

**PO BOX 59
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WA 6872
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Rotary District 9455

Rotary

Club of West Perth



Bulletin

Breakfast Meeting 6 March 2025

Guest Speaker

The Guest Speaker this week will be Patricia (Pat) Schraven, District Governor Elect 2024-2025 Rotary Western Australia, who will talk about all the good things that is Rotary. Members are under threat from El Presidente Tick, if they do not show up you are in big, big, big trouble.

Duty Roster

| Duty Role | 6 th March | One Week Look Ahead |
|------------------|-----------------------|---------------------|
| Host | Geoff Simpson | Ant Ulijn |
| Welcome | Ant Ulijn | John Van Vliet |
| Toast | John Van Vliet | Arthur Blaquiere |
| Thanks | Arthur Blaquiere | Peter BLockley |
| Bulletin | Peter BLockley | Corrin Caine |
| 2 Minute Noodles | Corrin Caine | Tim Dawe |

Please find a substitute if you cannot fulfill your duty

2025 Duty Roster updated comes with the Bulletin.

Breakfast Meeting 27 February 2025

(With thanks to Arthur B)

Guest Speaker

Our Guest Speaker last week was Mr Ian Deany, Retired Civil Engineer since 2006 who now barges his way down the Canals of France. Ian graduated from WAIT in 1976 as a civil engineer, and with a career that spanned 30 years, managed buildings and construction contracts in Queensland, NSW and WA. Three years before retirement, Ian hired a self-drive barge each year for two or three weeks and got hooked on the baguette-on-a-boat lifestyle. In the year of retirement 2006, Ian and his First Mate Sue bought an equal shared equity in a Dutch barge called WOBBE, and for the next 15 years, floated around Western Europe for three months of the year.

With a backdrop of traditional French Café music, Ian invited the Breakfast Club on board for a trip to Paris while "*Barging on European Waterways*".



This is out barge at its winter mooring which is moored every second year in France. We come into Paris from Saint Jean-de-Losne which is near Chalon, and it would take us three or four days, with my First Mate Sue, it can be difficult sometimes (that's what happens when you sleep with your Mate). If we go by train, it will take two hours.



At one time we passed a hotel barge with Barbra Streisand on it but we weren't asked aboard, she was occupied.



This is a peniche (barge), a standard vessel by which the Locks in France were designed. The minimum dimension in France and Europe for a Lock is 5.2 metres wide, we were 4 metres wide so we had at least 150mm either side. We could stop anywhere we wanted and a lot of villages are building wharfs so that the tourists can stop there and use their shops and their restaurants and whatever they have to offer. A very, very, cheap holiday and life style, and it's a great house boat for retiring on.



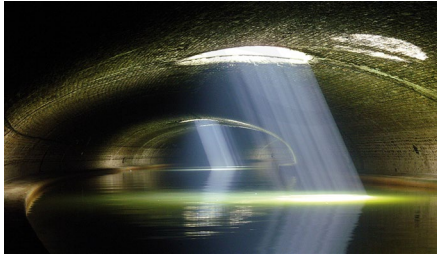
We fly the French flag on the mid must; it is customary to fly the flag of the host's country when you're in a foreign country



Notre Dame with new roof, is almost in the heart of Paris where we stayed for a couple weeks. Very cheap.

You move on up through the Canals by using your phone. They don't always answer but when they do they tell you not to worry about anything; just come on up.

I sat for my licence in French. It was all theory in those days so I could understand it. I can read French and I think I speak French perfectly, but no one can understand me



One of the tunnels built in Napoleon's time.
There are a number of quite large tunnels.



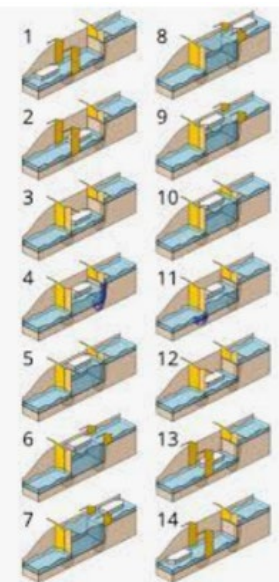
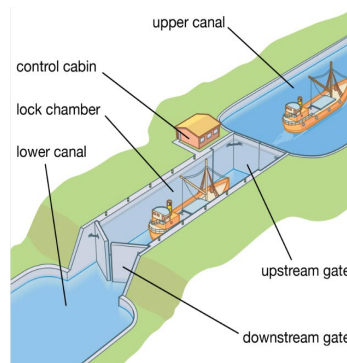
Old fashioned bridges we just glide under.



