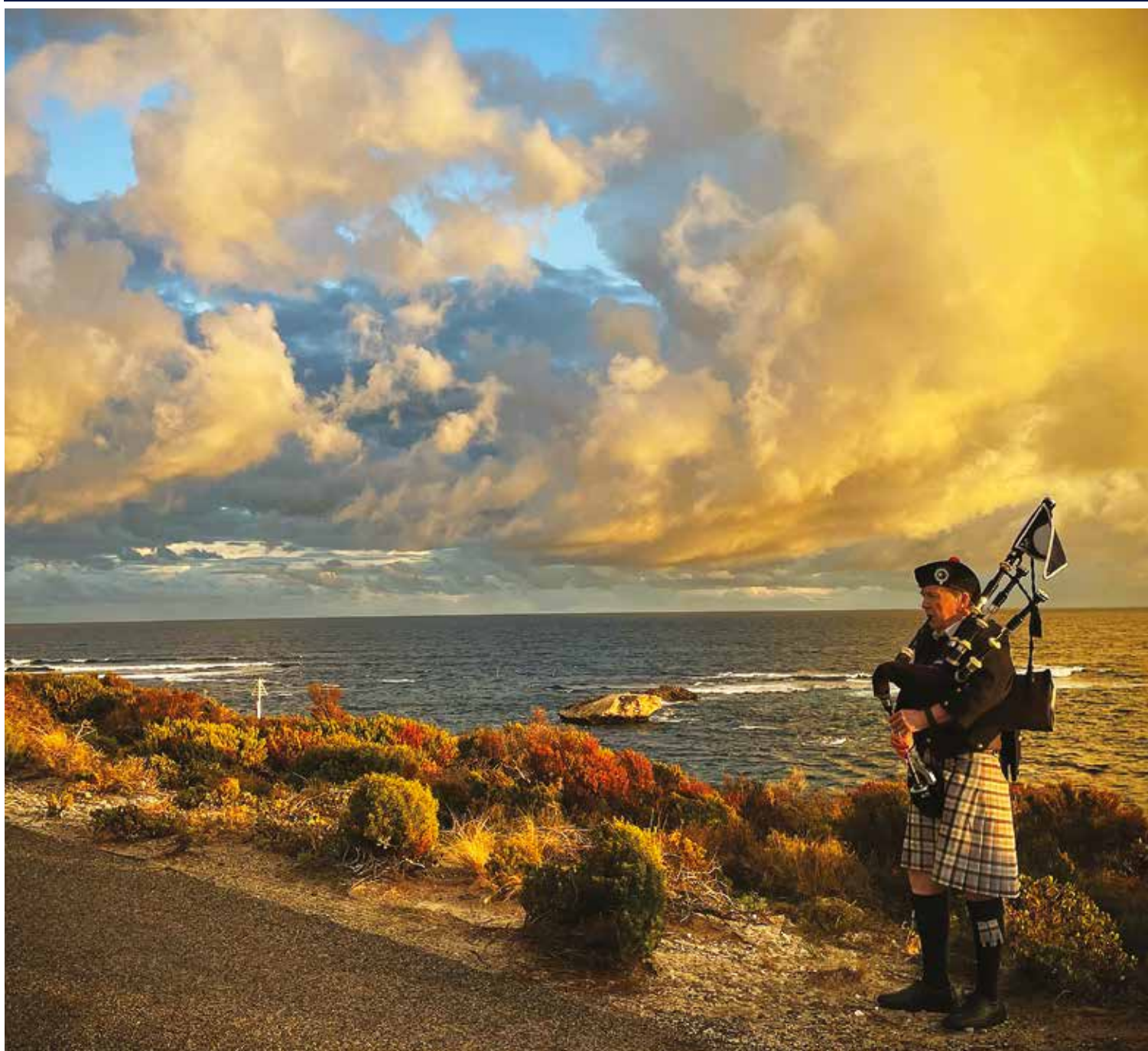


JULY - OCTOBER 2024

BLUE WATER BULLETIN



WHEN SHE GOES DOWN ON YOU
A BRIEF GUIDE TO ANCHORS
TAVERN IN THE TOWN

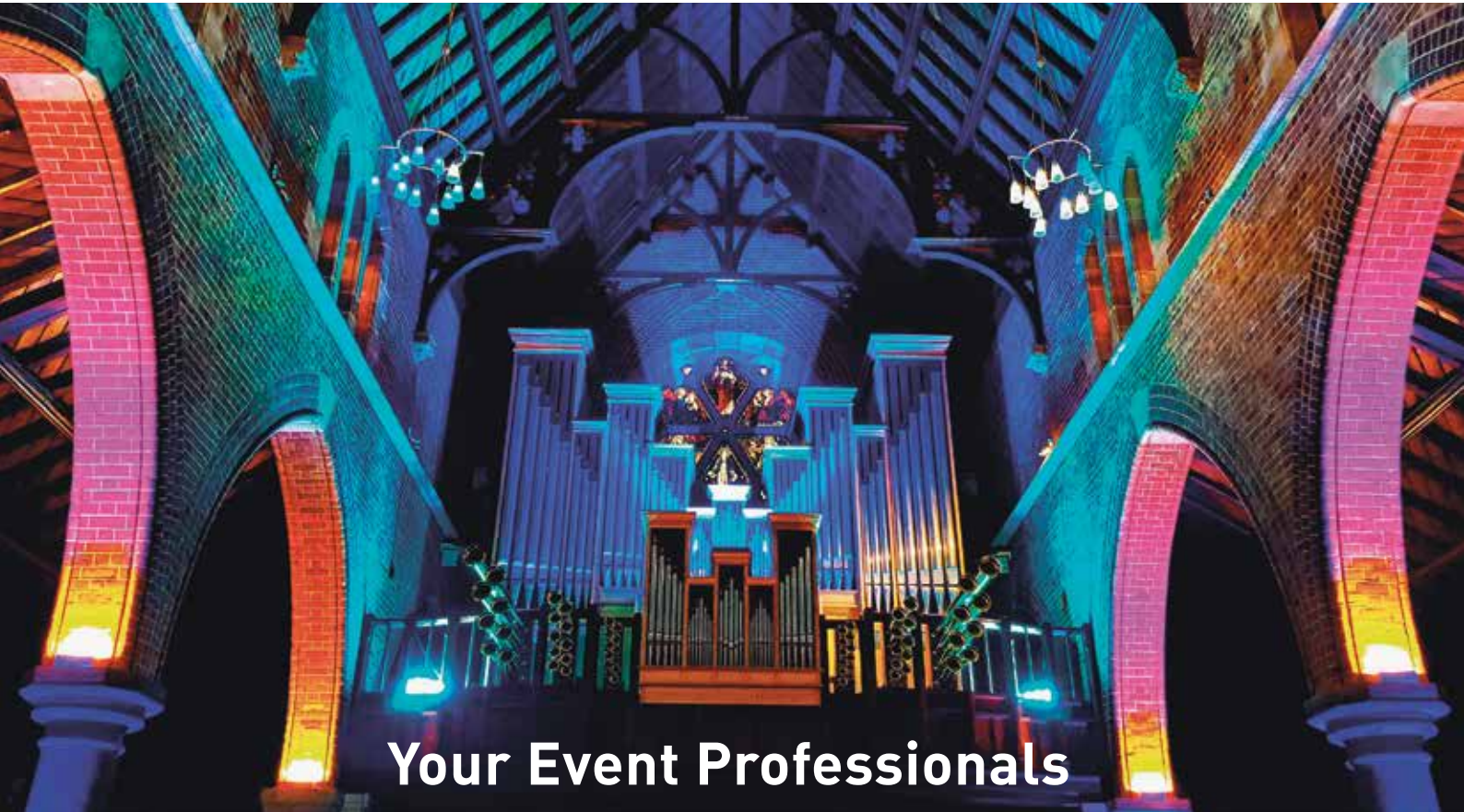
CRUISING THE CANAL DU MIDI
2023-24 KEELBOAT RESULTS
2024 WOMEN'S STATES



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Enterprise - image Paul Swanson

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Commodore's Report

Kyle Timms

Commodore 2023–24



Welcome to the July edition of the Blue Water Bulletin.

In March it was a pleasure to attend the Mandurah Offshore Fishing and Sailing Club to present the inaugural Finistere Award to Lyn Powell and Ian Whitehead as part of the 'Mandurah Weekend'.

The Finistere Award is a new award which is presented to sailors or support people for participation which is worthy of recognition in Offshore Sailing. The criteria for recognition are broad and it is hoped the award will encompass those people who often go unnoticed. I have listed the criteria for this award below as I believe it mentions many of the attributes that Fremantle Sailing Club members demonstrate and should be very proud of.

- Participation in and contribution to offshore yacht racing
- Encouragement to others to also participate
- Mentoring sailors who are newcomers to the sport
- Demonstrated reliability
- Having maintained a vigil for, participated in, or coordinated the rescue of other yachts
- Having contributed to the conviviality, humour and camaraderie between offshore sailors
- Having assisted or been part of race management team
- Having sailed in significant Australian ocean racing events
- Persons who become involved such as Sea Rescue volunteers
- Long term supporters or sponsors of ocean racing in Western Australia

The FSC Keelboat presentation for inshore and offshore racing was held in the Wardroom on 11th May, with a very large attendance. Offshore Racing WA held their presentation at RFBYC on May 25th and congratulations go to Anthony Kirke and the crew on *Enterprise NG* for winning the Siska Trophy.

With winter upon us the Dinghy Sailors have started the Huck Scott series, the Inshore Keelboats have started their inshore winter series and the Offshore Keelboats have started their Valmadre series. The FSC Power Section "WA Fuels" Consistency Cup Time Trial series, which consists of eight heats, is also underway.

On May 30th we launched the 'Fremantle to Indonesia Race and Rally' with a planned start date of 10th May 2025. The finish destination will be the UNESCO World Heritage site of Komodo National Park, home to the legendary Komodo dragons and featuring sensational diving spots and superb scenery.

We have had some changes in the harbour office with Jason Hands our Harbour Master leaving after 7 years of service to our club. His deputy Sam Blackburn has taken over his role, with Bronte Dean joining us as Assistant Harbour Master. We also gained the experience of Andrew Raven who has returned to take on the challenging job of Projects and Facilities Manager. Welcome to you all. The Harbour Office is in the process of adding 24 of the proposed 48 new trailer bays in the northern carpark area.

One of the good things about being Commodore is that I get to choose Club Person of the Year. However, there are so many people dedicated to our Club, and the calibre and commitment of the candidates is so high, that it has proved a very difficult choice. So, for this year I have selected Barb O'Dowd as Club Member of the Year.

For many years Barb has been a mainstay of the Anode Team who work all year round checking and replacing the sacrificial anodes that protect our club jetties from corrosion.

Barb also runs the well-equipped dive shed and is the Safety officer for our dive equipment and diving policies. She regularly assists with the maintenance and replacement of the club's 17 inshore racing marks. She also is an instructor at the free dive refresher courses and will be an instructor for the advanced diving course scheduled for later this year.

On Tuesdays and Thursdays all year round, you will find Barb and the Anode Team hard at work above and below the surface, saving the club millions of dollars in jetty maintenance and replacement costs. On weekends she races as crew aboard Ron McArthur's yacht MX.

The Club Member of the Year Award is not given out lightly, and it reflects not only the efforts put in over this past 12 months but also the massive efforts that people have put in over a long period of time.

When I look at the dedication of our volunteers, it humbles me as Commodore. Our thanks to you all.

Kyle Timms

Cruising the Canal du Midi

Summer on the inland waters in the South of France - Sheree Willems, *Spes*

Bonjour Fremantle Sailing Club and fellow cruisers! Over the past two months, Paul and I, along with our youngest daughter, Ciel (12), have enjoyed a very different type of cruising to our usual adventures sailing on the Indian Ocean in Western Australia. In fact, the experience has been so unique that I am keen to share some of our experiences during the past two months here in France with you, and some (hopefully) helpful information.

Some of you may remember our family from our time spent in port at Fremantle Sailing Club, with our schooner *Solur*. We spent significant time preparing our boat for our year of cruising back in 2020 - 2022; the plan back then was to complete a full circumnavigation. However, like so many others, the pandemic halted our plans and our teens became young adults, which left Paul and I seeking a different type of adventure to fit in with the current needs of our family.

If gently gliding along a calm winding canal through small quaint French villages, exploring bustling magnificent cities full of medieval cathedrals and castles, drinking refreshing and unique local wines and brews and sampling mouth-watering pastries sounds like it is for you, then please read on.

What is the Canal du Midi and where exactly is it?

Even if you have yet to learn much about the European canal system, which is extremely extensive, you may have seen pictures or heard about the Canal du Midi in France. The Canal du Midi is an incredible engineering feat, designed and built by Pierre-Paul Riquet in the mid to late 1600s. It starts just behind the port of Sete in the Étang de Thau and runs for 240km to end in Toulouse. In Toulouse, it connects with the Canal de Garonne and continues on to the Atlantic Ocean. You can easily travel between the Atlantic and Mediterranean on these two canals if your draft, beam and air draft fit within the canal parameters. It is not uncommon for small sailing vessels and even some larger monohulls to be seen commuting along the Canal du Midi with their masts removed to enjoy a break from the high seas and to explore the beautiful southern French countryside.

The canal itself comprises of 328 structures including ecluses (locks), aqueducts, bridges and tunnels. The Canal du Midi's 63 locks include double, triple, quadruple and even a sextuple staircase eglise. Each structure is a photographer's dream, there is so much history to see and enjoy¹.

Our boat - *Spes*

We purchased our boat, a 1924 Luxemotor (21m) named *Spes*, from



Spes docked in the Canal du Midi

a beautiful lady who had lived aboard with her husband and children for over 42 years. We specifically chose an inland canal boat with a shallow draft of around 1.2m, a beam of 4.5m and an air draft of around 2.8m to ensure we could fit under all the small bridges easily. *Spes* has crossed the channel to the UK 7 times, so in the right conditions, can take on some open rivers and protected passages.

¹ Visit an interactive map at <https://www.tourismecanaldumidi.fr/en/interactive-map/>



Spes berthed at the town dock in Paraza



Cosy in the Ecluse

Where did we start the trip?

Paul, Ciel and I commenced our trip south from the bustling city of Toulouse. As we work remotely during the week, we move our vessel each weekend to a new port or town, so we have been able to enjoy visiting many small villages and towns over the past two months. We did not know it at the time, but starting the trip in Toulouse was the easy way to travel on the Canal du Midi as the ecluses (locks) are



Spes going up in an Ecluse

primarily all going down. Essentially, you drive your vessel into an incredible marvel of engineering, throw a couple of midship lines around the bollards, hold one end of your line and are gently lowered 2m to 6m. When sharing the space with other boats it can become more exciting when trying to enter and exit an ecluse due to the narrow entry of the ecluse and the round shape inside, which just means you need to pay careful attention to your bow and stern and go SLOW.

Some core pros and cons of canal boating vs sailing

YAY:

- Protected waters reduce the chance of sea sickness to almost nil.

- You will rarely need to stow items due to how flat and calm the canal is. The flow of water is generally very well controlled.
- You can easily step off the boat to run errands, exercise and have some quiet time without needing to consider wind and swell. The canal provides an excellent space to walk, run and bike ride.
- If secured to bollards or posts, you can go out for the day without wondering if your vessel will still be there when you get back. No risk of dragging anchor...
- Transport is fairly easy to access, e.g. Ubers, buses, trains, hire cars.
- You can be off-grid like a yacht with solar, water maker and generator
- You may be surprised but you can fish and the fish are actually huge!
- Easy to access FRESH produce weekly
- You use very little fuel going 8km per hour (MAX)
- You can access many countries in Europe via the canal system, it's absolutely MASSIVE

BUT:

- The afternoons in the med can



Paul and Ciel enjoy pizza on deck

be fairly hot. Unlike in an ocean anchorage, you can't just jump in the canal to refresh and cool down. Plan on how to stay cool on hot afternoons, e.g. pools, beach, keep adventures to mornings and evenings.

- During summer, hire boats can make navigating tricky due to the enclosed canal space. It's not uncommon to rub alongside other boats in the ecluses, when docking and in the canal as you pass each other in a tight corner. As a sailor, this is almost unthinkable, but on a canal it is at times unavoidable, so ensure your boat is well-fendered and protected.
- It's not always possible to find a nice quiet berth close to towns in summer with hire boats around. Unlike in an anchorage where you can often move back 200m for peace, there is not always that option in the canals and turning around can be fairly difficult with a larger boat unless in a designated turning basin.
- Docked on the canal, your boat is accessible.....if your instincts tell you to be vigilant, be vigilant.

Licences and permits

To protect the canal banks, there are speed restrictions along the entire length. Generally, you cruise along the canal at around 6km per hour with a glass of local vino in your hand or a refreshing panache, except of course, for the skipper. It is very likely you will wave to many a brisk walker, jogger and bike rider along the way.... as they pass you! This speed provides the perfect pace to enjoy photographing the beautiful scenery from spectacular old ecluses, heritage listed buildings, and local wineries to wildlife.

Speed on the canals seems depends on whether you are a brand new skipper, an unlicensed driver on a hire boat, or on a private vessel with experience. While there have been many fantastic hire boat skippers, we have noticed a large majority of new skippers operating their hired vessels at one speed... full throttle. Stick to the speed limits, it protects the canal banks and keeps the experience enjoyable. It's nervewracking enough passing under some of the bridges without adding excess speed!



We got the airdraft just right!

Interestingly, there is no requirement to hold a licence to operate a hired vessel up to a fairly large size on the Canal du Midi. This did come as quite a surprise to Paul and I upon arrival. Owners of private vessels are generally required to hold their International Certificate of Competence (ICC) and inland waterways licence for boats up to 24m, along with a CEVNI endorsement (the rules of the canal essentially, aka European Rules for Inland Waterways). The ICC usually means a week or weekend spent over in the UK for an Australian, which is luckily a very cheap flight from France. It was one of our challenges in preparing for this trip as we could not obtain the necessary qualification in Australia, whilst our 'international' and local WA licences were not recognised in France.

