

MARCH - JUNE 2022

# BLUE WATER BULLETIN



'WOMEN'S STATES'  
KEELBOAT CHAMPIONSHIPS

DOIN' DYNEEMA

AUSTRALIA DAY  
HONOURS

BURNS NIGHT

SIRENE  
MIDDLE SEA RACE

CRUSH  
our next challenge!

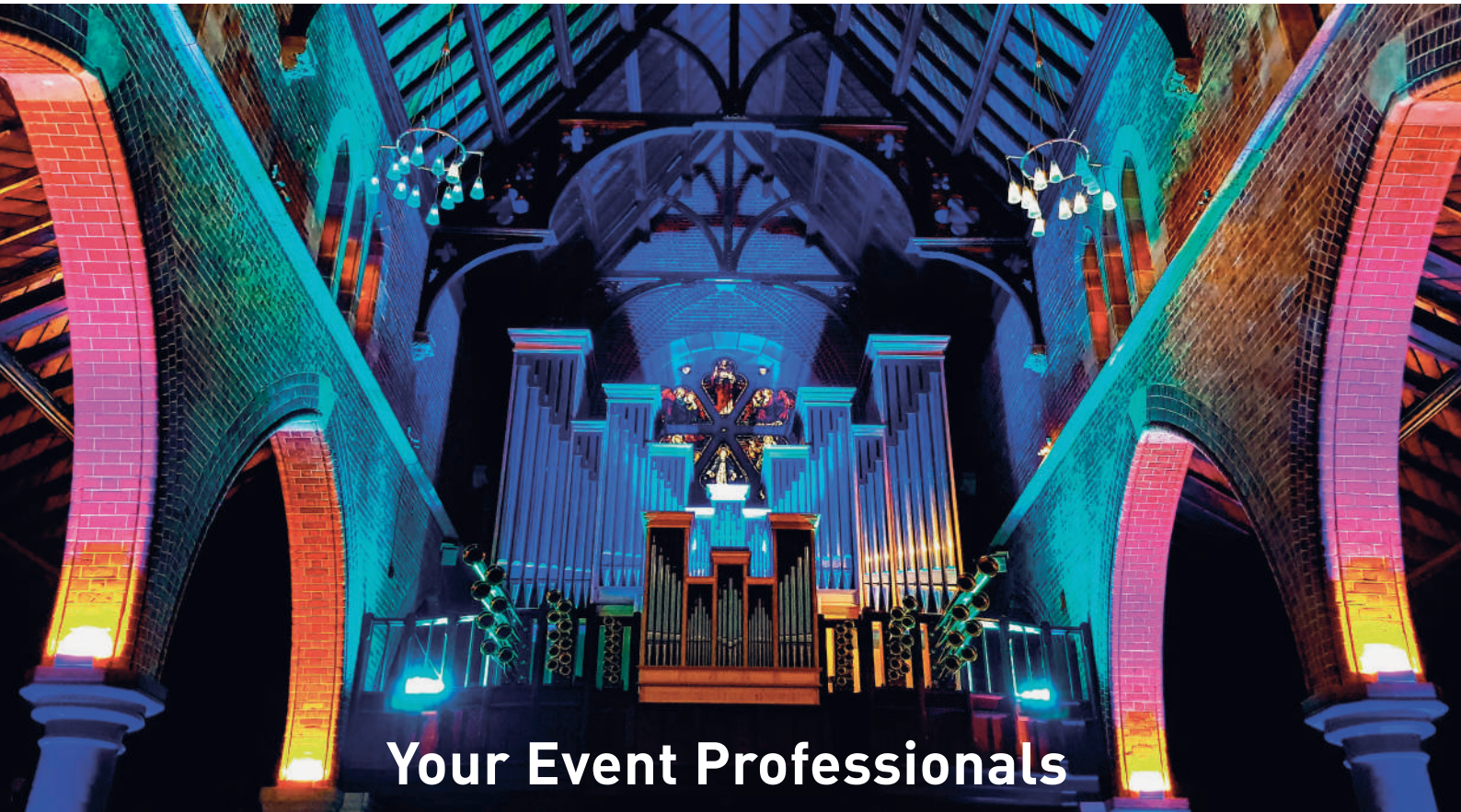




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505 *String Theory* powering around the top mark in 2021 SailFreo Regatta. Crew: Ed Repsevicius on trapeze and skipper Roger Pell seen through jib window. Photo Tom Hodge Media

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# Commodore's Report

Phil Hearse

Commodore 2021–22

Once again the Club is off to a busy start to the year.

The season started with a bang after Opening Day, and the inshore and offshore sailing programs are running full tilt with good participation in all fleets. SailFreo at the end of October was huge, and in November, FSC was very pleased to host the 30<sup>th</sup> Anniversary Women's State Keelboat Championships. We fielded two teams, both of which performed well, and the Club also launched its SheSails Women's Racing and Mentorship Program (RAMP) to encourage more women to come sailing. RAMP held a very successful fundraiser to support its formal coaching and training program, and I wish our teams all the best for the '22 Championships in March.

The Angling section hosted an outstanding King George Classic, whilst a lot of fun was had by many at the Power Section's Rottneest Olympics weekend. We had hoped to get there, but instead Robbie and I were able to get away for a few days after Christmas and took *Kondili* down to Quindalup. We are currently really enjoying participating in the 21<sup>st</sup> Stage and Studio Productions Terry Fisher Series and the twilights – our kind of sailing nowadays.

It was a great pleasure to have our Vice-Patron, Commander Gary Lawton and

his wife Imelda at our Club Xmas Party this year, and to have the opportunity at the same party to hand over cheques to St Pat's and to the Smith Family, reflecting the fundraising that the Club has done through our Friday night raffles. Many thanks again to the Duty Officers who co-ordinate this activity.

Before Xmas, many of us followed Bill Henson on his new JPK, *Sirene*, as they were the only Australian boat to compete in the Rolex Middle Sea Race. Well done Bill! Well done and congratulations are also due to Matt Wearn and Past Commodore Kevin Owens, both recognised in this year's Australia Day Honours. Kevin is now a Member of the Order of Australia (AM), and Matt was awarded a Medal of the Order of Australia (OAM). We are incredibly proud of them both.

I'm very pleased with the way that our maintenance program is now progressing. I welcome all our new staff to the Club, but I am particularly glad that Andrew Davidson has joined us to manage the many-faceted works program. The work at the Dinghy Clubhouse has been completed, as are the floating jetties at the boatramp, the fuel jetty is almost complete



and the re-securing of the wardroom windows is well underway. Meanwhile, the Lease Committee continues to progress negotiations with the Department of Transport, hoping that we can reach an agreement without resuming the process of arbitration.

Unfortunately the works program and the lease commitments do underline what many of us already know – having and maintaining the Club is an expensive business. The Board and Management are currently preparing a budget for the coming year that will be based on 'user pays' and is aimed at helping us to bring the Club to a financially secure future

Meanwhile, we will farewell Karen, our CEO of the past two years, at the end of February. She will return to her family on the East Coast – the members' comments made to me and to her are a good indication of how we have enjoyed a period of stability in the past two years, and how she will be missed. We wish her all the very best.



REMINDER - GENERAL MEETING TUESDAY 29 MARCH

Meeting starts at 7:30 pm \$20 Galley Special available from 5pm

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# SAVE THE DATE ...



FREMANTLE TO EXMOUTH  
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# CRUSH: OUR NEXT CHALLENGE!

David Davenport

The idea of bringing a TP52 over to Fremantle started whilst sitting on the rail of the original *Crush*, my Sunfast 3600, on the Fremantle to Exmouth race last May. *Crush* and her crew had enjoyed a successful three and a half years completing a Sydney to Hobart, as well as an overall win in the 2019 Bunbury Return race, three IRC State Div 2 championships, and finishing second in last year's Siska series behind the well-deserved winner *Atomic Blonde* – clearly it was time for something new!



#### STATS

LOA	15.85
Beam	4.42
Spin hoist	22.4m
Spinnaker	266sq m
Draft	3.6
Upwind	9.2knots
Downwind	TBA!!!!

Photo: Lindsay Preece

**W**e were lucky enough to have Ben Durham on board for the Exmouth race, and with his expertise in TP52's and industry knowledge, and after many discussions (especially words of encouragement!) on and off the water, overcoming the logistical difficulties and hurdles suddenly seemed possible. It may have helped that *Envy Scooters*, a 2011 Judel Vrolijk built by King Marine in Spain but based out of Brisbane was for sale complete with a fully equipped air-conditioned workshop/storage trailer and a large selection of sails and spares.

Having decided that we could make the dream work, the next challenge was to find somewhere to store her on a hard stand so we could continue to dry sail her, whilst still being able to accommodate a draught of 3.6m. Luckily for us, Mark Nagle had already arranged with FSC to dry sail his new Fast 40, *Weapon of Choice*, at the beginning of the race season. FSC agreed that they could also make that happen for us, as they had room to store *Crush* alongside *Weapon* on the hardstand. With all barriers removed, we were able to finalise the purchase of the boat.

Ben and I went over to inspect the boat in June, and we were confident that she would pass the necessary checks and surveys easily. However, the WA border was subsequently closed to Queensland due to Covid-19 restrictions, so we were unable to return for a test sail or to witness the survey ourselves without completing 14 days in quarantine on return.



*Crush* is stored on the hardstand and launched ahead of each weekend's racing



*Crush* starts the '22 Bunbury Race. Photo: Suzzi Ghent RFBYC

Anticipating that we would also have to collect a large trailer full of equipment anyway, Adam Shand jumped into my Landcruiser and headed off to Royal Queensland Yacht Squadron (RQYS) in Manly, Queensland. At RQYS he supervised the necessary surveys and subsequent dismantling and packing, and also had the invaluable opportunity to learn about the systems and spend time with the previous boat manager and skipper.



Trailer at Uluru

After all the transport arrangements were in place, he set off back to WA with the trailer, bringing all the equipment and completing his fortnight's 'iso' once safely in the NT and SA before heading for home.

We identified during the initial stages that to keep on top of maintenance and prepare the boat well it is important to protect our equipment, especially our

sails. We designed and fitted out our own air conditioned 40' container for the purpose. We are able to keep this at FSC as part of our hardstand agreement with the Club. The walls, ceilings and doors are fully insulated, and the sail shelving has been purpose built so it was well ventilated with soft edges throughout to prevent damage to sails. We also installed a vinyl floor so for the same purpose.

### On the rail since splashdown

Our first race out, the FSC 3 Ports Race, was a great success for boat and crew. We managed to get around the course and finish without any major incidents, which had always been our primary goal. As a bonus we won the race overall, which was a testament to all our pre-race planning and training, especially as there were 11 legs over the 39 Nm race.

Our second race, the HYC Pot of Gold, gave us a chance to rotate some crew members. We brought on three new crew, Ishbel Laing, Jesse Doherty and Liam Pabburuwe. This is part of our process of building a larger team with a mixture of youth and experience.

This time we were third on IRC and overall, with the two Fast 40's *Enterprise*



Inside the 40' container: note the small desk and whiteboard for planning and training purposes



*Crush* was out early before the 3 Ports Race trying out spinnakers and practising manoeuvres. Photo: Lindsay Preece

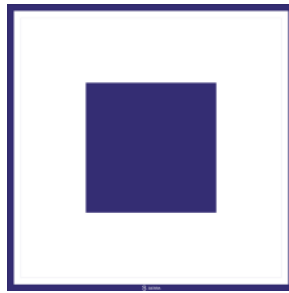
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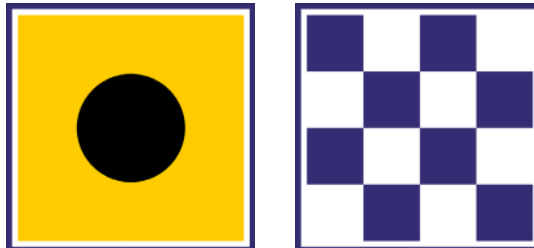
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**1**  $\frac{20}{200}$



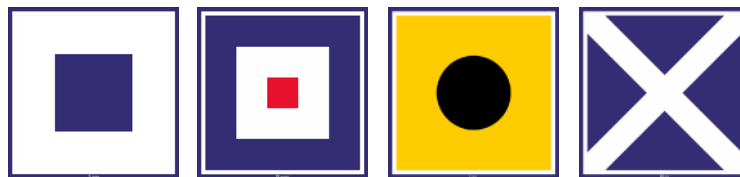
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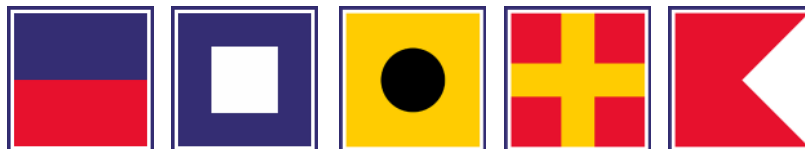
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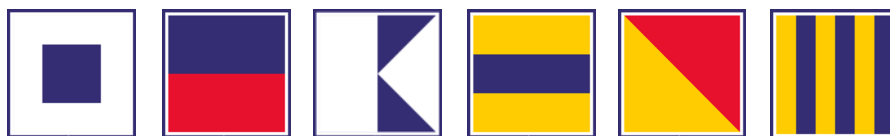
**4**  $\frac{20}{50}$



**5**  $\frac{20}{40}$



**6**  $\frac{20}{30}$



**7**  $\frac{20}{25}$



**8**  $\frac{20}{20}$



**9**  $\frac{20}{15}$



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Prize giving at FSC after the 3 Ports Race L to R: Andy Fethers, Graeme Spence, Niall Morrow, Andrew Harry, Dave Davenport, Ben Durham, Jonathan Clough, Adam Shand, Charley Riley, Kai Coleman, Dave Spearman. (absent: Justin Wong, Ken Stevenson, Twisty Cunningham and Max Godfrey)

and *Weapon of Choice* beating us. This showed us that we still have a long way to go as we continue our steep learning curve trying to get the most out of boat and crew and sail combinations.

We are taking each race as it comes. Racing has to be fun, the crew have to be harmonious, and we have to enjoy each other's company. It goes without saying that we will always want to do well in every race, but a big part of successes is having everyone on the crew wanting to be there because they enjoy sailing with the team and love the boat. This is incredibly important to me – and of course, enjoying each other's and other boats crew's company off the water goes a long way to on water success.

### So what was the attraction of a TP52?

I have been around boats most of my life. Whilst relatively new to racing in WA, I have been sailing since I was 14 and crewed on a variety of larger race yachts in the UK during the late 70's whilst a student. The original *Crush* was my first offshore racing yacht and she provided a very steep but enjoyable learning curve for myself and the crew. Much fun was had racing on her; she performed well on IRC in Division 2 and proved very competitive in the 2020-21 Siska series.

I always like a challenge, and the whole process of procuring and getting a TP52 onto the race course in WA is in itself a huge and exciting challenge! More importantly, TP52's are at the top of international racing. The TP52 Super Series is hotly contested, and the current winners of the Sydney to Hobart and other major international offshore and inshore events are TP52s.

Under her previous ownership the new *Crush* has already been successful on the East Coast, being raced initially as

*Ichu Ban* and later as *Envy Scooters*. Her CV includes four Sydney to Hobarts, so she has a good pedigree in offshore conditions and we thought it was the perfect boat to bring to WA.

### Putting back into WA sailing

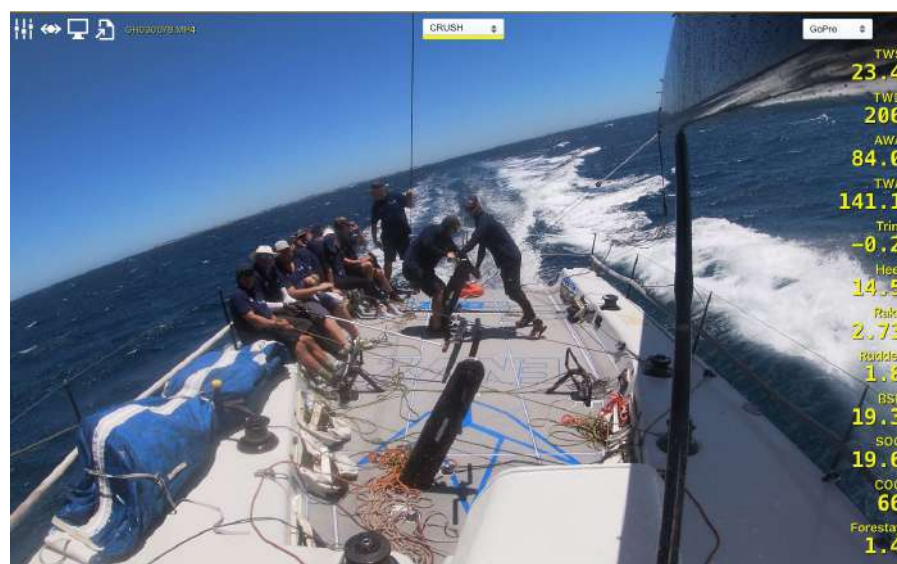
Although the TP52 is a big step up from the Sunfast, I wanted to bring along as many of the *Crush* crew as possible, as most have been with me on the *Crush* journey which started in 2018. In the '22 Bunbury Race (Feb 11), the crew list of 15 included all the crew from the original *Crush* that sailed the 2021 Fremantle to Exmouth race.

