

NOVEMBER - FEBRUARY 2022-23

BLUE WATER BULLETIN



**DISCOVERING DSC
EXMOUTH UPDATE**

SAILING THE KIMBERLEY COAST
THE ART OF FSC WOMEN
BACK TO BALI
OPENING DAY
HAMILTON ISLAND RACE WEEK



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Porcelain crab. Photo Isabelle de Casamajor

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Commodore's Report

Phil Hearse

Commodore 2022–23

Welcome to our October edition of the BWB. It has been a full-on four months since my last report.

The staff and volunteers did a fantastic job with Open Day and Opening Day. Thanks especially to the Bosuns for the work that they did in preparing for these events and to the Duty Officers for managing the club during the events. A number of people on Opening Day said that it felt like FSC of the 'old days'. A good breeze and heaps of yachts for the sail past – thanks for participating.

The AGM was held on 26th July. Welcome to our new Trustees and Board who will help steer the Club over the next 12 months. Welcome also to the

new Committees formed for each section of the Club who also held their AGM's during late July and August.

Events included the successful Huck Scott races, the George Law race and the Exmouth Race and Rally launch, as well as power and dive events. The start of the season heralds an exciting time at our Club with the Coventry Reef Race, the start of the inshore series and the dinghies out in full force. More settled weather after a blustery winter also means more leisurely days at Rottneest for our power boaties.

Our ex Rear Commodore – Sail, Bill Henson, returned with his beautiful new yacht *Sirene* that he has sailed back from Europe, with the help of some lucky Freo



sailors along the way. Welcome home Bill – how long will you stay?

The next few months sees a flurry of activity with Sail Freo later this month, the re-institution of joining the Blessing of the Fleet, the Volunteers Cocktail party on 6th November, race events and then our Xmas party in December. Then its 2023!

Thanks to all of our members for your continued support and have a great time as we lead into summer.



FSC BOARD OF MANAGEMENT 2022 - 2023

Front row, L - R: Rod Mulcahy, Anita Wyntje, Phil Hearse, Kyle Timms, Steve Parkinson
 Back row, L – R: Charlotte Osborne, Paul Arns, Trevor Richards, John Rayner, Michael Webb, Steve Delfos
 Absent: Alan Stein, David Kenny, Neville Norkett.

Photo: Bernie Kaaks



REMINDER - GENERAL MEETING MONDAY 28 NOVEMBER 2022

Meeting starts at 7.30pm \$20 Galley Special available from 5pm

Sailing the Kimberley Coast

Andrew Maffet, *Infinity*

The Things We Didn't Know We Didn't Know!

I have always wanted to cruise through the Kimberley. Its vast and intricate coastline of islands, bays and rivers that cut far into the rugged interior make it a tantalizing destination for West Australian cruisers. The deep and continuing Aboriginal connection to the land, and the fact it is so different and far away from our usual west coast cruising grounds combine to give it a magical and mystical appeal.

This year, finally... after two years of waiting for Covid-19 restrictions to ease, my partner Donna and I could fulfill our dream of sailing to Indonesia, and it seemed like a good idea to tick off the Kimberley on the way. It was a trip whose time had come!

We had bought our new boat *Infinity Australis*, a Jeanneau Sun Odyssey 49, 12

months ago, as our liveaboard cruising home. She is super well equipped for long term cruising, and given we'd been stuck in WA for two years we had plenty of time to prepare the boat and plan for the trip.

The first consideration was our cruising timetable. We decided to depart as early in the season as possible, and considering the cyclone risk planned to leave Broome in the first week of May. The creeks and waterfalls flow more strongly at the start of the dry season and an early departure from Broome would also give us more time to explore this vast region. We planned to spend up to three months in the Kimberley and needed time to reach Darwin and then sail onto Indonesia.

The major factors we initially considered were;

- How to be off-grid for three months and provision the boat accordingly,

and more importantly **how much fuel we were going to use and how we would re-fuel along the way.**

We calculated the distance to travel (approx 1,500 nm), rate of fuel consumption (2.5 l/hr), and likely amount of motoring (25-50%) - and got it completely wrong! We had hardly any wind and motored 93% of the way. Luckily, we carry a lot of diesel in tanks and jerry cans (700l in total), and refueled along the way.

There are only two locations to purchase fuel between Broome and Darwin, including a fuel barge at Dog Leg Creek in Yampi Sound. This fuel is available without prior arrangement - other than to radio (Ch 16) when you're in-bound - but be prepared that the operator prefers cash (we paid \$2.83/litre). The only other source is from a fuel barge that supplies the Truscott Air Base which delivers fuel to West Bay (off Napier Broome Bay) every two weeks. This must be pre-arranged with the operator, Shorelands Group in Darwin, and paid for with a pre-approved credit card.

- We also wanted to ensure we had **resources on board to help plan our anchorages and identify interesting places to visit** - waterfalls and swimming holes, rock art, historic sites, spectacular scenery etc. For this we used three very useful resources;
 - o The FSC WA Cruising Guide has excellent details on specific anchorages;
 - o The Kimberley Coast Cruising Yacht Club (KCCYC) anchorage



Crocodile Creek anchorage, Yampi Sound

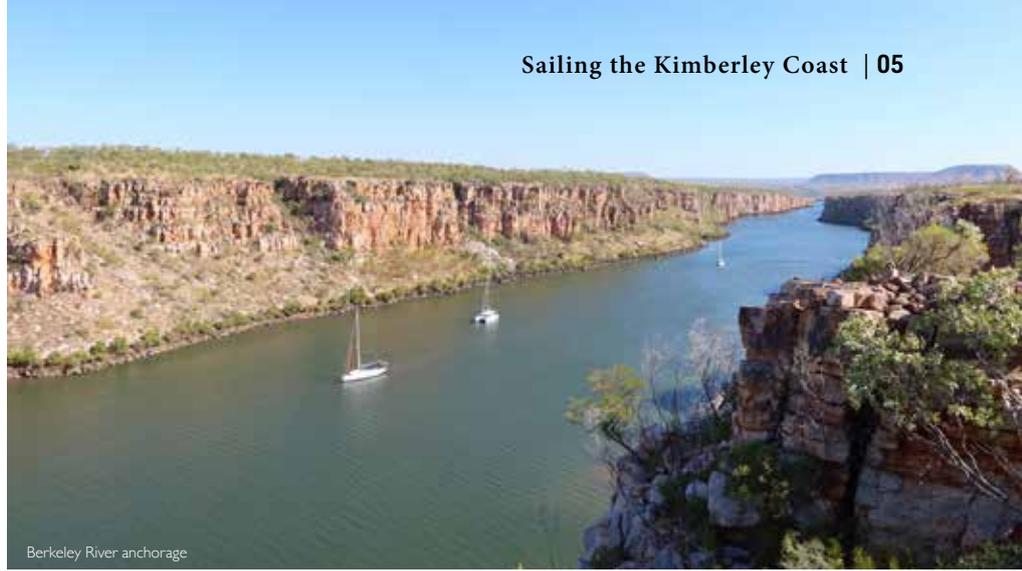
notes, available for download from their website (once you are a member). These provide comprehensive information on specific sites of interest with detailed anchorage notes; and

- o The Darwin Sailing Club website sailing portal has cruising tips from Dennis Ford, including many pdfs on specific sites of interest and anchorages in the Kimberley. Both the KCCYC and Dennis Ford notes are very useful when looked at together as they provide complementary information on different locations.

- Before departing Broome we also applied for **permits from the relevant Aboriginal land corporations** which are required to go ashore at most sites along the coast- using the above resources to come up with a cruise plan made this a lot easier. This process can be quite complicated and took us more than half a day online to submit applications to the Dambimangari Land Corporation and Wunambal Gaambera Land Corporation (Ungu Visitor Pass), plus the Aboriginal Lands Trust. Once submitted we got the permits back within a few days.

Then there were the ‘things we didn’t know we didn’t know...’

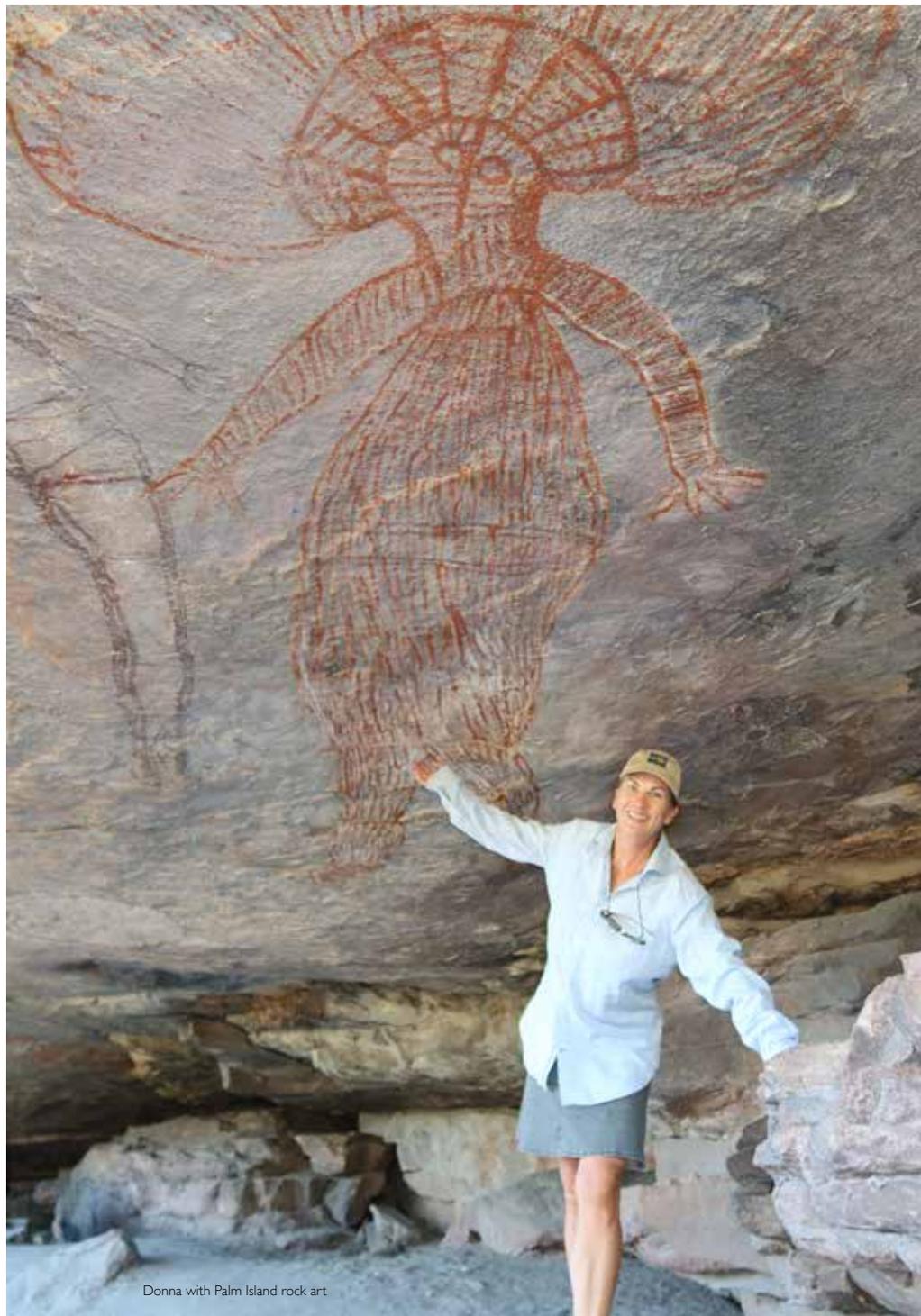
- We knew tides would be significant. Our daily route planning was timed to ensure we had the current with us as we travelled in / out of the rivers and bays, but what we didn’t know was that the **tides mostly ebb north and east and flood south and west** along the coast and around headlands;
- With tidal movement up to 7 metres, anchoring was frequently in very deep water and we would often put out 70 metres of chain. We were glad to have 100m of chain in the locker. Holding was good, mostly in mud, but having a **deck wash fitted at the bow was critical for cleaning chain when we retrieved the anchor**;
- Because tidal movement is so significant unexpected rocks and reef can become exposed in your anchorage at low tide which are not apparent at high tide. We found our **fish finder helpful for scanning an anchorage** before we anchored to build up a picture of the seabed and to ensure we didn’t dry out on one of these rocks or reefs at low tide; and



Berkeley River anchorage

- Lastly, we knew it would be hot but in the early season it was bloody hot! It is important to have **good cockpit shade and fans throughout the cabin area to keep things cooler.**

After doing our homework on routes and anchorages, and learning as we went, we visited a lot of really impressive sites. In any one season you’re not going to be able to see everything but our top five



Donna with Palm Island rock art



Kimberley croc



Boab tree and grave site on Sheep Island, Camden Harbour



Rainforest Ravine, York Sound



Palm Island rock art - canoe



Palm Island, Montague Sound

must see locations are;

- **St George Basin and Prince Regent River**, for the incredible rocky bluffs, long navigable river and the beautiful Kings Cascade waterfall at the end;
- The **Hunter River / Porosus Creek** area for its wild and remote feeling, overlooked by huge rocky escarpments;
- The **Palm Island / Winyalkan Island and Swift Bay** area for its open vistas and amazing rock art;
- **King George River** for the amazing gorge and impressive Twin Falls; and
- **Berkeley River** for its rocky gorge and diverse river landscapes.

Then, our 5 'Hidden Gems' are;

- **Rainforest Ravine** for its lush forest / jungle and hidden waterfalls;
- **Sheep Island** for the stunning boab trees and grave site of early settlers who experienced hard living in the early days;
- **Cockatoo Island** for its interesting and exotic history of mining and

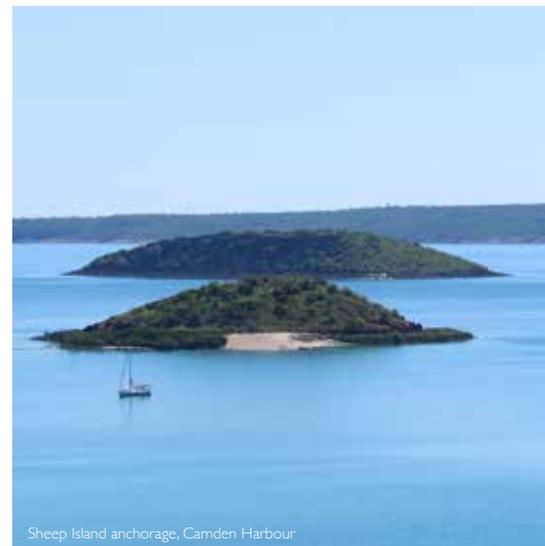
tourism (plus a fully stocked bar and swimming pool!);

- **Crocodile Creek** for its unique deep anchorage which gets cut off from the sea at low tide; and
- **Sampson Inlet** for its secluded anchorage and long dinghy cruising up the creek.

We had the most exceptional experience and loved the waterfalls, wildlife, remote living and the incredible rock art. The raw beauty of the Kimberley simply draws you in with never-ending skies, narrow gorges enclosed by 200m tall red cliffs, and Boab trees standing proud on top of cliffs as sea eagles and osprey soar high above. Freshwater streams cascade into swimming holes at the top of the many gorges, offering a cool place to swim a safe distance away from crocodiles, and packs dingoes howled at each above our anchorage at night. The Kimberley coast is a place of diversity and beauty.