Visa requirements²

As an Australian entering France, if you intend to travel for less than 90

days, you can travel visa free using your Australian passport. France is in the Schengen zone, so there are rules on how long you can be in Europe for. Research this before you need to leave. There are some extra ways to extend this due to bilateral agreements Australia has with some countries if you are prepared to leave France via another canal, but we recommend you do your own thorough research.

For owners of private vessels, a one-year visa is helpful to alleviate any deadlines and allows you to cruise the French canals during spring and summer without a 90 day deadline to worry about.

Navigation fees, canal operating times, fees and winter moorings

Ecluses (locks) are generally open to travel through between 9am and 7pm, with a one hour closure between 12pm and 1 pm for lunch, which surprisingly even impacts automated locks. Lunch breaks are serious business in France, which I love, with many a small business closing from 12pm to 2pm in smaller towns and even in the bigger cities. Patience is required when approaching an eglise close to lunchtime, as if the lock keeper suspects the time to send you through will go into their lunch break, they will naturally ask you to wait. We always try to be at the lock by no later than 11:30am, unless we are happy to secure the boat on the pontoon for our lunch. If there are many boats waiting to go through the eglise and it is lunchtime, you may have to whack some anchors or pickets into the ground and secure yourself to the canal.

Some ecluses are manually operated, where a crew member will need to jump off on a pontoon to activate the lock sequence, and some have physical lock keepers. There is a detailed guide which you can purchase for around \$30 (highly recommended) and a mobile app you can download called 'Navi', to help you work out your location if you don't have electronic charts onboard.

There is a monthly or annual fee payable to Voies Navigables de France (VNF) to transit the canals. These funds help maintain the canal, cover the staff costs and the price increases based on your length of time in the

canal and your vessel length. Generally, the annual VNF fee is between \$800 and \$1150.

During winter, the canals undergo maintenance and while it is not entirely impossible to move your vessel by requesting access with VNF, it is highly advisable to book in advance to stay for 4 - 5 months in a port of your choice over winter. Often, this is when private boat owners will secure their boats and head home. Ports booked in advance over winter are extremely affordable in comparison to Australian marinas.



Castelnaudary- free town berth in basin

Port costs and where to stay

One of the great things about traveling on the Canal du Midi is that the cost to berth the boat can be as budget-friendly or expensive as you choose it to be. There are many places you can stop your vessel for free, by getting friendly with a hammer and some sturdy pickets. As long as you secure your vessel well clear of structures and there is no sign saying you cannot stay, you can often stop your vessel for between a few days to a few weeks in the one spot.

One thing to be very aware of if leaving your vessel unattended on pickets is the suction hotel barges have when they go past, and how the speed of other vessels can affect your vessel and ground anchors. A hotel barge has the capacity to dislodge your anchors quite easily as they go past, so we prefer to secure to town bollards or posts.

Many small towns provide fantastic free berths within 1km of town, complete with rings or bollards to secure your vessel safely. The smaller towns will often charge between \$15

² At the time of writing – do your research before travelling!



Medieval city in Carcassonne

and \$20 per night if you stay on the port wall in town and need power and water, or are free if you are happy to walk or ride back to town. Larger towns and cities require more careful planning and can be between \$50 and \$90 a night. It is always cheaper to book for a week than pay daily for a week, and Paul and I tend to avoid staying directly in big city ports where possible.

We do need to go into a port once a week to fill up our water tanks, wash our clothes and do our groceries, so we generally spend 5 to 6 nights a week 'wild camping' and 1 to 2 nights a week in port. Wild camping does not always mean on the side of the canal on pickets, it can just mean 1 - 2km outside the port on the free town bollards or posts.

Everyone has a different budget and we all enjoy different activities. For some people, being on the town wall next to a nice restaurant is exactly why they



Sheree in Carcassonne

have come to France and purchased a canal boat in the first place, while for others like Paul and I, it is about being in nature and exploring the smaller towns and the quiet solitude of the canal lifestyle.

History and culinary delights

France has a rich and deeply

fascinating history. Every small town has something to wonder in amazement about, photograph, hike to and explore. There are real castles, with turrets!.... and there are a surprising amount of steps in many towns, so this keeps the cardio fitness up.

The small business owners are delightful, the Boulangeries (bakery/pastry shops) are a melt in your mouth delight and the food quality is excellent. The only challenge I have found in France is finding a quality morning coffee in small towns. Nespresso pod machines are extremely popular here, even in a lot of cafes, so finding a well-balanced coffee with some creamy steamed milk is rare. The larger cities have Starbucks or equivalent, but they are often very expensive. However, what the French cafes lack in the art of making coffee, is certainly outweighed with their culinary skills. Every meal out has been a delight.



Countryside, Gardouch

Hiring a boat and the length of hire time

To get the most out of the canal experience, I personally think hiring a boat for 1 or 2 weeks on the Canal du Midi is too short! Whilst transversing ecluses is not demanding in the same way as sailing in the ocean, being in the warm sun for a few hours a day can be tiring.

Traveling along the canal is an extremely gentle and slow pace of travel. To truly enjoy the experience, it is worth stopping a night or two in all the small towns and exploring the cities. If you are considering hiring a boat on the Canal du Midi, I would recommend 4 to 6 weeks, vs the 1 to 2 weeks advertised on many hire boat sites.

Au revoir!



Quayside café...

FREMANTLE INDONESIA

RACE & RALLY 2025

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FSC MEMBERS, FAMILY & FRIENDS

The first Fremantle to Indonesia event took place in 1981 with the finish at Bali, and many similar events have followed, most recently in 2017. (The planned 2020 event was unfortunately cancelled due to Covid). Once reaching Indonesia many entrants spent their time cruising the Indonesian archipelago or continuing to destinations further north before returning home.

FSC is now planning for the next event scheduled to depart Saturday 10th May 2025 and this time has chosen the Komodo National Park as the finish destination. The Komodo National Park is a UNESCO world heritage area renowned for its spectacular scenery, amazing diving, aquatic wildlife, and of course the world famous Komodo dragons. The major town is Labuan Bajo, fast developing as an important tourism base with adjacent airport, hotels/resorts, and other tourist facilities. There are regular flights to and from Denpasar (Bali). It was site for the 42nd ASEAN conference when Indonesia was the 2023 ASEAN Chair. It is also a convenient point from which to cruise to other iconic Indonesian destinations, either west to Bali, north to Sulawesi, or east towards Timor.

Only slightly longer than the original Fremantle to Bali race (1510NM vs 1440NM) it is expected that once leaving the NW Australian coast, boats will experience superb trade wind sailing. Fremantle Sailing Club is now accepting registrations for this exciting event.

For further details see the event website at <https://fremantlesailingclub.com.au/fremantle-to-indonesia/>
I look forward to seeing you around!

Michael Giles



There is a TAVERN IN THE TOWN

Donna Watson, images Andrew Maffett

After three years of full time live aboard sailing in Asia, Andrew and I decided we needed a break.

So, what to do? Let's charter a yacht in Greece, we decided!

Our research for sailing the Greek Islands revealed dozens of charter options and a vast range of available monohulls and catamarans. We decided on a fairly new Beneteau Oceanis 46 - quite similar to our yacht *Infinity* but with an even bigger cockpit space - perfect, as we'd invited three other couples to join us for most of the time.

Andrew and I had good communication with the booking agent *Plain Sailing*, and closer to the trip, charter company *Vernicos*. Both were professional and easy to work with. We had already provided sailing resumes and my international bareboat skipper qualifications, essential for chartering in most European countries and a bit amusing for me, given Andrew has 1000 times more sailing experience than I do but no official qualifications. Fortunately, the charter company accepted Andrew as Skipper, me as crew and our mates were also pretty handy.

One of the big decisions once we had booked the boat for three weeks, was where to sail to from our charter yacht location in Athens. Obviously, we needed to factor in wind direction and how many islands to visit in the time available.

We decided to focus on the Cyclades and mostly the smaller and lesser known of these islands - the criteria being we didn't want to be anywhere too busy with tourists and there must be one or two tavernas!

In high spirits, all aboard *Naima* motored out of Alimos Marina in Athens in hot and glassy conditions, large Aussie flag flying, and no wind for about the first five days. Our first anchorage at Kythnos was pretty, though busy compared to what we were accustomed to in remote Asia. The techno party music blaring from the Greek taverna, not quite what we had expected! However, the day trippers slowly faded away, the sunset was stunning, clear Mediterranean water amazing and wine soon flowing.

There were churches, monasteries, ancient ruins, pretty whitewashed houses with bright blue shutters

sprinkled upon steep, rocky mountains, frequented by goats and donkeys.

One of the other great aspects of sailing the Cyclades is that it's only 10 to 12 miles between many good anchorages so there were days we'd stop for lunch in one amazing spot then easily lift anchor and continue onto the next one for the night.

It was easy to slip into the Greece sailing vibe with clear sunny skies, light winds and bright blue water (no sharks either!).

Gorgeous village squares at the top of the chora (village centre), were irresistible, covered in hot pink bougainvillea, the tiny cobblestones streets winding in every direction back down to the sea.

The locals are proud Greeks who keep their street frontages spotless and greet you with a smile and "Kalimera" every morning, while the long warm nights beckon with ice cold beer, pottery jugs of quite good wine or, for the brave, home made raki - a lot like rocket fuel.

There were many beautiful anchorages, protected from the wind where we could dinghy to a beach then walk to





An anchorage all to ourselves on Serifos

to local villages, at islands such as Serifos, Milos, and Kimolos. Mostly we chose to anchor, as the pretty bays were plentiful and our group generally preferred to be able to swim off the back of the boat without the confines of busy and at times noisy marinas.

However, quite a few islands boasted lovely small harbours where we could med moor onto a jetty. We did this at Sikinos, an island relatively untouched by much tourism and quieter than its large neighbour Santorini. Occasionally we decided this was a good option, particularly for provisioning, doing laundry or simply wanting to easily wander into a village without needing to use our dinghy.

The tiny harbour at Iraklia was another favourite that wasn't too crowded, with local fishermen providing their catch of sardines and octopus to small tavernas.



Narrow streets & alleys everywhere



Beautiful sunset at Poros



Donna - Serifos bay



Getting used to Med mooring



Beautiful harbour on Serifos



Happy crew after handover of our new yacht



Mixing it with the big boys



Today's catch - tonight's dinner



Taverna views, Kythnos Island



Out for dinner on Folegandros



Traditional fishing village on Kimolos

This island also had excellent hiking trails and caves to explore, which we did early in the morning to beat the heat.

Of course, sailing means plans must be flexible and the strong Melteme winds in the Cyclades resulted in a decision to divert to the Saronic islands for our return sail to Athens.

Fortunately, Andrew was on top of weather forecasts and in regular contact with our excellent Vernicos contact Ioannis, about the wind and best options for safe sailing back to our home marina. Whilst we didn't experience 50 knots, we did see winds of up to 35, and the plan to move out of the Cyclades proved to be the right call.

Our diversion to the Saronic islands didn't feel like a hardship. Poros was a large open anchorage, and though quite

busy, it had good holding. We took a ferry from to Hydra for the day which has a small harbour and the wind was unfavourable for anchoring or med mooring. With its ponies and donkeys, beautiful jewellery galleries and no cars, Hydra was a special place. Other nearby islands, such as picturesque Aegina, have incredible architecture and archaeological monuments dating as far back as the 5th century BC.

With picture postcard scenery, great weather, unique flavours and stunning beaches and anchorages, there are a million reasons to sail the Greek islands. But the real reason for us to return is the Greek people. Their hospitality, as we discovered, is legendary. They welcome strangers into their homes and make you feel welcome wherever you go.

We will be back!



We found a winery on Sikinos



Traditional transport on Kimolos



Traditional fishing village on Mylos

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When she goes down on you

Anita Wynthje interviews Dom di Latte, *Baci*



Royal Perth Yacht Club
23 March · 🌐

A message from our General Manager:

At approximately 0150 this morning the Yacht Baci begun taking on water while competing in the 60th Cape Naturaliste race and subsequently sunk.

Thanks to the swift response from the RPYC Crisis Management Team, Water Police and Mandurah Volunteer Marine Rescue all on board were rescued and returned to shore at Mandurah.

Dom, what happened to you guys is what nobody ever wants to have happen.

Well, when you have your boat sink..... I consider myself and my crew lucky. Very lucky, because we had time; it didn't happen like to Rob Thomas, where the keel broke off and the boat flipped over and no one had time to do anything. We had time to think what our next action was going to be. And we did it. And we followed the protocols doing the safety things, as we were taught, and it all worked out. Well, touch wood - except for the boat.

So what happened? Did you hit something? I've heard the story that you came off watch, went down below and then found water, other people said you heard a bang and said, 'what was that?'

We were pounding into a southerly there on a port tack. Probably one meter waves, pounding, doing about eight to nine knots. We were reefed, not

overpowered or anything, and we're on watches and I was on the helm up to 12 o'clock, with Jason Sylvester. Then my son Nick and JP took over the watch at midnight and Jason and I went to our bunks, I was in the starboard cabin and Jason on the port. You know, you don't fully sleep - you're half awake, and about one o'clock I hear water splashing in my starboard cabin. Because we're on port tack, leaning to starboard.

So I turn on the light and it's enough to see water on the floor of my cabin. I can't see anything in the saloon because we had two spinnakers laying on the floor in the dinette area and in the galley because we'd been using them to go up to Rottnest. We'd got one tangled around the forestay that Jason had to go up the mast and unclip, so we had a mission right from the start.

There we are 23 miles off Mandurah when this started happening, at one o'clock the morning. I got to the cockpit and I told my son Nick, 'head back to

Fremantle'. We tacked and we started sailing back to Fremantle. The water was starting to come in a bit too quickly, and it's started to come above the floor. I had the bilge pump running. I actually had three electric bilge pumps running and one hand pump - that was Jason - but I could see that the water was coming up quicker and we weren't gonna make Freo, so we headed to Mandurah. We started motor sailing, heading back to Mandurah doing about seven knots.

When we started heading for Mandurah I took over the helm and I asked Nick to call for help. He got on the two way radio with Royal Perth Yacht Club, and I think he also used his phone to talk to them. And we put a call out on 16, and we also activated our EPIRB. So the signal went out. About an hour after that signal went out, we had a helicopter come overhead with a big spotlight.

Then two Sea Rescue boats came towards us, lights shining, and the helicopter went away. We kept motorsailing and the two rescue boats moved along with us. All this time the bow was getting lower and lower.

An hour later we had to



Last moments -
image Dom di Latte



Baci - image Chris Bender



Baci on the hardstand - image Offshore Moorings WA (FB)

turn the engine off because the water was getting too high. We dropped the sails, the rescue boat came alongside and we jumped off. We put a tow rope on *Baci*, and my son and one of the rescue guys had to go back on board because she wasn't steering too well when we were towing it.

About an hour after that the tow rope broke because the boat filled up completely with water and it was almost already underwater. When the tow rope broke, all we could do was just sit there and watch and see. Very sad. By that time, we're only about two and a half miles off Mandurah. I had hoped to make it in and to the boatlift.

I can't imagine what it was like to sit on the rescue boat and watch. What could you see, and were the last moments surprisingly quick?

Yes, quick, really quick. All you could see really was the pushpit light, the pulpit light underwater and the mast. Then she went under – in 13 meters of water – bow down then tipping to

starboard. The keel was still hanging on at that stage. But we were in 13 meters of water, and when it all started we were in 52 – I'd said to the rescue boat driver, head into shore, to the shallower water, you know, just in case.

I'm surprised that you were able to keep going for over two hours with the keel being loose.

Speaking with my shipwright, he tells me that the keel started coming off from the stern, not the front.

The keel coming off from the back probably explains why we lasted two hours at seven knots, if the break was at the front we would have been filling her up but from the back, at seven knots we probably kept the water out!

How have you and your crew come out of the experience?

No one's physically scarred and I don't think we were mentally scarred, we're not scared away and we got out of it. But there's an old saying that is so true – 'If you've got a problem that money can

fix, that's not a bloody problem.' I'm hoping they will all come to Indonesia next year.

But it just reinforced for myself how important it is to have all the safety gear on a boat for when you really need it. I mean, I've been sailing for over 50 years. I sailed all the way to the Mediterranean, from here to Europe, without even an EPIRB. I can't imagine doing that now.

With the chopper and the rescue boats there, you didn't have to deploy the liferaft, did you?

Well, the rescue boat suggested that we deploy the liferaft and jump in the water but I didn't see the urgency, the need for that, so I said no we're not going to that. They were right there, what's the point of trying a liferaft and jumping into water or into the liferaft so they could pick us up? They ended up coming right alongside the boat; when we got close to Mandurah the sea state was a little bit better so it was quite easy for them to come alongside the yacht and we just



Baci on the ocean floor - image Offshore Moorings WA (FB)



Baci's hull without keel - image Offshore Moorings WA (FB)



Keel removed - pic Offshore Moorings WA (FB)

Refurbishment underway - image Dom di Latte



stepped onto their boat. But initially they did want us to actually jump in the water with our lifejackets - my son Nick, he inflated his life jacket, the rest of us didn't and then he had to deflate it because it got in the way.

What happens from here?

She's still down in Mandurah, and I'm fixing her. I did look at some other boats, a beautiful Swan 43, but none of them gave me the feel of my boat. It's been terrible weather for fibreglassing but we're putting in extra beams and the keel will be bolted to the new floorbeams.

So with the old construction, could you see your keelbolts for inspection?

You could see the keelbolts easily. In fact, I had the keel inspected only a month earlier, and I didn't hit anything between the time of inspection and the time it fell off.

It's definitely a plan to come up to Indonesia next year?

Oh yeah, I've sailed up there, I've done the Kings Cup Regatta three times, once on this boat and twice with the other boat I had. I'll probably keep going to Singapore and Thailand. Phuket.

We'll hopefully go four up, my son told me that he wants to come. Jason I think will definitely come, if no-one else can he and I will do it double handed, it doesn't matter. My son and JP, they've got families, they've got commitments. Yep, might be a bit difficult for them.

Dom, what reaction have you had from people in the Club since Baci sank?

Absolutely fabulous. In fact, first let me start with the sailing man from Royal Perth, Travis. He came and picked us up from Mandurah at five o'clock in the morning, drove us back here. And then honestly, the solid community here, every time I came here - 'if you want to come on my boat you're welcome to'. So many well-wishers, all my competitors, everyone's been very supportive. We're a sailing community.