At the same time *Crush* provides an opportunity for some of the State's top international sailors to share their knowledge and mentor emerging talent to experience TP52 sailing. We are lucky to have three of WA's America's Cup Sailors as part of the current *Crush* team. Apart from their race experience, they are using the latest knowledge and technology to provide invaluable coaching and mentoring to the rest of the team.

As we need such a large crew, time on the water is invaluable and often hard to organise. Prior to the Bunbury Race we have trained together or raced only 8 times, and we still have so much to learn!

Whilst the original *Crush* team is working hard to become a competitive Division 1 team, one of my goals is to help further develop the level of young WA offshore sailing and sailors, and industry professionals, through regular coaching and mentoring. Here in WA we have access to current and former champions, and excellence in industry, so the opportunity is there.

This goal incurs considerable costs, and as we start to plan our next season's racing program we will be seeking a suitable sponsor or sponsors from the Corporate world who would like to help us. In return, we have more room than most for some on-boat advertising and we intend to ensure plentiful media exposure. Our large spinnakers and mainsail will provide ample opportunity for company advertising.



Crush technology



# MIDDLE SEA RACE

OCTOBER 2021

The Start. Photo: Kurt Arrigo, copyright ROLEX courtesy of the Royal Malta Yacht Club

## Bill Henson (*Sirene*)

**W**hen I left Fremantle to collect *Sirene* and bring her back to WA, Covid-19 restrictions indicated that we probably wouldn't be able to come home anytime soon. What better plan for a shakedown than the Middle Sea Race?

### The boat

*Sirene* is a JPK 45 FC (Fast cruiser), built in Lorient, France, launched July 2021.

She has a few tweaks to improve sailing performance:

- Keel depth increased from 2.2 to 2.6m
- Carbon mast
- 2 additional winches
- Staysail, removeable with a halyard lock
- Ubi Maior 'Jiber' structural furler allowing hanked-on jibs to be furled

The boat has a fair amount of Fremantle in it - sails from Geoff Bishop, suggestions and advice from Todd Giraud, Steve Locke, Murray Smith, Andrew Harry to mention a few, and graphics from Carolina Zanon.

### The trip to Malta

We left Lorient at the end of August and headed across the Bay of Biscay to La Coruna, NW Spain.

From there we cruised around the Galicia region of Spain, then to Portugal, Gibraltar, Morocco (where we were refused entry at the port), Spain, Italy and then to Malta.

Crew for the above was myself and my son, Alexander, with my older brother Thomas joining us for a while.

### The race

The Middle Sea Race is organized by the Royal Malta Yacht Club (RMYC) with support from the British Royal Ocean Racing Club. It was born out of a challenge between two British sailors resident in Malta and two Maltese sailors; they conceived a race beginning and ending in Malta which circumnavigated Sicily and various islands, similar in length to the RORC Fastnet Race. The first race was held in 1968, with eight entries and line honours taken by the legendary *Stormvogel* (which finished 6th in IRC1 in the 2021 Fastnet!!)

The race was held annually till 1983, then re-instated in 1996. Rolex came on board as a sponsor in 2002, and the fleet started including increasingly larger, faster boats. The Australian *Loki* was lost competing



Bill (L) with the Australian High Commissioner (R)



Bill and Sander with Stromboli



Bill on the winches, Middle Sea Race

in 2007; since then it appears that Australians have preferred to compete on other people's boats rather than bring their own.

2018 saw a field of 130 entries from 29 different countries. The fleet that started in 2021 was somewhat smaller, completing a race described as 'one of the most spectacular and challenging races for many years, especially for the smaller boats. At times, during the 606 nautical mile expedition, gale force winds and tumultuous seas battered the fleet.'<sup>1</sup>

*Sirene* is, to our knowledge, the first and only Australian boat to finish the Middle Sea Race.

### Our race

*Sirene* enjoyed great support from the Royal Malta Yacht Club (RMYC):

- Berthing before and after the race (included in the entry fee)
- Storage for cruising gear in a container (included in the entry fee)
- Professional support to complete the race documentation

We spent one week of preparation removing the cruising gear (dodger, bimini, dinghy etc.) and having a quick practice with a spinnaker – the first time one had been hoisted!

Our race crew was myself, Alexander, Peter Fletcher from Tasmania and five friends and 'friends of friends' from the UK – no travel was possible from the golden cage of WA.

The objectives were:

- Finish the race with as many crew as we started
- Sail the boat as best we could given that it was a scratch crew and the first race for the boat
- Enjoy the race!



Middle Sea Race Start. Photo: Kurt Arrigo, copyright ROLEX courtesy of the Royal Malta Yacht Club

Conditions were 'breeze on' for the first third of the race with 30-35 knots as we reached past Stromboli. Those boats that successfully carried spinnakers made big gains – we had 1 reef and a staysail.

As the breeze lightened off, we switched to the A4 then A2, and to the Code Zero plus staysail as the course changed to a reach, then a close reach. Heavy thunderstorms and a building breeze made for a challenging finish after 3 ½ days sailing, in particular the downwind leg to the finish line inside the harbour with a heavy swell bouncing off the rocks and the breakwater.

We finished mid fleet, behind the 'race, race' boats but at the front of the 'race, cruise' boats, and with

- No significant injuries to anyone on board during the race
- No sail damage
- No boat damage

There were numerous reports of sails damaged, rigs lost and retirements.

We were invited to meet the Australian High Commissioner, Jenny Cartmill, who had heard of an Australian entry in the race. Drinks on the terrace at the High Commission were a welcome break from race preparation!

There was controversy over the results with several protests after the race committee decided to shorten the course after most of the boats had finished. RMYC have issued an apology to competitors.

The results presentation was attended by the President of Malta and several Ministers.

The 'true' winner of the race (*Sunrise*) was given a standing ovation by the other skippers, while the official winner (*Comanche*) received polite applause.

<sup>1</sup> <https://www.rolexmiddlesearace.com/race/history>

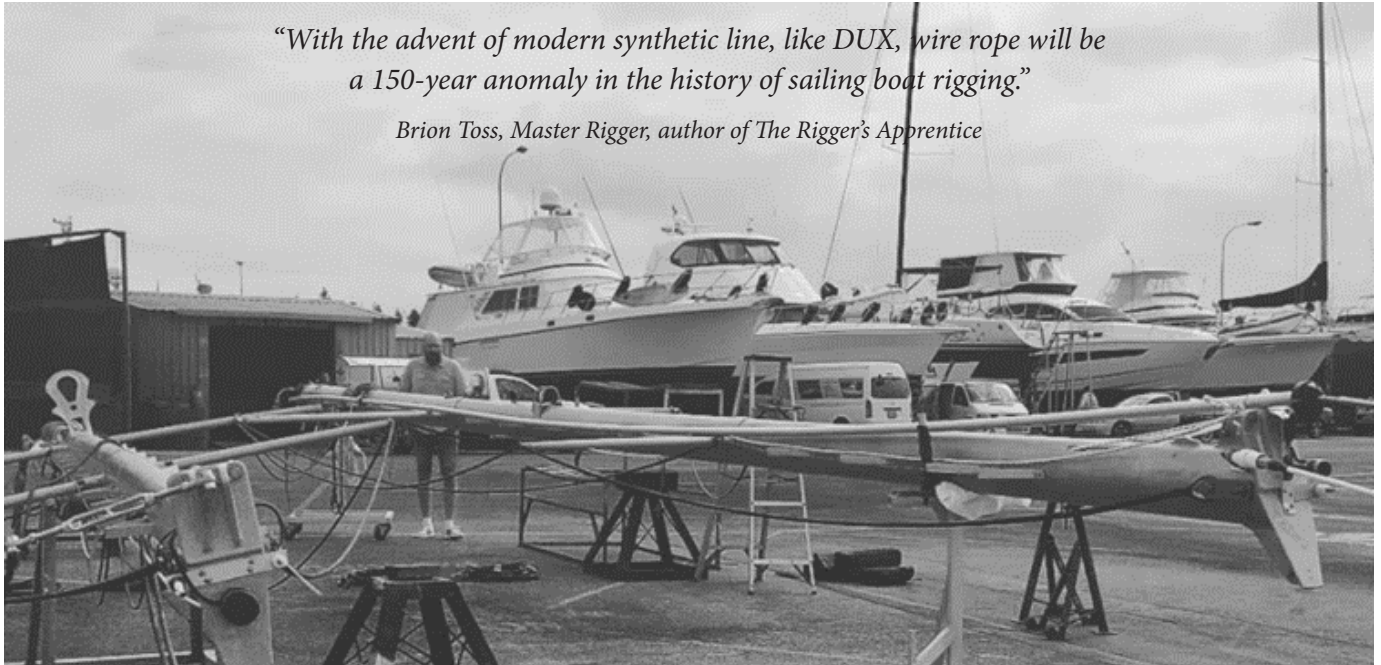
# DOIN' DYNEEMA

## DIY STANDING RIGGING

Paul Willems, *Solur*

*"With the advent of modern synthetic line, like DUX, wire rope will be a 150-year anomaly in the history of sailing boat rigging."*

*Brion Toss, Master Rigger, author of The Rigger's Apprentice*



Final inspection before the crane comes

**2016 Rigging inspection report:** Standing rigging of unknown age – No defects or broken strands noted.

**T**hat was 6 years ago, and since then, *Solur* has sailed across the bight from Brisbane to Perth and extensively up and down the south-west coast. And during that entire time, I haven't had a good night sleep when underway with my brain just waiting for a twang noise followed by a mast coming crashing down. From an off the record conversation with the previous owner at the time of purchase, I know for a fact that at the time of purchase, the rigging was already well past the 10 years maximum replacement span that insurers require. In fact, I wouldn't be surprised to find it was past the 20-year mark. This article is the story of the research, decision process and DIY fabrication of a full standing rigging replacement using a high tech synthetic rope in place of the usual 1\*19 stainless steel wire rope on *Solur*, a heavy 65ft cruising schooner with twin double spreader masts and a very extensive rig of 22 stays and shrouds.

Those who know me will tell you that I tend to do everything myself. Indeed, over the past few years, I have tackled some rather daunting jobs normally left to professionals such as:

- designing and building an enormous lithium battery bank from raw cells (you can read about that in the previous Blue Water Bulletin),
- completely replacing an outdated rat's nest of DC wires with a safe custom canbus switching system,
- or, cutting some 25cm diameter holes in the hull, well below the waterline, before glassing in a tunnel and installing a hydraulic bow thruster.

Sheree, my wife, will tell you that I do things myself because I like to make life difficult but the truth is quite different. I believe that by doing boat work myself, I can be confident that it has been done to the standards I have set and using the materials that I have chosen. It also gives me the confidence that should anything go wrong in a remote anchorage, I have the knowledge and skill to correct it. Finally... with the cost of marine trades in Western Australia, well, we just couldn't have any of those things if I wasn't willing to put in the effort.

With our departure for what will hopefully be a circumnavigation looming

very close (at the time of publishing this article, we should already be gone), it was time this past winter to put the boat on the hardstand, and tackle the huge project of replacing the standing rigging... along with a new self-tacking setup, new furler, new boom, new winches, new sails, new running rigging, and a sail plan change thrown in for good measure.

### The problem with stainless steel

If you are a yachting, you certainly already know this. Stainless steel has an insidious failure mode called crevice corrosion. For stainless steel to retain its built in corrosion resistance, it requires the presence of oxygen. If deprived of oxygen, expensive wire and turnbuckles can slowly corrode. In the case of standing rigging, this usually occurs inside swages or other areas where the unsuspecting yachting has no way to inspect the situation. The rig quite literally rots from the inside out. This is the reason insurance companies require standing rigging to be replaced every 10 years even if on inspection the rigging looks, for all intents and purposes, brand new. There simply is no practical way to know what is happening in the dark hidden parts of the rig.

Another issue with stainless steel is weight. Over winter, with the masts

off the boat, I dismantled the old steel standing rigging, coiled it up and loaded it into one of the club's handy wheel carts... just to find that I could barely move the cart. All of this weight is above the boat's centre of gravity, with a significant portion of it up high in the rigging where weight really matters.

## Dyneema

Dyneema is one of those wonder materials that is just hard to comprehend. The breaking strength of 13mm rope is 22,400kg while the breaking strength of the 12mm 316 s/s wire rope it replaces is a mere 10,600kg. Yet a 10m length of the steel wire rope weighs 7.13kg whilst 10m of the dyneema weighs just 1.12kg.

When I first started reading about dyneema rigging, I had a good chat with a local rigger who quickly told me that dyneema was too stretchy for rigging purposes and that I would soon come to regret my decision if I forged ahead. Indeed, when dyneema was first made available to the public in 1990, a few yachties did give it a try, just to find that their rigs were a bit floppy when hard on the wind. But that all changed when Hampdijian released Dynice DUX, a significantly stronger 24 strand pre-stretched and heat set version of dyneema, designed specifically for dragging commercial fishing nets and pulling logs across the forest floor.

DUX is strong, light, UV and chafe resistant, nice on the hands, allows long distance cruisers to carry spare rope for replacing a shroud anywhere (or even a spare rig for that matter), and more importantly for my purposes, it has clearly observable failure modes. When DUX is suffering from one of its failure modes, UV damage or chafe, it becomes fuzzy. Uncovered, it will start to show signs of UV damage after around 8 years in the tropics but will retain far more strength than the stainless wire



Tensioning to 2000kg using a come along and load cell

it replaces for years beyond this point. Observable failure modes means that I no longer need to be concerned with the hidden gremlins that come with stainless steel wire. I can inspect a shroud and confidently declare it to be good or bad. No more 10 year interval replacements just because the insurer says so.

### How is DUX sized?

Not wanting to get too technical, but there are a few numbers that define the characteristics of dyneema rope:

**Elasticity:** This is the elongation that occurs instantly when a load is applied. When the load ceases, the line returns to its original length. Let's call it rebound.

**Creep:** This is the permanent elongation of the rope fibres that occurs over time when a line is kept under a static load. When the load ceases, the line does not return to its original length. A bit like pulling taffy.

**Breaking strength:** This is the load under which a line will snap.

For sizing dyneema, the important number is the elasticity. You select a line diameter with better stretch

characteristics than the wire rope it replaces. Breaking strength is mostly irrelevant because if you follow the elasticity rule, you will end up with line 2 to 5 times stronger than the wire rope. As for creep, we want to keep this minimal because this will eventually bottom out your turnbuckles. With the line diameters we selected for *Solur* and moderate static loads, creep should be below 1.2mm per year.

### The process

Once I had selected the rope size to use, the next part was figuring out the hardware to adapt the spliced eyes to the mast and chainplates. Colligo Marine make a wonderful selection of hardware specifically for DUX including a modern version of old school dead eyes. Unfortunately, none of this was within my budget. I opted instead for a selection of ultra heavy duty forged thimbles, a few new custom mast tangs and some heavy duty toggles. The spreader ends also had to be slightly modified and polished to be kind to the DUX. All in all, it was not a big deal.



Splicing



Sheree carrying the entire rig for a 65ft twin masted schooner



Getting ready to paint

Fabricating a shroud is quite simple, but very labor intensive. There are a few options for splicing uncovered Dyneema DUX, but once you include a sheath, you are basically limited to a long bury splice with a lock stitch. It may sound complicated, but it really is not. It is, however, physically challenging once you include the sheath. Anyone who has spliced some double braid polyester or spectra will know what I mean.

### Would I do it again?

Maybe.

At the completion of the project, I had an epiphany and finally answered the question that had been bugging me ever since I first considered synthetic rigging. Why do I not see any other boats here at FSC with synthetic rigging? I mean... it's lighter, stronger, kinder on the hands, has observable failure modes and I can carry everything required to make some emergency new stays, coiled up in a very small bag in a locker. What is not to love?

Well, *Solur* has 22 shrouds and stays, 21 of which were replaced with DUX in a polyester sheath and impregnated with outdoor latex paint. The head stay must remain in stainless steel for the furler. Each stay took probably around four hours to splice and another hour to paint. That's over 100 hours of my time; my time is free, but then again, time is never really free. I could have completed a number of other urgent projects during that time.

I think the reason synthetic rigging is not that popular outside of a small circle of full time world cruisers is because if I had to pay a professional for 100 hours of their time on top of the cost of the DUX, it would probably come in at double the cost of re-rigging with stainless steel. Charging nothing for my time, the cost came in at a little more than a stainless steel rig, but ongoing should cost less since I now have all the hardware setup for DUX.

This is with the following caveat:

Had I chosen to simply splice the DUX without the polyester sheath, each splice would probably take under 15 minutes. But then I would be looking at replacing the shroud after around 8 years... so I guess everyone needs to choose their priorities.