This is the trip of a lifetime, if you've ever considered it, you should do it!

You can continue to follow our adventures on Instagram at [#chasing_._horizons](#)



Sheep Island anchorage, Camden Harbour



Kings Cascade



Bill (in yellow) welcomed home photo:Joel Dixon



Bill Henson (R) and Alexander photo:Joel Dixon

WA FIRST COMES HOME TO FREO

Sirene, the first Western Australian yacht to complete the Mediterranean Middle Sea Race, is home in Fremantle.

When Bill Henson retired a few short years ago he did not think he'd be adding to Australian sailing history. The Middle Sea Race begins and ends in Malta, circumnavigating Sicily. Sponsored by Rolex, the race attracts many international competitors, but few Australian boats contest the title. In 2007, *Loki*, an Eastern States boat, was lost in storm conditions during the race after damage to her rudder.

Bill, former Rear Commodore of Sail at Fremantle Sailing Club, has ample experience with long ocean races after completing several 'Fremantle to Bali's and the 2021 Fremantle to Exmouth. Twelve months ago he and his son Alexander flew to France to collect *Sirene*, and they decided to take the boat to Malta and enter the Middle Sea Race before heading back to WA. Like *Loki*, they too encountered gale force winds and huge seas during the race, but sailed conservatively and finished safely.

Bill was pleased with that, saying 'our objectives were always to finish the race with as many crew as started, sail the boat as best we could and to have fun!'

Sirene arrived back in Fremantle in September, returning to WA via the Suez Canal, Sri Lanka and Indonesia. She is anticipated to sail in FSC's 2023 Fremantle to Exmouth Race and Rally.



Sirene comes home during Huck Scott racing



Sirene enters FSC photo:Joel Dixon

Roger Swainston exhibits at the Sydney Contemporary Art Fair

FSC Member Roger Swainston was recently over east to show his work at the Sydney Contemporary Art Fair. Held at the Carriageworks in Enmore, this is the largest such exhibition in the southern hemisphere with around 450 artists on display. This year the event was attended by nearly 30,000 visitors.

Roger exhibited with Tim Klingender Fine Art and showed some of the marine life portraits for which he is well known, including a variety of fish and several rock lobsters from his ongoing project, 'Rock Lobsters of the World'.

Roger also exhibited an underwater drawing of the coral reef from Ningaloo. In Roger's case, 'underwater drawing' means a drawing made under water; as he describes on his website:

I pull the weighted drawing board from the transom step and it takes me quickly to the bottom. Encumbered by that and my underwater camera I have

to fin hard across to my daily vantage point, on the sand I find my balance, adjust my gear a little here and there, fish around for a graphite crayon in the BC pocket, look up at the reef flooded by morning light, down to the drawing board, up and back, find my starting point and begin.

The show was a great success and as always, surrounded by so much creativity and passion from so many participants, it was a hugely inspirational event for this Fremantle artist.

To see more of his work visit the website: anima.net.au



Roger Swainston - Rock Lobster



Roger Swainston - work on display at Sydney Contemporary



Roger Swainston with Tim Klingender

Season Opening Day

Images by Bernie Kaaks,
Scott Nunn and Anita Wytje





2022 MEMORIAL WALL CEREMONY

FSC Opening Day begins with the Memorial Wall ceremony.

The Memorial Wall was completed in 2008 and is dedicated to Senior Members who have been lost at sea, or who have passed and their ashes have been scattered at sea. Plaques bearing their names are shown on the wall; each year, the ceremony is attended by the families and friends of those newly added, and by the Club's Flag Officers. Past Commodore Frank Daly, who commenced the project with the assistance of Trevor Sutcliffe (dec), conducts the formal unveiling.

In 2022, plaques were added for



Duty Officers Norm Sudlow and Graham Collins hosting the event .



Family and friends gather to view the plaques.



Past Commodore Frank Daly unveils the plaques.



Solo piper plays the Lament.

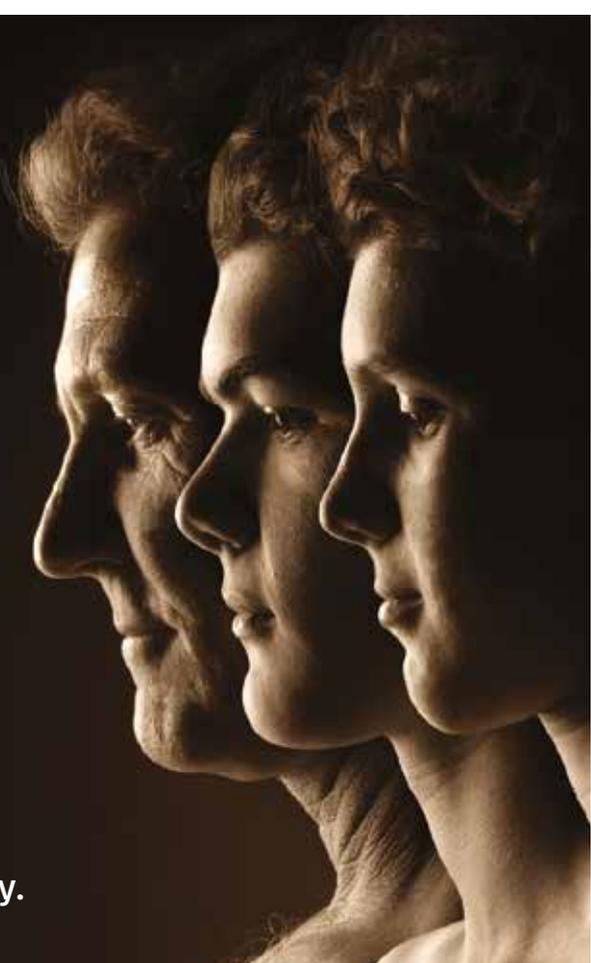
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THE ART OF FSC WOMEN

Anita Wyntje

The exhibition that had initially been planned for International Women's Day was finally unveiled to members and visitors in time for FSC Open Day on 11 September.

A number of our members are very talented, and Open Day provided a great opportunity to showcase the work of a number of women artists. The exhibition was prompted by Lucinda Daly, who has been diagnosed with macular degeneration and hoped to show her work so she could donate proceeds of sales to the Lions' Eye Institute to support their research.

Through word of mouth, other women agreed to provide work for inclusion in the show – some donating a piece to be sold in support of Lucinda's cause, others simply enjoying the opportunity to show their work in a new setting. The final

line-up of exhibiting artists consisted of Annie Otness, Arianne Flora, Anita Wyntje, Joanne George, Julia Lawrence, Lucinda Daly and Lynda MacKillican. More than fifty works were on show.

The exhibition was held in the Bridge. Frank and Lucinda Daly hosted the Opening Night on Friday 10th September, and this was a most successful event which saw approximately a third of available pieces sold. Not all works on show were for sale.

The exhibition closed on Sunday, 2 October, after the Club's Opening Day.



Trace Mills Heather Timms Annie Otness and Arianne Flora Opening Night



A day in paradise - Julia Lawrence



Mt Augustus - Lucinda Daly



Over the Dunes - Joanne George



Skip bin - Arianne Flora



Tanya Watt and John Martin Opening Night



Trace Mills and Sue Parkinson Opening Night



Storm over the Sound - Annie Otness



Sailing lesson - Lucinda Daly



Attendees at Opening Night (R- Steve Laws) hear Lucinda Daly speak about AMD



Along The Shore - Joanne George

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DiSCovering DSC

Cam Berg with Ian Whitehead,
Offshore Race Control

If you are an offshore sailor, particularly skipper, at FSC you might be tempted to skip over this article, as 'DSC' is not a new topic of conversation. (Don't, though – you may find some easter eggs hidden in otherwise familiar material.) Inshore sailors, cruisers and power yachties, however, may find themselves at the same starting point where many offshore sailors were a few short years ago – what is DSC and more importantly, why should I care?

The short answer is, DSC is probably one of the most reliable ways to get a distress call out in case of emergency, and provides an efficient way to establish targeted communications with an individual vessel.

A bit of technical background

Digital selective calling or DSC is a standard for transmitting pre-defined digital messages via the high-frequency (HF) and very-high-frequency (VHF) maritime radio systems. It is a core part of the Global Maritime Distress Safety System (GMDSS).

Because a DSC signal uses a robust waveform with a narrow bandwidth and the receiver has no squelch, it has a longer range than analog signals; it can be up to twenty-five percent longer and significantly faster. DSC transceivers are programmed with the ship's Maritime Mobile Service Identity (MMSI) and may be connected to the ship's Global Positioning System (GPS), which allows the apparatus to know who it is, what time it is and where it is. This allows a detailed signal to be sent very quickly.

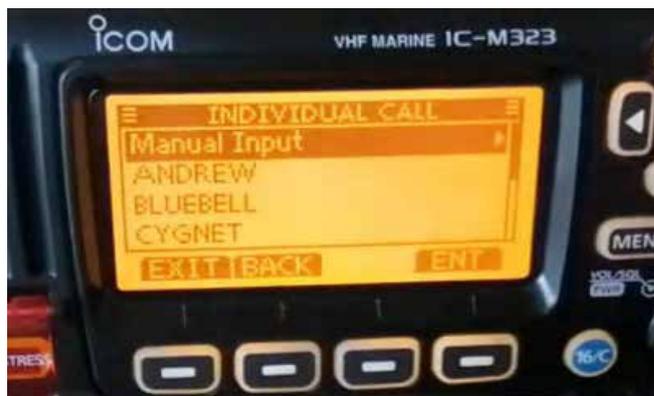
Boaties should note that the purchase and installation of a DSC enabled VHF does not automatically mean you 'have DSC'. At the very least, you must program it with your MMSI – which means you need an MMSI to begin with. A MMSI is a unique number, lodged with AMSA, referencing boat details including contact numbers. MMSIs are allocated by Australian Maritime Safety Authority (AMSA) – more information on MMSIs and the application form¹ are available from <https://www.amsa.gov.au/safety-navigation/distress-beacons/about-maritime-mobile-service-identity-information>.

Distress Calling with DSC

A DSC distress call is made by holding down the 'Distress' button on the front panel of your VHF radio. **Taking this action essentially automates a standard mayday voice call.** A formatted distress alert is broadcast to rescue authorities and other vessels in range of your vessel. The distress DSC call will be received by other stations on Channel 70 (the DSC channel) as an alarm sound. The information received by other stations is,

- your MMSI,
- your GPS coordinates,
- the time of your call and
- the fact that you are in distress.

The distress DSC call will continue to be transmitted from your radio until it is acknowledged by a coast station or stopped by you. Once acknowledgment has taken place, the radio will switch to Channel 16, i.e. the Water Police, so that voice communication



can take place². Note: it is best practice to make a voice distress call on 16 as well as an emergency DSC call, as some people in the area may not know how to respond to a DSC alarm.

'Ship to ship' or individual calls with DSC

Sending a DSC Individual call to another vessel is a more efficient way of contacting another vessel than the traditional method of hailing them via a voice call on channel 16.

To make a call to another vessel you first need to enter the other vessel's MMSI number (visible on AIS) or have the other vessel's MMSI number in your radio's address list. Again, this does not set itself up automatically – other vessels' MMSIs need to be entered to make a call, or the list has to be manually programmed in. For events like the Exmouth Race and Rally, the list of all participants' MMSIs are provided to skippers as part of the race pack; a cruising group can easily share MMSI numbers amongst its members – it then just takes a little time to set your radio up if you want to 'speed dial'!

Once the number is entered or selected, you would select "individual DSC call" on your radio, select which channel you wish to talk on and then send the call. The receiving station sounds an alarm, which gets increasingly louder and will not stop until an operator acknowledges the DSC call by pressing a button. Both radios then switch automatically to the channel chosen by the calling station and begin voice communications.

It is essential your radio is set to "DSC watch" to receive DSC calls while not on Ch70.

Advantages of DSC individual calling

- Receiving stations will hear the alarm and know they are being called as opposed to a voice call which they may not hear due to radio traffic, high ambient noise on board (e.g. engine running) or they might be distracted with some other task on board and not fully listening to the radio.
- It frees up emergency channel 16 from stations trying to call individual vessels with voice calls.
- Allows some privacy as only the stations involved will know which channel they are going to speak on.

DSC Individual calls and race control

The FSC Radio Room has been allocated an MMSI and can use DSC Individual calling to contact boats participating in offshore races. It would be possible to add the MMSI of inshore boats to

COMMUNICATIONS & SUPPORT OVERVIEW

Boat Communications - Routine and Emergency

| Sat Phone | VHF | AIS | PLB/EPIRB | YB Tracker | HF | Mobile Phone |
|--|---|--|--|--|---|-------------------------------------|
| Primary Comms SKED's Emergencies Data/email Weather | Voice Comms Emergency DSC Ship to Ship DSC | Collision Avoidance Position Info MOB location Backup RC Tracking | SAR Notification SAR location | Position Info Tracking Messaging | Long Dist Comms AMSA/WAWPol Monitored Emergency DSC Weather | Voice/Data Weather Navigation |

Support/Agencies

| FSC | Nearby vessels | AMSA | WAWPol | VMR |
|--------------------------------------|-------------------------|---|---------------------------------------|----------------------|
| Race Control Race Officers IMT | AIS VHF Sat Phone | Primary SAR agency Activates others WAWPol Aircraft Merchant Ships | SAR Coast Radio Perth VHF/HF | Marine Rescue SAR |

Emergency response to inadvertent PLB activation

DSC Individual calling gives organising authorities and emergency responders an improved process to communicate with vessels associated with an activated Personal Locator Beacon (PLB).

Unfortunately, it is relatively common that PLBs 'go off' without obvious cause, and these alarms still activate the agreed response process with AMSA and local search and rescue authorities. The Ocean Racing Club of Victoria (ORCV) issued a report, entitled 'Inadvertent Distress Beacon Activations', on 14 September 2022³, in which they cited that 73% of PLB activations are inadvertent. If AMSA, generally liaising with the organising authority and/or local authorities, cannot quickly confirm that an activation was accidental, search and rescue arrangements are triggered.

DSC has been around for several years now, but is sorely underutilised. Glen Stanaway remarked on this in a recent article for Australian Sailing (25 May 2022)⁴:

There appears to be a broad misunderstanding of DSC because it is not part of the yacht racing culture in Australia. The technology is there, but simply not understood and not used.

As a result DSC individual calling has not, until recently, been used to contact boats to check on the status of a PLB activation. In the 'Bar Karate - The

the list set up in the radio room, and also to set up the radio on Success to support DSC Individual calls to the inshore fleet. 'When would this be used?', I hear you ask.....

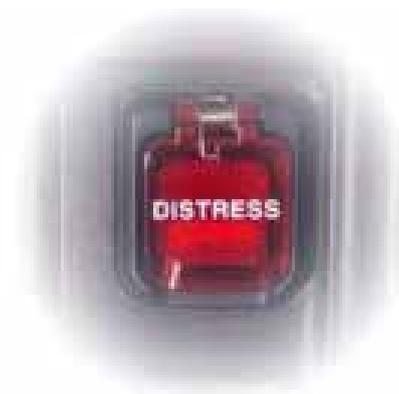
Before Cam Berg and Ian Whitehead completed the extensive review of FSC's safety communications systems in preparation for the 2021 Fremantle to Exmouth Race and Rally, some observations were made and a few test scenarios put into play, which suggested that the Channel 16 and race channel listening watch was about 60% effective throughout the offshore fleet. Boats frequently failed to respond to a radio call - 'we didn't hear you' - and this then resulted in other boats becoming involved, trying to get the target boat's attention. The DSC alarm that sounds

when an individual call is placed is unlikely to be missed or misheard!