Have you seen the report on the incident? It was due out in late June, I was hoping to have seen it before we spoke.

No, but I think not so much an incident as a near miss. The whole operation went smoothly, bloody smoothly, the only thing missing was a petrol powered pump on one of the rescue boats. They

had an electric one, but we couldn't use that - a pump might have kept us afloat long enough to get into the lift in Mandurah. Two and a half miles.

Having said that, I can't praise the Mandurah Sea Rescue teams enough. First sending the chopper, then the two boats, and everyone knew what they were doing, Great guys, very professional.

Presumably it's a complete interior refit?

Electrics yes, new motor already commissioned, a new sail leg and obviously the structural work for the keel but the tanks are OK, and believe it or not the internal fitout is OK, maybe even the cushions. It was all underwater less than 24 hours, I got the cushions & mattresses cleaned then just took a hose and washed everything down while I had a big drainhole in the middle of the boat.....

Editor's note: Baci was salvaged by Offshore Moorings WA. The keel was completely removed to bring her into Mandurah. Dom hopes to be sailing her in October.

Salvage underway - image Offshore Moorings WA (FB)





MOB PRACTICAL WORKSHOP 2024

Doug Steel, *Papillon*.

On Sunday 5th May the Cruising Section conducted a Practical MOB Recovery Exercise in the waters just to the west of the FSC Breakwater. This exercise was intended as an interactive workshop, with input from those who attended.

Thank you to all those attended as well as to Pat and Jacques for the videos and others in the Cruising Section that undertook to run this highly informative and practical activity.

The day coincided with the Scottish Highland Games. There were Scottish Bagpipes and Drums a-plenty. We shared the VIP lawn with and pipe and drums assessment bench.

The morning started at 11am with a discussion and demonstration of MOB equipment that a few of us had used or were intending to trial. Mainly, block and tackle retrievals, an inflatable DAN buoy, a 3.5m triangular shade cloth sheet and a large conical cone.

There was discussion about lifejacket types, tethers, AIS, PLB and combined AIS & PLB units. It was noted that trying to hook a prone MOB in the water with boat hook was difficult as the lifting strap on some lifejackets were around the face or head, or were rather obscure as part of the waist strap and would actually be underwater. My own Crew Saver came into this category. To counter that I have attached a lightweight fluoro yellow floating HMPE line to the lifting strop. Despite its small 3mm flat diameter this light line is rated to pull up several hundred kg, so us more than capable of hooking to a halyard to haul the MOB out of the water.

Chris from *Skeeta* had made similar lines and was keen to see how they work. Chris had a 6:1 ratio block and tackle system to haul the MOB out of the water. After reviewing the SOS website, he had also made up a bridle that would be passed under the legs of the MOB and hooked under the knees. This would also be attached to the block and tackle system, thereby hoisting the MOB in a prone position. This is highly recommended where the MOB is unconscious or suspected of being hypothermic.

I was also going to trial using a rescue sheet made from 3.6m triangular shade



Lifting devices



Different lifejackets



Demonstrating shadecloth

cloth, as a dedicated replacement to using a headsail. It is designed to be quickly clipped to the horncleats at the ends of the vessel and the amidships stanchions.

Those who attended came from a variety of different types of boats and sailing / voyaging experiences. Their inputs were highly valuable.

Practical exercises

The object of the afternoon sessions was to put the MOB retrieval theories into practice / hone your retrieval skills in open water. The group divided across four yachts - *Starmania* (3 people on board), *Skeeta* (4 people on board), *Hongkers* (6 people on board) and *Papillon* (4 on board) for the afternoon's practical component.

The MOB exercises were conducted to seaward of the club's breakwater. The idea was that the boats would each take it in turns to retrieve the MOB using their selected methods. The vessels kept in contact with other by VHF radio. The MOB in this case was FSC's own weighted dummy, "Ruth". Ruth weighs in at about 60kg once full of water providing some realism to retrieving an unconscious MOB.

The crews went out to their selected vessels, ran through the safety protocols for each vessel then departed due west about 1.0 nm.

On the day we had 12 to 15 knot SW winds with about 600mm chop. Although Fremantle often has higher wind and bigger seas, these were good conditions in which to practice, as the boats all rolled & bobbed around, with crew that had not necessarily stepped aboard these yachts before.

As there were a number of boats doing the exercise it was decided to conduct it under power rather than sail. To present some realism, however, the object was to approach the MOB as if we were beating to windward, conduct a quick stop maneuver, return back to the MOB, prepare retrieval gear, and secure them alongside.

Our Cruising Captain Patrick and assistant Jacques took Ruth out on one of the club's RIBs. Ruth was outfitted with an inflatable lifejacket which had a floating HPPE line attached to the jacket's lift point. As the boats arrived at the selected area, Ruth was thrown into the water. Patrick then coordinated each boat sequentially whilst Jacques took videos of each vessel's attempts from the RIB. Jacques also flew his drone to provide some great bird's eye footage.

Coincidentally, each of the vessels had elected to use their halyard or lifting purchase attached to a halyard to retrieve Ruth from the water on their first attempt.

Isabel and Christine on *Starmania* advised that they only had one working halyard winch which presented a challenge. Initially *Starmania* used a weighted fender as a MOB but this proved rather light. Subsequently they retrieved Ruth from the water. In one of their MOB retrieval sequences where they were having a little



Starmania

difficulty attaching the halyard to the MOB, they stopped, had a quick reassess and then set about and quickly retrieved the MOB back on board.

Hongkers' first trial was to leeward of the MOB, i.e. the MOB was on her port side. *Hongkers* seemed to drift away from Ruth. The helmsman controls were on the starboard side perhaps making it a little difficult for fine tuning her position. After a bit of maneuvering, they managed to get hold of Ruth and used a halyard to haul her out of the water.

Skeeta positioned to windward on the MOB on their first session and then to leeward on the next iteration.



Skeeta capturing the MOB

Chris, the skipper, commented that as his engine controls were on the starboard side, he naturally positioned the vessel so that he had the MOB in eyesight on the starboard side. This put his vessel to windward of Ruth. The next time they approached Ruth from the leeward side. He commented that it was important that the spotter continuously relayed direction and distance to the MOB, especially when he lost sight of Ruth.

Interestingly each of the vessels had their engine controls on the stbd side. *Starmania* had tiller steering, *Hongkers*, *Skeeta* and *Papillon* had twin steering wheels.

For their second exercise *Papillon* tried using a triangular shadecloth that was set up on the starboard side of the vessel. The idea being to deploy the sheet such that the apex was deep in the water and guide Ruth into it. In actuality we could not get the apex down far enough in the water. There were two factors. Firstly, despite the shadecloth having open weaves it actually floated on the water. Secondly, we could not get the apex low enough in the water nor get the halyard that was attached to the apex far enough outboard from the side of the boat using just the boat hook. A subsequent review of the videos afterwards showed that instead of the shadecloth being deployed along the half length of the vessel it was in fact not setup correctly, rather the shade cloth was constricted by being deployed only between 2 stanchions. We transferred back to using the 4:1 block

and tackle system (incorporating an upper cam cleat) and retrieved Ruth.



Papillon: Shade cloth wrongly positioned - Red Circle versus intended deployment - Green Lines

We (*Papillon*) had also deployed an inflatable Danbuoy on our second approach to Ruth. The danbuoy is thrown and inflates automatically when immersed in in water. When I threw the Danbuoy, it sank for what seemed like a long, long time, however it popped up in a few seconds with a tall fluoro green pylon and a long streamer flying in the wind. This certainly helps with location. By pure luck (or skillful throw) the Danbuoy actually connected up with Ruth.

For her second trial, *Hongkers* used the Lifesling that many of us attach to our stern pushpit rails and never actually use. As Ruth was unconscious *Hongkers* did three loops around the victim until they had Ruth hooked up.



Hongkers circles Ruth

They were then able to pull her to the stern of *Hongkers*. They could have then pulled Ruth onto the little sugar scoop. This proved to be a very effective method of ensuring that you can gather the MOB. Interestingly, as *Hongkers* was doing loops it had the effect of actually flattening out the water.



Hongkers circles Ruth

Hongkers - Circle work actually flattened out the waves

Once most people had the opportunity to retrieve Ruth, we all headed back to the club to re-convene for a de-brief of the afternoon's activities.

Debrief

During the after-action debrief we canvassed the experiences from each of the boats as to the methods that they deployed and found out what worked and what didn't work as well as expected.

We all agreed that the floating HMPE line made catching and securing Ruth much easier than trying to stab a boat hook trying to loop the lifejackets lifting strap. However, improvements to the floating line are to be investigated.



The lightweight fluoro yellow SOS HMPE line floating behind the MOB

Jacques was able to share some of the videos that he took, which provided a great insight from a third person perspective. Every boat had grouped their retrieval team close to the shrouds as this was where the halyard would be. Jacques's observation was that if you did not actually catch Ruth the first time then the boat would slide past her making for desperate lunges using the boat hook. His suggestion was to space crew along the boat about a metre apart. If need be, the boat hook(s) could be passed along until the MOB had been successfully retrieved.

Another observation was that once someone had hooked Ruth, everyone kept hold of the SOS line. This effectively takes someone out of the next phase of retrieving the person from the water. This becomes important for shorthanded crews. It would be better to have hooked Ruth to another line. She would then be attached to the boat allowing you to get the retrieval gear organised.

We all noted that when the boat was to windward of Ruth, "offering some shelter from the waves", the boat was in fact being blown over the top of Ruth and her legs were being dragged under the boat. A conscious person would be able to prevent their legs going under. *Skeeta* noted that this made it difficult to position the knee hoop under Ruth's knees so that they could lift the MOB up in a prone position rather than vertically.



Skeeta deploying the Hoop under the knees

The takeaway from this being that depending on the wind and sea conditions, one must make choices in positioning the boat relative to the MOB. In higher winds and seas the boat should be to leeward to avoid running the MOB over. Conversely, it also means that because the boat has a large area exposed to the wind she is being blown away from the MOB, thus requiring more control of the boat.

All helmspersons agreed that it was essential that the spotter keep relaying distance and relative bearing at regular intervals, especially when closing on the MOB and the helmsperson loses sight of the MOB.



Crunch time

When approaching the MOB it is important for the helmsperson to be keep their eyes on the MOB for as long as possible to gauge approach speed of the vessel. The risk is to not run over the person in the water, something that becomes difficult in challenging seas.

Another highlight that Jacques observed was the motion of the boats in the seaway. He commented that modern designed boats with their U-shaped bow sections made the boats bouncier than the deeper veed traditional boats, giving the forefoot potential to clobber the MOB on the noggin if the helmsperson or spotter lost sight of the MOB.

A couple of recommendations from US Sailing suggest that as the standard LifeSling rope is difficult for a conscious MOB to see at night, and fluorescent tape should be bound around the rope at regular intervals.



Tape on the line.....reflects well!

They also suggest that two non-strobe lights be fixed to the front (nearest bridle) of the Lifesling float. One light facing up, the other facing down. The non-strobe light helped with judging distances. The strobe light was distracting.



Lights on the lifesling

In the recent Around the Island Race (Coves, England) one yacht, *Walkabout IV* (with 5 crew), got knocked down in 40 knot winds and steep 4m breaking seas just 300m from a headland, which resulted in the captain fracturing his leg and two crew going over the side. One of the crew was tethered and able to be pulled back onboard very quickly. The other who had been changing position and thus unclipped was swept away. The yacht made 3 attempts before they retrieved their crewmate.



Of the 939 Entries only 154 finished the 50nm Round The Island Race: see <https://www.pbo.co.uk/seamanship/round-the-island-race-man-over-board-87693>

HAVE YOU SEEN THESE MOB RETRIEVAL DEVICES?

The floating yellow HMPE (ultra-High weight Molecular Poly Ethylene) line is rated for 1000kg so plenty strong enough to be used as the link between the MOB and the lifting system, without transferring the lifting strop to the MOB for them to connect to the lifejacket.



POB NET (<https://pob-net.com/en/>)

This next generation of retrieval devices from POB-Net of Austria has a device for recovering prone MOB. Basically, a mesh with flexible rings that expands to form a net that is deployed over the MOB. See the YouTube clips for a clear demonstration.



Links to other MOB articles

Newport to Bermuda 2022 Tragic MOB:

- Skipper dies in tragic mishap in the Bermuda Ocean Race. Sailors Debrief 104 (<https://www.youtube.com/watch?v=qkq1X0ZCUp4ube.com>)
- NBR-Morgan-of-Marietta-Report-10242022-FINAL.pdf (ussailing.org)

Sea Survival and Safety Afloat

Mike Walker, Safety and Sea Survival instructor

The 2025 Fremantle to Indonesia Race and Rally is a Category 1 / Category 2+ event for Race and Rally boats respectively. These safety categories require that a certain number of crew have current YA Safety and Sea Survival Accreditation.

Safety is a culture, and sailing (or boating) carries inherent risks. Adopting a sensible safe culture aboard can do a lot to mitigate those risks.

Survival is a challenge to your very existence, and when faced with a life-threatening situation, immediate reactions can often chart the course for the outcome. Anyone who has worked in the maritime industry or services will have undergone many courses designed to train and refresh skills in many areas.

Training in the services focusses on developing ingrained responses to common threats. These responses, colloquially referred to as 'muscle memory', ensure that everyone encountering the event will be prepared and know what to do. This is why the Safety & Sea Survival Course, run by Australian Sailing and other bodies all over the world, is a pre-requisite for Category 0, 1 and 2 ocean races. The loss of lives during the 1998 'Sydney to Hobart' was a catalyst for this course, but we encourage everyone who sails or powerboats to do the training. Reading a book or watching a video is no substitute for jumping into the water, letting your lifejacket inflate (or fail to inflate!) and then climbing into a life raft.



Inflate your life jacket!



Liferaft

The experience of setting off a distress flare and then becoming aware of the damage it could do to a life raft – and the user - if used incorrectly is better done under supervision rather than in a moment of panic. All boats have flares on board, but few passengers or crew - unless they have done a Safety and Sea Survival Course, or attended an FSC Safety Day - have ever fired one off. It IS illegal to set off flares without permission unless in an emergency, so we encourage people to take a lawful opportunity when offered.



Setting off flares

Developing a safety culture on your boat does not have to be difficult, and most skippers have many elements already in place. Obviously there are regulations and rules that set benchmarks of what needs to be in place to help save lives, but having the equipment and knowing when and how to use it requires familiarity. Whilst the owner may know where everything is stowed and perhaps how it all operates, what about the rest of the crew? What happens if the skipper ends up overboard? Who takes charge? What happens next?

Is there a map of the boat showing what safety equipment is where?

A checklist adapted from the RYA Sea Survival Handbook by Keith Cowell provides a good starting point.

Quick safety checklist

Flares, Grab Bag, EPIRB & PLBS	Where are they, how to activate
Radios, Plotter	Mayday, PAN, DSC and AIS
MOB procedure	MOB Button on GPS, AIS, Lifebuoy, Danbuoy
Starting the engine	Prop fouling
Anchoring	Anchor Location and procedure
First Aid & medicines	Any medical issues with crew?
Fire extinguishers	Location and Use of
Clothing	Appropriate for expected weather
Watch keeping	Load sharing of crew, Lookout and sharing observations with helm
Passage plan	Navigational issues

Devise plans for potential issues

Talk/walk through these situations and develop a plan for your boat and your crew

- Steering failure and loss of rudder
- Flooding & water ingress
- Keel damage or failure
- Stranding & grounding
- Severe weather sailing, possibly leading to damage – above decks
- Dismasting
- Collision with vessel or submerged object
- Fire

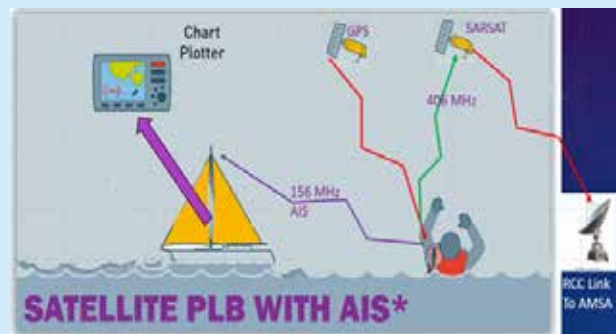
Being prepared for some of these situations goes beyond knowing where the mandatory safety equipment is. Crew should know what tools are on board – can they use them? – and where mechanical and other spares are stored. These are matters for each boat and her crew to work through – preferably hypothetically! – but these situations could lead to the need to abandon ship, at which point it becomes desirable to have some familiarity with a liferaft and how to get into one, to begin with!

Similarly, in case of fire, can you use a fireblanket safely? Use a fire extinguisher effectively?? All skippers and regular crew should be able to say 'yes'.

Person overboard !!!!

Most boaters' biggest concern is that they might end up overboard, knowing that they will need to be found before they can be rescued. Most skippers' biggest concern is that they will lose someone overboard. EVERYONE needs to know what to do.

- Shout/ sound alarm
- Throw stuff (leave a trail... buoys/ lights/cushions etc/mark the location (MOB Button))
- Turn/Slow the Boat/Assess Sea Conditions
- Search/locate person(s)
- If POB has an AIS or DSC PLB check the chart plotter/VHF Radio
- If POB has a SarSat PLB contact AMSA
- Recover back on board
- Assess person's condition and provide medical assistance
- Call for help if required



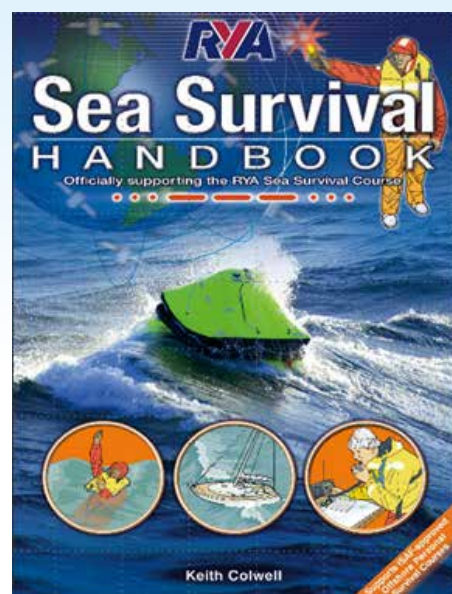
Person overboard – beacon communications

Practice the POB drill with your crew using a volunteer rather than a lifering. FSC has a full-sized dummy ("Ruth") which can be borrowed from the On Water Office. This practice is helpful in determining the best way to get an unconscious person back onto YOUR boat - each boat is different. For more information about MOB retrieval systems, see the Cruising Section's 'MOB drills' article in this edition, and to 'ask Ruth out', please contact said Office.