The first splice done



Is it long enough?



Shiny new eye candy



Kevin Owens AM. Photo: Owens family



Matt Wearn OAM shares his Olympic experience. Photo: Bernie Kaaks

# AUSTRALIA DAY HONOURS

## FOR KEVIN OWENS AND MATT WEARN

**P**ast Commodore and newly elected Life Member Kevin Owens and gold-medal winning Olympian Matt Wearn are the latest members of the FSC community to be recognised with Australia Day Honours.

Kevin Owens is a Member of the Order of Australia (AM) for 'significant service to sailing through a range of organisations and roles'. In his youth, Kevin represented WA on numerous occasions in dinghy sailing, and he is a past Commodore of Mounts Bay Sailing Club as well as FSC. He was Commodore at FSC in 1992 – 1994 and has served as Principal Race Officer, Committee Chair and in numerous other official capacities at World, National and State Title Regattas and other international events. Kevin was instrumental in bringing the Whitbread, Velox Five Oceans, Clipper and World Grand Prix events to Fremantle, and chaired the Committee that enabled David Dicks' 'Seaflight' circumnavigation. He remains an active member at FSC.

Matt Wearn was awarded a Medal of the Order of Australia (OAM) for 'service to sport as a gold medallist at the Tokyo Olympic Games 2020'. Matt won the Olympic men's Laser competition after winning silver at the World Laser Championships in 2018, 2019 and 2020. He first represented Australia in 2005 sailing an Optimist, and in January '22, he won the Men's Laser at Sail Melbourne.

Kevin and Matt will receive the insignia of their appointments from the Governor of Western Australia, the Hon. Kim Beazley, at a ceremony scheduled to take place in April.

  
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Bight

# ONE BIGHT AT A TIME

Jeff Claflin



AVE practise sail - boarding ladders under construction

**T**he single hardest step of an extended cruise or passage is setting off. By the time you are actually ready to set off, you will have spent months, perhaps years, preparing. You will have thought about what can go wrong and prepared yourself and your boat for those eventualities. You will have considered the problems so much so that you will have multiple contingency plans ready should the primary plan fail.

This article assumes a sound boat and a competent sailor. It presents issues that I, as an aging, unfit, overweight, but reasonably healthy, man with a dream to do something a little different in retirement (for me, a solo circumnavigation of Australia) thought were important. For me, the important issues revolve around various aspects of safety.

*AVE* / Latin for *Hello* or *Hail* – as in *Ave Maria*

A few words about the boat. *AVE* is a multi-chine aluminium Van de Stadt “Vita” – a small (30 ft ) entry level coastal cruiser. Van de Stadt designed the boat for one or two couples as either a fractional rig or masthead rig yacht. It typically has a 5 ft / 1.5 m finned keel with up to 1.5 t of ballast, a balanced spade rudder and is usually tiller steered. A very tidy, simple design.



A Van de Stadt 'Vita' as designed

The original owner of *AVE* knew better than Van de Stadt and proceeded to ‘improve’ the design in ways that are worth an article of their own. When I bought her, *AVE* had a fair bit of gear, but poorly integrated. She could not be readily sailed, but what to change? It took me six years to figure it all out.

The net impact is an increase in boat weight by 25% with more weight forward – trim perfect for calm waters. In waves, weight can be moved back to raise the bow. The boat is much more comfortable and liveable.

## Cruising

If you want to get somewhere quickly – fly.

Cruising is different things to different people, but generally it is not about speed. ‘Adventuring in comfort’ tends to be a common priority. When ‘coastal cruising’, many cruisers will wait for a good weather window. Truly unsafe conditions are largely avoided by not exposing yourself and the boat in the first place.

For those that trust their boat and their ability to sail her safely, ‘blue water’ passages and international cruising is an option. Blue water is deep water with very little to hit. However, the seas can be



AVE after recent antifoul

large and for a small boat like *AVE*, you cannot outrun what is coming. Safety of the crew and boat take priority.

## Boat Safety

Boat safety protects the boat and everyone on board.

### Onboard Communication

Boats are NOT a democracy. They have the same organisational structure that is used for an emergency – a hierarchy. The skipper is, by law, responsible for everyone on board the boat. He or she has full authority.

When there is no emergency, a flat structure may be used where all onboard are equals (especially good for couples). Decisions can be made by the majority or even require consensus. It should be



clear before setting off when decisions are made by consensus or majority, and when only by the skipper.

Crew, if you do not fully trust the skipper in the conditions you are likely to encounter – do not get on board. Skippers, do not take crew on board if you do not think they will follow your orders.

### Communication to Persons Off the Boat

It is important that you have systems which are working, switched on and useable. *AVE* has VHF and HF built in and a handheld VHF. When sailing out the heads of Port Phillip, the harbour master was concerned that I might get in the way of a departing freighter. He tried to radio and knew the call sign through the AIS. I could hear him through the saloon VHF, but he could not hear me because the handheld in the cockpit was acting up. I was visited by the harbour master and escorted by the pilot boat. No harm done, but embarrassing. A repeater will be installed in the pilot house.

### Know Where You Are

In this day and age, electronic charts and GPS navigation are very good and will tell you within 10 to 40 m exactly where you are (and what you can hit).

The chart plotter can go some way to alleviating the navigational headaches by providing net boat speed and direction, but not why you are going a particular speed or direction at any given time. For instance, entering Port Phillip on high tide does not mean there is no current. *AVE* averages 4 to 5 knots SOG, but entered Port Phillip's western channel after midnight at over 11 knots SOG thanks to current (the boat has never gone so fast!). Thrilling to say the least.

What do you do if the chart plotter fails? Paper charts supported by an independent hand-held GPS system? *AVE* uses multiple electronic charts on three independent systems, with three independent GPS systems (chart plotter, AIS and handheld battery-powered GPS).

### Do Not Run Aground

Knowing where land or rocks are is helpful when underway. At anchor, the situation can still become unpleasant and unsafe. The wind can shift and seas build, causing you to swing or drag anchor.

Practice anchoring in different sea beds under different circumstances. Can you set and retrieve all anchors manually? My winch solenoid failed at midnight as I came into Esperance harbour. I was lucky, I could pick up a mooring. If there

had been no mooring, I would have been on the foredeck, in the dark, and deploying the primary anchor manually.

When anchoring, apply the 'Sleep Test' (do you sleep well through the night when you are anchored?). If you sleep through the night, but have little experience, you are probably naïve and to date, lucky ... Less knowledge and experience can be compensated for, in part, with slightly heavier equipment but remember, you must be able to retrieve them manually somehow.

Can all ground tackle be accessed and deployed as quickly as might be necessary? In particular, in an emergency, can a big anchor be deployed quickly? For *AVE*, the primary anchor can't – it deploys through the windlass. The storm anchor, however, is stowed in the cockpit and can be released overboard, secured from stern or bow, in seconds.

### Know the Weather Forecast

Easier said than done. Despite learning basic meteorology and weather forecasting, I gave in and installed an Iridium Go and Predict Wind Offshore. Predict Wind gives weather forecasts models anywhere in the world and uses those to do route planning. However, it is only accurate for the first two or three days when all the models almost predict the same weather. After that the models diverge ...

This means that when doing a passage of more than a few days, say across the Bight, it is possible to be hit by a storm. At least with a couple of days warning, you can get the boat ready to ride it out.

### Know where 'they' are

Avoiding land is important, but large commercial vessels and fishing and recreational vessels can be a real problem too. AIS (Automated Information System) is really useful if everyone has it turned on. My AIS display is kept in view of the helming station in the pilot house.

Crossing the Bight *AVE* came across very few boats; most were fishing boats and less than 50% had their AIS on. Fishermen may not like to alert others as to where they are fishing. They may not set a watch and often have nets or other fishing gear trailing behind them.

Freighters usually have AIS on, but they cannot change course or stop, so it is up to you to pay attention. Recreational boats may or may not have AIS. Nothing really substitutes for keeping watch.

### Watch Keeping

We are all required by the ColRegs to keep watch. As a solo sailor of a small

vessel, I try to remain pragmatic; if something goes wrong, I am likely to be the loser. If the waters are busy, e.g. Bass Strait outside Port Phillip at night, I stay awake. In the middle of the Great Australian Bight, I will lie down for up to an hour, wake up, check the AIS, have a look for boats within sight, then look at the chart plotter and wind instruments, adjust the sails, look for boats again and go back to sleep.

My biggest concern has been the winds changing, not boats. I wake up often enough to keep the sails driving in the right direction, hence normally I only sleep for 30 to 45 min at a time.

After a couple of days, getting to sleep is not a problem because of the fatigue, but interestingly, you get into a rhythm. The biggest risk is complacency about personal safety – such as telling yourself that going forward without clipping on is OK. So what to do about taking short cuts? Keep everything where you need it - that removes the temptation to skip a step. On *AVE*, the bib overalls, coat, and PFD are in the pilot house and handy to put on. This also keeps most of the salty gear out of the cabin.

Curiously, I have taken to wearing my sailing boots inside even when lying down. Getting these on is much harder than the wet weather gear and PFD .

### The Jordan Drogue

The Jordan drogue is the last storm management technique I use after the storm sails. Once deployed, it takes a fair bit of time to haul back in. Rather than set the drogue bridle from the transom as envisaged by Jordan, the drogue bridle is set from the bow and midship cleat and run back to the cockpit to allow adjustment (to avoid chaff) without going forward. This arrangement puts the boat in the position of a heaving-to, i.e. the boat STOPS in the water and only drifts slowly downwind, but not forward. If absolutely stopped, there is a wide slick upwind of the boat and that causes the waves to break before they reach the boat.

### First Aid Kits

Things go wrong occasionally. *AVE* carries a Category 1 first aid kit, a day-to-day first aid kit and a first aid kit in the abandon ship bag. The day-to-day kit is kept in the cockpit where most accidents are attended to. The Cat 1 kit is not used so that if an emergency occurs, medical help on the radio will know that all gear that is supposed to be in a Cat 1 kit is, in fact, there.



AVE at Augusta, WA – note the dinghy overhanging the stern

### The Dinghy-Lifeboat

AVE is small and there is little room for a life raft in addition to a dinghy. The solution is a Portland Pudgy designed to US Coast Guard lifeboat standards. The Portland Pudgy has sails, oars, an exposure canopy, and its own sea anchor. The abandon ship bag contains a satellite phone, an EPIRB, first aid kit, clothes, food, water, knife, and handheld VHF.

The Pudgy sits on the aft lockers (yes, more weight aft), so that if required, you will literally step up into the lifeboat as AVE sinks.

### Personal Safety

Provided that the boat is safe, going overboard, or more to the point, staying on board, is the next concern.

### Life Vests, Tethers and Life Lines

At sea, the skipper has ultimate authority and if he/she requires life vests are worn under any specific or all circumstances, then that is his/her prerogative. If the skipper is relaxed, it is the individual's prerogative to wear or not wear the safety gear. Within 30 secs, a boat will start to lose sight of a person overboard and once out of sight, it is very hard to find that person and get them back on board. Keep the consequence in mind.

When solo sailing, the consequences of going overboard are worse. If you leave the boat, there is no one to turn the boat around to pick you up. Worse is that even if you are still tethered on, the boat is moving. The drag of the water over you makes it near impossible to climb back onto the deck and can drown you.

On AVE, the dinghy-lifeboat prevents the use of the aft boarding ladder to climb back on board. Instead, dropdown boarding ladders are installed adjacent to the cockpit. They are only lashed to the railing so that if you are in the water a loop of rope hangs over the side within reach of the water. Pulling on the loop releases the boarding ladder and pulls it into the water. They are large, robust ladders providing as much opportunity as possible to climb out.

AVE combines central life lines and a tall, solid handrail around the whole boat. A person clips on to the lifelines before unclipping from and leaving the cockpit. Rope is laced as a mid-rail line and zig-zags from the gunwale to the top rail, providing a web of lines almost impossible for a person to slip through. Anyone one line can take the full weight of a person being thrown into it. It is very hard to fall off AVE if clipped on.

### Seasickness

I get seasick. I thought I had outgrown it after living on board for a few years, but I was wrong. The only way to be sure if you get sick is to put yourself into large seas under adverse conditions (fatigued, hungry, dehydrated, low wind, rolling seas, at twilight, at night) and find out. I am particularly susceptible at twilight and night as watching keeping for boats and monitoring instruments cause focal length problems and this makes me ill. Without treatment, I am incapacitated and once I'm sick, it will last 2 or 3 days and can take another 3 days after that to fully recover.

Seasickness drugs are mostly over the counter and work in different ways. Some keep you from being nauseous, others from throwing up so you don't get as dehydrated (but are still nauseous), still others affect your middle ear and balance, etc. Most make you drowsy (they tend to be antihistamines). You may need a mixture of different drugs. You need to learn what works, their effect on you and your ability to perform.



AVE's Yellow Central Lifelines, Tall Railing and Rope Lacing at Sandringham Yacht Club, Port Phillip



Boarding ladders up (top) and down

I use a combination of cinnarizine (as contained in Stugeron), hyoscine hydrobromide (as supplied in Kwells or Travelcalm – Travelcalm also has dimenhydrate and caffeine and seems to work better) and dexchlorpheniramine (as supplied in Polaramine). The combination works for me. I start taking them the morning before I set off and take them first thing in the morning and late in the afternoon. Once I start to get over the seasickness, I only take them in the early afternoon. I hope to eventually wean myself off them.

### If I can do it ...

This article aims to share some of the solutions I have found to the issues and concerns that I encountered once I started getting ready to 'go'. Hopefully the information is useful to anyone intending to set off on their own journey, solo or otherwise. If I can do it, so can you!



Sebastien Destreumeau. Image provided by Sebastien Destreumeau



# Sebastien Destreumeau - MERCI

Isabelle de Casamajor and Anita Wyntje

Merci at FSC

With his 2020-21 Vendee Globe campaign halted through gear failure, Sebastien Destreumeau returned to WA in late '21 to celebrate a birthday – in fact, two birthdays, those of his children Jade and Marshal. *Merci* was berthed at FSC whilst Sebastien prepared for the next legs back to France – a journey he is completing with Jade. They arrived in Cape Town in early January and are, at the time of writing, in the North Atlantic with 'stealth mode' activated in the interest of safety.

Sebastien generously opened the boat to visitors over his last weekend in Fremantle, and he shared some of his Vendee Globe experiences with sailors during a Saturday afternoon 'Bar talk'. Here he entertained a good crowd explaining how he went from, in his words, 'hero to zero' and 'zero to hero' on his Vendee Globe journey.

As a part of the 350,000 strong crowd watching the start of the 2012 Vendee Globe in Les Sables d'Olonnes, France, Sebastien found himself committing to the 2016 race as a sailor. His story of getting his first Vendee boat, *TechnFirst-faceOcean*, to the start line in 2016 is reminiscent of the campaigns we have seen here before a Bali or Exmouth – success or bust! He went on to complete the race, overcoming multiple technical issues to be the last finisher, almost 125 days after the start. Eleven boats out of a fleet of 29 retired.

'From zero to hero' is how Sebastien described his homecoming after that race – as the last across the line, he expected very little attention, and he was totally unprepared for the tens of thousands who greeted him upon arrival. As he said, in France, these races are a big deal and the sailors are national heroes ...

During the race, Sebastien was hit with the realisation that what he was doing was extraordinary and through his media feed and a



Sebastien's Bar Talk at FSC

later book (*Seul au Monde*, or *Alone in the World*)<sup>1</sup>, he established a following that has carried forward to the present day. He also made headlines with some of the sustainable features he chose for *Merci*, his 2020 boat; these included a cardboard 'cap' or cockpit roof in preference to carbon fibre (unfortunately it didn't last very well) and an electric propulsion system.

Steering gear and a cracked bowsprit ended Sebastien's 2020 Vendee Globe; nearing Dunedin (New Zealand), he decided that retiring was the responsible option, rather than setting off on the next leg and inevitably requiring rescue. After effecting repairs, Sebastien went to spend time with his partner in Noumea for some months before returning to WA, arriving, as fate would have it, one day late for the twins' 18<sup>th</sup> birthday celebrations. He and Jade left in early December. As Sebastien would later post, this was his third consecutive Christmas as sea.

Sebastien and Jade can be followed on Instagram ([sebastiendestreumeau](https://www.instagram.com/sebastiendestreumeau)) and [www.faceocean.fr](http://www.faceocean.fr)

<sup>1</sup> Alone in the World is also available as a graphic novel, drawn by Serge Finot.



# 30<sup>TH</sup> ANNIVERSARY WOMEN'S STATE KEELBOAT CHAMPIONSHIPS

**T**he 30th Anniversary 'Women's States' were hosted by Fremantle Sailing Club and sailed in the Cockburn Sound, just off the FSC breakwater and north of Fish Rocks.