We're heading into the centre of Paris and there is a famous hotel on the riverbank. Most places you go are surrounded by fortifications. Historical leftovers.

Not only do you have a large anchor up front, you have a sizeable winch as well because you need to slow right down to drop the anchor and with the winch you can come slowly to a stop. It is quite an anchor, but people keep asking to buy the winch from me because they're quite expensive now.

When we first started, a lot of the Locks were manual wind-ups; now they are hydraulic. When you start out a Canal might be 100 km long and you use a remote control to tell the Lock what you want to do with no human around. You get to know the places.



This is an Up-Lock. A standard Lock you normally go up 2 metres. The biggest Lock we went up was about 14 metres and it takes about 20 minutes per Lock, depending on traffic. You are low priority coming out of Paris. You might be there for half a day and they might take pity on you. The commercial will always have right of way.

This is our barge and I don't know if you can read it, but it came with the name WOBBE. It was built in Friesland. The hull was built in 1907, Dutch and at some stage we can't find out when the superstructure was put on. WOBBE, the best interpretation we've had, is something like "the favourite son".

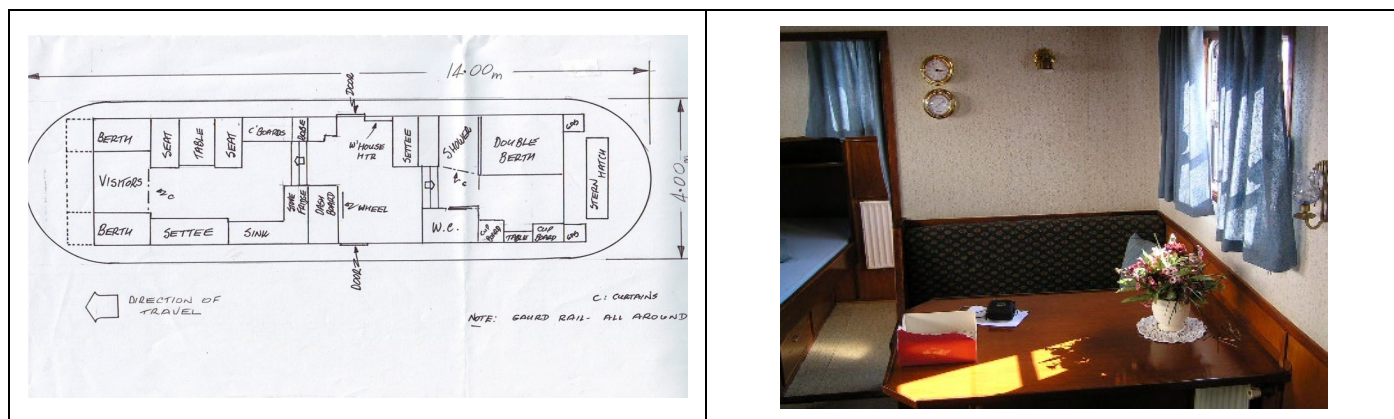


It is built out of steel and rivets and because the Canals are fresh water, there is no growth on the hull and it doesn't have to be taken out of the water to be defouled.