Safety and Sea Survival Courses

FSC runs regular Australian Sailing Safety and Sea Survival Courses. The coursework is done online and is a prerequisite for the practical sessions, which are held on a Sunday and include firefighting, flares use and water-based life jacket and life raft activities.

Check for details of upcoming courses at <https://fremantlesailingclub.com.au/safety-and-sea-survival-course/>.



Recommended reading!
<https://www.rya.org.uk/shop/p/rya-sea-survival-handbook>

A brief guide to anchors and anchoring systems

Kim Klaka, *Panache'*

The Sleep Test: If you don't sleep well at anchor with the system you have, then it is the wrong system.

The Mooring Test: If you prefer to pick up a mooring rather than anchor overnight then you have got the wrong anchor gear.

A good anchoring system will keep you in place, but who knows how dodgy that mooring is? Even if you dive on it you can't see a corroded link buried in the sand.

So how do you end up with a good anchoring system when there is so much conflicting advice out there?

HOW ANCHORS WORK

Scope

The chain and/or rope connecting the anchor to the boat is called the anchor rode. Scope is the length of anchor rode that has been deployed. The most frequent reason why anchors drag is the mantra repeated in books, training courses and club bars that "you need three times the depth of water" as your anchor scope. Totally inadequate! For an anchor to have any chance of working, the pull on it from the anchor rode must be horizontal. Also, to reduce the chances of it pulling out, the shock loads from wind gusts and waves must be absorbed by having some stretch in the system. In order to achieve this for a chain rode, use a minimum scope of either 25 metres or 5 times the water depth, whichever is greater (more if you have a rope/chain mix). Let more out if you can - anchor rode sitting in your chain locker is not helping to keep your boat safely anchored.

Digging in

You need a certain minimum weight for the anchor to penetrate the seabed. The amount depends on the seabed and the surface area presented by the anchor i.e. it is really pressure that counts rather than weight, but....

Staying put

Once the weight has pushed the anchor into the seabed, its holding power is strongly affected by the surface area of the anchor. The greater the surface area for a given load from the boat, the less the suction pulling the anchor out.

ANCHOR TYPES

The old way of describing anchor designs was by shape – plough, claw or flat. Recent research into anchor holding power shows

that there has been a big improvement in anchor design over the last 20-30 years, leading me to divide anchor designs by age:

Old fashioned

Fisherman, grapnel.

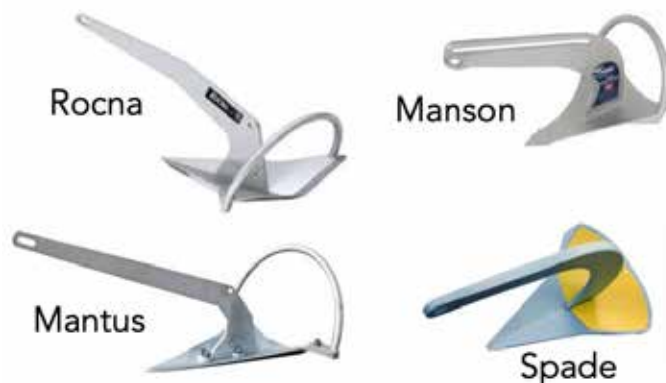
20th Century

Bruce, CQR, Delta, Danforth, Spade, Fortress.

21st Century

Rocna, Manson, Sarca, Kobra.

21st century anchors



WHAT IS THE BEST ANCHOR?

That is a rather pointless question because:

- No anchor fits all circumstances best, and
- you need more than one anchor, so it makes sense to have more than one type.

Holding power

There are a dozen or more good quality independent tests of anchor holding power. There is often more variation between test results for a single anchor than the variation in results between different anchors. This variability in results helps explain why there are so many different anchor designs.

Nevertheless, modern (21st Century) anchors are much better than older (20th Century) anchors, as shown in the table below.

20th Century		21st Century	
CQR	Delta	Manson	Spade
200kg	450kg	1080kg	1900kg

Table 1 holding power of a 15kg anchor in sand

Influence of seabed type

Every anchor performs differently in different seabeds. Most 21st Century anchors work better than most 20th Century anchors in silt, gravel, clay and sand. For soft mud, a large, flat surface area is required, regardless of whether it is a 20th or 21st Century design. You should never anchor in weed or rock but if you must, nothing quite beats an old-fashioned fisherman anchor. A 21st Century anchor with a sharp tip can sometimes hold in weed.



anchor in seabed

Recommended sizes of anchor

I have compared five anchor size guides and combined their recommendations to produce the "Klaka anchor weight guide for 20th Century anchors":

$$\text{Anchor weight (kg)} = 3x \text{ LOA(m)} - 16$$

e.g. for a 10m yacht you need a 14kg anchor

This formula is for a typical cruising yacht or power boat, anchoring in typical reasonable holding ground, in wind and waves less than storm conditions.

For 21st Century anchors you can maybe go down one size, but if you want to sleep well at anchor, buy one size bigger than you think you need.

THE ANCHOR RODE

Provided you are using a sensible rode diameter, strength is not nearly as important as stretch.

The anchor rode must be able to absorb energy by stretching. The key to providing stretch is that you simply must have some rope in the system somewhere. Why can't you rely solely on the chain catenary to absorb the shock loads? Because under high loads the chain will stretch taut; and once it is taut it cannot absorb any more energy, then it can break if the load increases further.

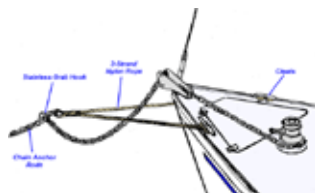
One of the biggest drawbacks to using rope is its susceptibility to chafe. The first few metres of the rode must sit on the sea floor to ensure a horizontal pull on the anchor. If the seabed is rough it will chafe the rode. Therefore you must have a few metres of chain at the anchor.

Rope weighs 15 times less than chain of the same strength. However, when you add up the total weight of the anchoring system - anchor, rode, windlass etc. - switching from chain to rope only reduces the total weight by about one third. This is certainly useful, but is the risk of chafe on the seabed worth it?

Avoid silver rope, it is weak and it floats. Nylon is much more suitable, because it is not buoyant and it is very stretchy.

Snubbers

The snubber is a vital component of your anchor gear if you use an all-chain rode. It is a length of nylon rope about 10m long, tied round the bow mooring cleat at one end, and attached to the



Snubber (bridle)- image Bosun Supplies



Single line snubber

mooring chain underwater at the other end. It takes the load off the windlass and it introduces some stretch into the system.

The amount of stretch increases with snubber length and decreases with diameter. So use a long, smallish diameter, nylon snubber.

A NEW APPROACH TO ANCHORING

Most recommendations for anchor weight and rode diameter are based on a single set of estimates of the loads published decades ago. It turns out that those estimates were not meant to be for anchor loads; they were for calculating the required strength of the cleats to tie the anchor rode to, and they included a very large safety factor.

Four years ago this led to fellow FSC member Richard Macfarlane and I asking ourselves the question "What are the actual loads on the anchor and its rode in typical anchoring conditions?". To find the answer we went out to the FSC "pond" and anchored in a fresh sea breeze, then measured the load. We extrapolated the results to a range of wind speeds. It turns out that the real-world loads on the anchor system are very much lower than the figures currently used to determine required anchor sizes.

I then looked at some overseas anchor tests that had been conducted using short scope on modern anchors, such that the pull on the anchor at the seabed was no longer horizontal i.e. no catenary. As you would expect, the holding power of the anchors at short scope is much less than it is at "proper" long scope incorporating some catenary, but it is still sufficient to resist the actual loads measured during our anchor trials. This was getting interesting.

The next step in the re-thinking of anchoring, was "If these modern anchors can hold well enough without any catenary in the rode, perhaps we don't need any chain at all. Maybe we can use an all-rope rode, and accept the fact that there will be no catenary?" Other anchor experimenters overseas were following a similar train of thought, and there is now a small group of experts investigating the holding power of a good 21st Century anchor with an all-rope rode.

Seabed chafe is a problem, but there are innovative ways of dealing with it. So we might be heading for a big shake-up in what to use when anchoring - watch this space!

FURTHER READING

See my website <https://klakamarine.org/yachting-safety/anchors-and-anchoring/>

Beggs G. (2011) "Anchoring" Kindle e-book April 2011.

Lynn D. (2014) "The complete guide to anchors and anchoring" Kindle e-book August 2014.

Poiraud A., Ginsberg-Klemmt A., & Ginsberg-Klemmt E. (2008) "The complete anchoring handbook" International Marine/McGraw Hill. Also Kindle e-book.

Practical Sailor (2014) "Anchors and anchoring" Vols. 1-4. Practical Sailor magazine <http://www.practical-sailor.com/>

Allisy D. (2009) "Which anchor is best?" from Voiles et Voiliers, reprinted in Yachting Monthly November 2009.

Hodges T. & Springer W. (2006) "Ultimate holding power" Yachting Monthly December 2006, also in Sail magazine.

Neeves J. (2011) "Head to head of anchors" Cruising Helmsman October 2011.

Sezerat A. (2003) "The ultimate anchor test" from Voiles et Voiliers May 2003, reprinted in Yachting World January 2004.

KEELBOAT SUMMER CALENDAR 2024-2025

2024							2025						
	September	October	November	December	January	February	March	April	May				
Monday													
Tuesday	1												
Wednesday	2				1								
Thursday	3				2								
Friday	4		1		3								
Saturday	5 FSC Opening Day		2 Consis		4 No Club Racing								
Sunday	6 Terry Fisher	6 Terry Fisher	3 Terry Fisher	1 Terry Fisher	5 Terry Fisher	2 Terry Fisher	1 Long W/End	5 Consis	3 Crew Helm/Presentations				
Monday	7	7	4	2	6	3		6 Terry Fisher	4				
Tuesday	8		5	3	7	4		7	5				
Wednesday	9		6	4	8	5		8	6				
Thursday	10		7	5	9	6		9	7				
Friday	11		8	6	10	7		10	8				
Saturday	12 Consis / Champ	12 Consis / Champ	9 Consis / Champ	7 Consis / Champ	11 Consis / Champ	8 Consis/Champ	8 Halls Head	12 Consis / Champ	10 Freo to Indonesia				
Sunday	11	11	10	8	12	9	9 Point Robert	13	11 Freo to Indonesia				
Monday	14		11	9	13	10		14	12 Freo to Indonesia				
Tuesday	15		12	10	14	11		15	13 Freo to Indonesia				
Wednesday	16		13	11	15	12		16	14 Freo to Indonesia				
Thursday	17		14	12	16	13		17	15 Freo to Indonesia				
Friday	18		15	13	17	14		18 Good Friday	16 Freo to Indonesia				
Saturday	14 Foundation	19 Coventry	16 West Coast / Consis	14 Consis	18 Pot of Gold / M. Harvey	15 Consis / Champ	15 Consis / Champ	19 Easter	17 Freo to Indonesia				
Sunday	15	20	17	15	19 Shepherdless Cup	16 GBRW	16	20 Easter	18 Freo to Indonesia				
Monday	16	21	18	16	20	17 GBRW	17	21 Easter Monday	19				
Tuesday	17	22	19	17	21	18 GBRW	18	22	20				
Wednesday	18	23	20	18	22	19 GBRW	19	23	21				
Thursday	19	24	21	19	23	20 GBRW	20	24	22				
Friday	20	25	22	20	24	21 GBRW	21	25 Anzac Day	23				
Saturday	21	26 Sail Freo	23 Catalpa	21 No Club Racing	25 Australia Day race	22 Consis	22 Warme/Cockburn	26	24 ORWA Presentation				
Sunday	22	27 Sail Freo	24	22	26	23	23	27	25				
Monday	23 Kings Bthday	28	25	23	27	24	24	28	26				
Tuesday	24	29	26	24	28	25	25	29	27				
Wednesday	25	30	27	25	29	26	26	30	28				
Thursday	26	31	28	26	30	27	27	29	29				
Friday	27	29	29	27	31	28	28	30	30				
Saturday	28 AFLG/Final		30 Consis	28 CSR			29 Consis		31 Long W/End				
Sunday	29			29 CSR			30 Cock of the Rock						
Monday	30			30 CSR			31						
Tuesday				31									

TERRY FISHER		CLUB CHAMPIONSHIP			COASTAL CUP			SUCCESS CUP			CONSISTENCY SERIES		
Race 1	06-Oct-24	Race 1	12-Oct-24	Catalpa 1	23-Nov-24	Foundation	14-Sep-24	Race 1	12-Oct-24				
Race 2	03-Nov-24	Race 2	09-Nov-24	Catalpa 2	23-Nov-24	Coventry Reef	19-Oct-24	Race 2	02-Nov-24				
Race 3	01/12/24	Race 3	07-Dec-24	Mike Harvey	18-Jan-25	Pot of Gold	18-Jan-25	Race 3	09-Nov-24				
Race 4	05-Jan-25	Race 4	11-Jan-25	Shepherdless Cup	19-Jan-25	Halls Head	08-Mar-25	Race 4	16-Nov-24				
Race 5	02-Feb-25	Race 5	08-Feb-25	Warme Shield	22/03/25 TBA	Point Roberts	09-Mar-25	Race 5	30-Nov-24				
Race 6	06-Apr-25	Race 6	15-Mar-25	Cockburn Cup	22/03/25 TBA			Race 6	07-Dec-24				
		Race 7	12-Apr-25					Race 7	14-Dec-24				

TROPHY RACES		DATE
Memorial Perp. Shield		12-Oct-24
Ken Cook		09-Nov-24
Ron Warren		14-Dec-24
Max Shean		12-Apr-25

OTHER FSC EVENTS		DATE
Opening Day		5-Oct-24
Sail Freo		26/27 Oct 24
Australia Day Race		25-Jan-25
Cock off the Rock		30-Mar-25
Anzac Day		25-Apr-25
Crew Helm Day		3-May-25

NOTES Mike Harvey combined with Hilarys Dash Australia Day race now on day before. Port 2 Pub swim 15 March 2025 Rotto Swim 22 February 2025 FSC Presentations 3rd May after Crew Helm



SEASON

OPENING DAY

SAVE THE DATE

SAT 5 OCT 2024



Keelboat Results 2023-24 Summer Series

Keelboat Racing Section Committee

Captain - John Rayner
Secretary - Kath Moulden
Treasurer - Rob Wilson
Handicapper - Ernie Delfos
Race Officers

- Frank Rodda
- Trevor Milton

Safety Officer - Doug Steel

General Committee Members

- Amanda Casebier
- Peter Kennington
- Steve Laws
- Martin Graville

Onshore Support - Maire Connolly

Race Management

Fremantle Sailing Club would like to thank the following race team volunteers for making this year's sailing season happen, providing safe and some super racing. There are many others who step in and support our season when needed. Without their support and participation of you the competitors, these events would not have run so well!

Saturday Summer Series

Race Officer Frank Rodda
 Sven Fjastad
 Chris Bender
 Joyce Bender
 Maree MacDonald
 Elka McAlindon
 Anne South

Terry Fisher Series

Race Officer David White
 Mike Giles
 Cherry Callcott
 Emma White
 Max Duff Sargenson
 Colin Holmes
 Peter Le Scelle
 Anita Wyntje

Offshore Racing

Race Officer David White	Heather Campbell
Mike Giles	Rosemary Morrow
Cherry Callcott	Verity Mace
Robbie Smith	Sarah Ware
Tim Jones	Lana Kaaks
Mark Cowling	Bernie Kaaks
Alan Nuttall	Trevor Milton
Joe Czeschka	Sue Milton



Captain Stirling Cup



Anthony and Michelle Kirke (*Enterprise*) with Ceris Arns (*Obsession*)



Dave Kenny (*The Edge*), Ole Otness (*The Longboat*) and Alan Stein (*Dirty Deeds*)



Ernie and Steve Delfos (*Windswept* and *Minke*)



Gage Roads sponsors' hats



John Palmer and Andrew Wilson (*Witchy Woman*)



Keelboat Presentation dinner



Keelboat Captain John Rayner

Saturday Summer Series 2023-2024

CHAMPIONSHIP SERIES			DIVISION 1
Place	Sail	Boat	Skipper
1	F238	THE CRO CONNECTION	P. Kennington
2	F347	MINDS EYE	M. Thorpe
3	F919	WITCHY WOMAN	J. Palmer
4	F4	AQUILA	R. Passmore
5	F6669	ARAJILLA	B. Kerr
6	F661	ZUBENUBI	A. Anderson
7	F752	BACI	D. Di Latte
8	AUS1770	SOUTHERN STAR	N. Murphy
9	F395	GIDDY UP	R. Halvorsen
10	F4117	SAGACIOUS IV	C. Hind
11	F5	LETS DANCE	N. Smith

CHAMPIONSHIP SERIES			DIVISION 2
Place	Sail	Boat	Skipper
1	F110	MINKE	S. Delfos
2	F244	PIPEDREAM 3	M. Graville
3	F320	WINDSWEPT	E. Delfos
4	F47	MX	R. Macarthur
5	F732	IMPULSE	L. Woods
6	F17	FREDDIE FUD-PUCKER	R. Webster

CHAMPIONSHIP SERIES			DIVISION 6 J&M
Place	Sail	Boat	Skipper
1	F111	THE LONGBOAT	O. Otness
2	F211	SAND CRABS DISCO	G. Martin OAM
3	F22	ZULA	R. Wilson
4	F116	SAMI	M. Stanbury
5	F298	POLARIS	S. Kerr
6	F109	VENUSTUS	R. Kooy
7	F10	MEDUSA	F. Pieri
8	F73	SOPHIE	M. Draper
9	F300	SADIQI RA	J. Czeschka
10	F71	INTRIGUE	B. Copelin
11	F596	PLAN B	T. Stanford P. Joiner
12	F97	AMBIENCE	J. Laws
13	R1160	NEXUS	T. Bennington

CONSISTENCY SERIES			DIVISION 1
Place	Sail	Boat	Skipper
1	F919	WITCHY WOMAN	J. Palmer
2	F238	THE CRO CONNECTION	P. Kennington
3	F4	AQUILA	R. Passmore
4	F347	MINDS EYE	M. Thorpe
5	F752	BACI	D. De Latte
6	F6669	ARAJILLA	B. Kerr
7	AUS1770	SOUTHERN STAR	N. Murphy
8	F4117	SAGACIOUS IV	C. Hind
9	F661	ZUBENUBI	A. Anderson
10	F5	LETS DAMCE	N. Smith
11	F1971	SALACIA II	R. Norgard
12	F395	GIDDY UP	R. Halvorsen

Will Mitchinson (*Sand Crabs Disco*), Ole Otness (*The Longboat*), Robert Wilson (*Zula*)Kyle Timms with Myra Stanbury (*Sami*) - Life Members' ShieldMatt Rose (*King Canute*) and Anthony Kirke (*Enterprise*) - Captain Stirling trophy winners

Individual Trophy Winners

- Opening Day Trophy - F1245 OBSESSION, Paul Arns**
- The Memorial Race Trophy - F116 SAMI, Myra Stanbury**
- Ken Cook Memorial Race - F919 WITCHY WOMAN, John Palmer**
- Ron Warren Trophy Race - F300 SADIQI RA, Joe Czeschka**
- Australia Day Race - F107 ENDORFIN, Michael Giles**
- Mike Harvey Race - Not raced**
- Warne Shield - AUS31 DIRTY DEEDS DC, Alan Stein**
- Cockburn Cup Trophy - Team FSC**
- Ron & Marie Brown Cup - AUS31004 THE BUS, Murray Smith**
- Max Shean Trophy Race - F10 MEDUSA, Franco Pieri**
- ANZAC Trophy Race - F306342 GO WITH THE FLOW, James Halvorsen**
- Crew Helms Day Trophy - AUS1770 SOUTHERN STAR, Callum Millar**
- Terry Fisher Overall Series Trophy - F47 MX, Ron Macarthur**
- Finistere Award - Ian Whitehead & Lyn Powell**
- Life Member Trophy - F116 SAMI, Myra Stanbury**



Matt Rose (King Canute)



Keelboat Captain John Rayner (Al Fresco) and Secretary Kath Moulden (Witchy Woman)



The youth of today...