Seven teams contested the title: two from FSC, two from Royal Freshwater Bay Yacht Club, and one team each from South of Perth, Royal Perth and East Fremantle Yacht Clubs.

Thanks to all the volunteers from FSC and visiting clubs who supported the event!

Final results were as follows:

PLACE	CLUB	TEAM	COLOUR	SKIPPER
1	Royal Freshwater Bay Yacht Club	<i>Akamai Race Team</i>	Orange	Lucy Alderson
2	Fremantle Sailing Club	<i>Ratbags</i>	Pink	Nickie Jones
3	Royal Perth Yacht Club	<i>White</i>	Red	Jen Richardson
4	Fremantle Sailing Club	<i>Rascals</i>	Black	Shelley White
5	South of Perth Yacht Club		Yellow	Mara Lowry
6	Royal Freshwater Bay Yacht Club	<i>Marlee Racing</i>	Blue	Sandy Anderson
7	East Fremantle Yacht Club		Purple	Sarah Lightfoot

**FSC *Ratbags*** consisted of Nickie Jones (Skipper), Robyn Martin, Carlyne Bush, Denise Walcock, Laura Hull, Amanda Hall and Monique Devries.

**FSC *Rascals*** consisted of Shelley White (Skipper), Kate Lathouras, Georgia Payne, Jess Lundh, Kimbra Bridges, Caitlin Shaw and Ella Clark.



*Ratbags* lead *Rascals*



*Ratbags*: Back row: Laura Hull, Denise Walcock, Monique de Vries, Carlyne Bush  
Front row: Robyn Martin, Nickie Jones (Skipper) and Amanda Hall.



Ratbags



Preparations. Photo: Gordon Baird



Rascals





Monique de Vries and Nia Jerwood with Kaye Riseley. All images courtesy of Bernie Kaaks



MC Alan Stein (Fat Bottom Girl) &amp; Andy Fethers (Swan River Sailing)



Lyn Powell (4th Dimension) with Anthony and Michelle Kirke (Enterprise NG)



Adam Shand &amp; David Davenport (Crush)



Cocktail party crowd

# RAMP IT UP! FUNDRAISER

**T**he FSC She Sails Racing and Mentorship Program (RAMP) fundraiser, held on Friday 5<sup>th</sup> November raised over \$8,000 in support of the women's sailing program. The funds will be used for coaching and training, including the hire of Foundation 36's in preparation for the March '22 Women's State Keelboat Championships.

The cocktail fundraiser featured Andy Fethers and Skip Lissiman representing Swan River Sailing, and Olympians Nia Jerwood and Monique de Vries who put up with some intriguing observations and questions about their sailing careers. Star guest on the night was the RAMP Hall of Fame Inaugural Inductee Kaye Riseley, who was recognised for her contribution towards women's participation in sailing.

Heather Timms donated a batch of 'RAMP it!' chilli sauce, while Kaye Miller provided a selection of bags made from repurposed sails, to sell and swell the coffers. The bulk of the fundraising was achieved through a silent auction, showing that RAMP leaders had done an incredible job of securing donations from members and the community in support of the program's objectives. Items up for grabs included artwork, a gourmet pizza and cocktail night from 'Lions and Tigers', sailing clobber, wine..... MC Alan Stein did a great job of directing people's to the ongoing auction on the night, and then ran an impromptu auction from the floor when skippers such as Anthony Kirke (*Enterprise*), David Davenport (*Crush*) and Mark Nagle (*Weapon of Choice*) offered an 'experience' each on their new performance Div 1 boats during a training run. These were quickly snapped up at hundreds of dollars, adding a flourish to an already impressive event.

## ALTERNATE ROUTE FOR COCK OF THE ROCK

**T**he annual 'Cock of the Rock' will be held on 3<sup>rd</sup> April. It is a favourite event that literally any boat can enter - power or sail, wooden, fibreglass, metal or concrete.

The event essentially has two rules:

1. You must go around 'the rock' sometime after your nominated start time, and
2. The boat that crosses the finish line at or the closest after 3pm is the winner.

Participants nominate their own start time – which may be a fortnight, week or day before the 3<sup>rd</sup> of April – or you can start and finish on the 3<sup>rd</sup>. Any form of propulsion is acceptable – sail, power, paddle or a combination of any of the above – as long as it gets you to the line!

The finish line itself is normally determined about 2:50pm, to keep participants on their toes – but will be in front of the FSC breakwater, somewhere in the area between 'L' and 'F' marks.

Back in the Club, all skippers get a commemorative t-shirt and there is also live music.

This year, there are two possible routes. The original route requires you to go around

Phillip Rock in Thomsons Bay at Rottnest. Going around the whole of Rottnest counts; however, **if you intend to enter the Rottnest Marine Reserve, you need to have a 'Rotto Permit' or risk being fined.** The alternate route, for those without a 'Rotto Permit', is

- Channel marker 'G' (the yellow one) to starboard
- Mewstone (the other rock) to starboard – note, there will be NO MEWSTONE MARKER
- Iso 11 to port
- Eastern windmill, aka South Passage lateral beacon, to starboard
- Finish in front of FSC



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# TIME TO GET TWILIGHTING

Greg Hancock, Chief Duty Officer

## The Fleet is growing!

This year the Twilight fleet has increased dramatically. Last year's typical night had 6-8 yachts, we're now seeing 12-20 yachts regularly. The inclusion of the Cruising Section (we no longer refer to our twilights as 'races' or require boats to be signed off on a racing safety category), the extra effort made by Lynda Mackillican (FSC Sponsorship) in bringing a sponsor on board and the support of the On Water Office has led to more boats, more fun and much laughter in the bar post event.

Wednesday evenings in the bar 'apres sail' are boosted with some live entertainment and food & drink specials, and attendance has risen with many of those participating coming from non-sailing sections of the club. Many skippers are hoping to win the marine air conditioner prize offered by sponsor Airjet at the seasons end.

As witness to the rejuvenation, the Christmas Twilight's 'best dressed crew'<sup>1</sup> award was won by *Baci* with a crew of some sailors but mostly Fremantle Sailing Club Duty Officers (DO's). Dressed in Hawaiian grass skirts, outrageous shirts, wigs and leis the team not only performed well at sea, they warmed the hearts of many in the bar. Club members are asked to see if they recognize anyone in the photos. They are a shockingly good-looking bunch.

The DO's decided as a Section 18 months ago to use Twilights as part of their social activity. They sweet talked Domenico DiLatte into becoming a DO as well as donating his boat (*Baci*) for Twilight use. Since then, they have proceeded to fill it with DOs and with new members wanting an introduction to "Twilightdom".

A word of thanks to our Volunteer 'Start Crew' on *Success*, who go out every week to keep the boats organized and keep an eye out for trouble. With the change from the event being a race to a cruise, they were given a new pennant, matching the new Twilight flag, to show what the boat is about on Wednesday nights.



Baci crew, Christmas Twilight.



Alex Retallick on Baci.



Kraken. Photo: Brian Cooper



Baci. Photo: Brian Cooper

## An invitation to our members and potential members:

You need not be a sailor or have a boat to join in the fun. Simply turn up at 5pm-ish in the Sailors' Bar on Wednesdays. We run an introduction service for 'yachts wanting crew' and 'crew wanting yachts'.

A volunteer Co-ordinator will be in the bar to match people to yachts and yachts to people - introduce yourself and enjoy your night. Generally gentle breezes, summer sunsets, beautiful evenings, new friends and wonderful Club fare afterwards....it just doesn't get better than that. Quick hints are to bring white soled shoes, some contribution to refreshment, a hat, sunscreen protection and a sense of humour.

### Basic details are as follows:

Dates: Every Wednesday unless cancelled.  
 Time: Meet at 5pm in the Club Bar for a 6pm start (boats leave by 5:30)  
 Return: 7:00 – 7:30pm for prizes, drinks, entertainment and/or meal  
 Cost: Contribution to the yacht snacks/drinks expenditure.

### If you have a boat:

Size does not matter, and twilights are not limited to sailboats only. A power yacht contingent is most welcome. We want to see you out there! It is a great way to mix with fellow sailors and spread the love and enjoyment of sailing with other Club members, mates and family. We need you to give it a go so we have enough yachts to take non-sailing Club members out and show them the joys of twilights. Please come to the bar at 5PM if you need crew or are willing to have a few others on board.

This fleet could easily be 30 yachts before the season's end, so be a part of the growth, a part of the fun and part of the FSC hospitality.

This is not about racing. This is about having fun, making new friends and sharing the joys of sailing with other sections of the Club. Anyone who experiences a Fremantle sunset on a summer's night with a glass of wine on a yacht slicing gently through the water feels better all the following week.

### Come join us ... the invitation is on the table ...

#### Contacts:

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Duty Officers: Greg Hancock: 0418 263 388 gh@hancorp.net

Alex Retallick : 0414 305 435 alex.retallick@handiworks.net.au

<sup>1</sup> It is open for debate whether these guys deserved 'best dressed', though they certainly deserved 'best dress-up'. I can't see the look taking off on the catwalk. (Ed).



# ANGLING Awards 2021

Ray Wilson

**T**here was a changing of the guard at the Angling Section's awards night on December 8, 2021. Regular category winners took a back seat as a blast from the past, his son, and the new lady on the block took centre stage.

For the past five years, the best female and male angler crowns have been won by Sue Keenan-Smith and Ray Wilson, while Marcus Sucur has been successful as the Junior Champion in that time.

That all changed in the 2020-21 season as Craig Thomas, his son, Jai, and Denise Bech muscled the incumbent trio out of contention.

Craig Thomas celebrated a great year, taking the top prize from Joe Venter in a shootout over the last few competitions. Some consistent scores put Craig on top of the dais with 714.76 points, followed by Joe on 620.10 and Ray on 567.92.

Denise romped home in the Champion Adult Female section with 310.84 points, and also landed the heaviest tailor prize.



John and Denise Bech.



Craig and Jai Thomas.

Andree Martin, a much-improved angler who scored an amazing 91.98 points in the December competition alone, came second while Sue was third with 134.06, quite a remarkable effort from only three competitions.

The winners received their trophies from Commodore Phil Hearse, who attended the Awards Night after a day's sailing. While all award-winners were roundly applauded, there was a special moment for the Thomas family as Craig and son of a gun Jai linked the past to the present.

Way back in 1990 Craig won the Section's Champion Junior Angler award, and has his name on the trophy to prove it. Jai, who had just completed Year 10, joined his dad after taking out the award and his name joins his father's on the silverware.

While Jai bided his time to be called to accept his award, his dad collected a treasure trove of prizes, including most species on a field day, heaviest break-sea cod, heaviest skipjack and the Bob Tucker Memorial Trophy.

In one of the major gongs of the night, the much sought-after Champion Boat award, Joe Venter triumphed ahead of Craig and the boat shared by Pat and Sue Keenan-Smith and Ray Wilson.

Joe also won a voucher for the heaviest herring while his sidekick Kev Kroeger boosted the boat catch weigh with a bulky 7kg pink snapper which won him the heaviest pinkie prize. Kelly Tann caught the heaviest baldchin groper while Andrew Engelbrecht caught the biggest sand whiting.

Angling Captain John Bech had a productive year, winning vouchers for the heaviest dhufish and King George while Ray landed the biggest flathead of the year, a club record 2.6kg; the fish also netted him the Catch of the Year prize.



Craig Thomas.

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# Northern gurus plot another raid on King George Classic

Ray Wilson

'Catch-us-if-you-can' is the catch cry of north-of-the-river anglers Grant McOuat and Clayton Richards.

**T**he angling gurus stunned the curious crowd at the weigh-in for last years FSC King George Classic, taking out the heaviest bag of six fish, and the biggest fish overall. That tells only a small part of the story though, because the fish presented in the heaviest bag averaged almost one kilo. A one kilo KG is a fish to be admired, a bag of six is a religious experience for most anglers.

Anyway, the pair has issued a challenge for all FSC members, and all other anglers alike, to beat them in the 2022 competition because McOuat, in the words of Arnold Schwarzenegger in *The Terminator*, said "I'll be back."

So will his mate Clayton, who throws back any King George under 38cm.

"Clayton and I really enjoyed the competition at the Fremantle Sailing Club last year," Grant said. "It was a well-run comp, we enjoyed the resources and facilities of the club, and it was good to have a few laughs with the others at the weigh-in."

"So yes, it's definitely our intention to return and compete in the comp this year."

There is no secret squirrel club regarding the way the two men go about their fishing, as Grant was happy to share some of their techniques:

- Generally fish in 8-10m of water where the sand patches and weed banks are clearly seen.
- Don't berley up.
- Use squid or cuttlefish as bait cut into generous portions, around 2-3cm by 4-5cm.
- Change spots up to 10-15 times during an excursion.

Last year's Classic attracted 23 boats, 56 anglers from 60 registrations, and an enormous range of prizes, organised mainly by the Angling Section's Craig Thomas with help from Captain John Bech.

Most boats, including Clayton's Haines Hunter with Grant onboard, worked in areas north of the Windmills on November 13.

Part of the duo's success is their electric trolling Minn Kota motor which locks them onto the ground they want to work, primarily along the edge of weed banks or reefs.

That's the theory, but it was the practical evidence that knocked the socks off the competitors and on-lookers who had the Sunset Deck rocking at the weigh-in and presentation.

Kyle Timms impressed with a 0.79kg fish to claim third place in the male section while Craig Bibra's 0.94kg King George drew applause, and earned him second prize.

Stacey Polinelli, one of five women competing, took out the ladies' section with 0.864kg fish, while Denise Bech was second in that category. Josh Engelbrecht's 0.57kg geordie won him the junior award, while his mates – Cooper Vincent and PJ Shrubbsai – fishing aboard his dad Andrew's boat, also nailed a King George each. Lewis Burton also fished the junior section.



King George Classic winners Grant McOuat and Clayton Richards

All noteworthy achievements but it was akin to some light entertainment before the cameras rolled for the main event. And what a showstopper it was. To add to the drama of the weigh in, the Classic's organiser Craig insisted that Grant's and Clayton's bags be the final ones out of the esky.

The bags of Grant and Clayton were hefted from the holding esky, with noticeable effort required from John Bech to get them on the scales.

Previously, Ray Wilson's bag of six King George, weighing 2.56kg, was the heaviest but it was small pickings in comparison to what came next.

As the crowd hushed in awe at the sight of the oversized King George, Grant's bag of six fish weighed in at 5.94kg, an average of 1kg a fish, with his biggest going 1.12kg.

In a battle of the heavyweights, Clayton's bag was almost identical, but with Grant being awarded the heaviest bag category, Clayton's 0.99kg fish saw him claim the heaviest fish prize because no angler could win two categories.

Craig, who put in an enormous amount of work to make the Classic a success, is confident a bigger and even better production scheduled for November 12 will be produced this year.

Craig and John led Angling Section and the Club in thanking the many sponsors who donated a treasure trove of prizes.

Sponsors included: Audiocom Marine Electronics and Garmin; West Coast Camping and Fishing, Chivers Marine, NGT Logistics, Anglers Fishing World, Varivas (available from Tackle HQ, Compleat Angler Nedlands and Rockingham, Tackle West, Jettis Cycle and Compleat Angler Gosnells, Whiteys Tackle, 2 Oceans), Old Bridge Cellars, Greg's Marine Services and Yacht Grot.



Commodore Phil Hearse with Kyle Timms

Stacey Polinelli



Denise Bech



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# WEDDING BY THE WATER



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VIA MANDURAH AND BUNBURY

# The '22 Quindalup Cruise!

Martin Rice – Cruising Captain

**T**he cruising section organised another successful trip to Quindalup via Mandurah and Bunbury, with the official fleet starting off on 15th January. Fifteen boats registered and made the trip, with some other cruisers being down there already. Various strategies were adopted to deal with the forecast S, SE and SW winds, depending on which forecast skippers preferred. Individual itineraries included overnights, and stop-overs at Mandurah, Dawesville, Bunbury and Busselton with only four boats sticking to the planned stops. Journey times ranged from 5 1/2 hrs (19kn in Rod and Leonie Mews' power boat, *Equinox!*) to 5 days or so but this is the essence of the trip - do it at your own pace - no pressure, but within a supportive community.

On the way down we had a well attended dinner at Mandurah Offshore Fishing and Sailing Club, where our Commodore Phil and his wife Robbie joined us for dinner. Cruisers themselves, they had beaten the rush by heading to Quindalup immediately after Xmas and had returned before the fleet set off. Paul on

*Sundancer* brought the big cat up from Busselton in time for dinner, to sail to Quindalup the next day.

One incident on the way down involved a stray jib sheet getting wrapped around a prop and a tow into the pen at Mandurah.

At Bunbury, the club kindly provided us with use of their showers and BBQs which was very welcome after the long trip down. In the morning, we enjoyed good easterly breezes for the leg to Quindalup and despite an early 2:30am start, *Hi Jinks* was overtaken before breakfast by Jon, Morgan and James with their spinnaker flying on *Perie Banou II*. A few boats decided to spend an extra day or two at Mandurah to wait for more relaxing conditions, notably *Hongkers* who spent a day checking out the dining options at Port Bouvard.