The story of the boat is that four of us went over to buy a boat and we looked around for about six to eight weeks. We didn't allow for Peter who was very tall, and we couldn't find a boat in which he could stand, and we were actually thinking of giving up when we came across the WOBBE, but by that time we were so confused that we had no idea what we were looking at after all that time. They drove us to Paris and this is true, at 8:00pm that night, I said to Sue that I'm thinking about the boat WOBBE, and if Peter and Lynn weren't interested, we should go back and buy it. By the way, Peter is the owner of The Charter & Map Shop in Fremantle so his knows his stuff. And this is dinky dye, as I said that, Lynn and Peter were on the phone and we decided to confirm if the WOBBE was still available, and I must say now that I'm a great divorce supporter because the reason it was still available was because the broker was going through divorce and all his bank accounts were frozen and couldn't handle a trade-in. He needed someone with cash. So we drove back through Belgium up to the Netherlands again and yes, it was still available. We did the deal and then Peter and I went off to the ship's Chandler to do something and in that time, another couple turned up with cash to buy the boat, but they wouldn't believe it had been sold to us. Anyway, we'd run out of time by then, so we said, *right boys, look after the boat, we'll be back in six or eight months*, and that's what happened.

It's a lovely boat, very, very old and very simple; none of the fancy stuff, and no growth as such because it sits in ice during winter, and it's freshwater. The only thing is we had to have it surveyed every seven years. It was totally reliable.

There is no Blackwater Tank. We had a full sized toilet, but if you looked down the toilet, you'd see the Canal. That's been coming out of fashion for some time, but that's the way it was, disposing of the waste into the Canal. And yet there was this guy in the next barge swimming across the Canal every morning. At night you'd empty the tank somewhere without any description at night as they would open a Lock gates, probably 6 inches or so, just to get a flow of water through, but that's all changed now.



This is what the WOBBE's is all about. Up the back is the Owners Cabin, toilet, shower, Guest Cabin up front and it was quite comfortable inside, like a caravan where the table goes down into another double bed, a settee opposite and we could sleep eight people on board without any trouble. Gas appliances, gas hot water. What is interesting in Europe, you can get a gas bottle; butane and LPG, is the same thread, and if your fridge isn't working, you probably

have the wrong gas. There's heating throughout the whole boat. We've never been there in winter, but we have our own furnace in the engine space, its own chimney, completely independent. I put 2 x 40 volts Australian power points through the place. It's just super comfortable and displaces 28 tonnes. We could even float in about two feet of water because its excellent design protects the propeller, which is fortunate because sometimes you get pushed onto the bank by a big peniche. Very, very comfortable, nothing fancy.



We had a DAF diesel engine (Dutch), known for its reliability, durability and fuel efficiency. When I looked at the boat, there was no instrumentation in the wheelhouse, and I was told not to worry about it; if it over heats, it will stop, so I had a few gauges put on, but I'd never use them as it just kept going. Very simple motor, 107 horsepower. We just barely had enough horsepower for the Rhine River. We could just move if we stayed near the banks.

This is winter. We would do a deal somewhere; one year moor in France, next year we'd be up near Amsterdam somewhere, dealing with the Harbour Master and I think around €1200 for the eight or nine months we were away. They would go on board once a month just to see that everything was OK. And I always had a big list of things to do to prepare it for the big freeze. If you're super rich, you just drive into a heated boat shed over the Canal. In our case, we put a custom made tarp on it.



The mooring ropes would be solid and you wouldn't be able to undo them at the moment. It would take us less than a day to prepare for winter. We had a compressor on board so we could blow the water out of the hot water system and the water filter, and the first year I didn't do it properly and two of the old pipe's solder joints blew apart because of the ice. In our first year, the Harbour Master rang me and asked if the boat might be moved to a new location as the ice was coming down stream, hitting the boat which was just going off like a bell while he was trying to sleep next door. We never had a problem with people breaking in, but our personal transport was push bikes which we had Locked up somewhere at the end of the wharf and of all things, someone knocked off a back wheel.



You could spend a lifetime and you would never, ever do all the rivers and Canals in Europe. When we go along a Canal, we usually go about 6 km an hour on the river. You can do what you want, and there are thousands and thousands of Canals. After you've been doing it for a while, you get to recognise other boats and when you stop somewhere, half a dozen boats stop with you and you get the booze out and off you go again. It's just marvellous.

You wouldn't want to go to the Black Sea now, but if you did want to you can, as the waterways just go on and on and on. It's just so extensive, and don't forget the reason why Canals were built; they were purely for cargo and you'll find all the Canals go through right through the heart of town, which is very convenient.