Top Brass - John Rayner, Kyle Timms, Anthony Kirke, Steve Parkinson

CONSISTENCY SERIES			DIVISION 2
Place	Sail	Boat	Skipper
1	F110	MINKE	S. Delfos
2	F244	PIPEDREAM 3	M. Graville
3	F320	WINDSWEPT	E. Delfos
4	F732	IMPULSE	L. Woods
5	F47	MX	R. Macarthur
6	F17	FREDDIE FUD-PUCKER	R. Webster

CONSISTENCY SERIES			DIVISION 6 J&M
Place	Sail	Boat	Skipper
1	F116	SAMI	M. Stanbury
2	F211	SAND CRABS DISCO	G. Martin OAM
3	F111	THE LONGBOAT	O. Otness
4	F298	POLARIS	S. Kerr
5	F22	ZULA	R. Wilson
6	F109	VENUSTUS	R. Kooy
7	F10	MEDUSA	F. Pieri
8	F300	SADIQI RA	J. Czeschka
9	F73	SOPHIE	M. Draper
10	F596	PLAN B	T. Stanford P. Joiner
11	F97	AMBIENCE	J. Laws
12	F71	INTRIGUE	B. Copelin
13	R1160	NEXUS	T. Bennington

COASTAL SERIES DIVISION 1			
Place	Sail	Boat	Skipper
1	AUS31	DIRTY DEEDS DC	A. Stein
2	F752	BACI	D. Di Latte
3	F6669	ARAJILLA	B. Kerr
4	F238	THE CRO CONNECTION	P. Kennington
5	F347	MINDS EYE	M. Thorpe
6	F4	AQUILA	R. Passmore
7	F5	LETS DANCE	N. Smith
8	AUS 31004	THE BUS	M. Smith
9	F395	GIDDY UP	R. Halvorsen
11	F919	WITCHY WOMAN	J. Palmer
13	F4117	SAGACIOUS IV	C. Hind
12	F97	AMBIENCE	J. Laws
13	R1160	NEXUS	T. Bennington

COASTAL SERIES DIVISION 2			
Place	Sail	Boat	Skipper
1	F244	PIPEDREAM 3	M. Graville
2	F47	MX	R. Macarthur
3	F320	WINDSWEPT	E. Delfos
4	AUS3200	THE EDGE	D. Kenny
5	F732	IMPULSE	L. Woods

COASTAL SERIES DIVION 6 J&M			
Place	Sail	Boat	Skipper
1	F111	THE LONGBOAT	O. Otness
2	F46	JUBILANT	I. Joel
3	F73	SOPHIE	M. Draper
4	F211	SAND CRABS DISCO	G. Martin
5	F300	SADIQI RA	J. Czeschka
6	R1160	NEXUS	T. Bennington
7	F596	PLAN B	T. Stanford P. Joiner
8	F71	INTRIGUE	B. Copelin
9	F97	AMBIENCE	J. Laws
10	F22	ZULA	R. Wilson
11	F307	OCEAN STREET	A. Wyntje
12	F190	HONGKERS	S. Parkinson
13	F116	SAMI	M. Stanbury



Gage Roads winner Paul Arns (Obsession)



Inshore Start Crew: Carolyn Jupp, Frank Rodda, Chris Bender, Elke McAlindon, Sven Fjastad, Anne South, Joyce Bender.



SAMI crew

Success Cup Series 2023-2024

DIVISION 1			PHS
Place	Sail	Boat	Skipper
1	F1701	ENTERPRISE NG	A. Kirke
2	F0052	CRUSH	D. Davenport
3	F45	SIRENE	B. Henson
4	F1245	OBSESSION	P. Arns
5	F8	AL FRESCO	J. Rayner
6	F107	ENDORFIN	M. Giles
7	AUS31004	THE BUS	M. Smith
8	56	FAT BOTTOM GIRL	A. Stein
9	AUS31	DIRTY DEEDS DC	A. Stein
			IRC
1	F1701	ENTERPRISE NG	A. Kirke
2	F0052	CRUSH	D. Davenport
3	F1245	OBSESSION	P. Arns
4	F45	SIRENE	B. Henson
5	AUS31004	THE BUS	M. Smith
6	F8	AL FRESCO	J. Rayner
7	56	FAT BOTTOM GIRL	A. Stein
8	AUS31	DIRTY DEEDS DC	A. Stein

DIVISION 2			PHS
Place	Sail	Boat	Skipper
1	SP330	KING CANUTE	M. Rose
2	F4117	SAGACIOUS IV	C. Hind
3	F135	MONEYPENNY	M. Thompson
4	HY351	MULBERRY	M. Pitt
5	F752	BACI	D. Di Latte
6	R3600	WYUNA	H. Arthure
7	F1971	SALACIA II	R. Norgard
8	AUS3,200	THE EDGE	D. Kenny
9	F238	THE CRO CONNEC-TION	P. Kennington
10	F347	MINDS EYE	M. Thorpe
11	F6669	ARAJILLA	B. Kerr
			IRC
1	SP330	KING CANUTE	M. Rose
2	F4117	SAGACIOUS IV	C. Hind
3	F135	MONEYPENNY	M. Thompson
4	F1971	SALACIA II	R. Norgard
5	R3600	WYUNA	H. Arthure
6	HY347	MULBERRY	M. Pitt
7	AUS3200	THE EDGE	D. Kenny
8	F6669	ARAJILLA	B. Kerr



Tim Cross (Al Fresco), Ceris Arns (Obsession), Alexander Sait (Sirene)

Captain Stirling Cup 2023-2024

DIVISION 1			PHS
Place	Sail	Boat	Skipper
1	F8	AL FRESCO	J. Rayner
2	F1245	OBSESSION	P. Arns
3	F45	SIRENE	B. Henson
4	F107	ENDORFIN	M. Giles
5	F1701	ENTERPRISE NG	A. Kirke
6	F0052	CRUSH	D. Davenport
7	F9463	SECRET WEAPON	R. Appleyard
8	AUS31004	THE BUS	M. Smith
9	AUS31	DIRTY DEEDS DC	A. Stein
			IRC
1	F1245	OBSESSION	P. Arns
2	F1701	ENTERPRISE NG	A. Kirke
3	F0052	CRUSH	D. Davenport
4	F8	AL FRESCO	J. Rayner
5	F45	SIRENE	B. Henson
6	F9463	SECRET WEAPON	R. Appleyard
7	AUS31004	THE BUS	M. Smith
8	AUS31	DIRTY DEEDS DC	A. Stein

DIVISION 2			PHS
Place	Sail	Boat	Skipper
1	HY351	MULBERRY	M. Pitt
2	SP330	KING CANUTE	M. Rose
3	F1971	SALACIA II	R. Norgard
4	F6669	ARAJILLA	B. Kerr
5	F661	ZUBENUBI	A. Anderson
6	AUS3200	THE EDGE	D. Kenny
7	R3600	WYUNA	H. Arthure
8	F238	THE CRO CONNEC-TION	P. Kennington
9	F347	MINDS EYE	M. Thorpe
10	B752	BACI	D. De Latte
11	HY108	BAD HABITS	I. Holder
12	HY11	HELGA	M. Taylor
13	F71	INTRIGUE	B. Copelin
14	F4117	SAGACIOUS IV	C. Hind
15	F135	MONEYPENNY	M. Thompson
15	HY14	CIRCA	M. Eyer
			IRC
1	F1971	SALACIA II	R. Norgard
2	SP330	KING CANUTE	M. Rose
3	HY351	MULBERRY	M. Pitt
4	F6669	ARAJILLA	B. Kerr
5	AUS3200	THE EDGE	D. Kenny
6	R3600	WYUNA	H. Arthure
7	F347	MINDS EYE	M. Thorpe
8	HY108	BAD HABITS	I. Holder
9	F4117	SAGACIOUS IV	C. Hind
10	F135	MONEYPENNY	M. Thompson
10	HY14	CIRCA	M. Eyer



The Edge - Div 2



Terry Fisher volunteers on Max Shean



RAMP Melges



Super 30s

Division 1 – Fully crewed spinnaker			
Place	Sail	Boat	Skipper
1	AUS 31004	THE BUS	Murray Smith
2	F395	GIDDY UP	Robert Halvorsen
3	AUS31	DIRTY DEEDS DC	Alan Stein
4	F45	SIRENE	Bill Henson
5	797	RAMP	Heidi Bucktin
6	AUS3171	GREEN ARROW	Mirko Moeller
7	F347	MINDS EYE	Michael Thorpe
8	F31	PAPILLON	Douglas Steel
9	F107	ENDORFIN	Michael Giles
10	F190	HONGKERS	Stephen Parkinson



Cape 31s Dirty Deeds and Green Arrow



Equilibrium and Zula

Division 2 – Double handed spinnaker			
Place	Sail	Boat	Skipper
1	F36	EQUILIBRIUM II	Rolf Heidecker
2	AUS3200	THE EDGE	David Kenny
3	F661	ZUBENUBI	Alan Anderson



Pre-Start, Terry Fisher Series



Intrigue and Nexus

Division 3 – Fully crewed Jib and Main			
Place	Sail	Boat	Skipper
1	F47	MX	Ron Macarthur
2	F46	JUBILANT	Ian Joel
3	F111	THE LONG-BOAT	Ole Otness
4	F300	SADIQI RA	Joe Czeschka
5	F153	CRAZY HORSE	Belinda McManus
6	F22	ZULA	Rob Wilson
7	F460	SERENDIPITY	Rick Hoad
8	G309	CELESTIAL	David Robinson
9	F71	INTRIGUE	Brant Copelin



Polaris



Plan B



Giddy Up

Division 4 – Double handed Jib and Main			
Place	Sail	Boat	Skipper
1	F307	OCEAN STREET	Anita Wyntje
2	F596	PLAN B	Tanya Stanford/ Peter Joiner
3	F298	POLARIS	Stephen Kerr
4	F97	AMBIENCE	Jane Laws
5	R1160	NEXUS	Timothy Bennington
6	F116	SAMI	Myra Stanbury



THANKS TO OUR SUPPORTERS
TERRY FISHER SERIES 2023-24

Offshore results 23 | 24



IRC	Siska		1 st - Enterprise NG	
			2 nd - Crush	
			3 rd - Sirene	
			4 th - King Canute	
			5 th - Obsession	
	PHF	Bluewater	Div 1	1 st - Enterprise NG
			2 nd - Crush	
Shorthaul		Div 1	1 st - King Canute	
		Div 2	2 nd - Sagacious IV	
Shorthaul		Div 1		1 st - Obsession
				2 nd - Enterprise NG
	Div 2		3 rd - Crush	
			1 st - Salacia II	
	Bluewater	Div 1		2 nd - Obsession
				3 rd - Enterprise NG
Div 2			1 st - King Canute	
			2 nd - Salacia II	
Corinthian		Div 1		3 rd - The Edge
				1 st - Sirene
	Div 2		2 nd - King Canute	
			3 rd - Al Fresco	
			4 th - The Edge	
			5 th - Endorfin	



Siska trophy



Dave and Sharon Kenny with Brad Sheridan



Team Enterprise - Offshore silverware



King Canute - Offshore Silverware_Ironbark Photos



Bill Henson, Alexander Sait and Sue Parkinson

Women's State Keelboat Championships

This year's 'Womens' States' were hosted by South of Perth Yacht Club on Sunday, 7th April. FSC fielded two teams:

- FSC (1 - Pink) Georgia Payne (Helm), Abby Calveirt, Carolyne Bush, Amanda Casebier, Ellie Wise, Sharon Jones and Miriam Everall
- FSC (5 - Orange) Heidi Bucktin (Helm), Emma Reynolds, Hanka Cydejko, Iwona Cydejko, Maire Connolly, Robyn Martin and Taleylin Doesburg

Congratulations to Mandurah Offshore Fishing and Sailing Club (MOFSC), 2024 Champions, and FSC 1 who came a strong second. FSC 5 showed consistent improvement, setting a trajectory to be continued next year.



FSC Teams - image Billy Mitchinson





“WA Fuels” Consistency Cup Time Trial series

- Antony & Charlotte Osborne

The FSC Power Section “WA Fuels” Consistency Cup Time Trial series is well underway and at the time of writing this report we are coming up to Heat 4 of the 8-round series.

There are many benefits of being part of the time trial series; the main one is all about using your boat during the winter months, but don't forget the social aspect of the competition as you can easily take your friends out for what is essentially a day cruising the river.

There is a different course plotted around the river for each heat, with the idea being to travel the course at a nominated speed between 5 to 15 knots and arrive at each check point at an allotted time based on your nominated speed and starting time. Sounds simple and some may say sounds boring! But it becomes quite addictive and challenging because every second you get to the check point early or late you gain a point with the goal being to accumulate “least points” across the course. In addition to aiming for least points, there is a real social aspect to this Time Trial series where you get to visit and experience all the different clubs hosting each heat, so there really is a lot of fun to be had.

The WA Fuels series so far has attracted many FSC Poweries, some that have tried it a few times over the past 2 years, some that are brand new to it this year and even some that were doing it 15 years ago and have made a comeback.

At the Power Section general meetings held at 7.30pm on the 2nd Thursday of each month, the winners of each of the previous



FSC Boats at RPYC for Heat 3. No 802 - Concorde, No 822 - Lil Ozyl II and No 803 - Castaway.



heats are announced and prizes awarded. At the September section meeting the overall series winners will be announced and really great series prizes awarded by our awesome major sponsor WA Fuels as well as some prizes from Amourici Marine.

If you would like to learn more about the time trials reach out to any of the Power Section Committee members, come to a section meeting or ask on the Power Section Facebook page.



FSC Power yachties Sharon and Dave Behsman win 1st place - with RPYC Commodore Janet Hornbuckle



FSC Poweries Campbell Durrant and Annie Langton on GOAT No 800 - 1st Place Heat 2 at CYC



FSC Time triallers 25th May 2024

Hardhat Divers return to FSC - Peter McMahon

On Saturday 12 May the Dive Section, in conjunction with members of the Historical Dive Society, provided divers with the opportunity to experience ‘standard dress’, or ‘hard hat’ diving.

HDS and FSC member Peter McMahon generously offered the use of his suit and equipment for the day. The diver's outfit, including boots, weight belt, breast plates and helmet, weighs approximately 85 kg – each boot alone checks in at seven. Two tenders are needed to help a diver ‘suit up’ – this is not gear you slip into in a hurry.

Peter's helmet is set up with an intercom, which allows communication between the diver and tenders, and the scope of the diver's activities is determined by the length of the comms cable and air line. Air is fed through from tanks, rather than an original bellows pump.

The divers on the day were Doug Glover, Mal Boyd, Neville Mader, Ciaran Lavin and Declan Tyrell (HDS member). Unfortunately, Simon Page did not get to dive as his head would not go into the helmet ring! Peter had never seen that

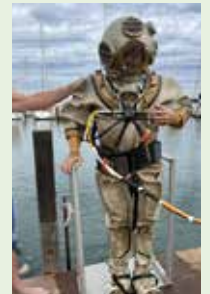
problem before – ‘maybe too many brains’, he said.

Divers were offered a second dive if they wanted but they were happy after one, so the team finished a bit early, packed up and enjoyed a few drinks.

Many thanks to safety divers Lud Farka and Barb O'Dowd, and support crew Col Enderbury, Mark Street and Mike Cooke.