Fairly recently, it was necessary to make contact with all boats in one of our racing fleets - again, approximately 40% of boats failed to respond to race control's call immediately, with race control going unheard for up to three calls before getting an answer from some. It was a large fleet, and it took an hour to confirm contact with all boats. An hour is a long time when there's a problem.

DSC Individual calling is now used as a matter of course in WA offshore racing, and this has the potential to effectively eliminate the need to re-call competitors through open radio calls.





Sailing Podcast' ep 144 (30 Jan 2022) Will Oxley provides a very clear discussion of a situation involving an inadvertent activation which unfolded during the 2021 Rolex Sydney to Hobart Race. Here, an ineffective listening watch could easily have resulted in search and rescue personnel being deployed in response to a PLB accidentally going off. The relevant discussion takes place between the 37th and 44th minutes of the podcast, which can be found at <https://www.buzzsprout.com/392416/9977242>.

It is likely that a DSC Individual call to Celestial as the initial VHF contact would have secured a quick response.

Since Oxley's podcast in Jan 2022, Cam and Ian have shared details of the Exmouth Safety and Communications Plan with various parties, including Will Oxley, Australian Sailing and AMSA, where they have been received with appreciation and great interest.

AIS MOBs and DSC

The likelihood of DSC playing a significant part in the safety of individuals at sea is increased by the fact that many personal AIS MOB beacons are now integrated with or capable of having a DSC alarm. This means that when an enabled AIS MOB beacon is activated, boats within range of the DSC signal will receive a DSC as well as AIS alarm, both of which could lead to the quicker location of the MOB than the AMSA-monitored PLB.

Learning to use DSC

The advantages of DSC outlined above cannot be realised if a person does not have their radio set up correctly, and they

do not know how to make or respond to a DSC call.

It can take a bit of practice/familiarity to make and receive DSC calls effectively, and it is equally important to be familiar with the receiving and monitoring of a VHF DSC distress signal from another boat in distress.

Prior to Exmouth 2023, a number of DSC training and testing sessions will be offered to any sailors who are interested (whether intending to go to Exmouth or not). Watch 'From the Deck' for details - we encourage as many people as possible to participate.

Footnotes:

- 1 You will be required to provide the number of your radio operator's license or equivalent, i.e. Long Range Operators' Certificate of Proficiency (LROCP), Short Range Operators' Certificate of Proficiency (SROCP) or the now superseded but still recognised Marine Radio Operators' Certificate of Proficiency (MROCP)
- 2 Once voice communication begins, transmission is restricted to normal VHF range.
- 3 ORCV SIG Report - Inadvertant Distress Beacon Activations 1ROa 14sep22
- 4 <https://www.sailingresources.org.au/news/digital-selective-calling/>

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EXMOUTH BECKONS

Bernie Kaaks, Exmouth Committee



Exmouth start, 2021

The popularity of Exmouth 2021 showed that a repeat visit is a “no brainer”.

The event’s greatest accolade is the number of yachts who took part in that event and have nominated to go again in 2023. With thirty confirmed entries, next year’s event is already a guaranteed success. Learning from the Club’s previous experience will iron out the few wrinkles in the program that might have gone better.

Do we need to point out some of the benefits of a visit to Exmouth? It’s a good start to realise that Exmouth was awarded Gold on the national stage as one of Australia’s top tourist towns, competing directly with places like Airlie Beach in Queensland and Port Fairy on Victoria’s Great Ocean Road.

The climate in Exmouth during our southern winter is sublime. Warm weather and plenty of sunshine are a given. The stunning landscape of the Cape region is one of its great attractions – rugged, isolated and unique. Ningaloo Reef, swimming with whalesharks, superb fishing (it’s the home of the Gamex game fishing competition), the North West Cape communication centre and a vibrant prawning industry all come together to create a vital and proud community.

If you own an ocean capable yacht, you must have dreams of sailing our beautiful coast or to ports beyond it. What better opportunity than to do so in company of like-minded sailors? The comfort of other boats close by, the supervision of

a competent race management team, emergency service alerts, boat trackers (allowing family and friends to enviously watch your progress) are all features making this enjoyable race and rally as safe as possible.

The Club is enormously grateful to George Kailis who has recommitted the MG Kailis Group to support Exmouth 2023. The Shire of Exmouth joins Musto, Bolle, Gage Roads Brew Co, Sealink Rottneest, Club Marine, OneSails, Clear Orthodontic Studio, UK Sailmakers, West Winds Gin, Stage and Studio Productions, North Sails, Robert Oatley, South Coast Hemp Foods and the Department of Transport in providing the corporate support an event like this desperately needs. A community Open Day was a huge success in 2021, providing a much-needed boost to the coffers of the local primary school. It will

be repeated in 2023, along with visits to the school by some of our sailors, giving us the opportunity to give something back to the generous and welcoming Exmouth community.

Social life in Exmouth will appeal to every sailor. From the arrival party at the marina, where Club volunteers greet every yacht as befits the sport, the Exmouth Game Fishing Club will continue to be the centre for much of the activities. A huge night at the Whalebone Brewery is set to surpass the 2021 success and the final official event will be the Presentation Evening, where results are announced, trophies will be presented and no doubt a few lies will be told!

At 700 nautical miles, the race is longer than the Sydney to Hobart classic so deserves its place on every



Exmouth marina - FSC boats

West Australian sailor's bucket list. It has certainly captured the public imagination.

Setting aside the dream for a moment, we need to address some harsh realities. Regular ocean racers are well aware of the safety requirements that allow them to compete in long distance ocean races. Most have done so many times before. To the rally enthusiast who may be participating in a long distance event for the first time, the list of essentials can appear quite daunting. It isn't daunting really but the key to working through the list is to allow sufficient time to get everything done.

Those who attended the Exmouth 2023 launch recently were treated to an excellent expose by Cameron Berg, who explained the process from start to finish. Cameron pointed out that some items, for example, confirming that you satisfy stability requirements, can take time and that process needs to start very early. Booking training courses for Sea Safety and Survival, radio certification, first aid and so on can also be ticked off early to take the pressure off as start time draws near.

Your best resource is the FSC Sailing Office, where Chris and his team are always willing to assist. Full event details can be found on the Club website at <https://fsc.com.au/exmouth2023/>. The Club's equipment auditors, whose names are held in the Sailing Office, are also a valuable resource for those who need hands-on advice.

Behind the scenes, a huge amount of preparatory work has been done and continues. The comprehensive risk management plan created by Warren Erasmus has been meticulously updated by Ian Whitehead and Cam Berg. AMSA, the Canberra-based national search and rescue centre, is well briefed on the event and will have full details of all participants before it begins. WA Water Police is likewise fully informed as are all volunteer sea rescue units along the course.

Medical teams will be available for instant advice in the event of any on-water incident.

Those yacht owners who are still considering their entry might gain comfort from the fact that there is still time to prepare. More than six months may seem like plenty of time but in reality it is starting to cut it very fine and the clock will seemingly start ticking faster and faster as the 6th May approaches.

Go on! Do it now!



Fremantle to Exmouth presentation dinner; 2021.



Greeting arrivals at dawn.



George Kailis with Amanda Casebier; prizegiving 2021.



Sunset, Exmouth marina.



Ningaloo reef turtle.

Must do dates:

- **1st December** **Update and information evening**
- **23rd February** **Meet the Entrants Night and drinks**
- **13th April** **Final information evening**
- **4th May** **Race and Rally Briefing**
- **6th May** **BBQ Breakfast – Race & Rally Start**

The Exmouth Race in FSC History

Carolyn Jupp, FSC Archives

With FSC about to run the second successive Fremantle to Exmouth Race in modern times, it seems opportune to revisit the original race in 1991 - and the extended leadup in the 1980's, when the event, unlike the Bali Race, never quite got off the ground.

September 1982

In the 1982 September BWB the following Offshore Racing was reported:

'Fremantle Sailing Club now hold a very prominent position in the Offshore Racing Program following a very successful season for 1981-1982. For the 1982-1983 season we are conducting the following races:

| | | |
|----------------|---|---------------------------------------|
| 25th Sept 1982 | Foundation Trophy Race | Fremantle-Fremantle |
| 27th Nov | Littlefield Cutty Sark | Fremantle-Fremantle |
| 8th Jan 1983 | Parry Halls Head Ocean Classic | Fremantle-Mandurah |
| 9th Jan | Dunhill Point Robert Trophy | Mandurah-Fremantle |
| 28th Jan | Bunbury City Classic | Fremantle-Bunbury |
| 30th Jan | Cape Bouvard Ocean Race Five Fathom Ocean Race | Bunbury-Fremantle |
| 12th Mar | <i>[the Coventry Reef Race]</i> | Fremantle-Coventry Reef and Return |
| 8th May 1983 | To be named (Fremantle to Exmouth) | Fremantle-Dampier/ Return |

8th May 1983 - It has already been announced that there will be a major ocean race to Dampier and return, the start being on May 8th 1983, 1000 hrs.

This is the inaugural race to the North-West in conjunction with the Hampton Harbour Boat and Sailing Club (Inc). We have had one television announcement on the World of Sport, Channel 7 on August 1st, and we intend to present the Notice of Race at the end of October. This proposed race is already generating great interest with 40 yachts listed as intended starters.'

1983 December Blue Water Bulletin

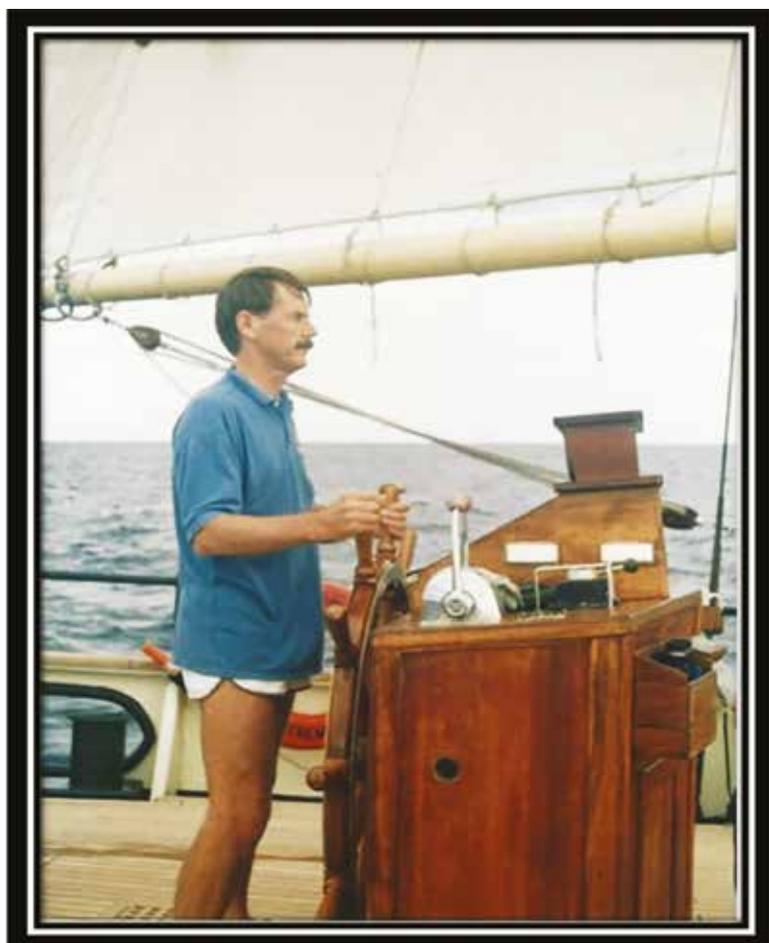
'As you are aware, the Fremantle to Dampier and Return Race scheduled for last May was cancelled due to lack of entrants.'

1991 Fremantle to Exmouth

On 18 May 1991, the Club was successful in having a Fremantle to Exmouth event.

With an organising Committee of eighteen and numerous other volunteers, the race was run over a distance comparable to that of the Sydney to Hobart - 670nm.

There were twelve Division A, six 6 Division B and one Square Rig (*STS Leeuwin II*) entrants.



Bernie Kaaks helms the *Leeuwin II* - Exmouth 1991.

1991 FREMANTLE TO EXMOUTH FINISH TIMES as reported in The West Australian, Friday May 24 (Jim Ross)

Line Honours: *Syrenka* [Ross Swanson] crossed at 12.50am (0050hrs Thursday 23 May 1991)

Once a Jolly Swagman [Alan Brierty] finished at 05.04 am (0504 hrs) Thursday

Apollo VI [Ron & Rae Carterton] crossed the line a 3.08pm (1508hrs) Thursday

Its Natural [Barry McCaughey] crossed at 4.09pm (1609hrs) Thursday

Ophir [Des Maguire] crossed at 5.42pm (1642hrs) Thursday

Friendship of Leeuwin [Peter Johnstone-Hall] crossed at 6.05pm (1805hrs) Thursday

Le Truck [Bill Burbidge] crossed at 6.25pm (1825hrs) Thursday

Breakaway [Bernie Grieg] crossed 35 minutes later (1910hrs) Thursday

Impulse [Lance Woods] finished at 9.06pm (2106 hrs) on Thursday 24 May - (handicap winner)

Swagman finished almost 24 hours ahead of *Bird of the Morning*, which only beat *Swagman* by 20 minutes for third on YAH.

Pegasus [Peter Blaxell] finished at 10.47am (1047hrs) Friday 25 May. This was nearly 9 hours after *Sunshine* [Ron Wilson].

RESULTS PUBLISHED IN THE 1991 JUNE BLUE WATER BULLETIN**DIVISION I IOR RESULTS**

| | | |
|-----|-----------------------------|---------------|
| 1ST | <i>ONCE A JOLLY SWAGMAN</i> | ALAN BRIERTY |
| 2ND | <i>IMPULSE</i> | LANCE WOODS |
| 3RD | <i>LE TRUCK</i> | BILL BURBIDGE |

DIVISION A YAH RESULTS

| | | |
|-----|----------------------------|------------------|
| 1ST | <i>IMPULSE</i> | LANCE WOODS |
| 2ND | <i>VELA</i> | CLAYTON AYLMOORE |
| 3RD | <i>BIRD OF THE MORNING</i> | DAVID WALTERS |

DIVISION B YAH RESULTS

| | | |
|-----|-------------------|---------------|
| 1ST | <i>PEGASUS II</i> | PETER BLAXELL |
| 2ND | <i>TRADITION</i> | DON CLARK |
| 3RD | <i>SUNSHINE</i> | RON WILSON |



1991 Exmouth Race Control crew.

DIVISION A IMS RESULTS

| | | |
|-----|-----------------------------|----------------------|
| 1ST | <i>BIRD OF THE MORNING</i> | DAVID WALTERS |
| 2ND | <i>FRIENDSHIP OF LEEWIN</i> | PETER JOHNSTONE-HALL |
| 3RD | <i>ITS NATURAL</i> | BARRY MCCAUGHEY |

DIVISION B IMS RESULTS

| | | |
|-----|-------------------|---------------|
| 1ST | <i>PEGASUS II</i> | PETER BLAXELL |
| 2ND | <i>BREAKAWAY</i> | BERNIE GREIG |
| 3RD | <i>ENIGMA</i> | ROB TIPPETT |



1991 Exmouth trophies.

BACK TO BALI

Isabelle de Casamajor, Dive Section



Geometric Chromodoris

After three years stuck on our island, it was time to dust off our diving gear and explore the underwater world outside our borders. But where to go?