Our mooring in France was Saint Jean-de-Losne on the Saone River. We always stop there and would book a place in France, and in the Netherlands, we stopped in various places, but it's very convenient with shopping centres, dry dock and two hours from Paris by train.



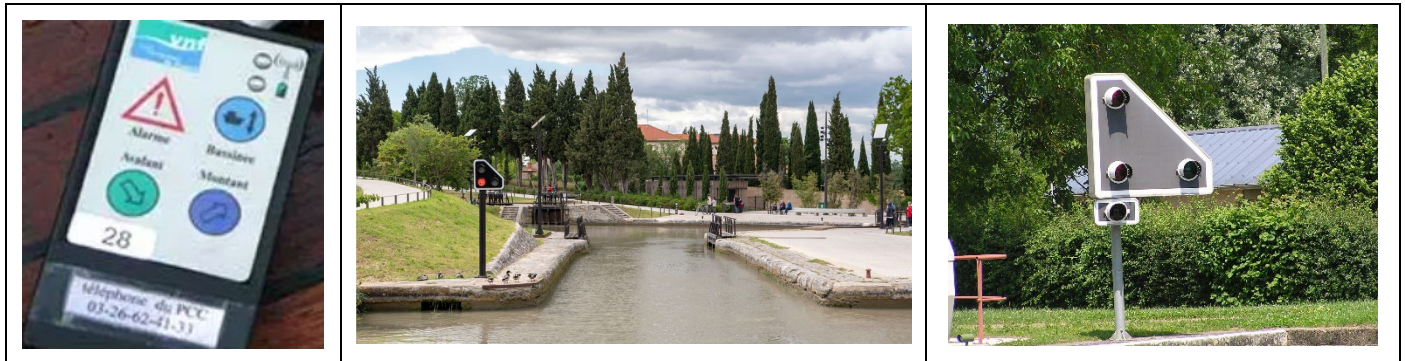
They would tie us to the bank rather than a floating pier because we were too heavy. After seven years, we had to get a survey and I booked it into the dry dock, until I had a call from a friend who was living on his boat there. He said there was no way we were going to get into the dry dock because there had been a fire which is not unusual. They get under a barge, start welding away and it ignites the timber. So silly me, I had the boat put on a 50 tonne capacity boat trailer which meant about third of the barge was hanging over the stern for four weeks and the outcome of this was the flexing of 1907 steel that cracked and let the water in, so we had to get a guy with a huge pump to get the water out of the engine bay and then got it welded. That's about the only excitement we had.



You can moor anywhere you want as there is no current and every barge comes with stakes that you can knock in with a hammer. The only restriction is you can't moor under bridges because of the limited distances (widths).

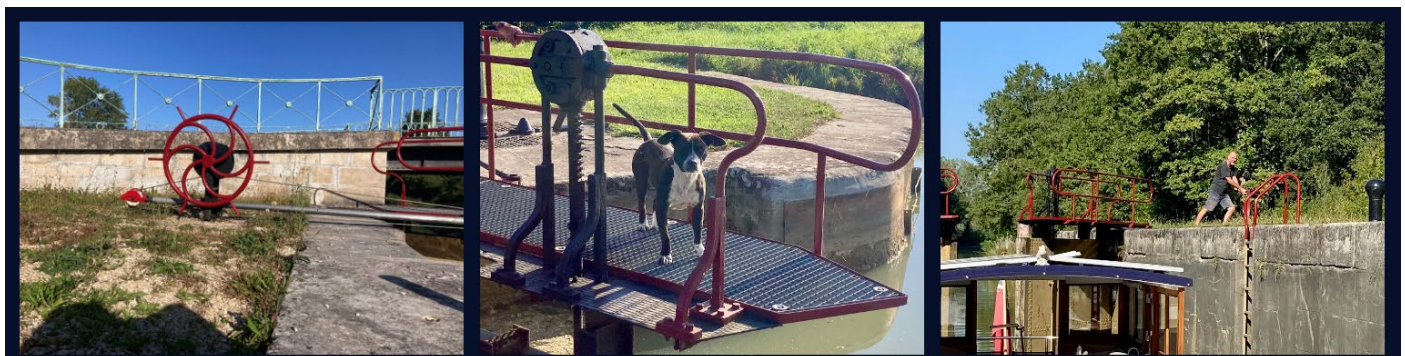


These are typical down-Locks, going down about 2m and it is all done by remote control, which is the shame now. You control a Lock with a remote control about the size of your garage door opener.