Mal Boyd



Ready to go



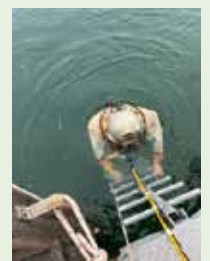
Ciaran Lavin



Doug Glover



Diver's signal - comms OK



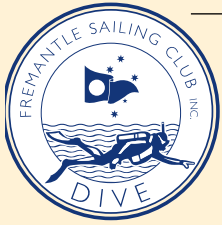
Down the ladder...



Signalling OK



Tenders at work



Racing buoys, how do they do it?

Barbara O'Dowd and Andrew Brockis, Dive Section.

Ahoy sailors. Did you know that the club's first use of offshore racing buoys took place on the 3rd of November 1906?

The club archives tell us that, "Three courses were set, over a distance of 10 miles. It was a handicap event and the yachts finished in the following order Mayflower first, Esmeralda second and Genevieve third."

According to records, the next race under the club's control was reported in the West Australian Newspaper on 8 February 1907 and was thus considered a newsworthy local event

The following year the Fremantle Sailing Club was formally inaugurated and the occasion was celebrated on 10 August 1908 with a procession of all boats on the club register.

The racing course selected for that season was L-shaped, having its starting line at the "Little jetty then around Fish Rocks."

There is a lot of racing history from back then, but very little information on how the offshore buoys required were placed, or how they were maintained by the members.

One interesting entry from the archives, dated 12 November 1952, says "Laying of Buoys; Mr Hislop to be asked to attach two bands on 32 gallon drums got be used as buoys. And buoys for this season are to be black with red flags on top."

The first call for divers to help was in September 1980 when the sailing committee sought help for the coming season with the placement of a collection of racing buoys. "If any members can assist, or have diving friends who could help, please get in touch with Rear Commodore Noel Sweetman."

As a Hydrographic Surveyor at the FPA, Noel developed the spar buoy.

"A buoy that marked the spot very accurately, and did not deviate from that spot. They consisted of full length of 4 inch PVC tubing, a cap for each end and an eye bolt. Very cheap to construct, durable and difficult to damage. Geoff Morton, Chief Bosun (2002-2008), made the concrete mooring blocks using a template. The complete marker buoy was very easy to assemble and very economical.

Their only fault was that they were hard to sight from a long distance.

This was remedied by fitting foam top marks to them."



A day at the office



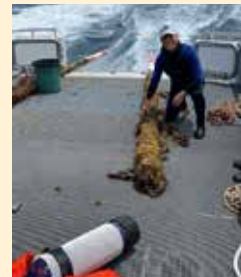
Bosuns carry out maintenance on the marks



Andy washing down a mark



Marks taken back for refurbishing



Campbell and Burnell marks - spar buoys.



Julie splicing new lines



Replacing a spar buoy

A later mention in the minutes regarding the buoys, dated 26 Mar 1992, recommended that all buoys should come under the control of Offshore Committee, which would nominate appropriate persons and not sections to maintain them.

There is much written in the Board of Management reports of the 90'S but little to do with the ongoing maintenance of the clubs racing markers. They seemingly just happened as if by magic.

Due to the failing interest of other clubs in maintaining the offshore racing spar buoys FSC took over maintaining these marks, and the cost was recovered from the now defunct Yachting Australia WA (YAWA) Offshore. This is not the case anymore and FSC covers all maintenance costs.

On 22 December 1998, the Captain of the Bosuns' section reported, "It was necessary to engage the services of a professional diver, as a call for assistance from the Dive Section did not prove successful as no volunteers were forthcoming." This of course was an expensive option for maintenance as a diver also requires another diver, support boat and surface crew.

To explain how the buoys are now maintained let's go straight to current-day practice.

The 17 current racing markers in Cockburn Sound and further offshore up the coast were for years maintained by Cameron Berg and a team of Bosuns. When Cam took on the role of club Race Officer he handed the job to Dive Captain Andrew Brockis with his team of divers

and of course the invaluable help of the Volunteer Bosuns to keep the system in shape all year round.

The work is extensive and involves ensuring the integrity of the ground tackle, the chains and the buoys themselves. Each mark must be labelled, antifouled and supported by lengths of chain and rope, then anchored to the seabed with a large concrete weight. The intricate splicing of the ropes and the skills involved in moving and positioning the retaining 300 kilogram concrete weights underwater may well be underestimated by most.

Of course, the ocean and collisions from careless skippers all try to remove these foreign bodies from the ocean so a lot of ongoing maintenance is required.

Several times a year, Andrew and his team dive on each of the marks to clean and inspect the rigs. Sometimes it's a bit scary underwater out there in the middle of nowhere, clearing bio foul from the marks which effectively acts as burley in renowned shark-infested waters. An added unpleasantness is that the divers get covered by the sea lice that form a dense cloud of bio matter as the lines are scraped clean. However, they do bring home the occasional feed of mussels.

This work goes on all year round, usually with no one knowing that it's happening and so apart from the rare unexpected missing buoy that tries to make a break for South Africa, your sailing marks will be there for you to round and enjoy.

And that's how it's done.



April Mediterranean Raft up

Marian Morley

It was an unseasonably beautiful day for the Mediterranean Raftup. Mother nature had blessed us with perfect conditions and a temperature of 28 degrees Celsius. Darren, our raft up coordinator, had already carefully planned a configuration for the raft up with 6 boats and now with a latecomer making a 7th it was easy to add them to our plan.

We started the set up around 11am as Darren started to call us all in one by one, and the whole process was seamless. One boat handler said, "there was no yelling, so calm and organised!!!" The boats were rafted stern-to to allow for the transoms to be used as pathways and by 1pm all 7 boats were in place and secured.

Once all the boats were checked and confirmed secure it was time to decorate the boats, each owner adding their personal flair and touches to project the Mediterranean theme. *Amourici* had a beautiful 'lemons, yellow flowers and bees' theme, *Xantippe* had palms, olives and the seaside, *Back Paddock* had a beautiful array of coloured lights, and there were olives galore! Everyone had certainly embraced the theme.

Once decorations were completed it was time to have a dip in the water to cool off. A quick ride around on Darren's seadoo did the trick!

As the evening drew near it was time to organise pre dinner drinks and food to share and get into our Mediterranean outfits. As people arrived in their beautiful bright and light clothing to enjoy a balmy evening as the sun started to set. It was a magnificent sunset with only a light breath of wind and the sky was alight with red, orange, pink and yellow against a light blue sky.

As the sun set the boats lit up and iridescent blue water danced around as people moved from boat to boat. You could almost imagine that you were in the Greek island of Santorini or the southernmost island of Italy; Sicily off the Italian boot!

As the raftup came to life and started to hum with conversation and laughter

Jennine, our Power Section captain, welcomed everyone to the event and explained the plan for the evening. Once the formalities were completed we could get on with the hard part – enjoying good food, good friends and good wine.

As we shared different platters of foods from boat to boat we met old friends and members and caught up on the latest news and derby scores, and welcomed new members.

It was quiet for a short time as people ate but once the food was cleared away the music was cranked up and the dancing began. Someone accidentally took 'soaking the cutlery' a little too far – luckily it was happily and easily retrieved from the marina thanks to Darren's McGyver skills and his 35kgs magnet.

Thanks to Terry for a great playlist of songs from the 60's, 70's and beyond for young and old to dance and impart their favourite moves. Please note the speaker configuration that was placed across three other boats so we could all enjoy the same music and get our groove on!

Those that didn't dance got into deep and meaning conversations about "how to oil the deck" and other boating information.

Before we knew the it night turned to early morning and even the dancers were done. Thank you to everyone that attended, we hope you had a wonderful evening!

Thank you to the Jennine and the Power Committee for their tireless efforts, and to our sponsors Heather Timms from Power-It Chilli Sauce, Ron and Allison from Amourici Marine and Darren Heath from Stage & Studio Productions. Darren not only supported the event with sponsorship but also put in all the hard and tedious work to set up the VIP area before the raft-up, planning the boating positions and up taking care of all the logistics. A time consuming task indeed!



Raftup in full swing



Raftup stern to stern



Access from the VIP Jetty



Jack and Sue Hayward



Sunset and the party starts



Mediterranean themes emerging



Power Captain Jennine Gee and Ian Sampson

Jurien Bay Dive Trip

Dive Admiral Andrew Brockis reports, images Isabelle De Casamajor

Sometimes you get lucky. Other times not so much. Fortunately for the twelve FSC members who constituted a recent road trip north, it was a case of the former rather than the latter.

Everything went well for what would prove to be a stellar excursion. Even Ciaran Lavin, who is prone to donating expensive dive equipment to Neptune, didn't lose any valuable equipment to the depths. Your scribe managed to retrieve a dive torch just as it was disappearing into a bed of kelp, there were no reported injuries or divers abandoned at sea and there was even a French-speaking Belgian crewman on board to make our resident Frenchies (Isabelle De Casamajor and Sylvain Lyonnet) feel right at home.

The weekend began when the group made their way to the delightful seaside town of Jurien Bay on Friday night to stay in accommodation that was either in a luxury harbour villa or at Frank Rodda's palatial beachfront house. Frank had generously made his house available when no other Jurien accommodation was available during the school holidays.

For the diving adventures, the next morning we made our way to the marina where we chartered a vessel from Jurien Oceanic Adventures. The skipper Peter, Divemaster Rory and the rest of the crew had a great attitude and their jet-powered converted cray boat had us changing locations smoothly and fast. Its shallow draft eliminated the risk of close encounters with the reefs that we divers favour being close to.

Peter said that we were enjoying the best weather they had for months and that was easy to believe, as despite a storm that had

blown through on the preceding days, the sky was blue and the sea was calm. Perfect diving conditions.

Our experienced mob were slightly bemused when our youthful divemaster Rory launched into a pre-dive briefing that suggested we would be following him underwater like beginners on a guided tour. Happily the comment from our Admiral *"That's not going to happen Rory"* was well received and as intended we did our usual buddy pair exploring.

Below the waves we were rewarded with some very pleasant reef dive sites. Unfortunately the crayfish population was somewhat shrimp-like in dimension - though plentiful enough that your reporter was able to obtain enough lobsters to grace the BBQ on Saturday night. Meanwhile, our photographers were rewarded with plenty of colourful mini-lifeforms to record.

After diving Saturday morning it was off to the Jurien Sandpiper Tavern for lunch. This place was a culinary highlight of the trip and is not to be missed on a visit to Jurien Bay. The food was really good and very reasonably priced.

Saturday night was BBQ night at the Chateau de Dive. Crayfish, snags, burgers, salad and ice creams. All the food groups were washed down with wine and assorted beverages generously provided by Able Seaman Glover.

Our final dives on Sunday featured a mini amphitheatre-like reef, which was followed by the best location our Skipper Peter had deliberately saved for last, namely an archipelago of honeycomb caves which were greatly enjoyed by all.

The trip was rounded off with another meal at the Sandpiper Tavern, then Adam and Isabelle unplugged their Tesla and the rest of us burned conventional fossil fuels and headed for home.

Mission Accomplished.



Andy the chef



Local nudibranch



WA Nudibranch



FSC Divers at Jurien Bay



Sumptuous repast



Power Section Quiz Night 18th May

- Marian Morley



Billy Bones



Door prizes



Longboat table

The Fremantle Sailing Clubroom was a buzz with anticipation and at capacity for the Power Section Quiz night.

There were 19 registered tables, which was a record with 107 people in attendance.

Heather Timms, MC for the night, ensured the proceedings ran smoothly whilst Kylie Broomham kept perfect scores for all the teams. Mascot Billy Bones put up four fabulous auction prizes on the night to bid on. With plenty of raffle prizes and games up for grabs, everyone knew they were in for a fun night!

The Quiz Master was Drew Murrie, who demonstrated excellent skills at preparing and asking questions. With 10 rounds of general knowledge questions asked (including one set supplied by the Marine Environment Committee) there were only 10 points between 1st and 4th place by the end of the night. It was a nail biter!

Congratulations to 1st place goes to, "Steve Zissou Appreciation Society" with an outstanding 86 points!

2nd place with 81 points went to, "The Quiz Kids"

3rd Place with 80 points to the team, "Off the Edge"

4th place with 76 points to "The Nautical Nutters", and

Last place to the aptly named "Empty Vessels 2.0".

A big thank you to all the Power Committee members who helped set up and made the event possible as well as a thank you to our sponsors, Power It Chilli Sauce, Innate Brewery, Kingpin, FSC Marine Environment Committee, Kylie Broomham and Heather Timms for donating prizes and auction items.



Charcuterie board



Quiz night selfie frame



The usual suspects



Quiz night in progress



Quizmaster Drew Murrie and Kylie Broomham (L) and Heather Timms (R)



DIVER BELOW – BEWARE!

Diving collisions kill - Andrew Brockis



Diver with flag



Signal OK



Surface Marker Buoy



Near miss

With the massive increase in boating traffic on our coastline, there is an increased need for safety consciousness, in particular to avoid potential collisions between boats and SCUBA divers.

This summer I had three experiences around Rottnest Island where power boats ignored a dive safety flag and passed directly overhead whilst I was diving. Had I been any closer to the surface at the time, I may only have made a small dent in someone's expensive propeller but it would have been a large dent in my lifespan. Not a happy prospect! This article describes what both divers and boat owners can do to prevent fatal collisions at sea.

Underwater, a SCUBA diver can hear a fast boat approaching, but because water conducts sound better than air they are unable to tell which direction it is coming from until it is almost overhead, by which time it is too late to avoid if near the surface. This can make surfacing away from a dive boat a hazardous thing to do. Irresponsible diving and irresponsible driving can both result in tragedy.

The responsibility for avoiding diver collisions doesn't depend upon the actions of skippers alone. Divers also need to improve their security procedures and recognise just what a significant danger they place themselves in near the surface of the water and thus act appropriately.

What can be done to ensure safety?

Marine regulations stipulate that a diver in the water must display code flag "A" from

their dive boat, a buoy, or even from a nearby jetty. This means that passing vessels are legally obliged to keep a minimum of 50 metres distance from that point. The diver must ensure this flag is practically visible. A limp flag on a windless day is not an adequate warning to approaching craft. If necessary, divers should suspend the free end of the flag so it can be seen clearly at a distance. It is the diver's obligation to ensure a warning can be seen.

Is 50 metres enough passing clearance from a dive boat?

An average dive may be 45 minutes or longer in duration. During that time bottom currents and poor visibility easily move even the best dive navigators further than 50 metres from their start point and thus well outside the minimum 50 metre safety radius. To return to their boat, divers may surface to take a bearing and then either swim on the surface or descend and move underwater back to the boat.

The problem with surfacing is that it can make the diver the unsuspecting victim of a boat collision. Divers in the water on the surface are often difficult to see. Black wet suits in choppy sea conditions make for excellent camouflage. Skippers, to ensure an accident-free passage, slow down as you pass a dive boat and give it the widest berth possible. 50 metres is an absolute *minimum* clearance, more is better. If safe navigation means that you must pass closer than 50 metres, the law specifies that you must slow down (4 knots) until safely clear.

What can divers do to protect themselves?

Divers must take responsibility for their safety. More boats around crowded places like Rottnest mean more risk. The standards of the past are no longer good enough in today's crowded local environment.

- Dive boat skippers must be courteous to other skippers and once divers are out of the water, remove the displayed dive flag. They should try to choose dive spots responsibly and avoid swimming in narrow navigation channels.
- Divers should carry and use a Surface Marker Buoy (SMB). "Safety sausages" as these are known are orange air-filled balloons about 1.5 metres in length that a diver can release below the surface before ascending. Normal safe dive practice already requires a 3-minute decompression stop at five metres depth before surfacing so this is a great time to "pop up a sausage" alerting both the dive boat and any approaching vessels to the location of a diver in the water. If surfacing away from a dive boat this makes good sense and will give any approaching boat time to take evasive action.

F.S.C. Dive Section insists that all members participating in club dives carry this equipment; other divers would be wise to emulate this positive lead.

Divers... Act safely and stay out of harm's way, deploy an SMB.

Skippers... Keep a sharp lookout for flags and divers in the water then stay as far away from dive boats as you can.

Let's all collide safely later in the Club Bar.

Huck Scott Winter Series - Faces of Day 1



Graham Taylor



Harbourmaster Sam prepares Max Shean





Start boat volunteers



Start boat - flags and timekeepers



Reduce
Reuse
Recycle
Repurpose



BOAT BITS BOOT SALE

SUNDAY 29 SEPT

Join us to buy and sell unwanted maritime gear or recycle old boat items.
Enjoy coffee and food while you're here. Open to the public!

9AM TO 12PM
FSC DINGHY LAWN
FREE EVENT

SELLERS
REGISTER
NOW



International Women's Day Pacer Dash Michelle Brazier

The inaugural Pacer Dash was held, on International Women's Day, Friday March 8th, as a joint event between RAMP - the Women's Racing and Mentorship Program - and the Dinghy Section and was a lot of fun.

We had perfect weather for some quick racing and lots of spills and thrills for both competitors and spectators. Sixteen teams from dinghy through to keelboats battled it out on the Dinghy pond for cash prizes. Each team included at least one female sailor and we had multiple family teams. With such close conditions it made for a lot of fun sailing and even better spectating.

Congratulations to Team Steez (Pol Rafart and Eleanor Green) who took out first place, No Idea (Ona and Lia Rafart) who were second and FIGJAM (Xavier and Imogen Bates) in third. Congratulations also to Michael Sproxtton (Team Flamin' Galah) for the best dive for the finish line and Jess and Andrew 'Hips' Harry as Team Jiggle Factory for best name.

The night was rounded off with burgers, chips and a few drinks from the Dinghy Canteen, with lots of talk about what to do for the next Friday Night Fun Sail.

Thank you also to our sponsors Havoc Partners LLP, North Sails, B Green Plumbing and Gas, Yacht Grot, Ghetto Blaster Coffee and Brentwood Pharmacy and our co-hosts RAMP - Women's Racing and Mentorship Program - I don't think there could be a better way to celebrate International Women's Day.

Images Tim & Michelle Brazier



Power Section 'Winter woollies' event Sunday 16th June

Marian Morley

The skies were grey, the weather was cold but the participants from the Power section were all smiles as they started to board the Success knowing that they had a day of fun, laughter and possibly a little silliness in front of them. On the way up the Swan River it started to rain but that didn't dampen anyone's spirits as old friends reconnected and huddled under cover to share their "war wounds" and the latest news whilst taking in the beauty of the Swan. The music set the tone with tunes from the 70's and onwards that at times made everyone want to tap their feet and return in their mind to what they were doing when they heard that song for the first time.