A few considerations had orientated our choice:

- a direct flight to minimise the risk of delays, lost luggage and other inconveniences
- not too remote, not too far, you never know...
- good diving - do I need to mention that?

The first point was the main restriction, quite naturally Bali came on the top of the list and was a safe bet.

Covid-19 might have changed a lot of things. Therefore, I started my investigation from scratch, looking for a good place offering good diving opportunities. On my previous trips to Bali, I did "dive safaris", travelling from one diving spot to another every second day. This time, we were not that keen to pack everything every two days.

Tulamben seemed to offer the kind of diving we were looking for; a lot of different dive sites, a place where diving is the main tourist activity and good diving, of course. We ended up picking the Matahari Dive resort in Tulamben. They had the best offers in terms of diving opportunities. Accommodation

was simple but comfortable, the restaurant was nice and offered Balinese and Thai food, and a spa offered massages after dives. They even proposed tours for those who dare to leave the ocean.

The logistics

There were only two direct flight options that were very similar, Jetstar and Air Asia. Jetstar offered schedules more convenient to us. I must admit that we were very lucky with our Jetstar flights. The day after our return, many Australians were stranded in Denpasar due to some obscure technical reasons.

We chose to travel on Friday evening to optimise our time diving time. We

landed around 10:30 pm and had a long drive to reach Tulamben, late, luckily not slowed down by the traffic.

The resort organised a driver to pick us up at the airport. We were a bit confused when I asked him his name and was told "Goodday". If he had picked that I was also French would he have been called "Bonjour"? We discovered later, his name was 'Gedde', pronounced as "Goodday" with an Ozzy accent.

We had a lazy Saturday morning to recover, set up our gear and met our guide. You can hire everything you may need from the resort, but we chose to bring our gear (minus tanks and weights).



Moray eel

The diving

Being anchored in Tulamben was a great idea. We discovered many dive sites we had not been to before. The resort could also organise for you to go to further away dive sites like Nusa Penida, but we did not go any further than Padang Bay, aka Padang Bai, about 2 hours away. Despite post-Covid-19 tourist travel just starting up again, the traffic does not get any better in Bali!

Nitrox was available, it was not really necessary for the type of dives proposed but a 'nice to have'.

The resort had a few very good dive sites accessible from their beachfront.

Up to five dives were possible every day, starting at 6:30 am, for the really keen. Most days, we did three, two in the morning and one night dive. The departure time was agreed upon according to the location we were going. It was all very relaxed as we had our own guide and most of the time, our own car.

Most of the dives were shore dives, hence the great flexibility. The downside, something I had forgotten (or purposely blocked!) from my previous trips, was the rocks, unless they had grown during Covid-19. Most of the beaches are pebble beaches, and some were quite rocky. I suffered getting in and out of the water. Thankfully our guide was very helpful and better than us on these rocks.

If you are the kind of person who is looking for big pelagic species, I would not recommend this part of Bali. It is a macro paradise and a tropical aquarium. The variety is incredible, you really can tick a lot of boxes. We found critters smaller than small but fascinating. A magnifying lens or a good zoom is a must for photographers. Visibility was good, and the temperature was around 28°C.

The Liberty wreck is still a very popular dive site and most of the time overcrowded. The earlier (dawn) or the later (night dive) you get there, the better. We were very disappointed when we discovered that the bumphead parrotfish are no longer at the wreck. They may have been the collateral victims of Covid-19 and if so, must have provided great meals for local families.

Other activities

The outside temperature was just perfect, never too warm, never cold. Mozzies have to be mentioned, particularly at sunset, and a massage at that time of the day is not recommended if you are



Liberty wreck



Rhinopias

a 'good feed', as the massages take place outdoors.

I must admit, we did not do anything except diving. Even on our last day, we manage to fit in two early dives and maintained a 24hr interval before our flight.

Being 'feet in the water' prevented us being a high risk of carrying foot and mouth disease (FMD) back to Australia. We did not blow our budget shopping, as the local offer was very limited, and in a 'dive town' party time was way over before 10 pm. Bintang survived Covid-19 and was always fresh and available (along with the local wines, which we did not renew the mistake of trying).

Our dive guide only started to work again in June, and did not have any work before that. People and businesses in Bali have suffered a lot, some are still closed and may not open again unless we visitors go back. The next door resort, "Tulamben Paradise", where we stayed previously was closed.

We were very happy with this diving holiday, we made the most of it and it is great to get back to Bali.



unidentified 'Smaller than small'



Matahari Restaurant



Whip coral shrimps



Harlequin shrimps



Porcelain crab



Pygmy seahorse

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The WA Australian Sailing Awards were held at Mounts Bay Yacht Club on Thurs 29 September. Olympic Gold Medallist, long-time member and former Head Coach Tess Parkinson was awarded her Barranjoey Pin (in recognition of her achievements in representing Australia) by fellow long-time member Belinda Stowell OAM, her predecessor as Olympic Gold Medallist and former FSC Coach, now AIS Coach Development lead at WAIS.

Fremantle Sailing Club congratulates all WA sailors and FSC members who were finalists and winners across the various categories (see listings below).

All the best to our finalists in the National categories:

- **Male Sailor of the Year – Matt Wearn OAM (Fremantle Sailing Club, WA)**
- **Youth Sailor of the Year) - Harry Joyner (Fremantle Sailing Club, WA)**
- **Coach of the Year - Carolijn Brouwer & Ben Walkemeyer (Australian Sailing Team/ Fremantle Sailing Club, NSW/WA)**
- **Sustainability Award - Marine Environment Committee (Fremantle Sailing Club, WA)**

National winners announced in Sydney on Friday, 4th November.



WA Sustainability Award winners FSC Marine Environment Committee photo: Doug Steel



Crush crew with WA Offshore Sailor of the Year David Davenport (centre) photo: Trace Mills



Matt Wearn recognised as WA Male Sailor of the Year by Belinda Stowell photo: Trace Mills



Steve Parkinson accepts the Barranjoey Pin for daughter Tess Parkinson.

WESTERN AUSTRALIAN SAILING AWARDS
 Thursday 29 September
 Mounts Bay Sailing Club

Finalists List

MALE SAILOR OF THE YEAR
 Zac Littlewood – Fremantle Sailing Club and Royal Freshwater Bay Yacht Club
Matt Wearn – Royal Perth Yacht Club and Fremantle Sailing Club
 Chris Charlwood – Fremantle Sailing Club

FEMALE SAILOR OF THE YEAR
Zoe Thomson – Royal Freshwater Bay Yacht Club
 Elyse Ainsworth – Fremantle Sailing Club
 Mara Lowry – South of Perth Yacht Club

PARA SAILOR OF THE YEAR
Robert Crofts – Australian Hansa Class Association and Royal Perth Yacht Club

YOUTH SAILOR OF THE YEAR
 Lili McAullay – Royal Perth Yacht Club
Murray Duthie – South of Perth Yacht Club
 Zachary Sprunt and Vassilis Katsaitis – Royal Freshwater Bay Yacht Club

OFFSHORE SAILOR OF THE YEAR
David Davenport – East Fremantle Yacht Club, Fremantle Sailing Club and Royal Freshwater Bay Yacht Club

VOLUNTEER OF THE YEAR
Andy & Alison Byne – Safety Bay Yacht Club
 Greg Jennings – Mounts Bay Sailing Club
 Sarah Twigger – Koombana Bay Sailing Club

INSTRUCTOR OF THE YEAR
 Carl Watts – Mandurah Offshore, Fishing & Sailing Club
 Barry O’Toole – Royal Perth Yacht Club
Holly Hunt – Royal Freshwater Bay Yacht Club

COACH OF THE YEAR
 Ben Walkemeyer – Fremantle Sailing Club
 Belinda Stowell – Exmouth Yacht Club and Fremantle Sailing Club
Ben Durham - Royal Freshwater Bay Yacht Club

WESTERN AUSTRALIAN SAILING AWARDS
 Thursday 29 September
 Mounts Bay Sailing Club

OFFICIAL OF THE YEAR
Larry Smith – Mounts Bay Sailing Club
 Anna Klyne – Royal Perth Yacht Club
 Ron Hubbard – Royal Freshwater Bay Yacht Club

SHESSAILS AWARD
 Laura Lilly – Safety Bay Yacht Club
Shelley White – Royal Freshwater Bay Yacht Club
 Anita Wynnje – Fremantle Sailing Club

SPORT PROMOTION AWARD
 Larry Smith – Mounts Bay Sailing Club
Lindsay Preece – Perth Dinghy Sailing Club
 Chelsea Hall – Royal Freshwater Bay Yacht Club

SPORT PROFESSIONAL
Hayley Clark – Royal Freshwater Bay Yacht Club

SUSTAINABILITY AWARD
Marine Environment Committee – Fremantle Sailing Club

LIFETIME ACHIEVEMENT AWARD
Steve Ward – Royal Freshwater Bay Yacht Club

MOTOR YACHT PERSON OF THE YEAR
Tim Cummins & Ken Stevenson – Royal Freshwater Bay Yacht Club

CLUB OF THE YEAR
Mounts Bay Sailing Club
 Perth Dinghy Sailing Club
 Royal Freshwater Bay Yacht Club



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JUVENILE KINGFISH RELEASE

On Thursday August 8, FSC had the team from Recfishwest release 10,000 relatively large baby yellowtail kingfish into the Fremantle Sailing Club Marina.

The yellowtail kingfish metro stocking program has seen thousands of juvenile hoodlums released into Perth's waters as part of the State Government's three-year commitment to stocking kingies from August, 2020.

It was a day that threatened and then delivered rain. Thanks to everyone who braved the weather and joined us for the release. We are still bemused by Dirk Horn, who braved not only the weather but the water in an attempt to capture the release underwater on his go-pro. Brrr!



Taking shelter: Sarah Clemesha and Yvonne Stoddart



Craig Evans, Yvonne Stoddart and Sarah Clemesha



Dirk Horn braves the water



Drier under the umbrella



Kids get a close look



Kingfish hoodlum



Ominous clouds



Recfishwest release vehicle



Recfishwest show the kingfish



swimming free



WESTERN AUSTRALIAN AWARDS 2021 NOMINEE

SAVE THE DATE ...



FREMANTLE TO EXMOUTH RACE & RALLY 2023

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

'Hammo 2022' - My trip to Hamilton Island Race Week (HIRW) 20-27 August 2022

Hedda Konig



Kites are up! What's the competition doing?

Last month, I was fortunate enough to be invited to HIRW by one of the skippers of the former boat I was racing on over East: *Rumba* (thanks, KB!) – the “mighty” *Rumba* to be precise! She won and still is winning lots of prizes around Sydney, like the recent Thursday Twilight Series at Middle Harbour and even more importantly, the recent Sydney Harbour combined club’s Summer Point Score for Div 2. As a well maintained 37ft Northshore, which is no longer manufactured these days, she was one of the boats on which I crewed on out of Middle Harbour since 2016. Whilst sailing on Sydney Harbour or up to Pittwater is certainly something very special, I’m now looking forward to the adventures in the wild, (wild) West! Like ocean racing and trips to Rottneest, maybe Exmouth Regatta... all the new unique things that this beautiful part of the world keeps in store and which I am keen to explore.

Now... let’s talk about my Hamilton experience 2022, which for me was my second time:

As you may be aware the HIRW was first held in 1984 and to this day, is Australia’s largest offshore keelboat regatta. Certainly, a one of a kind yachting event for many reasons! This year there were 224 boats across 16 divisions racing with close to 2,000 sailors being part of this fun week. No wonder accommodation was booked out and at capacity 6-7 months out. From a logistics perspective, many yachts travelled from afar to compete, although I didn’t find one from WA! Most of the MC38’s were trucked up. Return deliveries are still ongoing back to Sydney even into October.

This year’s regatta was again really good from a weather perspective, with decent wind every day. What is special about this regatta is, it includes the full range of boat classes: from trailer boats, to cats, regular yachts, spinnaker, non-spinnaker, mono or multihull to the big Maxi’s – everybody is welcome! To get there from Perth is a long way, for me by plane via Brisbane (4.5 hours) connecting up to Hamilton (1.45 hours) with Qantas was the best option.

In order to get there, a lot of boats race up the coastline by taking part in the Sydney to Southport, then Brisbane to Hamilton race, with options to take part in the 6 days Airlie Beach Race week. Finally, to HIRW - and for those, who haven’t had

enough just yet can go further North, up to the famous Magnetic Island ‘Maggie’ race week. Many yachts used the very light conditions at Airlie Beach Race Week to practice, train up new crew and ensure all gear was up to scratch. That way, one can really make the most out of this amazing experience up in this tropical area, where whales and dolphins are spotted daily, the beautiful turquoise water is just a magical scene to indulge in and daily sunset drinks are a must.

The Hammo race week is structured into two blocks of 3 days of consecutive racing, broken up by the layday in the middle of the week. The races are a combination of Short around-the-islands races, Windward /Leeward races and depending on the division, a long or medium distance race, including the always very amusing Prix d’Elegance Parade.

Layday this year was actually almost too windy, hence the activities like going to the famous Whiteheaven beach were very blowy, some activities were even ‘blown off’ later that day. The pool party on the Catseye beach side of the island with cocktails and great music was very popular and a safe option to take.

The award-winning restaurants were fantastic, for example Coca Chu, Manta



Day 2 - Around the Island Race



View from Shoreline Apartments

Ray or Romano's, to name just a few. Street food options with a variety of stalls as well as the pub for drinks (of course) and/or food, to convene with the crew and watch the daily presentation were also very good alternatives to the pricey restaurants. My personal highlight was the view in combination with the cocktails up on One Tree Hill, where I also managed to do some yoga one early morning, to enjoy the great vibes at sunrise.

With two 100ft boats in the races it was great to follow the daily *Andoo Comanche* - *Wild Oats* battle, with *Comanche* dominating performance here. Equally, the colourful *Stefan Racing* with their 80ft Botin was a daily eye catcher.

Rumba was keeping up very well in the first couple of days and then dropped to mid fleet by the end of the week, finishing 11th out of 21 for the series. A strong result and well done all! A 2-minute textbook MOB towards the end of the week was skilfully managed due to the swift action taken by the skipper and a transom that allows for quick rescuing. Thankfully, everybody's safety was restored in no time. With quickly changing tides, some boats hit a reef or sandbank... and with the current running out very quickly, especially around small gaps between islands, it surely kept every race very interesting. It was a navigators' regatta and local knowledge ruled. Several boats flew in specialised racing navigators for the series - and these were not just racing boats, but also cruisers. Conditions built throughout the week, with the last day's racing held in seriously reduced visibility. Rain squalls and bullets of breeze caused several roundups and blown out kites. The



Rumba crew enjoying a bevvy after a successful race



Sunset at One Tree Hill



The Marina photo: Bow Caddy Media

runway exclusion zone of the Hamilton Airport in combination with the finish line is a very unique set up. It is hard to finish a race fairly when an aircraft is on final approach taking priority, and the marshalls on jetskis are telling yachts to turn around and stay away - with huge penalties for disobedience. There were a few protests - most just trying it on and resulting in dismissals. There was one decent collision which put a V60 out of the regatta - the standard Port/Starboard...