At Quindalup, Dunsborough Bay Yacht Club members were excellent hosts as always. We were greeted with a welcoming BBQ on Monday 17th and then enjoyed several days lazing in the hot weather, swimming off the boats and often meeting up at the bar in the evening to enjoy the beautiful vista as the sun goes down. We were also treated to a spectacular red moon rising which made

for some great photos. The weather was hot, but not quite as hot as Perth and the water was beautiful to float in!

We enjoyed some gentle late afternoon seabreezes which made for beautiful cruises along the Cape Naturaliste coast. Fortunately the recent bushfires were expertly contained and so the area from Castle Rock towards Meelup and Eagle Bay was not affected, although the large scar on the landscape could be clearly seen South of Castle Rock. The club twilight sail to Meelup had around 20 boats and was saved by the late sea breeze starting about 10 mins before the 5 pm start time. FSC club members took various people out, some of whom were on the adult learn to sail programme at DBYC.

Boats returned in dribs and drabs over the next or so week (one or two remained to meet up with the Bunbury cruise!) with Brian Dubois and his crew on *Seaskis* setting the standard (not that we were racing of course) with 13 hrs 20 mins from Quindalup to Freo in a brisk S.Easterly after an early morning departure. Others – *Perie Banou II*, *Edna May* and *Sandgroper* – headed further south.

Big thanks to Morgan for organising again and looking forward to next year....



Boats at Quindalup



Quindalup sunset





Alison(L) and Ron (R) Amour with Darren Heath and Paula



Pipes and Drums' Stuart and Carla Bradford, Ian and Diane Fraser, Merle and Fred Lunderstedt



Andy and Trish Brockis



Colin and Sue Holmes



Colin and Jenny Enderbury, Ciaran and Kelly Lavin



Barb O'Dowd and Fiona O'Neill



Brian Arnett (L) and Phil Volich (R) with partners



Theresa (L) and Charley (R) Riley with Maire Connolly and Rear Commodore Todd Giraudo



Volunteers Cocktail Party



# VOLUNTEERS' COCKTAIL PARTY

FSC enjoys the efforts of more than 250 volunteers across all its functions, from facilities maintenance to race official roles, the organisation of social activities, the Club's fundraising efforts and the massive amount of work done through the various Committees. The Club thanks all our Volunteers for their dedication, time and energy – we would not be a Club without you.

The 2021 Volunteers' Cocktail Party, held annually in recognition of our volunteers, coincided with the Blessing of the Fleet, allowing us to enjoy the fireworks from the Wardroom balcony.



Treasurer Rob Hodby, Immediate Past Commodore Ron Greer, Board Member Alan Stein and Rear Commodore Neville Norkett



Frank and June Rodda, Stephen Marsh and Carolyn Jupp



Chef Richard and the fresh ham sliders



Denise Bech, Mia and Ray Wilson, John Bech, Kylie and Craig Thomas, Past Commodore Bill Burbidge & Shirley Burbidge



# FSC DINGHY Section

Roger Pell and Matt Till

Since the last BWB, the FSC Dinghy Section has continued to be admired by other clubs for its participation, retention, inclusion, racing and training excellence. In late 2020, the committee identified gaps in the sailing pathways and as such were losing youth sailors, especially females to the sport and other sailing clubs. A phased plan was developed that saw the introduction of a smaller rig for the 29er (called 29erXS) and windsurfing, last year. To complete this strategy, FSC Dinghy is going to introduce wind foiling equipment in 2022 and leverage off the youth development pathway and our world class coaches. In the racing reports below, the foiling and 29erXS results are highlights.

Many Australian championships were cancelled due to Covid-19 border closures. However, we did get some of our elite sailors to Sail Melbourne, with spectacular results. Optimists, Lasers and 505's ran local replacement regattas, supported by FSC.

To align with Australian International Optimist Dinghy Association (AIODA), FSC Dinghy Section has now re-titled its sailing groups into:

**Try Sailing Kids** Ages: 7-11 years  
Try Sailing Kids is the first step in learning how to sail at FSC. Sailors don't need any prior sailing experience and this group sails within the protection of the Harbour.

**Blue Fleet (prev. Green Fleet)** Ages: 7-12 years (Learning to race)  
Designed for sailors who have completed Try Sailing (or equivalent) and have established they can sail a boat by themselves. This group typically sails within the protection of the Harbour however does venture onto the ocean when conditions allow.

**Green Fleet (prev. Bronze Fleet)** Ages: 7-12 years (Learning to race)  
Ideal for sailors who have learned the core values of boat safety in varying conditions. This program is an introduction to racing, with relaxed training programs and regattas scheduled to get kids use to the racing process in a non-competitive environment.



2021 SailFree WA 505 State Champions Chris Patterson and Thor Schoenhoff being congratulated by WA505 Vice President, Roger Pell

**Intermediate Fleet (prev. Silver Fleet)** Ages: 7-12 years (Learning to race)  
A transitional fleet designed to prepare sailors for the move to the more advanced Open Fleet. The mission is for sailors to gain self-reliance and acquire the skills needed to become a successful fleet sailor at local regattas.

**Open Fleet (prev. Gold Fleet)** Ages: 8-15 years  
Sailors in this group focus on developing and refining the critical boat-handling, physical and mental stamina, and boat-turning skills needed to excel in national and international competitions expanding on what was learnt in the Intermediate Fleet program.







SailFreo Optimist Intermediate winners with Commodore Phil Hearse and Dinghy Captain Matt Till (proud father of Seth). From left, Your Karantonis, Seth Till and Orlando Ligovich



SailFreo 29erXS winners with Commodore Phil Hearse, Matt Till (center rear) and Sam Blackburn (left rear). From left, Jack Brazier, Blake Tweedie, Finley Symonds, Lucas Cunningham, Mackenzie Fleming and Raphael De Pelseeneer



SailFreo Optimist Open winners, with Commodore Phil Hearse. From left, Murray Duthie, Jasper Stay and Thomas Cooper

### Communications (Alex Thomson)

In 2022 the goal is to maximise technology to run our racing, asset management and volunteering scheduling. FSC Dinghy uses MySailor and although in transition, the aim is to fully digitise race management and other functions. Special thanks go to Fleur Allen on the MV Max Shean for leading this.

### Projects (Roger Pell)

FSC Dinghy ran SailFreo (the premier WA blue water dinghy regatta) within budget and schedule, which is a credit to the FSC Sailing Office, particularly Sam Blackburn.

Dinghy clubhouse capital repairs were completed in the fourth quarter of 2021 and in January '22, FSC Maintenance completed the concrete launching ramp, with recognition to FSC Maintenance/ Andrew Raven and Jason Hands.

FSC planned but could not execute its adventure sail to Rottneest Island. This will be attempted later in 2022.

### Volunteering (Phill Graham)

Volunteering continues to be challenging, even though we have a dedicated core group of volunteers. In December parents and class representatives met and it was decided to introduce i) a class volunteer roster and ii) a Blue Parent volunteer roster. Reference the Blue Parents, it was noted that these parents needed basic induction training, including on-shore, canteen and on water training. A training program has commenced.

### Training (Jonathan Bloch)

During this period, FSC Head Coach Tessa Parkinson has been on maternity

leave and Mikael Lundh has seamlessly moved into this position. Training/ coaching continues to be very popular and retention rates are good, i.e. moving from Blue to Green fleets.

Youth and adult sailing training continues, thanks to Sam Blackburn.

### Canteen/ Gathering (Kirsty Sharp).

In less than ideal working conditions, the canteen provided a key service to sailors and parents. Getting a back to back volunteer for Kirsty is still a challenge currently. However, due to Kirsty's dedication she has been able to make modest canteen profits to be put back into the Dinghy club.

The inaugural SailFreo dinner was held on the lawns at the main club on 30 October 2021. The 5o5 class sponsored this dinner that included a speech by WA5o5 President – Chris Patterson – ‘messaging about in boats’. At this function, the WA5o5's recognised two class legends – Mark Stowell and Matt Hansen. It was a night of comradeship, tall sailing stories and good humour.

### Dinghy Bosun (Rob Fleming).

Digitising the use of FSC owned boats is still work in progress, via the application MySailor. In the period the new workshop is being used to maintain FSC boats, windsurfers and the racing marks. FSC Dinghy has now culled its 420 class boats.

### Racing/ Regattas/ Class News (Mal McLeod/ Paul Harford)

#### Consistency/Club Championship.

These races are well supported, demonstrating the proficient volunteering group.

### SailFreo Regatta – 30 to 31 Oct 2021

This is the premier dinghy blue water event for Perth. The weather was spectacular with warm weather, blue skies and the famous Gage Roads sea breeze (14-18knts/ low swell). The regatta planning was very good and execution was ‘admired’ by both FSC members and other clubs. There were 130 boats, 160 sailors, 65 volunteers and special recognition goes to i) Race Officers Paul Harford and John McKechnie, ii) sponsors Swings and Roundabouts, Monkey Fist and Club Marine; and iii) the FSC Sailing Office. SailFreo was also used as the 5o5 State Championships. The regatta results are shown on the table overleaf.

### Sail Melbourne – January 2022

FSC WAIS sailors did very well in this elite regatta. Overall wins and picket fence for [Matt Wearn Sailing](#) and Zoe Thomson. Zoe scored six wins (bullets) and won overall from [Australian Sailing Team](#) mate Mara Stransky

In the [470 Olympic Sailing](#) class [AUS 8 Chris Charwood, Amelia Catt](#) had a solid week in 1st followed by Nia Jerwood and Conor Nicholas in second... a reversal of SailFreo results. More magic to come in this new mixed Olympic class by the two FSC training partners fighting it out on the international scene.

In the IQFOiL Class Caelin Winchcombe was 2nd, with brothers Harry and Jack Joyner 3rd and 7<sup>th</sup> respectively. Great testament to the foiling work done at the club, WAIS and by the [Australian Sailing Team](#). The fight goes on for first place in the next event.



SailFreo mixed fleets before the start



SailFreo 470 Class, first Nia Jerwood/ Conor Nicholas (RHS) and runner up Chris Charwood/ Amelia Catt (LHS).



SailFreo - mixing it up. Contenders, 29ers and Finns



Optimists, rounding bottom mark, second lap and still cannot split the lead boats

### Optimist (WAIODA) State Championships – 7 to 9 Jan 2022

Keen Optimist sailors managed strong winds and challenging conditions during the recent WAIODA State Championships. Held at FSC, the annual event saw fine weather, 40 sailors compete in the open, intermediate and green fleets. Despite good Saturday morning racing, a strong south-westerly in the afternoon saw sailing abandoned due to 28kt winds. Plenty of fun was had back at the club with afternoon swimming in the “little pond” as a consolation prize.

Sailors of all levels and experience, some racing on the ocean for the first time, showed courage, resilience and perseverance in the long hot days and windy conditions. For some it was their first regatta. It’s fair to say they came away wary but with a great sense of achievement, new-found friendships and great racing experience.

For many of the sailors their preparation for the event started before Christmas when they attended a four-day training camp held at FSC. Another FSC three-day camp was held in January, a few days prior to the competition. FSC Head Coach Mikael Lundh and WAIODA organized both camps which proved hugely successful in numbers and preparation of sailors.

#### Class News

**Optimist.** This junior class remains very popular. After their state championships the fleet is looking forward to the club and inter-club regattas.

**29erXS.** After spending winter adjusting and learning about their boats the 29erXS fleet met their initial goal of sailing their first regatta at SailFreo. This was quickly followed by International Classes Regatta – ICR at RFBYC where our FSC boats were able to test themselves against sailors from other clubs. Sailing was very competitive with the fleet bonding through challenging conditions and showing their development as a class.

Following a preparatory camp under the guidance of coaches Mikael and Aiden, the 29erXS fleet had their inaugural state championships at SoPYC in December. Nine races over two days was definitely a test of fitness and stamina for all the sailors. Congratulations to Charlie and Jasper on Bouyz who took the title.

**505.** The fleet has a hard core following but due to Covid-19 the 2022 Nationals were cancelled in Queensland. In lieu of this, the WA505’s ran their own ‘Not The Nationals – NTN’ in the period 15-16 January 2022. With the winds in the 25 knot range, the three races were very spectacular – world class boat handling and capsizes! The results were first – Chris Patterson/ Thor Schoenhoff, second Matt Hansen/ Shane Attwell and third

#### WAIODA State championship Results:

Class/ Position	Skipper	Remarks
Open – 1st	Murray Duthie	FSC, SOPYC
Open – 2nd	Jasper Stay	FSC, RFBYC
Open – 3rd	Bindy Vitales-Jones	RFBYC, RPYC
Inter – 1st	Orlando Ligovich	RFBYC, RPYC
Inter – 2nd	Nicholas Gillham	RFBYC
Inter – 3rd	Matthew Boulton	FSC
Green – 1st	Harry Cooper	FSC
Miscellaneous	Seth Till	Best placed 10yrs and under
	Murray Duthie	Best placed 11yrs and under
	Charlie Stay	Best placed 12yrs and under



Optimists, heading to finish



Optimists, buoy room!



FSC 29erXS team competing at South of Perth YC (SoPYC) for the inaugural state championships in December 2021. From left to right, Harry, Zac, Flynn, Ben, Blake, Raph, Jack, Finley, Mackenzie and Charlie. Not in photo were the state winners – Charlie and Jasper, still out sailing!

Rob Fleming/ Chris White. Coach Mikael Lundh provided FaceBook live coverage and the international/ domestic responses were very positive, highlighted FSC and its world class sailing conditions.

WA 505’s will commence the ‘2022 travelling trophy’ by sailing in the Walpole regatta in March 2022.



Mackenzie Fleming and Raphael De Pelseneer sailing in the state 29erXS championships

**SAILFREQ 21 RESULTS**

Class/ Position	Skipper	Crew
Optimist Open – 1st	Murray Duthie	
Open – 2nd	Jasper Stay	
Open – 3rd	Thomas Cooper	
Opti Inter – 1st	Youri Karantonis	
Opti Inter – 2nd	Seth Till	
Opti Inter – 3rd	Orlando Ligovich	
Foiler – 1st	Caelin Winchcombe	
Foiler – 2nd	Harry Joyner	
Foiler – 3rd	Jack Joyner	
Bic Techno – 1st	Zen Salisbury	
Bic Techno – 2nd	Henry Williams	
Bic Techno – 3rd	Sasha Monro	
505 – 1st	Chis Patterson	Thor Schoenhoff
505 – 2nd	Nick Mariani	Alex Thomson
505 – 3rd	Mark Stowell	Jake Bessen
Laser 4.7 – 1st	Dominic Beer	
Laser 4.7 – 2nd	Charles Toyn	
Laser 4.7 – 3rd	Bradley Dick	
Laser Radial – 1st	David Luketina	
Laser Radial – 2nd	Antun Janekovic	
Laser Radial – 3rd	Lili McAulay	
Laser Std – 1st	Stefan Elliott-Shircore	
Laser Std – 2nd	Michael Compton	

Class/ Position	Skipper	Crew
Laser Std – 3rd	Chris Bottoni	
29er – 1st	Mitchell McLeod	Harry Wright
29er – 2nd	Ona Rafart	Pol Rafart
29er – 3rd	Samuel Williams	Jamie Randall
29erXS – 1st	Finley Symonds	Lucas Cunningham
29erXS – 2nd	Mackenzie Fleming	Raphael De Pelseener
29erXS – 3rd	Jack Brazier	Blake Tweedie
Open Skiff – 1st	Harry Griffiths	
Open Skiff – 2nd	Flynn Walford	
Open Skiff – 3rd	Hudson Armstrong	
470 – 1st	Nia Jerwood	Conor Nicholas
470 – 2nd	Chris Charlewood	Amelia Catt
Finn – 1st	Harmon McAulay	
Finn – 2nd	Michael McAulay	
Finn – 3rd	Michael Hughes	
OK – 1st	Brendan Green	
OK – 2nd	Scott Olsen	
Contender – 1st	Simon Barwood	
Contender – 2nd	Paul Green	
Contender – 3rd	Richard Shallcross	
Viper – 1st	Rodney Beurteaux	various
Viper – 2nd	Murray Howson	various
Viper – 3rd	Chris O'Keefe	various



Ailee Milne, winner of the SailFreo T Shirt design competition, being congratulated by Dinghy Secretary Roger Pell and Dinghy Captain Matt Till



SailFreo, 505s Dinner

**FSC Member offer**

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# DIVE SECTION HARBOUR CLEAN UP 2021

Andrew Brockis, Dive Captain

**T**his story revolves around missing things. Items people have dropped in the harbour carelessly or accidentally, like mobile phones, fishing rods, kayak paddles, power cables and so on. Let's face it, dropping things overboard from boats happens! *But how do you drop a dog overboard and lose that?*

On Sunday the 21st of November, under a bright sunny sky, 35 member volunteers gathered on the VIP lawn ready to scour the bottom of the marina on the annual underwater treasure hunt. Thanks to the efforts of previous years' divers, our harbour is consistently rated as one of the cleanest in the country and the dive section aim to keep it that way.