Once at Rimondo's the service and food were impeccable and if you didn't know any better you would think we had 5 star table service, (just missing the waiters in white gloves with little brushes to brush the table clean between courses). The staff were bubbly and friendly and there were smiles all round. We even had a reserved sign at the end of the jetty for *Success!* We felt very welcomed.

Once we finished lunch it was back on *Success* to start the journey back down the river. There was a definite buzz in the air as people became more animated and the toes, arms, legs and body started to move irresistibly to the rhythm and beat of Terry's great play list! 'Call me!' boomed Blondie from the music box as someone imitated talking on the phone with their hands and smiling at other members!

The day finished with Baileys, port, beautiful mini desserts, strawberries and chocolates. We were well and truly spoilt.

A big thank you to Jason for being our wonderful and competent skipper and to John, his support team as well as Kyle and Drew and all the boatie men that were ready to grab a rope when it was needed for docking (even Terry).

Thank you to Round House Legal for supplying the delicious desserts and as always the Power Committee ladies, in particular

Heather and Shellee, who made sure that everyone had enough to eat on the way up the river and the return trip. They served both the cheese platter on the way up and the delicious desserts and liquors on our return.

Thank you to 'Power It' chilli sauce for providing the Baileys and port to enjoy with the desserts.

Places for these events are quickly taken - we are sorry to those who missed out. Register early via our Section meetings or Facebook page - we would love to see you.



Baileys and port



mmmm desserts



Cheese platter entree



Reserved!



Woolly winter cruisers



Success at Rimondos



NAME	SURNAME	AGE	YRS MEMBERSHIP
GARTH	SILCOCK*	94	51.3
BEVAN	KNOTT*	86	46.7
BRIAN	GREGORY	90	55.9
JOHN (Jack)	WRAGG	87	39.3
PETER	LETTS	91	49.3
NEALE	KNIGHT	73	8.1
DONALD	BROWN	93	36.4
RAY	LYNCH**	90	46.3
STEVE	MARSH	72	3.7
PETER	JEFFREY	91	31.1
DARREN	GILBERT	58	1
MARK	BOMBARA	63	20.6
DONALD	STEWART	80	45.8
BRIAN	WALSH	88	42.0

*Life Member
** Past Commodore



4 OCT - 6 OCT 2024
**SEASCAPES
ART**

2024



EXCLUSIVE ART EXHIBITION
FEATURING FSC MEMBERS ARTISTS.

Art@FSC - The Bridge
FRIDAY 4 OCT. OPENING NIGHT - 6PM

Please join the Cruising Section for an evening of fine Art, fine wine and a grazing table.
All art works are by FSC members with 15% of sales going to St Pat's in Fremantle.

LUNCHEON
CLUB
DATES

27 MARCH
29 MAY
31 JULY
25 SEPTEMBER
27 NOVEMBER

2024

ALL MEMBERS & GUESTS WELCOME
BUFFET LUNCH PLUS DRINK ON ARRIVAL

**SAFETY &
SEA SURVIVAL**

Full Course & Refreshers

2024 - 2025 Dates

25 AUGUST - 08 SEPTEMBER - 13 OCTOBER - 10 NOVEMBER - 08 DECEMBER
09 FEBRUARY - 09 MARCH - 13 APRIL

SCAN ME

Australian Sailing

Dinghy Section – Season results 2024

It has been a busy year working with the Dinghy Committee to deliver Huck Scott, Sail Freo, the Club Championship and collaborating with RAMP for the Pacer Dash. Our fleets are growing, and there are many new faces around the club, so there are many positive signs for next season.

The aim for 2024-25 is to grow on this season's success and continue growing the Team Freo spirit.

FSC Youth Academy Summary

This season, the Academy has been focused on participation, with over 100 kids learning the joy of sailing over the summer.

Five times as many as last year's 'Learn to Sail' participants have been converted to a large green fleet who are quickly developing into intermediate fleet sailors.

Without the continued support and investment of the FSC members and the Board of Management, we couldn't continue to develop tomorrow's sailors. The recent purchase of two new ribs for the Youth Academy boosts our ability to deliver our grassroots programs.

For FSC, these programs have resulted in four West Australians being selected for the Paris Olympics. All four sailors have come through our Youth Academy and become successful people and sailors due to the strong support they have received at Fremantle Sailing Club.

In addition to our Olympians, FSC sailors have had numerous achievements this year, winning world, national and state championships across all fleets.

A lot of this success is due to our ongoing partnership with the WA Institute of Sport (WAIS). While not all FSC sailors are on WAIS training agreements or scholarships, combined training sessions and regular contact with high-performance sailors and coaches give all sailors a huge boost. The benefit of this partnership can be seen in the rapid growth of the FSC iQFOiL fleet. In less than 12 months, we have gone from 2 or 3 foilers on the water to a regular fleet of 7 – 8 foilers.

Club Champions 2024

Optimist Inter	1	SEA MAVEN	Xavier Strauss
	2	SEE MAGIC	Callum Grant
	3	ENTERPRISE	Leo Jozef Wrobel

Optimist Open	1	LORD OF THE WIND	Nicholas Cooper
	2	VIVA LA VIDA	Seth Till
	3	SALTY	Murray Duthie

ILCA 4	1	GO WITH THE FLOW	Thomas Cooper
	2	JIM CARROL	Jasper Stay
	3	NO CLEW	Luke Carrick

ILCA 6	1	IN THE ZONE	Charlie Toyn
	2	GEORGE	Xavier Bates
	3	SPEEDY KIWI	Joshua Till

ILCA 7	1	FR8 TRAIN	David Whait
	2	TBA	Patrick Scally
	3	CLEAR	Christoph Bottoni

OK Dinghy	3	BASELINE	David Meehan
	2	BELLA	Anthony Galante
	1	FLIGHT RISK	Scott Olsen

iQFOiL	1	Need More Cup Cakes	Jack Brazier
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29er	1	BREAK THE LINE	Finley Symonds	Lucas Cunningham
	2	STEEZ	Ona Rafart	Pol Rafart
	3	TURBO	Jonas Moeller	Lia Rafart

505	1	Pinch 'n' Roll	Nic Mariani	Alex Thomson
	2	TENSING NORGAY	Michael Duffield	Isaac Bizco
	3	STRING THEORY	Anthony Grant	Roger Pell
			Ed Repsevious	

SB20	1	TEAM RAMP
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Club Champions 2024

Novice Skipper Award	Xavier Strauss	Optimist
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Most Improved Junior	Nicholas Cooper	Optimist
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Best Youth Crew	Pol Rafart	29er
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Margaret Cook Encouragement Award	Luke Carrick	ILCA 4
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Coach of the Year New Award	Teyah Duthie	Optimist Intermediate Fleet
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Peter Wainwright Award	Murray Duthie	Optimist
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Senior Sailor of the Year New Award	David Whait	ILCA7
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Junior Club Member of the Year	Jonas Moeller	29er, iQFoil
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Volunteer of the Year	Justin Grant
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Noel Sweetman Award	Charlie Toyn
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Charlie Toyn - Noel Sweetman award



Coach Chris Charlwood



Jonas Moeller - Junior Club Member of the Year



Murray Duthie - Peter Wainwright award



Nicholas Cooper - most improved Junior



Teyah Duthie - Coach of the Year



Take home trophies



The season's silverware



Angling section plans for major competition

Ray Wilson, Angling Section

The Fremantle Sailing Club will host one of WA's most prestigious fishing competitions in May next year.

The Club, and in particular the Angling Section, will be front and centre for the annual West Australian Interclub Boat Angling Championships (WAIBAC).

Preliminary planning has expectations that more than 40 boats, and possibly a lot more, will register for the event which will involve 100-plus anglers in various divisions.

Retiring Angling captain John Bech, who has been involved in planning for four years, is spearheading a committee which also features Angling members Craig Thomas, who will operate as Field Day Officer, and Joe Venter and John Cramer.

A provisional date for the competition is May 17 but a raft of conditions and regulations are being discussed by the steering committee which also involves WAIBAC members.

Members of the Angling Section did their homework for the upcoming competition by fishing the 2024 event on April 20 out of Cockburn.

Angling's grey power, in particular, cast a mighty shadow on that competition, winning the veterans' section, as well as individual honours.

Six FSC Angling Section members – John and Denise Bech, Joe Venter, Craig Thomas, Chris Walkey and Ray Wilson – enjoyed the perfect conditions on the water, and subsequently the weigh-in and presentations.

With a Veterans class for anglers over 60 years, John Bech, Joe Venter, Chris Walkey and Ray Wilson proved a formidable force with 310 points, 224 points clear of their nearest rivals from MAAC.

Smokin' Joe, fishing aboard Craig Thomas's boat, signalled his intentions with his very first drop of the competition in 90m when a 14kg mulloway snaffled his bait.

It was a great platform to launch Joe's bid for individual honours in the Veterans section, and a significant weights bonus for FSC to claim the Veteran team's category. Joe landed seven species for 24.64kg of fish and 168.6 points

But while it was a fair effort from the fellas, Denise had only one card to play in the whole game, but what an ace it was. If

you're going to catch only one fish for the entire comp, it may as well be a beauty, and Denise's 1.6kg breaksea cod fitted that bill.

Her fish weighed 1.58kg and was closest to a State record – 52.77 percent – for all the catches on the day, earning her a magnificent Daiwa Maverick 8000 and Daiwa Demon blood PE3/5 matched rod, coordinated by Getaway Balcatta.

On a day when around 30 boats took to the water, the small but gallant gang from the FSC punched above their weight, with Chris landing the heaviest herring, Ray claimed around \$250 of prizes for being runner-up to Joe in the Veterans, while Craig was fourth in the open section.

Also, both Chris and Denise won individual raffle prizes. Getaway Outdoors in Balcatta was the major sponsor of the event which provided some excellent prizes from an array of various businesses.

Pat Shinnick and his crew from WAIBAC did a magnificent job organising the event, and Craig and John especially appreciated the opportunity to study the procedures first hand in a learning exercise for May next year.



Denise Bech won two major prizes



Joe Venter with his mighty mulloway



John Bech, Joe Venter, Chris Walkey and Ray Wilson were clear winners in the Veterans' Category



WAIBAC - Denise Bech



Joe measures up while Rob steals the show

Ray Wilson, Angling Section



Champion Boat - Joe Venter with Denise and John Bech



Rob Zammit with pink snapper



Di Norkett and the monster flathead



Junior fishers with dad Johnno Roth and Brian Arnett



Shark Mackerel - the one that didn't get away



Talisman crew

While it was all creatures great and small for Joe Venter at the FSC combined Game and Angling Section's Snapper Competition, for Rob Zammit size was critical.

The competition, which attracted 13 boats and 46 anglers, was held over two days – May 25-26 – on a confused sea where squalls, chop and wind sometimes gave way to calmer waters, but never for long.

Open to the public, line-class anglers fished under WAGFA rules while other anglers fished in the old-fashioned way. Like angling artisans on light line compared to a more blue-collar approach where the odds worked more on the side of the fisherman. Alas, the fish still had to be found.

Rob, fishing with 4kg line, proved the maestro of the weekend, while in-form Joe – fishing with John and Denise Bech from John's 24ft centre console – claimed the honours in the angling competition with a 3.88kg pinkie taken off Parker's Point.

Fishing aboard Duncan Head's 35ft Bertram, with Hung (call him Matt) Ma, Rob was

watching intently the sounder for some promising ground at the back of Stragglers on the way to Harding Rock. Duncan had no real intention of stopping until Rob mentioned that it might be worth a shot, given the screen showed bait balls going ballistic, clearly being blitzed by hungry predators.

Worth a shot, indeed. Thirty minutes later and a competition winning 80cm, 6.54kg pinkie was flapping in the landing net following some zig-zag, back-tracking from the skipper to help Rob stay with the fish.

For good measure, when the boat was back in order from the combat with the pinkie, Rob's line hissed off again as Duncan took the controls to help Talisman dance to the fish's tune. An hour later an exhausted 8.74kg shark mackerel – a mighty fish for Perth waters – was aboard. To put that in perspective, WAGFA records show that the WA record for a sharkie on 4kg line is a 9.05kg fish caught by Peter Berryman at the Abrolhos in 2007.

Joe, recent WAIBAC veteran's champion, landed both the heaviest snapper in the

angling division, and for good measure he also collected the prize, shared with Austin Wroth, for the smallest fish, 17cm, pictured on brag mats before being released.

John Bech's 50cm pinkie caught just outside the FSC Marina provided enough weight overall (5.95kg) for him to claim champion boat for the angling section.

Duncan was runner-up to Joe with a 2.49kg pinkie, while the Wroth children Austin and Thomas, sons of Game captain Johnno Wroth, were declared champion junior and small fry.

Talisman was crowned champion line-class boat with 163 points, with no small thanks to Rob.

While snapper was the order of the weekend, Di Norkett landed a superb 70cm, 2.33kg blue spot flathead off Rottneest.

Tournament organisers thanked sponsors Wilson Marine, AFW, Compleat Angler Nedlands and Halco.



Pipes & Drums – Stuart Bradford, Pipe Major

The Fremantle Highland Championships, held on Sunday 5 May 2024, were the 13th Annual Championships hosted by FSC Pipes & Drums.

The Pipes & Drums Section welcomed Piping & Drumming Soloists, Pipe Bands and Highland Dancers as well as Heavy Event competitors. FSC Pipes and Drums put on a display as the Pipe Bands competition were about to commence.

Prize winners were presented their awards by the Chairman of Pipe Bands WA, who just happens to be the FSC Pipes & Drums Pipe Major, Stuart Bradford.

We have just found some photos of FSC Pipes & Drums band

members that enjoyed saying farewell to the **Clippers** that were here at Freo in December 2023. The band played tunes for each of the boats as they left, because the PA system that was arranged has some technical issues. Some band members then followed the Clippers to the start line on Alan Stein's boat and played some tunes on the water, creating a unique experience for all that could hear.

Two pipers from FSC Pipes & Drums played for runners of the **Rottneest WA Marathon Race**. The race has a tradition that creates good luck for runners to "Always pay the Piper" on their last lap. They managed to capture some wonderful photos, particularly one of piper Peter Roberts, taken by David Leith (see cover!!)



Rottneest Marathon -Piper David -Photo Peter Roberts



Clippers Farewell - Alan, Suzie and Alan



2024 Fremantle Highland Championships -Dancer of the Day



2024 Fremantle Highland Championships -Heavy Events prize



2024 Fremantle Highland Championships -D Grade Piping Place Getters



2024 Fremantle Highland Championships -Drumming competitor



Clippers Farewell selfie



Clippers Farewell 2023



Anzac Day, Norm Sudlow

Talking Trash - Recycling practices aimed at both making and saving us money. Andy Kay, Marine Environment Committee

FSC spends over \$100,000 a year getting rid of our rubbish!!!!

We're getting better and better at recycling more and more of the containers and general rubbish we generate in the club and on our boats. To all of you who make the effort, well done! You're thanked because you're taking the time to do the right thing and that's not only good for the environment but it makes and saves us money.

So let's get even better.

Use the right bin.

There are now three types of rubbish bin at the Club. Please be familiar with what goes into each. The bins are coloured either red, yellow or blue and each one has a sticker clearly detailing what goes into each bin. Given the enormous expense involved in disposing of rubbish, surely it makes good sense that we all use the bins correctly?



Clearly marked bins

Batteries, oils and oil filters have a dedicated disposal site in the hardstand area. Make sure you and your trades people do the right thing there also.

Cardboard boxes, beer cartons etc go into either the dedicated blue cardboard only bin or into the co-mingled bins. Boxes cost us a lot of money because they take up a lot of bin space unless we crush them. Please help us maximise the bin space by crushing, trampling boxes before you throw them into the bin.



Containers for Change

Please remove all lids from bottles going into the Containers for Change bins. All the water bottles below had lids left on which then had to be unscrewed by the volunteers who move the bottles from our collection cages into the dedicated bins. We have started putting 'catchers' at the cages for bottle tops and are investigating whether we can get our bottletops to 'Lids4Kids'.

Look for the '10c refund' stamp on containers. All the items in the left hand picture below were in one cage, and none of them belong there! The 10 cents refund comes only from containers like beer stubbies, cans, water bottles, choc milk cartons etc. and they all have the 10c refund marked on them. Wine bottles, for some reason, don't count as yet. They go in the yellow bins.

Outsized Rubbish

The Club bins are provided for the disposal of normal boating and maintenance rubbish, not significant items that might be



Containers for Change

taken off a boat during a major refurbishment. Large items such as fridges, cupboards, lounges etc. are your responsibility to get rid of, not the club's! Please take these to a waste disposal site, or arrange for your tradesperson to take them away. If unsure of your options, notify the marina office and they will assist you with how.

Senior members, please be alert to people - including the odd non-member! - who have been found tailgating into the secure area to use the Club bins for outside rubbish. The Harbourmaster's Office is monitoring CCTV footage for this behaviour, but a well-placed word from members will act as a deterrent. We pay for every kilogram removed from site.

Next steps

Perhaps it's time we began to consider how we bring our goodies to the club. Maybe we could repack our loads into crates at home or at the shop, and minimise cardboard and plastic packaging brought to site. You might even suggest to your shop that they do more to supply recycled packaging at the shop!

The galley is attempting to have some of their suppliers rethink the packaging they supply their products in..... Now that's progress!

DIESEL

DIESEL ENGINE COURSE

SAT 31 AUGUST
SUN 01 SEPTEMBER 2024

RYA certified One Day Diesel Engine course by Oceanwest Charters- \$280 pp.
6 hour beginners' course to help you prevent and solve diesel engine failure
NO Previous experience required!

COURSE TOPICS INCLUDE:

- the principles of diesel engine operation
- the systems and parts of the engine
- fault finding
- rectification of common problems
- replacing fuel filters and bleeding the fuel system
- changing the seawater pump impeller
- routine maintenance and tools required
- winter lay-up procedures

1 day (approx. 6 Hours) Diesel Engine Course 9 am till 4 pm.
Tea & coffee provided. Bring your own lunch and morning tea.