Time to say thanks and goodbye to skipper Kerry

Hammo was judged a huge success by all. The conditions were great and the facilities exceptional. The racing was of a very high international standard and the best yachts all turned up to race fairly, including several new yachts around 52ft. All vowed to be there next year. All in all, it was a very memorable and well worthwhile trip to meet fellow sailors & friends after the long hiatus over the last two years. What a wonderful opportunity to enjoy this amazing sport that we all love and are fortunate to be part of in this glorious country!

SENIOR MEMBERS BREAKFAST

FSC congratulates our long-standing members who have reached particular milestones in their membership.



Carolyn Jupp with Phil Hearse



Antony and Charlotte Osborne



Jaye Martin - 25 Years



Paul Lawrence - 50 Years



Julie and Craig Evans



Heather Timms and Julie Evans



Annie Otness with Phil Hearse



Paul Lawrence with Phil Hearse



Breakfast is served

LONG-STANDING

55 years:

Bruce Timms

50 years:

John Hall

Paul Lawrence

Ted Sullivan

Peter Bailey

Brian Banovich

25 years:

Richard Arnold

Geoffrey Barr

Gavin Baynes

Carolyne Bush

Hugh Davenay

Nick Di Latte

Peter Easby

Michael Elliot

Laurie Freedman

John Gardner



Kyle Timms (R) accepts the award for his father Bruce Timms



Steve and Jane Laws



Ken and Helen Wood



Past Commodore Ron Greer has coffee

MEMBERS FSC

- | | |
|-----------------|-----------------|
| Geoff Gorham | Jaye Martin |
| Kim Gosling | Victor Mews |
| Geoffrey Gould | Fernando |
| Martin Graville | Polimeno |
| Dawn Greer | John Steele |
| John Hart | Peter Stevens |
| Paul Hayter | Grant Taylor |
| Rolf Heidecker | Peter Turner |
| Fred Iliff | Margaret Walton |
| Kim Jamieson | Robert West |
| Cynthia Lyon | Shaaron Whitton |
| Hugh Maclean | |



Sue Burlinson and family



Michelle and Vic Mews



25 Yr Members Vic Mews (L), Jaye Martin and Richard Arnold (R) with Phil Hearse



Myra Stanbury

Recognition of Women of FSC

Due to the cancellation of International Women's Day celebrations, a previous opportunity for the Commodore to recognise the significant and long-standing contributions of a number of women to FSC was lost. The Breakfast allowed Annie Otness and Carolyn Jupp, who were present on the day, to receive their tokens of appreciation – hand-blown glass pendants, made by WA artist Cindy Wright.

The remaining women will be recognised at the Volunteers' Cocktail Party, with more information about each recipient to be included in a later article.



Anna Flanders,
RAMP Communications

Creating awareness, building a good culture and testing the waters on the type of support available were the objectives of the first year of the women's Racing and Mentorship Program (RAMP). With that achieved, the Club's female working group now moves into building on that success and fostering organic growth from a strong program of on- and off-water events.

"Our growth from five people to a hub of almost 50, including 10 new members at the start of this season, has really shown us the importance of a female-committed group within the wider Fremantle Sailing Club," says founder Kate Henderson

"We are helping people to become participants, not just passengers, on boats. Anyone can sail, and we hope to welcome you into our hub to start you on your journey" – Kate

RAMP is evolving into a hub with pathways into any type of on-water activity.

"We plan to work with the Sailing Office and our team of experts – a dinghy expert, a foiling expert, an inshore/offshore expert, etc – so if a woman wants to pursue one of those areas, we will have programs running in all those sections," says Kate.

Currently, RAMP is very much about keelboats and creating a safe environment in which women can step into the racing program or build on skills already formed through the FSC dinghy program. Dinghies are becoming a monthly fixture, with Michelle Brazier (Dinghy Committee and RAMP working group) introducing a social dinghy sailing event for women this summer season.

The monthly dinghy event joins a regular program of Development Squad Training, Twilight Sailing, Topic Nights and a presence at the 'Welcome to New Members' night. RAMP's Racing Squad also has an expanding program of Training and Regatta competitions as the season progresses.

As the current Women's State Keelboat Champions, RAMP aims to place two boats in the Women's State Keelboat Championships this year. There are also plans to send a team to the Australian Women's Keelboat Regatta in Melbourne. A boat has been secured thanks to working group member Amanda Casebier, so now the wider team will progress that campaign through sponsorship and fundraising.

"We plan to be an asset for the club now and into the future. With the national sailing body's focus on 50% female participation by 2032, we aim to be a leading force in making that happen, but in a safe, fun and community-focussed environment," says Kate.

BROAD

RAMP has grown from a passionate team of five female sailors to a hub of almost 50 women as the FSC working group moves into its second year.

Can I become part of RAMP?

RAMP is a home for any female involved or wanting to become involved in sailing. You may sail with your partner or be the partner of a skipper or crew member, you may have gone through the dinghy program as a child but stepped out of sailing in your teen years, you may have been competitive in your twenties but stopped due to work commitments, or you may have gone through the FSC Try Sailing program and want to join the Club and continue sailing. Our hub is home to Olympians, World, National and State champions, Club sailors and beginners. We cater to every skill level. It's not just about our monthly calendar of events, we can help find you a regular role on a boat for Twilight Sailing, Inshore or Offshore racing. We are helping people to become participants, not just passengers, on boats. Anyone can sail, and we hope to welcome you into our hub to start you on your journey. Find out more at www.fsc.com.au/women-on-water/.

Creating a safe learning environment

Kate has drawn on personal experience to develop RAMP as a learning environment this year.

"A lot of women had been talking about a female-focused working group on and off for years at regattas. It's about the camaraderie and the learning environment. My mother has been sailing for most of her life, but she is still wanting to build her confidence. And many other women with sailing partners are the same. Even when I started sailing, I had male skippers screaming at me and other women (and men, too). People don't learn in that environment. As a teacher, I know you need to create a safe environment for learning. Screaming at people doesn't create that; people won't learn when threatened. Having the right people involved in RAMP to make a safe environment so that women feel comfortable in asking questions, that is a big thing.

"We also want to set up people to succeed in their learning. My former coach Emmett Lazich taught me about 'creating time'. If a task takes five seconds, some instructors announce that task six seconds prior. They don't account for the time of processing, the time for learning, the time it takes to do it; then they are upset because of the outcome of those unrealistic expectations. Creating time means talking about that task 15 seconds before it needs to be done, which allows talking through the process so there is no urgency when you hit that five-second mark.

"At RAMP our learning environment and the delivery of coaching is about setting up our members to succeed. We want sessions to be engaging, fun, free from any stress and to give members a good understanding of the boat and sail craft. Not everyone will want to move into the Racing Squad, and that's fine - we are focussed on teaching the skills to become competent and to understand the 'whys' and 'hows' of sailing and sailing in different conditions."

REACH

Fremantle Sailing Club is committed to celebrating women and girls in sailing.



Spreading the word at Open Day

Eleven new members joined RAMP at the 2022 FSC Open Day in September. Together with the Sailing Office, we worked to spread the word about Try Sailing and RAMP. “Our growing hub is not just about top-level sailors, we offer women a pathway to step into sailing for the first time via the Try Sailing course to our program, enticing women who have left sailing to return and providing a way for women who aren’t active participants in sailing to gain skills and confidence on the water,” says founder Kate Henderson. “New members for our hub are also new members for the Club.” Kimbra Bridges took the lead on the marquee and harnessed fellow RAMP members to provide an approachable, friendly space to spread the word and. Thank you, Kimbra!



Kate Henderson and Michelle Brazier represent RAMP on Open Day

Development Squad takes to the water

RAMP coach Carolyn Bush took to the water on an SB20 with three new RAMP members as part of the first Development Squad training for the 22/23 season in September. Carolyn was joined by fellow coach Kate Henderson to take out two SB20s and six Development Squad members in late October.

“If you want to broaden your boat skills and knowledge, this is your opportunity,” says Carolyn. “In these sessions RAMP participants can try the different roles on board a boat, experiencing the benefit of communication, teamwork and timing of manoeuvres in a safe and relaxed environment.”

Among the newcomers to the Squad were Elyse Robin-Boulanger and Kate Green. Elyse hails from Quebec, Canada, where she has sailed extensively from age eight and through her university years. She prefers the foredeck, and wants to work on her racing tactics and sail adjustments. “I chose to move to Fremantle as I heard Perth was the best place to be in Australia for sailing,” says Elyse.

Kate has moved to FSC from Mounts Bay Sailing Club and has competed on dinghies with her husband at State, National and International levels. “RAMP has opened up an opportunity for me that I couldn’t reach in other clubs,” says Kate. “It’s unique and amazing that FSC is so behind it. Previously, to continue sailing, I would have needed to stay in dinghies. Joining RAMP means I can now step into keelboats. I have been wanting to explore inshore, offshore and ocean racing, and this group will allow me to do that. Also, sailing with my husband wasn’t the best for the longevity of our marriage – communication issues! I needed to broaden out by myself!”

For those wanting to enquire about RAMP and join the Development Squad training, email ramp@fsc.com.au and/or click onto www.fsc.com.au/program-2223.pdf.



RAMP sailors Miriam Everall, Carolyn Bush and Michelle Brazier on an SB20



Carolyn on the bow, 2022 Women's States



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BROAD REACH



What's in a pin?

We are super proud of RAMP member Tessa Parkinson. She just received her Barranjoey Pin, which is part of the Australian Sailing Team Alumni Program. Every sailor who has represented Australia and received a Top 10 placing in an Olympic Class World Sailing Championship, IYRU Women's World Championship, Olympic Games or Paralympic Games prior to 2006, or who has been in the Australian Sailing Team post 2006 is awarded a Barranjoey Pin. According to Australian Sailing, it's "an embodiment of the great traditions and values of those who have competed and continue to compete at the highest level for Australia in sailing".

Tessa won gold at the 2008 Beijing Olympics with fellow West Australian Elise Rechichi, and has been a podium regular in State, National and International events for most of her career. Former Head Coach at FSC, she now is kept busy by a young daughter and fills in for head coach Mikael Lundh when he has overseas or interstate commitments.

Nice One Nia!

Congratulations to Olympian and fellow FSC and RAMP member Nia Jerwood, who has just been named the new Patron of Shelley Sailing Club. Nia learnt to sail at Shelley in a Mudlark and Heron at five years of age. Today she's an Olympian and at the time of writing, on her way to the 470 Worlds in Israel. She said heading back on the water in a safety boat for Open Day at Shelley was a trip down memory lane. "The sand bars may have moved a little, but the big gust at Goalpost mark was still there for anyone hoping to gybe!"



Champagne Sailing

November has seen the start of the Twilight Sailing at FSC and RAMP is not missing the opportunity to trim with a tippie. Twilight sailing takes place every Wednesday evening, weather permitting, but the dedicated RAMP Twilight dates are: December 7, January 11, February 8, March 8 and April 26. "These nights are a great way to meet other women and skippers who need crew for the inshore or offshore racing season. It's relaxed, fun and we think it's one of the best ways to enjoy Fremantle," says RAMP member Amanda Casebier.

The nights are BYO drinks and food on board, the Club bar and bistro are open afterward with a midweek meal special, a prize draw and often, live entertainment. Email ramp@fsc.com.au for more information, or check the Club website - Members can also check the Teams App.

OPEN DAY



Display boats: Daisy, Salacia II and Isle



Dive section - Dirk Horn, Neville Mader, Col Enderbury, Lud Farka, Barb O'Dowd and Ewan Rowell



Game Fishing - Phil Volich, Brian Arnett and Mark Rich



Joan Foley as the 'Save Ningaloo' shark!



Everything happening on Open day



Power Section Life Jacket Challenge - Marian Morley and Jennine Sampson



RAMP - Kate Henderson



Inshore - Steve Laws, Graeme Martin and Kath Moulden



Pipes and Drums at Open Day



Isle - Display Boat



Power Section team on Open Day



Pipes and Drums performance



Trysail optimists



Resting on the Dinghy Lawn



Save Ningaloo creatures - Trace Mills, Michael Sproxton and Jack Mills



Marine Environment Committee stand



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Thevenard turns it on for FSC trio

- Ray Wilson

Seafari's boats on moorings in the bay close to the bungalows

There are few better places for anglers to shoot the breeze than in a bungalow courtyard on Thevenard Island, overlooking the boats bobbing around on the moorings in the bay 100m to the east towards Onslow .

I'm glad of that, because in August it took Angling Section members Joe Venter, Kevin Kroeger and I two days to cover the 1400km journey towing Joe's pocket rocket – a 18ft cat imported from South Africa – reaching Onslow on a sunny Sunday afternoon before heading over to the island which lies 22km off the coast.

Following a successful first-day mission that saw a 10kg cobia entertain Kev for around 15 minutes and several rankin cod taken, we sat on the verandah the following morning shooting the breeze . . . well, about the breeze.

That's what anglers do. The winds can be your best friend or worst enemy on any boating excursion but when you're up in the Pilbara with the express purpose of catching some big fish, you want the wind in your corner.

Well, that morning it wasn't, howling from the coast like a blast from a cranky mother-in-law, with some cussing about the predicted forecast and a lot of uneducated forecasts on when it would ease enough for the 14 boats on the Western Angler Seafari to get out and about.

Sitting on the patio enjoying a coffee and willing the whitecaps to get out of our lives, there were distractions to pass the time of the morning. Humpback whales being the most obvious.

During our five days fishing around the island, humpbacks were everywhere, to a point where skippers were ever vigilant not to crash into one. While the overall cost of the trip was around \$2500 each, humpbacks weren't included in the package, so thia was an added attraction. So, too, were the turtles and sea snakes.

Any day during our stay, humpbacks could be seen splashing and crashing near and around the Chevron platforms which formed part of the oil and gas company's worksite from 1989-2014, when around 150 million barrels of oil were produced.

Depending on the direction of the wind, the ever-constant hum of big machinery used in decommissioning work in the middle of the island could be sometimes heard from our basecamp, which features 12 bungalows, a general store, fish cleaning station, a huge fridge-freezer and a mess area. There are also large accommodation quarters for the ever-smiling, ever-helpful staff members.

Anyway, on that Tuesday, the breeze dropped away sufficiently by noon for the boats to leave the bay in dribs and drabs to secret squirrel co-ordinates that housed plenty of promises, and sometimes some spectacular fish.

Thevenard is one of only two islands in the Mackerel Island group that welcome visitors, with the group name somewhat a misnomer during our stay.

On Joe's cat, rankin cod won fins down when it came to numbers. We travelled north, south, east and west of Thevenard, sometimes steaming for up to an hour to reach a location, and more often than not we were greeted by rankins – an exceptionally good-eating fish.

And a little surprisingly for us, every rankin cod we landed took a lure on the troll, with none taken bouncing a bait off the bottom.

The Spaniards were about, and we caught a couple, but so too were the sharks, who caught a couple more – of our fish. The theory up at Thevenard goes that sharks lurk around popular locations to nail your valuable possessions like pick-pockets at the Royal Show.