These lights tell you what the Lock is doing. You can tell it whether you want to go up or down. If you see 2 red lights, forget it; the system's shutdown and you need to go and have a cuppa. It's a shame because most of the Lock keepers are real characters and you could buy booze and fresh vegetables.

Who opens the Canal when you get to it you ask? Sadly, every Lock would have had a Lock keepers and house. Now they can be opened by those on the barge.

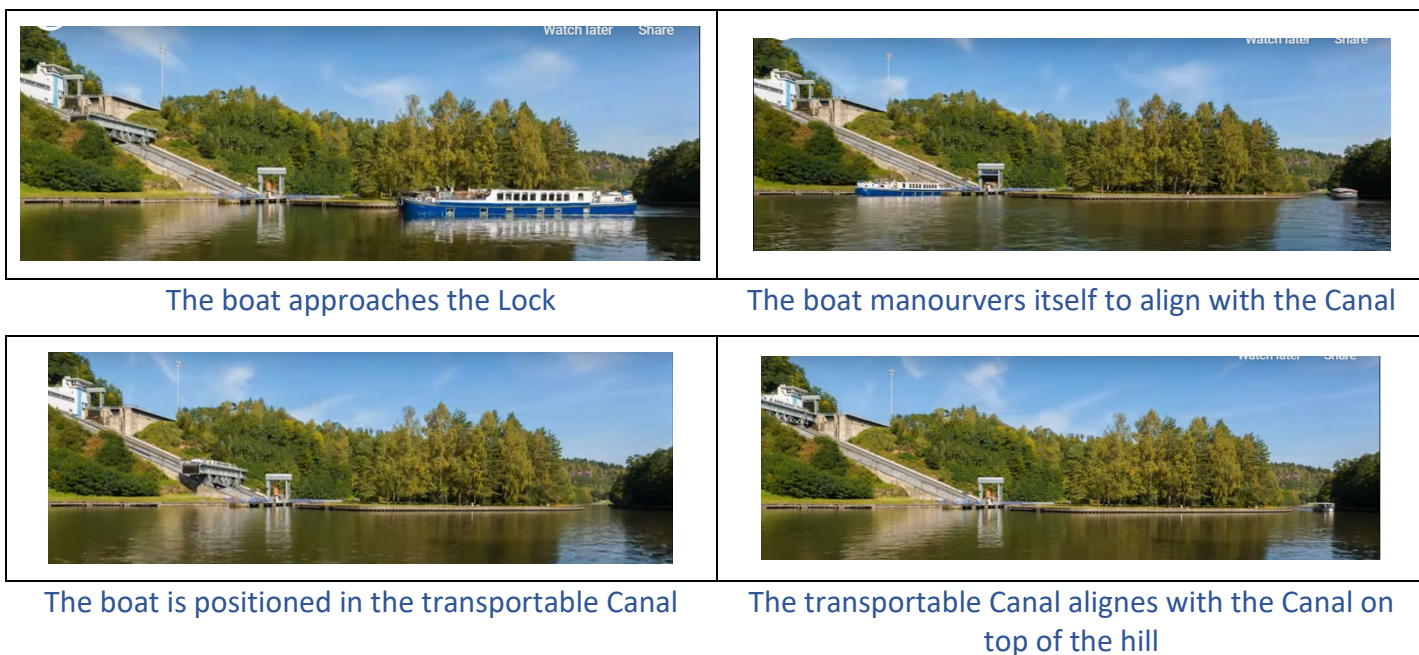


A typical Lock keeper's house. They've all been sold off now, unfortunately.

To save a lot of Locks you needed to go through a hill and this tunnel is 3 kilometres long. The question in my mind was how did a loaded peniche get through a tunnel with no motor because it pulled by horses? What they used to do apparently was disconnect the horses and take them over the hill to the other tunnel opening. And Then they'd get the crew up on top of the wheelhouse roof and with their feet, push the boat through because there's no current.