For further specific questions call Gary on 0412 060 130 or email sailing@oceanwest.net.au



REGISTRATION

SAT 31 AUGUST



SUN 01 SEPTEMBER








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

Boat Management & Detailing				
A1 Marine	Brian Rynhoud	0417 982 084	brian@a1marinetotalcare.com.au	Boat management & Detailing
Albatross Marine	Bruce Diggins	0429 108 161	albatrossmarine@westnet.com.au	Boat management & Detailing
All Marine Services	Alex Scholz	0408 866 292	allmarine@allmarineservices.com.au	Boat management & Detailing
AMI Marine	Ami Hackett	0439 313 788	ami@amimarine.com.au	Boat management & Detailing
Aquarama Slipways	Adrian Howells	0417 094 739	aquaslip@iinet.net.au	Boat management & Detailing
Boat Services Australia	Mike Heuer	0456 934 436	accounts@boatservicesaustralia.com.au	Boat management & Detailing
CJW Marine	Chris Woodward	0418 943 367	chris@cjwmarine.com.au	Boat management & Detailing, Shipwrights, Engineering
Dazzling Marine	Darren Zuydam	0407 547 065	darren@dazzlingmarine.com	Boat management & Detailing, Shipwrights, Chandlery & Marine Supplier
Donna Marine Detailing	Donna Leigh-Ford	0417 244 261	donnalford@y7mail.com	Boat management & Detailing
Douglas Vessel Management	Jason Douglas	0409 082 590	dvm3@bigpond.com	Boat management & Detailing
Excel Marine Services	Alan Randall	0413 018 818	alanrandall1@gmail.com	Boat management & Detailing
Fixit Marine	Frank La Rosa	0435 540 110	fixit.marine@yahoo.com.au	Boat management & Detailing
Fauzi Marine Services	Fariz Fauzi	0434 152 471	fauzi_marine@hotmail.com	Boat management & Detailing
FM Services	Farid Helmi	0421 182 117	farr2709@gmail.com	Boat management & Detailing
Glamo's Marine Services	Yannic Glamuzina	0449 947 306	info@glamosmarine.com.au	Marine Detailing
Indigo Boating	Jason Kelly	0425 177 700	jason@indigoboating.com.au	Boat management and detailing, Shipwrights
Joysea Services	Andrew Joyce	0403 254 101	andrew@joysea.com.au	Boat management & Detailing
Mike Norman	Mike Norman	0419 992 724	nmike5265@gmail.com	Boat management & Detailing
Oceaneer Marine	Matt Lovelady	0499 449 788	sales@oceaneermarine.com.au	Boat management & detailing
Parker Marine	Ben Parker	0413 577 938	ben@parkermarine.com.au	Boat management & Detailing
Prestige Polishing	Simen Tentije	0417 929 546	simen@prestigepolishing.net.au	Boat management & Detailing
Private Yacht Solutions	Rob Colston	0406 727 825	robc@pys.com.au	Boat management & Detailing
Pure1Marine	Nick Backer	0413 096 660	nickontheboats@hotmail.com	Boat management & Detailing
S2S Marine	Andrew Wright	0422 017 324	andrew@s2smarine.com.au	Boat management & Detailing
Shorto Marine	Mark Shorto	0410 912 149	markshorto1761@gmail.com	Boat management & Detailing
SMS (Shoreline Marine Services)	Joshua Sgro	0403 616 258	smsmarine@live.com.au	Boat management & Detailing
STS Marine	Connor Wallington	0421 179 532	admin@stsmarinewa.com	Boat management & Detailing
SW Marine	Scott Wullemin	0451 125 719	swmarine@outlook.com	Boat management & Detailing
Swansea Marine Services	Wes Davies	0409 920 176	wes@swanseamarine.com	Boat management & Detailing
Sweeny's Marine Service	David Sweeny	0415 764 662	sweenysmarine@gmail.com	Boat management & Detailing
The Boatmen / Rmarine	Josie Price	9339 8877	admin@rmarineperth.com.au	Boat management & Detailing
Triton Marine Services	Matthew Evitt	0411 836 408	matt@tritonmarineservices.com.au	Boat management & Detailing
Turn Key Marine Maintenance	Jamie Lewis	0402 222 923	info@turnkeymarinemaintenance.com.au	Boat management & Detailing
Ultra Marine Maintenance	Glen Tincombe	0408 921 004	ultra.marine@bigpond.com	Boat management & Detailing
Water Rats	Philip Bonner	0430 206 155	philip@waterrats.com.au	Boat management & Detailing
Williams Marine	Shane Williams	0407 711 448	williamsmarine@westnet.com.au	Boat management & Detailing

Marine Electrician				
Achieve Marine	Corry Amato	0409 117 574	admin@achievemarine.com	Marine Electrician
Adina Industries	Craig Jennings	0405 412 131	adinaindustries@gmail.com	Marine Electrician
Audiocom Marine	Cameron Cox	0418 936 816	marine@audiocom.com.au	Marine Electronics, Audiovisual & Communications
Bluewater Marine Refrigeration	John Holligan	0418 919 694	johnbmr@wn.com.au	Marine Electrician
Clough Marine Electronics	Jonathan Clough	08 61610367	admin@cloughmarine.com.au	Marine Electrician
Cully's	Thomas Cull	08 9410 5000	service@cullys.com.au	Marine Electrical and Cummins Onan generator
DSEA Marine Services	Dylan Watts	0410 527 915	dylan@dseamarine.com.au	Electrician
Fully Marine	Shane Fullwood	0405 808 874	fullymarine@outlook.com	Marine Technician
GJ Hansen	Greg Hansen	0478 716 502	phantomhansen1@gmail.com	Marine Electrician
JAK Electrical	Jon Kain	0419 815 674	jak.electrics@gmail.com	Marine Electrician
Land and Sea Services	Scott Owen	0427 907 643	scott@landandseaservices.com.au	Marine Electrical
LED Auto Electrical and Marine Fitters	Luke Devine	0427 907 643	kaz@upnaway.com.au	Marine Electrical
Marine Spark & DC Support	Matt Jenkins	0417 181 430	marine.spark@outlook.com	Marine Electrician
Maritime Electronic Services	Peter Turner	0401 039 432	info@maritimeelectronics.com.au	Marine Electrician & Supplies
Nifty Marine	Neville Wilson	0433 310 552	nifty@niftymarine.com	Electrical and Mechanical Services
Perth Marine Electrical	Hugh Williams	0417 952 650	hugh@perthmarineelectrical.com.au	Marine Electrician

Shipwrights				
Ascent Shipwrights	Daniel Roberts	0400 267 966	daniel@ascentshipwrights.com	Shipwrights
Boat Craft / Bound	Paul Masters	0418 956 793	masters.paul@hotmail.com	Shipwrights
Clive Thomas Shipwrights	Clive Thomas	0415 950 170	bcandct@hotmail.com	Shipwrights
Contour Marine	Joe Caranna	0404 949 129	joe@contourmarine.com.au	Shipwrights & Custom fabrication (aluminium, stainless steel & steel)
FibreLite Boats	Ben Punch	0410 445 585	info@fibreLiteboats.com.au	Shipwrights
Fremantle Shipwrights	Stephen Handley	0403 265 676	stephen@fremantleshipwrights.com	Shipwrights
Freo Boat Works	Valy Kadzevitch	0406 670 298	info@freoboatworks.com.au	Shipwrights
GP Marine	Grant Pouw-Bray	0408 913 104	info@gp-marine.com.au	Shipwrights
Igor Bjorksten	Igor Bjorksten	0419 755 878	figor@iinet.net.au	Shipwrights
Joshua Hoffman	Joshua Hoffman	0447 748 603	josh@completemarineconsulting.com.au	Shipwrights
Leigh F Swift	Leigh Swift	0410 379 574	swiftl@iinet.net.au	Shipwrights
Leonard Shipwrights	Billy Leonard	0405 472 014	billy@leonardshipwrights.com.au	Shipwrights
Ocean Shipwrights	Kevin Jaques	0417 991 770	kevinjaques@bigpond.com	Shipwrights
OP Marine	Rory Cook	0433 300 698	rory@opmarine.com.au	Shipwrights
Perth Shipwrights	Ben Taylor	0424 520 314	ben.taylor@perthshipwrights.com.au	Shipwrights

Engineering				
Coastal Engineering & Fabrication	Rhys Pearmine	0403 799 038	rhys@coastalef.com.au	Shipwrights
Collings Marine	James Collings	0434 581 719	service@collingsmarine.com.au	Engineering, Mechanical Repairs and Servicing
Cordina Marine	Joe Cordina	0431 903 529	joe@cordinamarine.com.au	Marine Engineering
Darren Nelson Automotive	Darren Nelson	0406 795 586	ozscotsman@iinet.net.au	Marine Engineering
Diverse Engineering	Michael Giles	0419 851 494	mgiles@diversewa.com.au	Marine Engineering
Echo Marine Group	Jason Osterhage	08 6555 4980	Jason@echomarinegroup.com	Marine Engineering
Elite Force Marine	Ashley Jackson	0460 318 228	service@eliteforcemarine.com.au	Marine Engineering
Extreme Custom Engineering	Steve Buchanan	0417 177 024	extremecustomengineering@bigpond.com	Marine Engineering
Independent Marine Engineering	Milen Jovanovich	0418 936 921	miljov@bigpond.com	Marine Engineering
Indian Ocean Boats	Graham Deck	0403 070 880	graham@pengana.net.au	Marine Engineering
Indian Ocean Maritime	Jayden Delfos	0437 709 252	jdelfos90@gmail.com	Marine Engineering
Jota Marine	David Berthold	0414 283 028	jotamarine@iinet.net.au	Marine Engineering
Lawson Marine	Tony Lawson	0416 145 556	tony@lawsonmarine.com.au	Marine Engineering
Marinenet	Bart Kok	0419 755 139	marinenet@bigpond.com	Marine Engineering
Marmino Marine	Paul Marmino	0450 627 463	paul@marminomarine.com	Marine Engineering
Paemac	Paul Bailey	0427 262 478	paul@paemac.com	Civil & Marine Engineers
Prestige Marine	Darren Grose	0439 977 353	darrenprestigemarine@bigpond.com	Marine Engineering
Pro Marine WA	Josh Lawson	0414 307 091	workshop@promarinewa.com.au	Mechanical Engineering
Shoreline Diesel Services	Rob Dumps	0412 349 842	shoredieseldiesel@optusnet.com.au	Mechanical Engineering
Skymaze Industries	Eddie Slobe	0430 442 775	ed@skymaxe.com.au	Marine Engineering
Westrac	Albertus Nolte	0417 916 999	albertus.nolte@westrac.com.au	Marine Engineering
Woodhams Mechanical	Kevin Woodhams	0427 746 553	kevinwoodhams1@bigpond.com	Marine Engineering

Trimming				
Clearcut Marine Trimming	Leigh Ashwood	0416 371 181	leigh@clearcutmarine.com.au	Marine Trimming
Crown Customs	Jeff Melville	0452 894 834	jeff@crowncustoms.com.au	Marine Trimming
Cutting Edge Marine Trimming	Tim Garrity	0432 062 834	tim@cemt.com.au	Marine Trimming
Exclusive Design Upholstery	Julian Iuliano	0419 231 223	julian@wasp.net.au	Marine Trimming
ITRIM	David Brien	0421 082 979	itrimwa@outlook.com	Marine Trimming
JMT	Cameron Santich	0439 981 008	accounts@johnsmotortrimmers.com.au	Marine Trimming
John Davies Marine & Motor Trimming	John Davies	0427 426 307	bigbluemarine@hotmail.com	Marine Trimming
K1 Marine Trimming	Ki-Raphael Sulkowski	0429 116 195	ki@k1mt.com.au	Marine Trimming
Morley Canvas	David Hamilton	0434 054 429	info@morleycanvas.com.au	Marine Trimming
Retro Style	Mike Heuer	0456 934 436	retrostyledesigning@gmail.com	Vinyl Wrapping
Sunset Coast Marine Trimming	Nathan Van Wollingen	0424 797 023	nathan@sunsetcoastmt.com.au	Trimming
Top Stitch	Shaun Stuart	0424 182 606	top_stitch@outlook.com	Marine Trimming and Upholstry
Western Auto Upholstery	Rhys Evans	0400 003 919	waucanopies@gmail.com	Marine Upholstery and Canopies

Boat Dealership				
AMI Sales	Malcolm Flintoff	08 9331 0000	ami@amisales.com.au	Boat Dealership & Service
Be Free Marine	Wayne Styles	0413 953 753	befreemarine@gmail.com	Boat Dealership & Service
Boating Co.	Grahame Hunt	0421 793 226	Grahame.Hunt@boatingco.com.au	Boat Dealership & Service

Clarke Marine	Daniel Clarke	0410 449 019	danjclarke94@gmail.com	Boat Dealership & Service
Jet Torque Marine	Dave Johnson	0421 032 567	dave@jettorquemarine.com.au	Boat Dealership & Service
Mansfield Marine Brokers	Daniel Testa	0402 278 843	daniel@mansfieldmarine.com.au	Boat Dealership & Service
Martin Box Marine	Jamie Dodd	9336 1466	jamie@martinboxmarine.com.au	Boat Dealership & Service
Motor Yachts Unlimited	Brendon Grieve	0409 620 336	brendon@motoryachtsunlimited.com.au	Boat Dealership & Service
Sirocco Marine	Stewart Dixon	0499 887 072	stewart@siroccomarineperth.com.au	Boat Dealership & Service

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

Mechanic				
Bluewater Marine Diesel	Paul Maloney	0412 394 460	paul@bluewatermarinemaintenance.com	Boat management & Detailing
Bronco Marine	Anthony Stevenson	0406 105 913	info@broncomarine.com	Mechanical Service and Repairs
CJM Marine	Curtis Martin	0405 074 052	service@cjmmarine.com.au	Mechanical Repairs, Servicing and Maintenance
Cooltech	Peter Rogers	0401 814 463	admin@cooltechnology.com.au	Aircon+ Refrig. Mechanics
GMS Marine	Greg Bird	0438 954 700	gmservice@outlook.com	Mechanical Repairs and servicing
Fluid in Motion	Brett Chappells	0427 769 899	brett@fimhydraulics.com.au	Mechanical Service and Repairs
Freo Doctor Marine	Jon Faull	0418 955 427	freodoctor@inet.net.au	marine engine repair and maintenance service sales
Indian Ocean Mechanical	Sam Edwards	0478 129 463	Accounts@indianoceanmechanical.com.au	Mechanical Repairs and servicing
Lo Presti Marine	Roberto Lo Presti	0403 752 576	service@loprestmarine.com	Mechanical Repairs and servicing
Longreach Marine Services	Paul Gulvin	0409 397 920	gulvinpaul@gmail.com	Mechanical and Electrical Repairs
Mike Armstrong Diesel	Mike Armstrong	0428 853 323	army.1970@outlook.com	Mechanic
MS Marine Solutions	Mark Skrzypek	0499 995 654	info@msmarinesolutions.net	Mechanic
Pleasure Marine	Damon Johns	0403 740 001	service@pleasuremarine.com.au	Mechanic
Port Kennedy Boat Services	Jack Barone	0400 407 183	service@pkboats.com.au	Mechanic
Portside Marine	Anthony Booker	0481 096 999	admin@portsidemarine.com.au	Mechanical Repairs , HIN provider
Robert Peters	Robert Peters	0434 610 809	robertjamespeters@gmail.com	Mechanical Engineering
Total Mining & Marine Pty Ltd	Daniel Andrew	0419 954 117	dan@totalminingandmarine.com.au	Mechanic and Electrical

Other				
AKZO Nobel	Paul Abelha	0418 883 361	paul.abelha@akzonobel.com	Coatings Supplies
Boat Gas	Peter Savins	0429 462 109	petersavinsgas.plumbing@gmail.com	Plumbing and Gas
DC Group WA	Dan Croft	0458 046 525	daniel@nullaginecontracting.com.au	Custom Non Slip EVA flooring
Endurance Plumbing & Gas	James Dorrington	08 6241 1700	info@enduranceplumbing.com.au	Plumbing and Gas
ERGT Australia	Kwai Steinhohrt	08 9417 6935	info@ergt.com.au	Safety Training
Full On Gas	Domenic Fiorentino	0416 006 664	fullongas@inet.net.au	Plumbing and Gas
Go Graphics	Nathan Byrne	0417 149 796	nathan@gographics.com.au	Marine Signage
Graeme Spence	Graeme Spence	0411 912 392	graemesailing@gmail.com	Yacht winch servicing and general boat preparation
Hydroflite Partners	Michael Senini	0408 907 672	hydroflite@gmail.com	Charter Company
Kims Yacht Services	Kim Jamieson	0414 839940	contactkimjamieson@gmail.com	Mooring Lines
Marine & Mobile Windows	Les Curry	9330 3800	mmw@mmw.com.au	Marine Windows
Maritime Survey Australia	Calum Kennedy	0433 312 717	admin@maritimesurveyaustralia.com.au	Marine Surveying
Myaree Cranes	Justin Stoddart	0422 659 924	justin@myareecranehire.com.au	Crane Hire
Nauti Buoy	James Julian	0413 974 508	james@nautibuoymarine.com.au	Anti foul, Polishing, Props Speeding, Detailing, Yacht Management
Odyssea Boats	Steve Clark	0438 948 216	steve@odysseaboats.com.au	Stainless fabrication and aluminium
Positive Cladding P/L	Curt van Zwol	0426 872 606	curt@positivecladding.com.au	Marine Decks
Seacraft Paints/Global AutoCoat	Daniel Lombardi	08 9332 8141	danny@globalautocoat.com.au	Paint & Ancillart Supplies
SFM Marine/The Boat Business	Ryan Burger	9437 5144	service@theboatbusiness.com.au	Repair and Maintenance
West World	Mark Watt	0418 926 517	mark.westworld@bigpond.com	Marine Transport
Wilson Marine	Chris Pearson	0488 926 606	chris@wilsonmarine.com.au	Chandlery
Windows West	Peter May	0401 489 178	sales@windowswest.com.au	Marine & Mining Windows and Doors

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