Our stash of fish also included coral trout, red-throated emperors and a 11kg brown-spotted cod which had a head as big as Twiggy Forrest's wallet. With 10kg of pelagic and 10kg of demersal fish allowed to be brought back, Fisheries are paying red-hot attention (as they should be), so anglers need to be spot-on with the rules or pay a very heavy price.



Kev Kroeger landed this huge cobia on the first day on Thevenard Island



Ray Wilson's not happy after a shark snaffled his Spanish mackerel



Joe Venter with a 9kg rankin cod taken on the troll



This time, Ray got his Spaniard on board before the sharks could strike

North Lake Senior Campus Students complete 'Cert II in Volunteering' practical placement at FSC

Arthur John, Chief Bosun

In July, August and September, FSC had nine students from North Lake Senior Campus come down to the Club once a fortnight and work mainly with the Bosun's Shed to gain twenty hours volunteering experience over a total four days. The students are completing their Cert II in Volunteering, a program that is not dissimilar to structured workplace learning in many ways.

Staff from North Lake initially approached the Vice Commodore with the thought of securing a half day's placement, but she and Special Projects Manager Andrew Davidson, working with the HMO and Bosuns, were able to propose a program for the full twenty hours.

Eight of the students were from Middle Eastern countries, and one from New Zealand. They ranged in age from sixteen to nineteen; North Lake is a Senior Campus where students may opt to complete years 11 and 12 as returning or mature age-students, and provides pathways to the WACE, VET courses and more – it is not your usual high school.

We taught the students how to splice ropes, various rope knots and had them painting the posts on the Customs Jetty. Barbara O'Dowd from the Dive Section explained the anodes system to them and also showed them how to operate diving equipment.

Rod McCarthy took them through the hardstand area pointing out various yachts and sails.

The students were invited onto the yacht *Sylfia*. Nate Porter from Expedition Drenched showed them inside and outside of the yacht and gave them a very interesting and informative talk about where they go and what they do. The students were very impressed and were given the app so they can follow the yacht.

They were a great group of students and we finished up having a barbecue on their final day.

A Bosun's work is never done

The Bosuns have refurbished 14 sail marks with new ropes, chains and shackles and assisted the divers to install them.



Andrew Shoobridge making a table for upstairs.



Bosuns and NLSC Students.

One mark had to be replaced entirely, as it was suffering from 'propellor strike' and was barely afloat – it was had work getting that, filled with water, back on board!

We are in the process of making up three table tops to be fitted to wine casks and installed on the upstairs balcony. We also made up three aluminium ramps and fitted them to the new floating docks.

We assisted setting up for Open Day and also Opening Day, which were both a great success for the Club.

Bosuns Michael and Robert with markers.



NLSC student learns to splice.





Power Torque

Marion Morley, Power Section Publicity Officer

It's been an action-packed winter since our last bulletin. Here are some of the highlights

9th July 2022 - Wine Tour to Bickley Valley

It was a beautiful mild winter's day, but we knew that rain was around the corner, however that did not dampen our spirits as we all set off on the Bickley Valley wine tour.

The day started with a buzz of excitement, and everyone was looking forward to a fun and relaxing day (no driving or potential flashing blue lights in the rear vision mirror!).

There were many regular and familiar smiles, but it was also great to see a few fresh faces and by the end of the day we all knew that by the end of the day we would all be fast friends. Wine tours have a way of doing that. 😊

Our first stop was Myattsfield Vineyards for wine tasting with snacks supplied by the Power Section. The vineyard was very generous with their tastings and put everyone on a high note with bubbles and port being the standout favourites.

Leaving Myattsfield Vineyard we all hopped back on the bus a little rowdier than when we got off and headed to La Fattoria for more wine tasting and Nonna's Family Table 5 course lunch. The food was delicious and so was the wine!

By the end of the day everyone was bursting with fun,

mischievousness, and excitement from the events and wine of the day. It was a great day where everyone had a chance to relax and just enjoy each other's company all with a common theme - their love of the water. New conversations created the start of deeper connections with old friends and the start for new friendships.

Thank you everyone who came along and made it such an enjoyable outing.

We would like to thank Leigh Gorham from Minibus Charters for her fantastic recommendations and organising the wineries as well as the bus drinks, and thanks to Heather Timms for her efforts in securing a Marine Environment 'Containers for Change' grant for the Rotto Olympics - this purchased our reusable champagne and wine glasses that were put to good use again for the Wine Tour.

Sunday 21st August - The Amazing Poker Run.

The amazing poker run was a new event that we ran this year, and it wasn't without its challenges. However, we had a great turn out, over 60 participants, and that in itself made all the effort that we had put in worthwhile plus the weather was perfect!



Terry, Ian & Jennine enjoying the selection of tastings



Myattsfield winery enjoyed by the Power Section



Power section head of for a day in Bickley Valley



Heather, I think this bottle will be big enough

Participants were encouraged to get creative and dress up should they wish and there was some great effort put into the costumes.

It started with each team choosing their names and then the names were put into a large bowl to use later as a way to start the group without having mayhem. Once that was done the teams were drawn and given a set of clues – then they were off! Some like a bullet out of a gun, pure enthusiasm.

The solutions to the clues were points around the Fremantle Sailing Club and it really was a great opportunity to get more familiar with what the Club has to offer and to find out where everything is. I mean, who would have thought that we had a library.....

The teams were diligent & focused on their uncovering of the answers to their clues, much like Sherlock Holmes and Watson (but without the magnifying glass, hat & funny walk!), and when they solved them the teams got a playing card. Collect the playing cards and then play your hand at the end, the best hand wins...

The B52's at one 'clue station' were a great hit! as were the quaits, and knot tying, as tasks to be completed to earn our cards.

At the end of the event our winners - with a full house - were Terry and Shellee. Best dressed were the "Cardinal Markers", and Mathew won the best outrageous wig attire.

Our thanks go out to our Committee as well as support prizes from Heather Timms' Power-it-chilli sauce, Annie and Ole Otnes for their kind donation of wine prizes and thank you to our Vice-Commodore Anita for judging the winners on the day.

28th August Kylie Cup trials at Royal Freshwater Bay Yacht Club

We participated in the RFBYC "Kylie Cup" Time Trials, and Charlotte, Ozy, Terry, Shellee, Heather and Kyle led the charge in 'Li'l Ozy II'.

There was no shortage of beautiful food and great music as the winners enjoyed the spoils – well done to Charlotte and Ozy for taking second place out of 35 visiting club competitors! That's one for Fremantle Sailing Club!

11th September 2022 - Fremantle Sailing Club Open Day

Open Day at Fremantle Sailing Club was an opportunity for the public and members to come out join in the many activities that the club has to offer. For the Power Section, we chose to give the kids a " Little Stinkers in Dinghies" experience, for kids to be able to have a free ride in the dinghy. Adults, if they wanted to participate, had to complete the Life Jacket challenge - which was putting on a life jacket in under 30 seconds. Well, it was an



Ian, Gordon & Jennine taking the B52 Challenge at The Amazing Poker Run



Lucky draw winners Poker Run



The luck of the Irish Team Poker Run



Best dressed wig, Poker Run



Winners are grinners in the Poker Run, Terry & Shellee



Winners Poker Run, Terry & Shellee



Wine Tour: Don & Leigh trying all the glasses



Open Day: Even our 4 legged friends try the life jacket challenge



Open Day: Power Section little stinker experience



Best Knot Poker Run



Open Day: Life jacket challenge for the treasure hunt sticker



Poker Run: Ian & Jennine bringing along Chase & Tilly on their Shirts.



Open Day: Life jackets for all to try



Open Day: Power section all ready to go



Poker Run: The best dressed winners, Cardinal Markers



Wine Tour: What a day fun by all carried on back at FSC



Poker Run: Team Aussie with best dressed wig



Li'l Ozyll Crew taking second in the Kylie Cup Time Trial

interesting challenge to say, and I ask you this, "Would you be able to find and put your life jacket on in 30 seconds knowing that your boat was about to go under?"

Certainly, there were many children that outshone the adults and with Jennine setting the scene with waves crashing around them and the boat starting to sink she had really people hurrying. The best score was from a young girl who managed

it in 9 seconds! Even the dogs participated. Most of the dinghy rides left the children with large 'Cheshire Cat' like grins on their faces but there were a few that once they got to the boat, they got cold... or is it wet?... feet and changed their mind.

Thanks to all the Committee and especially the skippers that tirelessly took everyone out that wanted a dinghy ride with little more than a 10-minute break.

FSC INSHORE WINTER SERIES



- Kath Moulden, Inshore Committee

Zübenubi Chris Bender

We had a truly unprecedented season to say the least. Conditions were varied from no wind at all..... to lovely light sailing..... to the wind absolutely blowing Fremantle's socks off. The wind and weather cycles for weekend sailing were not in our favour this season!

The Winter Series normally consists of seven races, however with inclement weather, including hail storms and lightning at three completed races; one of these was heavily shortened..... all in light winds.

The Winter Series was well supported by both FSC members and visiting yachts. 30 yachts registered for the series, 27 from FSC with three yachts across three visiting clubs. The average number yachts on the water per race was 20. All yachts are thanked for making the effort and helping to make the winter series as enjoyable and competitive even with the challenges.

Greg Reynolds in *Shades* and Adam Toey in *Break n Out* were visiting yachts back for the Winter Series in Division 2. It was also great to see David Atkinson upgrading from his Farr 9.2 *IGAWA* to the very sleek *Tapestry* for this season, and bringing her out to play this side of the bridges.

Thanks also goes to the regular FSC yachts out on the water. We know the backbone of the FSC inshore division is made up of the regulars that come to sail on a near weekly basis, maybe not always making the podium, but out racing enjoying the competition and the camaraderie that inshore sailing brings.

As always, the fleet thanks our highly valued Start/Finish volunteers who give up their valuable time to support the club. They did a great job dealing with the fast currents and shifting winds and that burning question on those windy days as to whether we would actually be subjecting them to the elements or not!



RCS Steve Parkinson makes the Winter Series announcements.



RCS Steve Parkinson hands the Warne Cup to Andrew Wilson, Nuzulu.

DIVISIONAL TROPHY SHIELDS ARE AWARDED FOR TCF AS FOLLOWS:

| TCF | Yacht Name | Skipper |
|-------------|--|---|
| J&M (Div 6) | 1 st place <i>Valkyr</i> 2 nd place <i>Sadiqi Ra</i> 3 rd place <i>Jubilant</i> | Matt Cooper Joe Czeschka Ian Joel |
| Division 2 | 1 st <i>Nuzulu</i> 2 nd place <i>Shades</i> 3 rd place <i>Windswept</i> | Andrew Wilson Greg Reynolds Ernie Delfos |
| Division 1 | 1 st place <i>Zubenubi</i> 2 nd place <i>The Cro Connection</i> 3 rd place <i>Baci</i> | Alan Anderson Peter Kennington Domenio Di Latte |

Unfortunately we were not able to award the final IRC series as we did not have enough yachts to make the cut for an end of season result, so the Challenger Cup for overall IRC winner (donated by Ron and Marie Browne from 1986) was not presented.

The Warne Cup (first awarded in 1928) was awarded in the TCF series for the overall winner, being for the best performing yacht across all divisions (lowest point for the series). This went to *Nuzulu*, skippered and owned by Andrew Wilson.

| Trophies | Yacht Name | Skipper |
|-----------|---------------|---------------|
| Warne Cup | <i>Nuzulu</i> | Andrew Wilson |

Thanks all for a great season !



Zubenubi crew: Mike Dougherty, Will Mitchinson, Kath Moulden and Graeme Godwin.



Nuzulu crew: Damian Tapley, Greg Patten, John Palmer, Andrew Wilson, Lee-Annee Hart, Martin Donnelly and Steve Allen.



Inshore start team - Chris Bender



Valkyr crew: Rob Chapman, Brian Cooper and Matt Cooper.



Witchy Woman, Zubenubi, Aquila - Opening Day Memorial Race - Chris Bender



Valkyr Chris Bender



Foundation Race - George Law Memorial FSC



Cherry Calcott



Mark Boat: Alan Nuttal and Joe Czeschka



Obsession



Hilary Arthure, Wynuna 3rd IRC Div 2 and Geoff Bishop, UK Sailmakers



Div I Start - FSC



Div I start



Law family aboard Success for the start - FSC

DIV 1 PHF RESULTS START : 10:00

| Place | Boat Name | Sail No | Skipper | ETOrd |
|-------|------------------|---------|-----------------|-------|
| 1 | OBSESSION | F1245 | Paul Arns | 4 |
| 2 | CHECKMATE | F66 | Geoff Bishop | 5 |
| 3 | LITHIUM | HY46 | Wayne Pitcher | 7 |
| 4 | AL FRESCO | F8 | John Rayner | 3 |
| 5 | SIRENE | F45 | Bill Henson | 6 |
| 6 | WEAPON OF CHOICE | F9463 | Mark Nagle | 2 |
| 7 | CRUSH | F0052 | David Davenport | 1 |
| DNC | SURFER ROSA | HY888 | Roric Smith | |
| DNC | OCEAN RANGER III | R350 | Hugh Warner | |

DIV 2 PHF RESULTS START : 09:45

| Place | Boat Name | Sail No | Skipper | ETOrd |
|-------|------------------|---------|--------------------------|-------|
| 1 | BACI | F752 | Domenico Di Latte | 1 |
| 2 | SAGACIOUS IV | F4117 | Chris Hind | 5 |
| 3 | FOURTH DIMENSION | F40 | Lyn Powell Ian Whitehead | 3 |
| 4 | SALACIA II | F1971 | Ross Norgard | 2 |
| 5 | WYUNA | R3600 | Hilary Arthure | 4 |
| DNC | MONEYPENNY | F135 | Malcolm Thompson | |
| DNC | KING CANUTE | SP330 | Matt Rose | |
| RET | MINDS EYE | F347 | Michael Thorpe | |

DIV 1 IRC RESULTS START : 10:00

| Place | Boat Name | Sail No | Skipper | ETOrd |
|-------|------------------|---------|-----------------|-------|
| 1 | CHECKMATE | F66 | Geoff Bishop | 5 |
| 2 | OBSESSION | F1245 | Paul Arns | 4 |
| 3 | LITHIUM | HY46 | Wayne Pitcher | 7 |
| 4 | AL FRESCO | F8 | John Rayner | 3 |
| 5 | WEAPON OF CHOICE | F9463 | Mark Nagle | 2 |
| 6 | CRUSH | F0052 | David Davenport | 1 |
| 7 | SIRENE | F45 | Bill Henson | 6 |
| DNC | OCEAN RANGER III | R350 | Hugh Warner | |

DIV 2 IRC RESULTS START : 09:45

| Place | Boat Name | Sail No | Skipper | ETOrd |
|-------|------------------|---------|--------------------------|-------|
| 1 | SALACIA II | F1971 | Ross Norgard | 1 |
| 2 | FOURTH DIMENSION | F40 | Lyn Powell Ian Whitehead | 2 |
| 3 | WYUNA | R3600 | Hilary Arthure | 3 |
| 4 | SAGACIOUS IV | F4117 | Chris Hind | 4 |
| DNC | MONEYPENNY | F135 | Malcolm Thompson | |
| DNC | KING CANUTE | SP330 | Matt Rose | |
| RET | MINDS EYE | F347 | Michael Thorpe | |