Another way of getting over hill is a Lock on a railway track. There would be up to three or four boats in the water and they take you up the hill to connect you in to another Canal and off you go. It's just amazing what they can do.



When you look at the detail, there's a huge counterweights, and it must be hundreds of tonnes of water, and they do it with a 5 horsepower motor, and it is free.

Questions

We did the Canal du Medi about 15 years ago and my friend was a very good boatie, and it was really good fun, but thank God for my friend because some of those Locks there, the current was pushing us out and getting dangerous. Have you had that experience? We've kept away from the Medi, we've never gone through the Dijon region for that reason, and there are many, many alternatives all over place. The most dangerous Lock you can go into, is a down Lock because as you are going down, you're letting out the mooring ropes. When I have guests on board, I say *stop everything, look into my eyes* and for every bollard, I've got a sharp knife. Then I may say *cut the rope don't look at me, don't anything, just cut the rope*.

Because some of those bollards are really old and the ropes get caught. There has been hire boats that have been turned on its side. It can be dangerous.

Drive-Barges are available for hire “locaboat.com”, also “www.Canalcaperswa.com, and to get hold of me “ianandsue.deany@gmail.com”.

We used Locaboat. We got out of the Canal du Medi and went up the River Beziers, and there's was no automatic “thing”; they alternated between trying to grab this piece of rope or twist the handle, and quite often you missed and you had to reverse back and have another go. Or else you have to drop someone off upstream or downstream and walk up and push the button. You know this? When we first started, Locks were manual and a lot of bridges, you had to stop, go up, wind the bridge up, go through down again like farmers bridges. It's just evolving.



In Tony's Thank You speech to Ian, he suggest we, WPRC, join together and buy a barge and share use it a couple of months each year. (Yeah! That will work. Who gets first dibs?)



Editor's Note:

It was thanks to Leonardo da Vinci's invention of the Miter Lock in 1497, however, that Locks are used as widely as they are today and have since become the standard design of Lock building.

The Miter Lock consists of two gates which swing open on a hinge in unison. When closed they press up against each other at 45°, meaning the pressure of the water only closes them tighter. When there is an equal level of water on either side, they open with ease.

Many alternatives to Locks have been tried out by Canal engineers, eager to reduce the loss of water during Lock operation, (about 50,000 gallons for a narrow Lock!) and to save the costs of Lock construction.

Vertical elevators, wet or dry, lift vessels vertically.

Dry lifts are little more than cranes to lift small vessels from one Canal to another.

Wet elevators transport vessels while still afloat, and make use of Archimedes' Principle, i.e., that a watertight chamber or caisson full of water weighs exactly the same as a caisson with a boat in it as the boat displaces a volume of water equivalent to its weight. This allows the boat lift to be finely counterbalanced, so that the only mechanical effort that needs to be put in is to overcome friction.

2-Minute Noodles



Chop Shop guest chef didn't show and the Chop Shop was full of hungry tummies. Fortunately the cleaning lady was still on the premises who offered to boil some water, so she wiped her hands on her greasy apron, pinned up her wayward hair and whipped up something universal. Mind you it was an internet rip-off but that didn't dampen the mood. However Rotary is nonpolitical and does not have religious bias and therefore the plagiarised information does not confirm truth or fiction.

"I came across some interesting clips on the weekend and I thought I'd like to share them considering how topical the subject matter. You decide for yourself where the information sits within you:



SOLAR PANELS damaged in a hail storm and all are destined for landfill. The scale of the solar farm can be measured against the house in the top left. Chinese solar panels do not withstand hail, others do.