Following a briefing from section captain Andrew Brockis, seven teams were dispatched to target problem areas.

Success was deployed to remove an old heavy T jetty mooring chain and 200kg clump weight. Lud Farka and the omnipresent Barb O'Dowd put their underwater engineering skills to work with a submersible angle grinder and separated the chain from the clump weight before salvaging all the tackle and the weight for repurposing at another location.

Diver teams were sent to the Parmelia pens, F pens and G and H jetties.



Andrew Brockis, Dive Captain, awards the Oscar to Pelle Thambert (L).

Justin Rose and his salvage crew on the Red RHIB distinguished themselves by not only cleaning the club separation mark and the courtesy mooring at the club entrance, but also by rescuing some expensive winch parts that had abandoned ship from ENDORFIN and by locating a paddle board skeg from a catamaran on A jetty.

Whilst still substantial, the quantity of debris removed from the harbour this year was less than has been removed on previous years, and our inspection divers report that the majority of the harbour is in great condition. Hopefully this reflects greater awareness amongst boat owners. Well done members!

There remain some areas of concern around the works area, and the volunteers have targeted some heavy items like truck tyres that are still to be removed using lift bags and the mobile crane.

By 11:30 the work was completed and everyone retired to the Sunset deck for a well earned sausage sizzle, which was expertly prepared by chefs extraordinaire, Colin Enderbury and Rob Wilson.

But what about the lost dog you may ask? Well, that involves the Oscar the Grouch, our annual 'Oscar' award for the most interesting piece of salvage. Oscar was won by Pelle Thambert (again). His winning item this year was a dog life jacket, found on the bottom minus dog. (Aren't lifejackets supposed to float?) What happened to the dog is unknown. Maybe we will find out in next year's clean up.

In the meantime a big thank you to all the volunteers on the day, Well done FSC.



Doggone it!



Lunch for the volunteers

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# THE YELLOW SUBMARINE

Andrew Brockis, Dive Captain

If your club friend told you “We just got a drone”, you’d probably think of the flying kind, right? What you wouldn’t be likely to guess is that this drone isn’t of the flying kind. Instead, FSC is one step ahead and the club is now the proud owner of an underwater drone: a Chasing M2 underwater Remotely Operated Vehicle or ROV, affectionately known by us Beatles fans as ‘*The Yellow Submarine*’.

On behalf of the Club’s Dive Section your scribe took possession of ‘the Sub’, which made its debut at 2021 Club Open Day. Here it was demonstrated to find a sunken pirate treasure in the harbour. More importantly, its real work includes the subsea inspections of the club racing marks and jetty anodes, as well as locating items lost underwater and preliminary hull inspections.

With an increasing number of sharks being spotted offshore (just ask anyone who regularly pulls cray pots), servicing the racing marks has become occasionally hazardous. Enter the Yellow Sub with its 100metre depth operating range and high-definition camera that now provides a safe option for part of this ongoing work. At least we can now confirm that the tackle needs attention before we leap overboard. All we had to do was learn to drive it.

The ROV arrived robustly packaged in its own carrycase; it looked shiny and impressive but a little daunting.

I was pleasantly surprised to find that the Chasing M2 doesn’t need much to get it running and is actually very intuitive (even if you can’t be bothered to read the instructions in full). When I opened the ROV shipping package, I found that everything had arrived as it should. The box contained the ROV, a tether cable, a controller and a battery charger.

Assembly was straight forward but I was very grateful for the assistance given by Bailey Haffner (an experienced user) who saved me hours of manual reading.

Once everything was assembled I gingerly tossed the drone in the water and activated it at the flip of a switch. Water spurted everywhere and up popped an image on my smartphone, which we’d set up to double as the camera display. The Sub’s cameras showed a clear image of what was in front of it and I fiddled with controls similar to those on flying drones - away it went like a stabbed rat.

While most underwater drones max out at six vertical/horizontal thrusters, the Chasing M2 has eight, which are uniquely oriented to help prevent it getting stuck in debris. These powerful motors give the ROV very precise 360-degree controls with roll, tilt, and turns that are easy to get the hang of. After some erratic stabs at the joysticks, I soon found that control became intuitive, though anyone with a history of playing console games or flying aerial drones will be at a distinct advantage mastering the Sub.

I was delighted to discover that by default, the ROV is set to hold its position underwater, and so even without any input

on my end, the motors spun to help keep the drone in place. In calmer waters, this surprisingly did a good job (in the ocean, with current and swell, it was a slightly different story).

So I cruised around the collector jetty photographing the pilings and people’s prop shafts until I realised I had inadvertently wrapped the tether cable around a jetty piling and had no idea how to unwind it. Clockwise or anticlockwise?

The thing with underwater drones is that unless you have very clear water, it is difficult to see where the drone is relative to its surroundings. The FSC harbour, where I first took the Sub out, had relatively clear water to the point that I could see the drone even when it went down a few feet. However, in the ocean one of the biggest challenges with ROVs is getting disoriented underwater. Whether or not you can actually tell what your camera is looking at is another question and not knowing where the darn thing is relative to your position can be a real challenge. Additionally, staying in position when operating in current takes a lot of practice unless you have a reference point like a boat hull or a mooring line to help. Suddenly it was more like *The Hunt for Red October* than the Beatles.

Fortunately the ROV has a number of different bits of info on the control screen that help you, including a diagram that shows the orientation of the ROV with a big arrow showing the front (yes!). I’ve been able to do a ‘crazy Ivan’, point that arrow towards myself, and drive the thing directly back to me without surfacing.

Since I have been operating the Yellow Submarine around the club a number of members have expressed interest and a couple even tell me that they have their own drones. Their personal uses include identifying good dive locations, checking anchors, examining their hulls and even sneakily spotting good fishing spots offshore. At the club some wags even hum the song as they walk past me.

*And we lived beneath the waves  
In our yellow submarine ...<sup>1</sup>*



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# CHILDREN'S ANNUAL CHRISTMAS PARTY 2021

## Presents and *Tell All* letters

Greg Hancock, Chief Duty Officer

**T**his most recent Christmas Party witnessed 120 children aged from one month to 12 years participating in the event. Despite the reindeer getting Santa to site a little later than planned the audience remained calm, building the excitement for when he did arrive. A great morning was had by all with every child having a photo opportunity with Santa and receiving a gift along with a menu of drinks, sausage rolls and icecream.

Concurrent with the organization of the party was the children's opportunity to post Santa a letter. Members would have noticed a special letterbox in the foyer where their children, grandchildren, nephews and nieces could post a letter to Santa at the North Pole. A bit of a template was provided to make the letter writing easier, prompting the kids to tell Santa how they had been good and what they were hoping to unwrap for Christmas. Many children had some other comments that they were happy to share as well.

Some of the age group classics were as follows:

### Age Group 0-4

Name	Things I did that were nice.	What I'd like from Santa.
Ziggy (3)	Patted the dogs and used my manners...	Garbage Truck
Gracie (4)	Sharing, being good and looking after my little sister...	Bouncy Ball
Piran (2)	I was kind to little people...	Remote Control Truck (Red)
Max (2)	Slept through the night...	Gardening tools
Violet (2)	Learning manners, big cuddles for family...	Barbie Doll

### Age Group 5-8:

Luca (6)	I always make people laugh...	A soccer kit.
James (5)	Saying nice stuff to people like thanks and please...	New scooter.
Ella (6)	Smiling at Mummy and Daddy...	A unicorn.
Eddie (5)	Hug my friends when they were hurt...	Minecraft, Power Ranger.
Layton (8)	I help mum and dad pack the car...	Boogie Board, Forklift.

### Age Group 9-12.

Paris (12)	Did all the housework; didn't annoy parents...	Something to treasure.
Kaison (10)	I let people eat some of my chips...	Fitbit and Scooter
Franceska (12)	Sacrificed my time to fundraise for School...	New shoes.
Charlotte (9)	Being amazing...	Anything.
Naledi (12)	Helped pet sit and calmed my friend...	Three Pomeranians at best, one at worst.

We were also pleasantly surprised to find that amongst the letters to Santa there were a few from some older age groups keen to participate in the general theme. A few examples are below:

### Age Group: Teenage/Adult:

Bella (15)	I was nice to my sisters...	A dog and electric car
Odette (58)	Being part of the sailing crew/visiting friends...	A yacht
Pat (82)	Made welcome new guests and their children...	Good health

Oscar (see below) was clearly concerned that being as far away as Horrocks Beach could be problematic for Santa, so he made Santa a special card for his letter. We are sure Santa knew where to find him on Christmas Day.

~~New scooter~~  
and a garman too please.  
Warm

Dear Santa my mum and Dad have been telling me that I have been good and they said I could have what I want. can I please have an olemp scooter getter With a parap. Then you can do the chasing. bye! bye!

from Oscar.

P.S. I will be on holidays for Christmas at a place called Horrocks Beach.



Thank you to the FSC Kitchen, Bar and Event staff, Angela Ifkovich, Lisa Felvus, Bob Kucera, Andrew Raven and the magnificent team of Duty Officers who put this together. It is a wonderful thing to reflect that you gave 120 kids a wonderful day and some letters to Santa generated the excitement well ahead of the event.



# FISH RELEASES AT FSC RE-STOCK COCKBURN SOUND AND METRO WATERS

**F**SC has been used repeatedly by Recfishwest as a fish release site over the past few months.

In 2020, a new program to release cultured yellowtail kingfish saw 5000 'hoodlums' introduced to the ocean at the FSC boatramp as part of a total 30,000 fish restock. The juvenile kingfish are hatched in the Recfishwest / DPIRD Marine Finfish Hatchery and released when they are about 70 days old and two inches long. At this size they are big enough to have more than doubled their chances of survival compared to those hatched in the wild.

The kingfish releases marked the beginning of a three year program, whilst the Snapper Guardian program is ongoing after it was initially founded in the wake of a massive fish kill in Cockburn Sound in 2015<sup>1</sup>.

The Sound is home to the largest-known spawning schools of pink snapper on the WA coast. As part of the program, snapper eggs are harvested in Cockburn Sound after spawning naturally, and reared in the Hatchery until 90-100 days old. They are then released at a number of strategic locations. This year, an estimated 50,000 juveniles will be released.

Both yellowtail kingfish and pink snapper are native species in local waters. They are popular fishing targets, and the re-stocking programs do not only work to ensure great fishing in years to come; they also maintain a balance in fish populations that make it more difficult for invasive species to gain an upper hand.

More information on the Snapper Guardians program can be found on Recfishwest website, and on the [Recfishwest YouTube Channel](#).

<sup>1</sup> The fish kill was determined to be most likely caused by an algal bloom in the sound, associated with increased surface water temperatures. <https://recfishwest.org.au/news/cockburn-sound-fish-kill-update/>



Craig Thomas (R) watches the release



CEO Karen Baldwin and Andrew Robinson (Game Fishing) open the snapper tank



Harbourmaster Jason Hands points out the fish to daughter Summer



Kingfish eager to go



Juvenile kingfish



Recfishwest officers explain the process to onlookers





## NOTICE OF ANNUAL GENERAL MEETING TUESDAY 26 JULY 2022

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

### OFFICERS

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

### BOARD OF MANAGEMENT MEMBERS

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

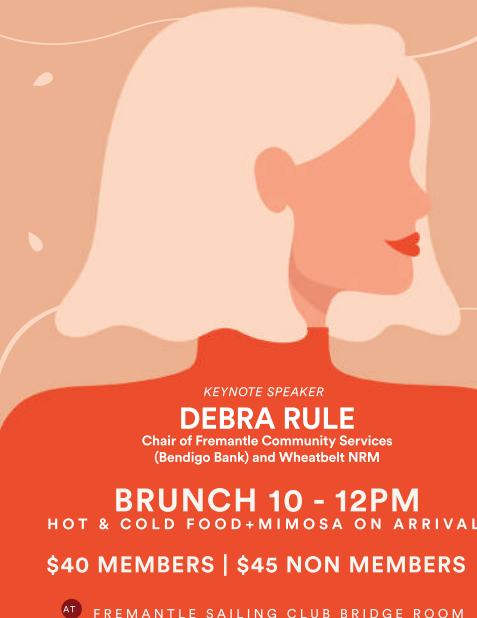


NAME	M'SHIPTYPE	M'SHIP YRS
Stewart ALSTON	Senior	33
John COVICH	Senior	42
Robert ALLEN	Senior	34
Patrick 'Chic' RODRIGUEZ	Perm. Financial	42
Barry PATTERSON	Senior	35



SUNDAY 13 MARCH 2022

# INTERNATIONAL WOMEN'S DAY



KEYNOTE SPEAKER

**DEBRA RULE**

Chair of Fremantle Community Services (Bendigo Bank) and Wheatbelt NRM

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Power section ladies Ashleigh Head, Alison Amour, Liz Head, Brenda Kerr, Mary-Anne Giacoppo, Juliet Honour.



Rod Mews has his hands full

# 2021 FSC CHRISTMAS PARTY



Sue and Steve Parkinson



Ole Otness and Doug Steel



Kath Moulden, Steph Gondinoudis and Sharon Kenny



Heather Timms



CEO Karen Baldwin and Commodore Phil Hearse



Phil and Robbie Hearse with Sharon Kenny and friends



Christmas party food stalls



Annie Hill-Otness and Heather Timms sort the raffle tickets



St Pat's Choir



Robbie Hayes-Hearse outlines the work done by St Pat's



A busy Sunset Deck



Greg Hancock (seated) compliments the Commodore's tie



St Pat's receive a fundraising cheque

# SO LONG, FAREWELL ... I BID YOU ALL GOOD BYE!

**W**hen I arrived in Fremantle in late November 2019, I was so excited and looking forward to the start of a whole new adventure and lucky me to be joining the largest Yacht Club and Marina facility in Australia! There was never a doubt in my mind back then that this was just the right time for the move over to the west coast because when needed, there was always a 5 hour Qantas flight back home to Sydney, Brisbane or Melbourne where all my family are scattered.

On my first day, Monday 2<sup>nd</sup> December, I was welcomed warmly by Commodore Ron Greer and all the friendly FSC team and immediately felt at home. In my first week, I was thrown straight into lots of activity with the arrival of the Clipper boats and crew, with a few early morning calls to help with the traditional welcome of cooking sausages at 2am! Then it was full steam ahead with all the excitement of the festive season and party, party party! Who would have thought that within another 6 weeks, we would all be confronted with one of the biggest challenges in history and dealing with the impact of Covid-19?

Looking back, some people might call it 'character building' and some 'soul-destroying', but regardless, we all soldiered on and got through it amazingly well. From my perspective,

it was also a great distraction and I worked tirelessly to ensure the Club was protected, staff remained employed as much as was possible, and that the Members still had a place to call "home" and could visit whenever they could get here. We remained open and operating, complying with all the lockdown laws and importantly, kept you informed.

In the middle of all this, my husband David was blocked from entering WA, and after 8 months of trying he finally arrived, mid 2020. Since then, we have enjoyed this wonderful WA lifestyle, experienced so much and visited so many regions that one of my friends (who has lived here for more than 20 years) said I have seen more of WA than she has!

However, there have been a number of very important family events which I have missed out on – one being the birth of my newest grandchild, Scarlett Jade, and thank heavens for facetime. I have made many attempts and booked flights back east for birthdays, Christmas and even a niece's wedding – all having to be cancelled at the last minute.

So when the Premier finally announced that as of the 5<sup>th</sup> February, entry into WA would no longer have restrictions or quarantine requirements, another trip was planned and booked, and it was all looking great until another announcement was made that restrictions were back in place INDEFINITELY!



Karen with Lauren and grand-daughter Scarlett

It was not an easy decision to make – leaving a place where we have met so many wonderful people and enjoyed so much. My amazing team of hard-working staff (past and present) have just been awesome and I love them all to bits! They deserve so much more appreciation and acknowledgement for what they do.

To all the volunteers on the Board, Committees and Sections – thank you for your support, your friendship and the spirit you give to keep FSC alive and prosperous.

To all the Members – my goodness, I wish I had the opportunity to meet all 3,200 of you but hopefully I have touched you all (not literally) in some way and left behind some great shared memories of my time, albeit brief, at Fremantle Sailing Club.

*Stay healthy, happy and keep on boating!!*

**Karen**



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# THE FSC LUNCHEON CLUB - FOR LADIES AND GENTS ALIKE

Ann John, Luncheon Club Co-ordinator

The Fremantle Sailing Club Luncheon Club meets on one – normally the last - Wednesday in the month from February through to November. Formerly known as the ‘Ladies Lunches’, these events have been re-named to reflect that all our members are equally welcome. They are a monthly get-together that forms a significant part of many members’ social life at FSC.