UK Sailmakers - Coventry Reef Race FSC

DIV 1 PHF RESULTS START : 10:00

| Place | Boat Name | Sail No | Skipper | ETOrd |
|-------|------------------|---------|-----------------|-------|
| 1 | SURFER ROSA | HY888 | Roric Smith | 10 |
| 2 | LITHIUM | HY46 | Wayne Pitcher | 9 |
| 3 | OBSESSION | F1245 | Paul Arns | 4 |
| 4 | SIRENE | F45 | Bill Henson | 6 |
| 5 | CHECKMATE | F66 | Geoff Bishop | 5 |
| 6 | AL FRESCO | F8 | John Rayner | 3 |
| 7 | WEAPON OF CHOICE | F9463 | Mark Nagle | 2 |
| 8 | ENDORFIN | F107 | Michael Giles | 8 |
| 9 | OCEAN RANGER III | R350 | Hugh Warner | 7 |
| 10 | CRUSH | F0052 | David Davenport | 1 |
| DNC | FAT BOTTOM GIRL | 56CL40 | Alan Stein | |



Coventry Reef presentation - Geoff Bishop, UK Sailmakers

DIV 2 PHF RESULTS START : 10:00

| Place | Boat Name | Sail No | Skipper | ETOrd |
|-------|------------------|---------|--------------------------|-------|
| 1 | BACI | F752 | Domenico Di Latte | 2 |
| 2 | KING CANUTE | SP330 | Matt Rose | 8 |
| 3 | SAGACIOUS IV | F4117 | Chris Hind | 6 |
| 4 | FOURTH DIMENSION | F40 | Lyn Powell Ian Whitehead | 3 |
| 5 | MINDS EYE | F347 | Michael Thorpe | 7 |
| 6 | SALACIA II | F1971 | Ross Norgard | 1 |
| 7 | WYUNA | R3600 | Hilary Arthure | 4 |
| DNC | THE EDGE | AUS3200 | David Kenny | |
| SCP | MONEYPENNY | F135 | Malcolm Thompson | 5 |



Checkmate at the start

DIV 1 IRC RESULTS START : 10:00

| Place | Boat Name | Sail No | Skipper | ETOrd |
|-------|------------------|---------|-----------------|-------|
| 1 | CHECKMATE | F66 | Geoff Bishop | 5 |
| 2 | LITHIUM | HY46 | Wayne Pitcher | 9 |
| 3 | WEAPON OF CHOICE | F9463 | Mark Nagle | 2 |
| 4 | OBSESSION | F1245 | Paul Arns | 4 |
| 5 | CRUSH | F0052 | David Davenport | 1 |
| 6 | AL FRESCO | F8 | John Rayner | 3 |
| 7 | SIRENE | F45 | Bill Henson | 6 |
| 8 | ENDORFIN | F107 | Michael Giles | 8 |
| 9 | OCEAN RANGER III | R350 | Hugh Warner | 7 |



Div 1 Start - Crush, Obsession and Al Fresco

DIV 2 IRC RESULTS START : 10:00

| Place | Boat Name | Sail No | Skipper | ETOrd |
|-------|------------------|---------|--------------------------|-------|
| 1 | SALACIA II | F1971 | Ross Norgard | 1 |
| 2 | FOURTH DIMENSION | F40 | Lyn Powell Ian Whitehead | 2 |
| 3 | WYUNA | R3600 | Hilary Arthure | 3 |
| 4 | MINDS EYE | F347 | Michael Thorpe | 6 |
| 5 | KING CANUTE | SP330 | Matt Rose | 7 |
| 6 | SAGACIOUS IV | F4117 | Chris Hind | 5 |
| DNC | THE EDGE | AUS3200 | David Kenny | |
| SCP | MONEYPENNY | F135 | Malcolm Thompson | 4 |



Crush before start photo: Christine Ajoulet



Wayne Pitcher, Lithium 2nd Div 2, and Geoff Bishop, UK Sailmakers

OCEAN RACING ASSOCIATION OF WESTERN AUSTRALIA (INCORPORATED) NOTICE OF ANNUAL GENERAL MEETING

Time: 1800 Date: 10 November 2022 - Place: Fremantle Sailing Club

The Annual General Meeting of members of the Ocean Racing Association of Western Australia will be held at 1800 on 10 November 2022 at the Fremantle Sailing Club. The meeting will immediately precede the weather briefing for the Westcoaster Race. The board of ORWA encourages all members to attend the meeting.

- [CLICK HERE](#) to view the Notice of Meeting.
- [CLICK HERE](#) to download a copy of the Nomination Form for Officebearers.

There are some explanatory notes regarding the proposed resolutions to be put to the meeting included on the Notice of Meeting and we urge you to read and consider these notes thoroughly. Should you have any further queries, please don't hesitate to contact Paul Arns or Ian Ball to discuss these matters further.

With respect to the composition of The Board, it is with regret we advise that our current Chairperson, Trevor Taylor has advised that he is unable to offer himself for re-election due to his already heavy commitments as Commodore (amongst other roles) of The Cruising Yacht Club.

Todd Giraudo has also indicated that he will be unable to remain as a Board Member due predominantly to international business commitments.

We thank Trevor and Todd for their contributions to ORWA during their time on the Board.

Remaining Board Members Paul Arns, Hilary Arthure, Mike Giles and Ian Ball have all expressed their willingness to remain on the Board with Paul Arns and Ian Ball specifically intending to nominate for roles as Chairperson and Treasurer respectively.

ORWA therefore are seeking two more Board Members (and if more than two nominations are received there will be a ballot at the AGM) to be appointed. If you wish to nominate we draw your attention to the attached Nomination form, noting that any nomination needs to be endorsed by a financial member.

Ocean Racing Association of Western Australia

E: oceanracingwa@gmail.com | W: oceanracingwa.com.au



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FSC Pipes & Drums - Stuart Bradford, Pipe Major

Vale Hilton Bradford

It is with great sadness that we announce the passing of Hilton Bradford. Hilton was the immediate past Pipe Major of FSC Pipes & Drums. He spent the final 21 years of his piping career with our pipe band. Hilton started his journey in pipe bands at Scotch College and continued with Narrogin Pipe Band and the Army Pipe Band. He was always intensely interested in what we were up to right through to his last days. Hilton's funeral was highlighted by our current band members featuring in the procession of over 30 pipers and drummers.

Section update

The latest section AGM has seen Stuart Bradford elected at Pipe Major (Section Captain) for the 11th year in succession. The most active member of the band this past year was Sue Stanton, with 116 hours of voluntary commitment. Thank you Sue.

This year's Armadale Highland Gathering also produced a platform for the Culloden Stirling (the band's tartan) to be highly present. The band played to a crowd of thousands in the early afternoon and was front and centre in the Opening Mayoral Parade and the conclusion with the Massed Band.

Band members played at Season Opening Days for East Fremantle Yacht Club, South of Perth Yacht Club and of course at our own Fremantle Sailing Club Open Day and Opening Day.

New Learners are welcome to start in new courses starting in the new year. Current learners are enjoying their new skills at



AGM Most active member Sue Stanton.



Armadale Highland Gathering massed band.



Armadale Highland Gathering'



Armadale Highland Gathering opening.



Hilton Bradford.



Perth Bagpiper students.

various stages, some are just starting to learn music, while others are starting to gain the skills of holding their new pipes on their shoulders. Contact me at info@perthbagpiper.com.au if you know someone that would like to be part of the fun hobby we do.

dazzling marine
VESSEL MANAGEMENT

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ANTIFOULING

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FSC DINGHY Update

Matt Till, Dinghy Captain
and Roger Pell, Secretary

Images courtesy Anita Wyntje

Captain's word – Matt Till

The 2022 winter period for the Dinghy Section had a mixed report card whilst waiting for a FSC Head Coach to be recruited. The dinghy mission is to attract, train and retain dinghy sailors.

Dinghy is now delighted to see Mikael Lundh employed and he will be full time in November. Mikael expressed his excitement and desire to get going by posting this – “I'm honoured to have the opportunity to work with FSC to establish a great sailing culture. We can and shall improve the following:

- build capacity, resilience in our coaching and our sailors' ability with standard core sailing;
- use of technology to debrief and make advances every session;
- market FSC as a training camp destination so our homegrown sailors have cheap international influence and can make developmental progress at home;
- our staff and sailing teams will be better branded to stand out, look professional; and
- make our club look and feel like a home...a home of sport and social excellence”

Joining the Sailing Office as well is Scott Nunn, experienced sailing administrator.

Communications

This period saw the racing software change from My Sailor to Top Yacht. This program is now run across FSC. It was used in the recent Huck Winter Regatta and with the help of Scott Nunn, it will greatly support our 2022-23 summer series.

Volunteers

Following the Dinghy Annual General Meeting (AGM) the following were elected to the Dinghy Committee:

- Captain – Matt Till – standing for another year

- Communications – Alex Thomson– standing for another year
- Volunteers – Heinz Niemann
- Projects – Roger Pell– standing for another year
- Racing – unfilled
- Galley – Kirsty Sharp– standing for another year
- Bosun – Brett Phillips

In addition, the following Class Representatives were elected at the AGM:

- Optimist – Phill Graham
- ILCA – unfilled, Charlie Toyn representing ILCA4 only
- 29er – Mal McLeod
- 505 – Chris Patterson
- Foilers – Tim Brazier

Regattas

The FSC Huck Scott Winter Series was a mixture of strong and light winds and conducted from May to August – winter in Fremantle. Of the four race days only two were sailable and we recognise all the volunteers that helped. Of particular note was our Principal Race Officer (PRO) – John McKechnie from Nedlands Yacht Club.

The statistics were 97 boats registered, 130 sailors and ~50 volunteers of which 27 volunteers worked each race day – great job. The key sponsor was Clear Orthodontic Studio (COS – Christoph Bottoni). The FSC Sailing Office under Chris White were recognised for their regatta administration.

On the last (and weather challenged) day, the PRO succeeded in getting four races in, to allow a series to be held. The Optimist class was not able to get the four races in, so interim results were issued. Kirsty Sharp is acknowledged for sourcing, procuring and engraving new FSC medallions and these were presented by the FSC Commodore Phil Hearse.



Harry Joyner at Season Opening Day sail past.



Race Officer – John McKechnie with Gill Joyner on MV Max Shean, between Huck Scott races.



Optimists line up for a Huck Scott start, on final race day.



ILCA4 get a clear start, with FSC sailor Charlie Toyn at pin end.



ILCA7 and ILCA6 start, as the fleet beats into fresh and cold conditions



Foilers flying away from the start line, with Jack Brazier leading here.



5o5 and Sharpie get off the start line. Rob Fleming/ Chris White 8894 trying their luck with a port start! Their luck paid off and they were the Huck champions.



Hobie 16 World Champions/ Huck winners Cam Owen and Suzie Ghent fly a hull.



SB20 UON with Declan Keogh at helm testing the fresh conditions. UON was 1st in the SB20's.



Waiting for Huck Scott presentations in the FSC bar, following a cold and windy final day.



Huck Scott Volunteers

THE 2022 HUCK SCOTT RESULTS WERE:

| Optimist Int | 4 boats | Insufficient Races | Interim results only |
|---------------|----------------------------|--------------------|----------------------|
| 1st | <i>Kitty Adventure</i> | C Trinh | |
| 2nd | <i>Terminal Velocity</i> | M Greenwood | |
| 3rd | <i>Elo Seas</i> | E Chernoff | |
| Optimist Open | 17 boats | Insufficient Races | Interim results only |
| 1st | <i>Sink or Swim</i> | B Vitales-Jones | |
| 2nd | <i>Butterfly Effect</i> | M Duthie | |
| 3rd | <i>Enchante</i> | L Graham | |
| ILCA 7 | 5 boats | | |
| 1st | <i>Choc Milk</i> | S Elliot-Shircore | |
| 2nd | <i>Spike</i> | L McAullay | |
| 3rd | <i>Clear</i> | C Bottoni | |
| ILCA 6 | 13 boats | | |
| 1st | <i>Dr X</i> | D Luktina | |
| 2nd | <i>Jim Caroll</i> | X Bates | |
| 3rd | <i>Xtra Wind</i> | C Shaw | |
| ILCA 4 | 7 boats | | |
| 1st | <i>In The Zone</i> | C Allen-Toyn | |
| 2nd | <i>Miss Independant</i> | I Bates | |
| 3rd | <i>Crossbow III</i> | F Alfimov | |
| 29er | 10 boats | | |
| 1st | <i>Pacman</i> | O Rafart | Crew |
| 2nd | <i>Kinetic</i> | M McLeod | Crew |
| 3rd | <i>Third Time Lucky</i> | T Duthie | Crew |
| 29er XS | 2 boats | | |
| 1st | <i>Break The Line</i> | L Cunningham | Crew |
| 2nd | <i>Aquaholic</i> | R De Pelseneer | Crew |
| Int. 5o5 | 6 boats | | |
| 1st | <i>Black Boat</i> | R Fleming | C White |
| 2nd | <i>String Theory</i> | R Pell | E Repsevious |
| 3rd | <i>Prawnbroker</i> | M Stowell | J Bessen |
| WindFoilor | 8 boards | | |
| 1st | <i>Kaboom</i> | W McAullay | |
| 2nd | <i>Blob Fish</i> | A Grove | |
| 3rd | <i>Need More Cup Cakes</i> | J Brazier | |
| SB20 | 4 boats | | |
| 1st | <i>UON</i> | D Keogh | |
| 2nd | <i>Ramp</i> | C Bush | |
| 3rd | <i>No Clew</i> | F Millman | |
| OK Dinghy | 3 boats | | |
| 1st | <i>Ajax</i> | D Meehan | |
| 2nd | <i>Yippee Ki Yay</i> | B Green | |
| 3rd | <i>Bella</i> | A Galante | |
| Finn | 4 boats | | |
| 1st | <i>Phat Tuna</i> | M McAullay | |
| 2nd | <i>O I 2</i> | R Best | |
| 3rd | <i>Isabella II</i> | A Douglas | |
| Hobie 16 | 6 boats | | |
| 1st | <i>Orange Whip</i> | C Owen | S Ghent |
| 2nd | <i>Blew By You</i> | D Smith | Crew |
| 3rd | <i>Liquid Asset</i> | B Quartermaine | Crew |

THE 2022 HUCK SCOTT RESULTS WERE: *(continued)*

| FI 8 | 3 boats | | |
|------------|--------------------------|-----------------|------|
| 1st | <i>Just Because</i> | P Epps | Crew |
| 2nd | <i>PC Locs</i> | S Van Blerk | Crew |
| 3rd | <i>Flamer</i> | A Pennifold | Crew |
| A Class | 1 boat | | |
| 1st | <i>Neutrino Express</i> | R Duffield | |
| LW Sharpie | 1 boat | | |
| 1st | <i>Atomic Blonde</i> | C Mann | Crew |
| Open Skiff | 3 boats | | |
| 1st | <i>Barely In Control</i> | F Walford | |
| 2nd | <i>Thyacine</i> | O Vitales-Jones | |
| 3rd | <i>Bullfrog</i> | F Van Duren | |
| Bic Techno | 1 boat | | |
| Bicoboco | <i>J Stephan</i> | | |



29er runner ups Mitch McLeod and Harry Wright congratulated by the Commodore



5o5 Runner up Roger Pell (crew Ed Repsevious not present) and Phil Hearse...this was Roger's first podium at FSC, so he was chuffed.