We carefully select the guest speakers to cover a wide variety of topics which are of interest to all our members and their guests. March’s Luncheon speaker is Damien McCague, Sales Manager for Oatley Fine Wine Merchants in WA. The Lunch will be on Wed 23<sup>rd</sup> of March.

November is always our ‘Christmas luncheon’, and we ask our guests to donate a gift for a mother or a child at any of the six women’s refuges we support at Christmastime. We also held two fundraising raffles for the refuges, a main raffle and a quilt kindly donated by Jean Smales. The quilt raffle contributed \$958.00 out of the total of \$2,586.00 raised, and the gifts donated were amazing. A huge thank you to Heather Timms and Julee Brown who did the bulk of sorting the gifts out for delivery.

All the Christmas gifts that were donated were divided between Graceville, Orana, Warrawee, Lucy Saw and Kwinana Refuges. The funds were divided between these and Zonta House, which received gift vouchers to value of \$625.00 and \$200.00 of food items for their Christmas Hamper Appeal.

At the Christmas lunch we traditionally have a fashion parade, and ‘Picnic and Hobbs’ very kindly provided the clothes and shoes for a very successful fashion parade in 2021.



Lunch Club Christmas Fashion Parade



Lunch Club Christmas display




Lunch Club Christmas Fashions

In 2022, the Luncheons are proudly supported by Oatley Wines. They consist of a two-course meal and a drink on arrival, priced at \$50 for members, \$55 on-members. We recommend arriving at 11:30 for a 12:00 start. Please make your reservation on [www.trybooking.com](http://www.trybooking.com) or ring FSC Reception on 9435 8800.



Lunch Club Christmas gifts



**FREMANTLE SAILING CLUB**

**LUNCHEON**

**CLUB**

OATLEY WINES  
WITH DARREN JAHN

Darren Jahn is a widely experienced host, master of ceremonies, speaker, writer & wine educator. Having worked in beer & wine from the age of 15, he joined the Oatley family’s wine business in 2006 where he worked across public relations, events & product development. Today he heads the marketing & communications for Robert Oatley Wines.



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# The Ken Cook and Ron Warren MEMORIAL TROPHIES

Kath Moulden, Inshore Committee. All images by Chris Bender unless indicated otherwise.

**T**he Ken Cook and the Ron Warren memorial races were held on the 13<sup>th</sup> November and 11<sup>th</sup> of December 2021. Both Ron and Ken had significant inputs into the club. Details are well documented in 'Sailing Success' and past Blue Water Bulletins, but here's a refresher:

## KEN COOK

Joined the club in 1943,  
Vice Commodore from 1963 to 1970 and  
Commodore from 1971 to 1973.  
He gained Life Membership in 1968.  
Ken was still sailing his J24 until he passed away.  
Member for 67 years.  
Former Sharpie State Champion  
Past involvement with YA.  
Heavily involved with Inshore Committee



## RON WARREN

FSC Commodore 1977 – 1980  
Pivotal in the design and construction of the FSC  
marina and clubhouse, turning over the first soil  
prior to commencement of building.  
A successful Fremantle businessman  
Fremantle City Councillor; and Deputy Mayor:  
Sailed skiffs and sharpies at the Melville Yacht Club  
Vice President and a Life Member of the  
South Fremantle Football Club



## KEN COOK MEMORIAL TROPHY

The Ken Cook Memorial Trophy was contested with 21 yachts and 102 POB on the water. Representatives of the Cook family, sons Ken and Peter, competed for the trophy aboard *Nuzulu*, keeping up a long standing tradition of the brothers being hosted by Jaye Martin and John Palmer. Jaye was a past crew member for Ken Cook. A big thanks to the owner of *Nuzulu*, Andrew Wilson, for stepping in while *Witchy Woman* was under repair.

FSC provided afternoon tea for the family before the presentations. Peter Cook assisted with the prizegiving and said a few words relating Ken's contribution to the club and how much FSC meant to Ken before presenting flags and a bottle of wine for each divisional winner. The overall Trophy Winner for the race was a very delighted Jane Laws from *Ambience* - smiles all round and clearly a very meaningful win.

## PHF Divisional Winners:

**Div 1**  
*The Cro Connection*, Peter Kennington.

**Div 2**  
*Minke*, Steve Delfos.

**Div 6**  
*Ambience*, Jane Laws.



Ambience sailing  
Photo: Kath Moulden



Steve and Jane Laws with Ken Cook trophy  
Photo: Kath Moulden

## RON WARREN MEMORIAL TROPHY

In past years Ron's daughter Suzanne and her son made the trip from the USA to take part in the race. Unfortunately, due to pandemic travel restrictions, this wasn't possible this year. Suzanne emailed the following to Chris White in the On-Water Office:

*... I live in California, my son in Florida. He can do things [at] short notice but has to be in Switzerland next week. Dreadfully sorry I am missing this. I will be there next year!*

*... My congratulations to the winner!!! We like to be part of the tradition and I meet people worldwide who know of the sailing club and my father's reputation.*

*... I will see you next year. Thank you to all those who sailed in the race!!!*

Suzanne Warren



Freddie Fudpucker and Minke

Guest speaker Sebastien Destremeau, owner and skipper of the Vendee Globe *Merci* assisted in the presentations prior to his "bar talk".

The Ron Warren Trophy was won once again (third time!) by Jane and Steve Laws on *Ambience*. There were some close finishes amongst Div 1 and 2 fleets.

### PHF Divisional Winners:

#### Div 1

*The Cro Connection*, Peter Kennington.

#### Div 2

*Freddie Fudpucker*, Richard Webster

#### Div 6

*Ambience*, Jane Laws.



Impulse and NewZulu



The Bus



Jane and Steve Laws with the Ron Warren trophy. Photo: Kath Moulden



Peter Kennington, Cro Connection, with Sebastien Destremeau, Ron Warren presentations. Photo: Kath Moulden



MONDAY 25 APRIL 2022

# ANZAC DAY



LEST WE FORGET

#### CLUB EVENTS

9.00 - 11.00am  
ANZAC Day Breakfast  
- Galley Restaurant

11.30am - 12.00pm  
ANZAC Day Service  
- VIP Lawn

3.00pm  
Spit roast carvery with rolls  
• Live music & games  
- Sunset Deck



#### ON WATER

1.00pm Warning Signal  
ANZAC Day Race with  
William Glassie Martin memorial  
cash prizes

1.30pm Start  
ANZAC Day J&M Sail

## MARTINBOX MARINE

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ANZAC Day Breakfast - <https://www.trybooking.com/events/landing?eid=871119&>

*It's why we live here.*

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Photo: Chris Bender

# THE CATALPA CLASSIC



Overall winner Kevin Sneddon, SixPack

**H**aving a Feeder Race from FSC to The Cruising Yacht Club, Rockingham (TCYC) for the Catalpa Classic gave us a double whammy this weekend!

We had light winds of 6 knots on the start line for the 16 yachts with only 6 knots of breeze. All fleets hoped the NE would hold out for the almost direct line down to Rockingham from "S" mark. Div 1 came in nice and early for lunch with the breeze just about holding out – a great tussle on the finish line! Dying winds however affected Div 2 and J&M particularly, with 5 yachts retiring and motoring in or heading for a more leisurely day. We were looked after beautifully as usual at TCYC with great lunches, cold beer and familiar faces before heading out to the start line for the afternoon Catalpa Classic.

The Catalpa Classic was well represented with 17 'WA Authority' (FSC) yachts hot on the heels of the eight TCYC 'Fenians'. The breeze had picked up over lunch to a 10 knot westerly and there was high activity after the gun to set the kites quickly (where applicable) for another almost direct line to the finish just off Fremantle. The lightening winds in the Sound again resulted in a couple of retirements.

The overall winner of the Catalpa Classic was Kevin Sneddon with *Six Pack* (TCYC). Kudos to Jason on *Champion* for pressing on to Freo in the light conditions.

Thank you to the Start Crew on *Success* as always !

## 21<sup>st</sup> TERRY FISHER SERIES

**T**he Stage and Studio Productions 21<sup>st</sup> Terry Fisher Series started off in December in fairly brisk conditions, but the January and February races saw the typical mild mornings that make the sailing of the series such a pleasure<sup>1</sup>

Jane Laws (*Ambience*) won the first of two early bird prizes donated by UK Sailmakers – a personalised on-water coaching session – and winners and placegetters enjoyed various styles of West Winds Gin.

Fleet numbers have varied due to the inevitable overlaps with the Quindalup Cruise and the Bunbury and Return Race, however there are now 21 skippers walking around in their 21<sup>st</sup> Anniversary commemorative t-shirt, modelled at right by none other than the series' Race Officer Matt Duff.

It's not too late to get a free t-shirt as a skipper – three races remain on the 20 March, 24 April and 22 May

T-shirts are also available for crew and supporters at the subsidised price of \$20 from reception or via Anita. T-shirt sales will be funding the end-of-series '21<sup>st</sup>' so come and get 'em!!

<sup>1</sup> Provided your boat goes anywhere in light conditions. Ed.



Division 3 start. Photo: Ian Jameson



Terry Fisher flags      Matt Duff      The Edge finishing in front of Ocean Street



## Australia Day

Australia Day sailing was held in mild conditions with more boats out for the JaM cruise than racing. For the Inshore shenanigans, there were only 6 starters, 3 in Div 1 and 3 in Div 2; 37 POB in total. *Southern Star* had 14 of those people plus 2 'kangaroos' on board! Div 1 finished in an absolute dead heat between *Southern Star* and *Giddy Up*, but *Cro Connection* took out the overall Australia Day trophy. A very happy Peter Kennington!





# THE MIKE HARVEY

**T**he Mike Harvey Race and Cruise weekend at the beginning of February saw eleven racing boats and two cruisers head up to Hillarys in the traditional way. Since Mike's death in 2015, the memorial event has developed into a tradition, and is usually very well supported. So what happened to the Cruising fleet this weekend?

Some attrition was due to poor health (but not Covid-19!) and some of the usual suspects had a calendar conflict with commitments in Busselton for Geographe Bay Race Week. Most of the racing fleet – offshore boats in particular – had just been to Hillarys the preceding weekend for the Pot of Gold or Dash for Cash. The greatest factor creating low cruising numbers, which may have affected the racing fleet as well, was probably the weather. Winds were light on Saturday, but Sunday's forecast for the trip back down the coast was uncomfortable at best unless one left at dawn. Given that the weekender is supposed to include post arrival camaraderie, a dinner and after-dinner camaraderie as well as the cooked breakfast HYC normally offers, many might have felt that Sunday's '30kt-plus southerly before lunch' forecast was incompatible with their plans.

Salutations, then, to those who made the trip. At least three boats chose to head back to FSC on Saturday but nevertheless, we made it there, enjoyed good company and raised a glass in Mike's memory. Unfortunately medical advice prevented Kaye Riseley, Mike's partner, from being there this year – she joins us in thanking Chris Kelly (HYC) for sharing some memories of Mike and his work to get the Jib and Main and the Cruising fleets active at FSC. Thanks also to the East Fremantle Yacht Club boats who joined us in recognition of Mike's contribution to EFYC as well as FSC.

*Smooth Operator* (Peter Halliday, EFYC) won the Mike Harvey trophy for best performance.



Polaris crew at Hillarys



Roger Passmore (*Aquila*) at the Mike Harvey presentation



Left: *Minke*. Photo: Tess Smith. Above: Chris Kelly and Ole Otness draw the Cruising winners

## PHS results:

### Div 1

1	<i>The Bus</i>	Murray Smith (also fastest)
2	<i>Aquila</i>	Roger Passmore
3	<i>Baci</i>	Dom Di Latte
4	<i>The Cro Connection</i>	Peter Kennington

### Div 2

1	<i>Smooth Operator</i>	Peter Halliday (EFYC)
2	<i>Minke</i>	Steve Delfos (also fastest)
3	<i>Windswept</i>	Ernie Delfos
4	<i>Atalanta</i>	Chris Candy (EFYC)

### Div 6

1	<i>Polaris</i>	Stephen Kerr
2	<i>Serendipity</i>	Rick Hoard (also fastest)
3	<i>The Longboat</i>	Ole Otness

# PURELY AUSTRALIAN VODKA

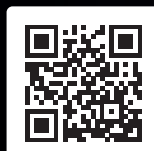
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2021 GOLD MEDAL WINNER



New look, same award-winning taste

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There's a mark in there.

# COCKBURN SOUND REGATTA 2021

Anita Wytje. All on-water images courtesy of Tracey McPhee, Shoot the Breeze Photography

For many FSC sailors, the Cockburn Sound Regatta, hosted by The Cruising Yacht Club (TCYC) is an annual event. This year, a total of fifty boats from various Perth and regional clubs were seen enjoying the waters of the Sound and the famous TCYC hospitality. Our thanks once again to the organising committee and the army of TCYC volunteers. A Covid-19 scare had restrictions and masks in place but this did not appear to compromise the fun factor!

Christmas day in Perth was hot this year and Boxing Day, featuring the Kwinana Industries Council Race from Fremantle to Rockingham, was no different. We started in a good easterly which died out as most boats neared the grain terminal. Spinnakers drooped and it made for a slow finish. The race was won by the trimaran *Beatrix*.

Winds were very light on the first day of the regatta, with the temperature rising to 44°C, and a handful of boats declared a

'lay day' on the 27<sup>th</sup>, which was almost equally hot. By day 3 a sea breeze made itself felt in the afternoon, and the final race on day 4 was sailed in ideal conditions.

Division 1 was dominated by FSC boats: on the line it was all *Enterprise*, but the division was won by *Zuben'ubi* (Alan Anderson) from *Salacia II* (Ross Norgard) and *Sagacious IV* (Chris Hind). *Enterprise* succeeded in catching the eye in every way though, with bright orange team shirts that were even louder than those of the TCYC organising committee!

Fremantle boats also featured in JaM fleet results: in JaM 1, *Twitch* (Betty Walsh) won and *Stimulus Package* (Jason Poutsma) was third; in JaM 2 *Panache II* (Kim Klaka) was second. Premier Cruising was sailed under JaM conditions (no spinnakers) and was dominated by *Jubilant* (Ian Joel) over *Serendipity* (Rick Hoad) and *Eclipse* (Kim Jans and Max Palleschi).

*Jubilant* was also crowned the Regatta Champion, narrowly edging out *Zuben'ubi* and *Twitch*.



Jubilant.



Jubilant crew Regatta winners L-R Lindsay Kenworthy, Steve Laws, Trevor Wilson (Flip), Mayor of Rockingham Deb Hamblin, TCYC Commodore Trevor Taylor, Ian Joel, Jane Laws, Igor Mironenko. Absent: Lauren Peel, Steve Clark.



Southern Star deploys the esky trimmer



The Enterprise RIB and those unmissable crew shirts



Volunteer Tim Jones



Eclipse



Mayor Deb Hamblin congratulates (l) Jason Poutsma, Stimulus Package and (r) Betty Walsh, Twitch



Sagacious IV



Zuben'ubi



**SUNDAY 8 MAY 2022**

# Mother's Day

**HOT & COLD  
BUFFET BREAKFAST**

Galley Restaurant | 8am - 10am

Kids 3 to 5 - \$12.00  
Kids to 12 - \$22.00  
Adults - \$39.50

**GALLEY LUNCH**

Galley Restaurant | 12PM - 2:30PM

A limited À la Carte menu will be available. Live music in the Club Bar from 12pm

To book Galley breakfast or Lunch visit [fsc.com.au/eat-drink](http://fsc.com.au/eat-drink)

## SEAFOOD & CARVERY BUFFET LUNCH

Wardroom | 12.00PM - 2:30PM

Live music entertainment  
Kids 3 to 5 - \$25.00 | Kids 6 to 12 - \$38.00 | Adults \$78.00  
A separate Kid's Buffet option is available.

There will be face painting, a kids activity table, jumping castle & a small gift for Mum with a glass of Champagne on arrival

To book Carvery lunch: Visit [www.trybooking.com/BXKYF](http://www.trybooking.com/BXKYF)

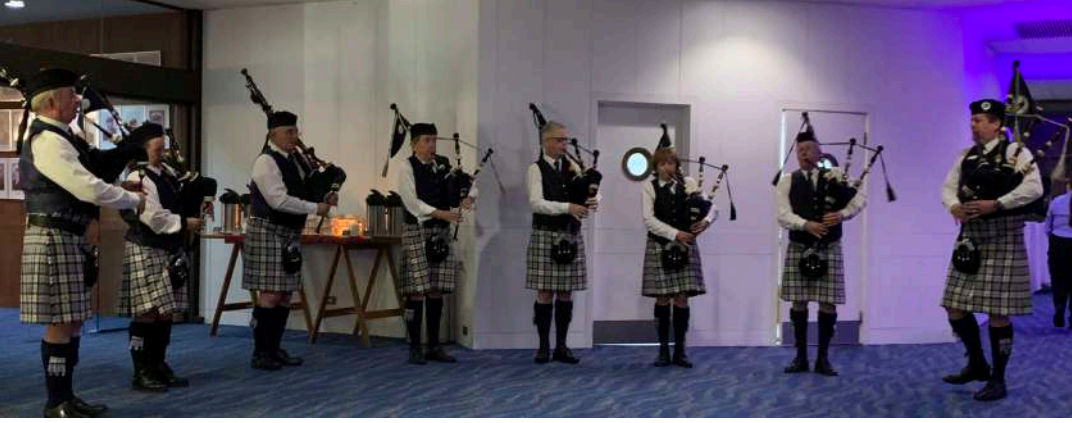
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FSC Pipers



James O'lane recites Tam O'Shanter



# BURNS NIGHT 2022

Anita Wytje

It would appear that in two years, we have successfully reinstated Burns Nights as one of the premier events on the Club's calendar. As the Club has Pipes and Drums, it seemed inevitable that someone (someone Scottish, that is) should ask "Carson nach eil an Club a' cumail suipear Oidhche Burns?" (Google tells me that means "Why doesn't the Club hold a Burns Night supper?")