Hobie 16 winners and World Champions Cam Owen and Suzie Ghent



ILCA4 winner Charlie Allen-Toyn with the Commodore



Optimist Open (interim) winners – Murray Duthie, Lucy Graham and Bindy Vitales-Jones with the Commodore



Foiler Jack Brazier congratulated by the Commodore



Open Day Try Sail dinghies.



Open Day bake stall.

Westsail – 27 to 30 Sep at Mounts Bay Sailing Club (MBSC)

Westsail was a huge success with over 100 young sailors competing across five classes. Westsail is WA's premier youth training camp, run in the first week of the October school holidays every year with four days of on water training/coaching followed by the two day youth state championships. This event has been running for more than 30 years and has introduced many of WA's best sailors to a higher level of sailing.

Hosted at MBSC, sailors were extremely fortunate to have had one of the best weeks in Westsail memory - weather wise. The sun was out with a perfect 25-28 degrees every day and a moderate sea breeze filling in every afternoon, giving the sailors amazing conditions.

FSC was well represented with over a dozen sailors. Joshua Till said 'Westsail is the perfect time to brush off any winter rust and get ready for a full summer of sailing. Many of the sailors used the camp as training for bigger events to come'.

The WA Youth State Championships were well run with a mix of sea breeze on the first day and lingering easterly on the second day. The FSC sailors all did well with Charles Allen Toyn winning the ILCA 4 division with a great comeback in the final race to beat Healy Ryan from NSW. Congratulations Charlie!

Next year's Westsail will once again be hosted at MBSC before it moves on to a new host club. Luke 'Swifto' Elliott said "each Westsail is special but this one will stick with me for a while as I had such a lovely group of sailors to coach and the weather was perfect".

5o5 World Championships – Cork Ireland

5o5 World Championships were run in the period 3 to 10 August but sailed in light conditions. FSC Mark Stowell and Jake Bessen competed and sailed a creditable 42 out of a very hot fleet of 78 entries. Of note for FSC is the professional WA sailor Peter Nicholas who finished 3rd behind a dominating winner (six bullets and a second) and class rookies. The winners were the current USA 470/ Finn Olympic representatives.

Miscellaneous

On 12 September the Dinghy section supported the FSC Open Day by selling home made cakes (thanks again Kirsty leading the other parent volunteers), doing Try-Sails in the little pond and manning the enquiry tent.

On 01 October, the Dinghy Section participated in the FSC Opening Day, leading the VIP sail past. Of note was Harry Joyner getting 'air' on his foil board and 5o5 sailors Jaiden Hazell and Roy Woodcock capsizing after their rudder came off in front of the VIP launch boat.

In the summer months Dinghy is going to conduct Sunset sailing in Pacers/ SB20's followed by a BBQ. The aim is to 'attract and retain' volunteer parents.



OPTI CUP

SLALOM SERIES



SUMMER 2022/2023

10 DEC 2022 - 25 MAR 2023

| | | |
|-------|---------------------------|-------------|
| DAY 1 | Sat 10 Dec | Start 0930 |
| | Including sponsored Lunch | 1200 - 1330 |
| DAY 2 | Sat 04 Feb | Start 0930 |
| DAY 3 | Sat 18 Mar | Start 1300 |
| DAY 4 | Sat 25 Mar | Start 0930 |
| | Prize Giving | Start 1330 |

Prizes drawn among competitors and top 3, sponsored lunch on 10 December 2022.

[FSC.COM.AU/2022-23-OPTI-CUP-SLALOM-SERIES/](https://www.fsc.com.au/2022-23-opti-cup-slalom-series/)



CRUISING REPORT

Dean McKenna, Vice Captain Cruising

Well, yet another wonderful day out on the water. Here's some pictures from our September Sunday Jib and Main sail. I hope it is a sign of the times. The season is finally under way. I thought it was never going to stop raining.

Many of the boats out on the water were fresh from the winter cleaning and had come out for a glorious afternoon of sailing.

We have so many exciting events planned this year. Obviously, we have reinstated our **progressive dinners** now that Covid-19 restrictions are in our past (touch wood). They have always been very popular. Participating as a host at the dinner is a great opportunity to meet other people in the club, as well as test their on-board culinary skills as you travel from boat to boat for each course of your meal. Check the club calendar for details.

We are also maintaining our **Sunday Sailing** program, supported by Ole's team of experts on the BBQ. This season will boast an expanded range of gourmet sausages after a relaxing day out on the water. The bar will also be open into the evening. See club news and the calendar for proposed dates.

Last season we also expanded our **Topic Nights**. Steve and Clive organised some amazing and informative guest speakers. We also had some successful movie nights that will continue next year. Please forward any suggestions for possible talk topics if you have any good ideas. Again, see the calendar for the dates. Why not make a night of it? Come down to the club early and have dinner first. I would suggest you book. Thursday nights do get busy.

We have this year teamed up with the Power section to assist in the **Rotto Olympics**. Last year we tagged along and had a great weekend. This year we have been tasked with planning some of the official events. Devious minds are already at work to find new and exciting races that will allow us to bring home gold. If you are free on the 26th November, enjoy the last few days before the Christmas frenzy kicks in. Again.... see the calendar

Wednesday Twilights start again in November – as a rule of thumb, be on board by 5:30 to make the 6pm 'start'. Twilights are no longer classified as races, so anyone can join – you do not need to be signed off under a safety category in the 'Blue Book'. However, all participants must of course comply with DOT licensing requirements. Check the flagpole on the VIP lawn for the Twilight

flag to confirm the event is on – but in case of adverse weather, there will still be things happening in the bar, with our \$15 Wednesday Special, lucky draw twilight prizes and often, live music.

A **Wine tasting** will be conducted at the club early next year. The last one was hugely successful with a large turn-out from all sections.

The Three Ports Cruise, Geographe Bay and Quindalup (Dunsborough) as well as a range of long weekend cruises to Garden Island, Rockingham and Jervoise Bay are in the **Cruising Calendar**. Don't forget the Mike Harvey weekend to Hillarys at the end of February! We encourage all interested people to consider getting involved.

Several Cruisers are also well into the preparation phase for the Cruise portion of next year's **Exmouth** rally.

Another new initiative that is in the planning stages is some **night cruising**. We plan to go out beyond the influence of the city lights and spend an evening looking at the stars.

The cruising committee are always keen to develop new and exciting activities for our club members to engage with, so expect a short survey soon canvassing you for ideas that you would like included.



Cruising, not racing - Evenstar in the lead



Progressive dinner fans Max Piesse with Dana and Kevin Murphy.



Thelma crew cruising.



Spirit of Sylvia



Ocean Street - Sunday JaM.



Sea Drive out on a Sunday



William closes the progressive dinner with a song, with Dean McKenna and Robbie Hayes-Hearse.

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LUNCHEON CLUB
WITH PORTMANS

WEDNESDAY
30 NOVEMBER 2022
FROM 11AM



ALL MEMBERS & GUESTS WELCOME

FASHION PARADE
CHRISTMAS THEMED BUFFET & DRINK ON ARRIVAL
RAFFLES AND PRIZES UP FOR GRABS

WE ENCOURAGE GUESTS TO BRING A GIFT FOR A CHILD OR WOMAN TO DONATE TO A WOMEN'S REFUGEES AND MAKE CHRISTMAS A HAPPIER TIME FOR THOSE LESS FORTUNATE.

\$50 MEMBERS | \$55 NON - MEMBERS
BOOKING IS ESSENTIAL

VISIT: [FSC.COM.AU/EVENT/LUNCHEON-CLUB-NOVEMBER-FASHION-SHOW/](https://www.fsc.com.au/event/luncheon-club-november-fashion-show/)

portmans





A Month Underwater

Andrew Brockis, Captain, Dive Section

Our dive section is one of the busiest in the club, our activities continue all year round and as the expression goes *"There is never a dull moment."*

A sample dive month runs like this:

Each month starts with the distribution of our online section newsletter. Filled with topics of interest to divers, this eclectic missive chronicles events past and future, so that everyone knows what is on offer for the submariners amongst us. The newsletter is complemented by our Facebook page maintained by Ciaran Lavin. Between these communiques and the weekly club email, everyone is kept fully informed of the sub-aqua activities on offer.

And what a lot of events there are. The first Wednesday of the month starts with our section meeting. These are always well attended and not just for the wine and cheese platters provided by the club. We have been fortunate to feature a guest speaker at each meeting. The standard has been superb with talks on topics as varied as "Why Vespas don't work underwater" to "Walking on ocean floors," by a leading deep sea diver.

I must admit that a personal favourite of mine was the talk about the history and evolution of diving as told anecdotally through the family history of Italian Red Sea Coral divers dating back to ancient Roman times.

The first Sunday of each month following the meeting (normally) sees us load our dive equipment and custom seating aboard Success and with a RHIB in tow for safety, we head out to sea. Often in the direction of Rottnest for a couple of dives, or maybe to a wreck in Safety Bay. We are not averse to returning with a feed of crayfish, though spearfishing is not permitted on our trips. As an added bonus we have a great safety system in place, which unlike certain overseas dive operations means that we always come back with the same number of divers we left with.

All club members who are qualified divers are welcome to take part in all of our events. Bookings are made at the preceding monthly meeting, or online to the dive captain.

And the fun goes on. Almost every month we have an additional highlight planned. These include the annual harbour clean up, overseas dive trips, WA dive road trips, movie nights and much more.

Still the good times continue. Our section works closely with the harbourmaster and the Bosuns on two vital projects.

On an average of twice a week, the anode program that protects our jetties continues all year round. Under the watchful eye of newly elected Life Member Lud Farka, a team of volunteer divers plunge into the harbour to inspect, repair and replace the electrical network that keeps our boats and jetties in such good repair. Next time you walk out on the jetties spare a thought for the effort it took to install all those galvanised bolts that you see spaced along the jetty walkways. There are thousands of them, all part of the electrically interconnected network that saves us millions of dollars in replacement steel costs as well as avoiding the environmental cost of constant structural replacement.



Every dive trip has a happy ending



Mooring chains need regular inspection



Salvaged marks ready for recycling for corrosion.



Racing buoys after recycling and ready for reuse.



Dive day on board Success. Smiles all round.

No other club has this in place. The team even recycle the old anode hangers for reuse.

Every week the racing marks and moorings are also maintained by volunteers from the Dive and Bosuns sections. With over 20 of these to be kept serviced this team operates all year round, and divers utilise the club underwater drone (The Yellow Submarine) for inspections at certain times of the year.

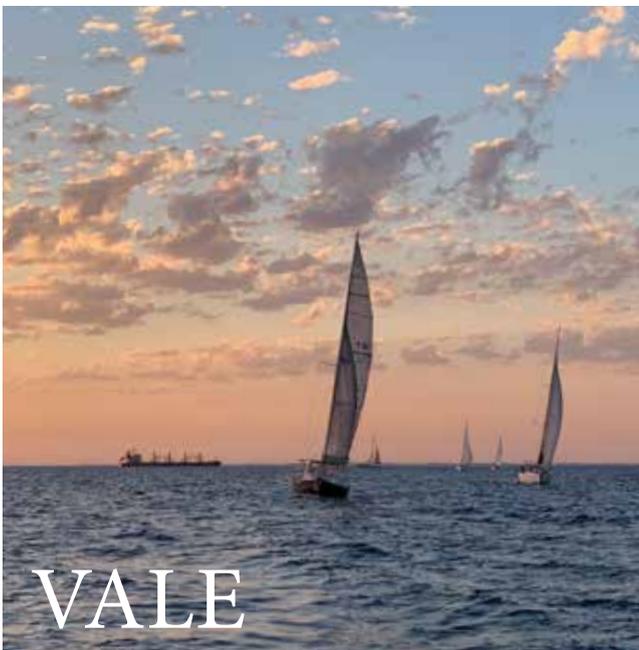
Recently, all the racing buoys were replaced and the old rigs and buoys were retrieved, cleaned and recycled for future use to keep the racing courses in place and ready for the season. This activity took several hundred hours of volunteer work by divers and the incredible Bosuns team. Just imagine the prohibitive cost if members had to pay commercial rates for that work.

Every month in the dive calendar has its highlights, but the fun and the diving opportunities never end.

With summer almost upon us, why not join in soon? We offer free dive refresher courses for members who would like to upgrade their skills before getting back in the water after a layoff.

For more information contact Dive Captain Andrew Brockis dive@fsc.com.au

GAMEX 22 Team 'Loosen Up' winner s8 Champion Boat Tag and Release Shark



VALE

| SURNAME | FIRSTNAME | M'SHIPYRS |
|----------|-----------|-----------|
| Dixon | Peter | 26 |
| Federico | Salvatore | 45 |
| Briggs | Peter | 45 |
| Mcgowan | Robert | 16 |
| Nash | Thelma | 29 |
| Bradford | Hilton | 25 |
| Gurr | Nicolas | 9 |

FSC LUNCHEON CLUB OCT 22

ANN JOHN,
LUNCHEON CLUB CO-ORDINATOR

The FSC Luncheon Club Lunches (formerly Ladies Luncheons) are held on the last Wednesday of the month from February to November upstairs in the Ward Room.

All members are most welcome to attend these luncheons. We have a great variety of outstanding Guest Speakers for you to enjoy. This is a fabulous opportunity to catch up with friends over a delicious smorgasbord lunch.

The cost is \$45.00 for members and \$50.00 non-members, which includes a glass of wine or a soft drink on arrival. Please arrive at 11.00am for a 11.30am prompt start.

Our Guest Speaker on Wednesday 26th October was Kombe Musonda. She is a Zonta House Team Leader currently overseeing the Transitional Accommodation, Recovery Support, Mobile Outreach, Reset Accommodation and Property Portfolios. Zonta House is one of the Refuges we support at Christmas time.

The November Luncheon, on Wednesday 30th, is our Christmas Charity drive, when we ask everyone to donate a gift for a mother or a child to support the six women's refuges we sponsor at Christmas time. We have a spectacular fashion parade showcasing new season fashions provided by Portman's, followed by a scrumptious Christmas smorgasbord.

Bookings are essential and can be made through Try booking or via FSC Reception.



SATURDAY
10 DECEMBER 2022
FROM 5PM

FREMANTLE SAILING CLUB

SOUTH PACIFIC

Christmas Party

Best Dressed Prize!

Live music from Julius Lutero Trio 6pm - 10pm

\$15 Food Stalls from 5:30pm

- Spit roast pig with roasted taro
- Prawn mango and chilli prawn skewers
- Wood fired swordfish with mango salsa
- Fijian chicken wings with roasted watermelon

Free Event | All members & guests welcome

For more visit: fsc.com.au/event/club-christmas-party/



FROM 6PM TILL 1AM
SATURDAY 31
DECEMBER
2022

ITALIAN RIVIERA

NEW
YEAR'S
EVE

AT FREMANTLE
SAILING CLUB

\$95 NON MEMBERS | \$85 MEMBERS
INCLUDES UNLIMITED FOOD + A DRINK ON ARRIVAL

Dress Code:
Green, Red & White
(Prize for best dressed)

Live Music
Carminé 6pm - 9pm
DJ XIX 9pm - 1am

SCAN TO REGISTER





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

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