A good question, I thought. The 2021 event was an unqualified success, and the 2022 FSC Burns Night was attended by almost 170 guests. The standard of traditional dress on display for the evening was truly stunning! In addition to the performances given by Pipes and Drums, we enjoyed music and Scottish dancing led by the Jarrah Celts, and we were extremely fortunate to enjoy the sponsorship of

**Fat Bottom Girl Racing** - Alan Stein and Amanda Casebier - for the whiskey placed on each table (Alan explained why it was Jameson's a little later on), and

**Wise Wines** for the wine placed on each table.

I would like thank the following members and guests for their contribution to the evening:

- Will Mitchinson Selkirk Grace
- Alan Anderson Ode to the Haggis
- Alan Stein Immortal Memory – delivered from the UK!
- Doug Glover Toast to the Lassies
- Kath Moulden Reply to the Laddies
- James O'lane Tam O'Shanter



Zuben'ubi and Witchy Woman crew, including Kath Moulden (centre, standing) and Alan Anderson (right, standing).



Cock'aleekie Soup



Will Mitchinson Selkirk Grace



Alan Anderson toasts the haggis after delivering the Ode



The Haggis (Great Chieftain o' the Puddin'-racer)



Sonja Johnson and Doug Glover



Pipe Major Stuart Bradford, Chef Richard Potheccary and Inshore Captain Alan Anderson bring the haggis



Pipe Major Stuart Bradford prepared for the toast



Tim Cross (Korek) and Offshore Captain John Rayner (Al Fresco)



Johnson Family



RC Fishing and Dive Neville Norkett, Di Norkett, CEO Karen Baldwin and David Baldwin



The Jarrach Celts



IPC Ron Greer and Dawn Greer



Alan Stein delivers the Immortal Memory



'The Shean table'; Ruth Shean 3rd from right



Dancing to the Jarrach Celts



Tam O'Shanter - a drink for the teller



The piping of the Haggis



# Power TORQUE

Charlotte Osborne,  
Power Section Captain

**W**hat a year it has been to own a boat! We have had some hot weather and being able to get out on the water is fabulous.

The Power Section finished off 2021 with the annual Rotto Olympics. Fourteen boats filled with family and friends onboard headed to Thomson Bay for what we can only describe as fun, games, and laughter for all, followed by a BBQ dinner overlooking the magnificent bay before ending with prizes from our wonderful supportive sponsors, Wilson Marine and Power-it Chilli Sauce.

As part of the event the Section took the FSC Clean-up Kit for our scavenger hunt beach cleanup competition. With great enthusiasm the hunt began, we certainly had a different collection of things that were found, but we were pleased to report the area of beach at the Army Jetty was pretty clean.

The Power Section are working towards eliminating all single use plastics at all our events, with the purchase of reusable drinkware and crockery. This is one of the criteria to attract the MEC 'Clean Regattas' grants, and we decided it is not hard to do!

The end-of-year Christmas meeting was as popular as ever, with our Santa and naughty elf making an appearance for the



Rotto Olympics 2021

secret Santa gift giving. With a few Christmas jingles and lots of mingles it was fun night for everyone.

Australia Day Raft-ups are a great way to start the new year for a members get together and once again the day did not disappoint, it was amazing fun especially with the new Power Section Lily Pad. The section had been raising money through the raffles and Chilli sauce sales for the purchase of a table-tennis table for all members to enjoy, then when the club made the purchase of the table, we were excited to be able to buy the lily pad earlier than expected.... So much fun for all.

**2 JULY 2022**  
SAVE THE DATE

**LANDSLIDE**



Rear Commodore Power Kyle Timms with Santa Jason Berry and Elf Liz Head



Olympics winning kids



Items found in the Power environmental Cleanup challenge

FOR ONE NIGHT ONLY

Rumours Fleetwood Mac Tribute Show supported by ToTally 80s is back!

Doors open 7pm:  
(performance times  
set 1: 20.15 – 21.15  
set 2: 21.45 – 23.00)

BOOK EARLY - LAST TIME WAS A SELL OUT!

# Beach Cleanup at the Rotto Olympics

Heather Timms



Rotto Olympics: let the games begin

The last event of the Rotto Olympics was the 'Beachcombing' treasure hunt, worth ten points for each participant and \$200 to the Power Section, in the form of a 'Clean Regattas' grant offered by the Club's Marine Environment Committee, who administer the Club's Containers for Change program.

The Cleanup was a thirty-minute challenge along the 500 or so meters of beach that we had occupied for our Olympics. In addition to making sure that we cleaned up after ourselves, we were able to pick up rubbish blown in, or washed up on the tides.

Over an area of 500 metres x 20 metres, a total weight of 2.379 kg of beachcombing debris was found. The beach was pretty clean, but we still collected (as per the Tangaroa Blue Collection sheet):

- 1 x Cigarette Butt
- 4 x Personal care & pharmaceutical packaging
- 1 x Strapping band scraps
- 1 x Fishing line
- 1 x Rope & net scraps less than 1 metre
- 4 x Plastic bits & pieces hard & solid
- 1 x Remnants burnt plastic
- 20 x Glass wine, spirit, and similar bottles – (broken pieces)
- 3 x Cloth, clothing, hats & towels
- 8 x Metal bottle caps, lids & pull tabs
- 1 x Rubber remnants
- 1 x Processed timber, pallets & other wood



Power environmental clean up crew at Rotto Olympics

## We made the event a Clean Regatta by

**Eliminating single use plastics** – BYO reusable water bottles, no straws, no plastic plates or cutlery (we have purchased 40 melamine plates for use at our events)

**Using re-useable bags** – again, BYO for most things and the bags in the Cleanup Kit were used for rubbish, recyclables and containers-for-change.

**Awarding practical prizes** – these included \$50 vouchers donated by our sponsors, bottles of Power-It Chilli Sauce (with funky Chilli Socks), reusable aluminium water bottles, beach towels and some beach toys. Oh, and wine – wine is very practical.

The Sections does 'paperless' event management – everything is on Facebook or by email. For the Olympics we publicised our 'green' requirements and afterwards, our efforts.

Power Committee members Mike Davis and Heather Timms have also joined the Marine Environment Committee to make it easier for Power Section events to be sustainable 'Clean Regattas'.



## Marine Environment Committee update

### Containers for Change: Clean Regattas grants available to Sections

Our work collecting Containers for Change is beginning to show some real benefits. Since summer has started, we are taking at least a trailerload of eligible containers per fortnight, sometimes more.

Thank you to all our members who contribute to the program, especially those who ensure that general rubbish is not included in the bins, and those who remove the plastic bottle tops ...

As most are aware, the program was able to award prizes to the winners of the '21 Exmouth Race and Rally environmental challenges', and has also funded the purchase of the FSC Cleanup Kit featured in the previous BWB.

Since October, some of the 'CforC' funds have been available as \$200 'Clean Regattas' grants to support Section events. Eligible events include 40 persons or more, and must be able to rate as Silver or better under the international 'Clean Regattas' accreditation system. The changes taking place at the Club means most of our events are already 'bronze' – it's not hard to lift it up a level! Congratulations to the Power Section;



CforC trailerload

they were successful with November's Rotto Olympics, which included a beach cleanup activity.

Contact the Marine Environment Committee on [mecommittee@fsc.com.au](mailto:mecommittee@fsc.com.au) for more info or grant criteria.

## New model FSC Keep Cups

The MEC has invested in another batch of FSC keep cups, which are now available for purchase from reception and from Committee members at certain events such as Friday night happy hour and Topic Nights. The cups are white with a blue lid and flip, and can be bought for \$10.





# AUSTRALIA DAY RAFT UP

Marion Morley (*La Seniorita*)



Chilli Australia Day gifts

## POWER SECTION RUNS ON CHILLI SAUCE

Charlotte Osborne, Power Section Captain

**F**SC member Heather Timms has been making her delicious Sweet Thai Chilli Sauces for over 15 years, and now her range of sauces includes four varieties: **Medium, Hot, Extreme and Dynamite**. What started out as Christmas and Easter presents has now turned into a major sponsorship strategy, with Heather donating all the profits from her chilli sauces to the various sporting teams that she and her sons are involved with as well as the FSC Friday night raffle. Each team or cause gets its own label “Kick-It” (Football), “Dunk-It” (Basketball), “Crick-It” (Cricket) etc. The She Sails RAMP fundraiser enjoyed a batch of “RAMP-It”.....

The Power Section has been very fortunate to receive the proceeds of

Heather’s “Power-It” Sweet Thai Chilli Sauce sales over the last 15 months. Some of the benefits that we’ve enjoyed at recent events are

- children’s sand toys for Open Day,
- bubble wands and water pistols for kids at Family Fun Day
- prizes for the Rottneest Olympics
- gifts for the Australia Day Raft up Skippers

The “Power-it” proceeds are also used to add special extras such as fresh oysters, Bailey’s Irish Cream, port and chocolates to add that little bit of pizzazz to some of our Power Section Events.

The Power Section members would like to recognise and thank Heather for all her hard work and commitment to the Power Section.

*La Seniorita* left FSC at 7am on Australia Day, travelling up the river to our raft up position on the south side of the Swan River. We expected the river to be quite busy with boats all jostling for position for the fireworks, and Charlotte had suggested the more boats that were in position earlier the easier for the Power Section Raftup.

Terry furiously organised fenders, ropes and buffers in readiness for our meet up with *Cool Change*. We are still very new to the power boat events and Terry wanted to make sure that were organised; we found out later that we are now known as the boat with most fenders! *La Seniorita* is fenders city!!!

As we travelled up the river it wasn’t busy, the boats that we did see were travelling in the opposite direction, down the river not up! Not what we expected....

John and Karen (*Cool Change*) had been anchored near the Narrows since Monday. As we came under the Narrows Bridge we started frantically looking for them. Both of us are as blind as bats so it’s not until we saw John waving his arms that we knew where we were going.

We came along side without any major drama and the boys tweaked and fiddled with the fenders, as only boys can do, before surveying their work with great satisfaction.

*Concorde* came in next with Jennie at the helm (you go girl!) and Ian, and the dogs Tilly and Chase on board. According to Charlotte’s raftup plan, they were early, so they hovered while we waited for Terry, Shellee, Brooke and Charlotte to arrive on *Mojo*. Suddenly there were four boats and counting and the boys were busy jumping from boat to boat organising ropes, fenders, and anchors. Roy and Andree join us on Nico’s starboard side. Johan turned up on a jet ski with his daughter, *Salt* was the final boat and our raftup was complete!

Once Jason (*Salt*) arrived Charlotte and Jason uncurled the huge lily pad the Section has brought for everyone to enjoy. The kids and some of the grown-up kids had a ball walking on water, doing somersaults, headstands and acrobatics showing how easy it is to fall off the lily pad!

Food and drinks came out and the transoms became the footpath and general thoroughfare between all our boats. Tilly and Chase got a pat or a cuddle from pretty much everyone that went aboard the *Concorde*. Not a bad life!





Roy and Ian, Australia day

We sat back and watched how the event attracts all sorts – we looked on in disbelief as a young girl hugged the back of a small boat with an outboard motor; half her body was under the water whilst they were driving along. As I heard someone say, “What could possibly go wrong???”

Some boaties like to that demonstrate that they do not know what the 6knot limit means. Fortunately we had no kids in the water at this point, but the waves they created rocked the whole 9 boats that we had rafted together. Luckily, I don't think anyone spilt any wine...phew!

The day disappeared quickly and the wind picked up to about 14 knots. John noticed that our whole raftup had moved as a result of the wind and the wake of speeding boats and we were definitely getting closer to a beautiful boat called *Little One* (which I have to tell you is not so little!) John was worried that once it was dark, we might end up tangled in its anchor rope or have a few problems so after reassessing our position he got

on his tender like a knight on his trusty steed and went over to chat with the owner of *Little One*.

Between the two of them they decided to pick up our and John's anchor and move us back a few feet. This worked a treat.

The fireworks started at 8pm sharp and a hush fell over the river before the first explosion of light into the night sky. We all stood to sing Advance Australia Fair, then the fireworks show unravelled its spectacular lights, colours and mesmerising shapes into the night sky and the music filled the river like a concert arena.



Australia Day Raft Up

Immediately once the show was over, as if it were a race and the last firework was a start gun, lots of boats around us pulled their anchors and started to move under the Narrows Bridge. All you could see was a blur of white as the lights from the Bridge lit them up as they passed underneath.

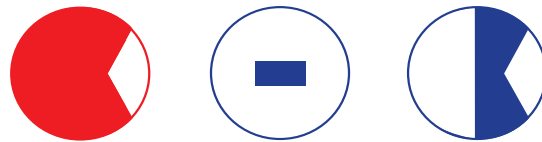
Apart from Jason and Johan, the raftup was going nowhere, so we cranked up the music on *La Senorita* and started dancing. OMG where did some of these moves come from?? Everyone was in stitches of laughter. At one stage I thought the water police might come over and tell us to “Keep it down”, but we had no complaints. We were all danced out by 10:30 so we were back to chatting. I heard Shellee, Charlotte and Karen having a very in-depth discussion on cleats ..... Terry pitched in and suddenly the girls were hysterical with laughter. He hasn't yet told me what all that was about!

A big thank you to Charlotte and the Power Section for organising such a great event.

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# MEET OUR NEW TEAM MEMBERS



## Harbour Office Coordinator

**ASHLEIGH CUTT**

My name is Ashleigh, I'm the new Harbour Office Coordinator here at FSC. I've worked on the water my whole life, and enjoy all things fishing, diving & being outdoors. I lived in the Tropical Whitsundays for 5 years, and have worked in places such as Keppel Bay Marina and Hamilton Island



## Hospitality Manager

**FABRICE LE COQ**

Fabrice grew up in Paris where he studied technical engineering, following his father's footsteps, however it didn't take long for him to work out he wanted something a little more exciting. Moving to London he began his journey in the hospitality industry. Now with over 20 years' experience in the hospitality industry, Fabrice now brings his wealth of hospitality experience to the Fremantle Sailing Club.



## Waterfront Operations & Special Projects Manager

**ANDREW DAVIDSON**

I migrated from Scotland 25 years ago, am still enjoying the sunshine and lack of snow. In my position as Waterfront Operations & Special Projects Manager, I enjoy applying my knowledge and experience to assist with improving the club. Seeing members and their families enjoying the club facilities is very rewarding and motivates our drive to make our club experience the best we possibly can.



## Functions Team

**ALEX GUILLON (LEFT) & LIBBY ROCKFIELD (RIGHT)**

**Alex Guillon (left) – Events Coordinator:** French born Alexandra is a qualified events professional with over 8 years of experience in coordinating events

**Libby Rockfield (right) – Functions and Events Manager:** Originally from the UK, Libby has worked in hospitality for her whole career and has been an Events Manager for 15 years.



## Marketing Team

**JORDAN EVERITT (LEFT) & JAKE MCKENNA (RIGHT)**

**Jordan Everitt (left) Marketing and Graphic Design Coordinator:** Born in London, Jordan has skipped luxury power vessels in Fremantle and has a strong passion for the boating and advertising industry.

**Jake Mckenna (right) Marketing and Communications Coordinator:** Jake has previously worked with a wide range of WA businesses from breweries & music festivals to health & safety organisations.



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

#### A1 Marine

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

#### Adina Industries

Craig Jennings  
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#### AKZO Nobel

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#### All Marine Services

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#### All wood work

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#### Aquarama Slipways

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#### Audiocom Marine

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#### Be Free Marine

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#### Benchmark Hydraulics a& Civil

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#### Bluewater Marine Refrigeration

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#### Boat Services Australia

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#### Boating Hardware

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#### Bronco Marine

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#### CJW Marine

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#### Cutting Edge Marine Trimming

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#### Dazzling Marine

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#### Diverse Engineering

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#### Donna Marine Detailing

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#### Douglas Vessel Management

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#### Doyle Sails

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will.hammond@doylesails.com

#### ERGT Australia

Paul Skuse  
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p.skuse@ergt.com.au

#### Exclusive Design Upholstery

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