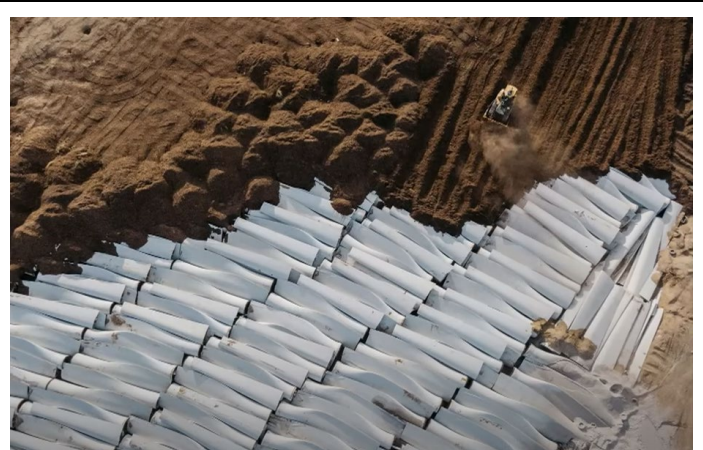


It takes 7000 BATTERIES to drive a TESLA X



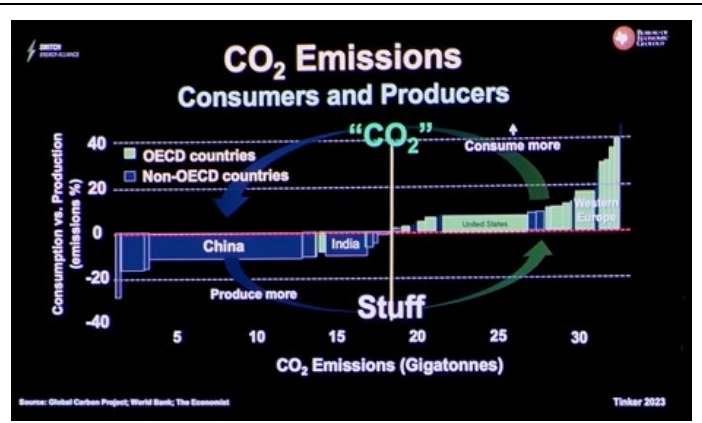
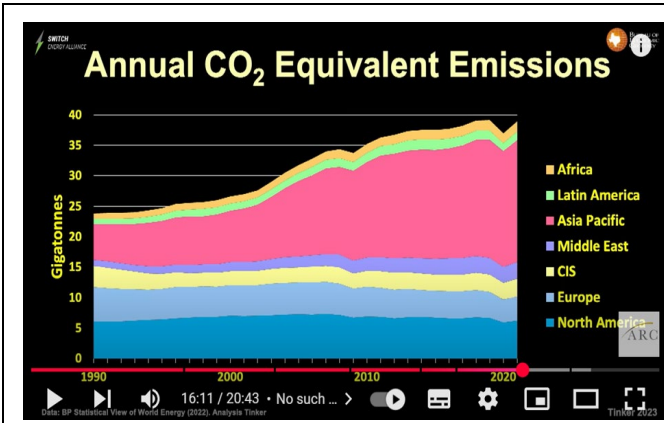
PROCESSING LITHIUM – IT IS NOT GREEN

This is just one location, out of hundreds and hundreds



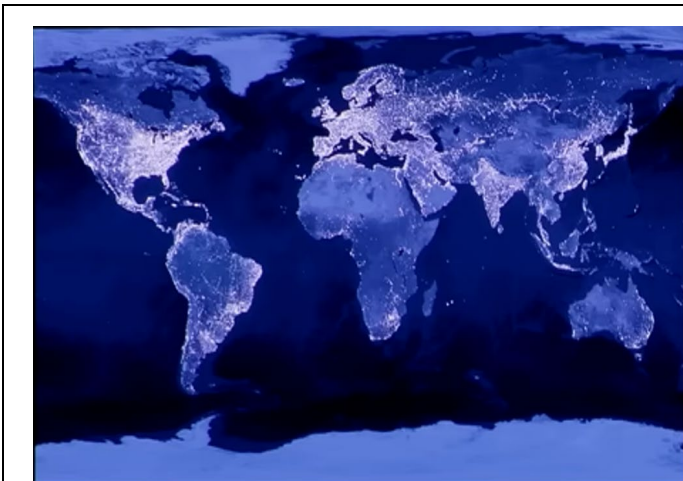
10,000 BURIED WIND FARM BLADES.

Texas has 40,000 Blades buried to date. To get a sense of scale, look at the tractor top mid-right



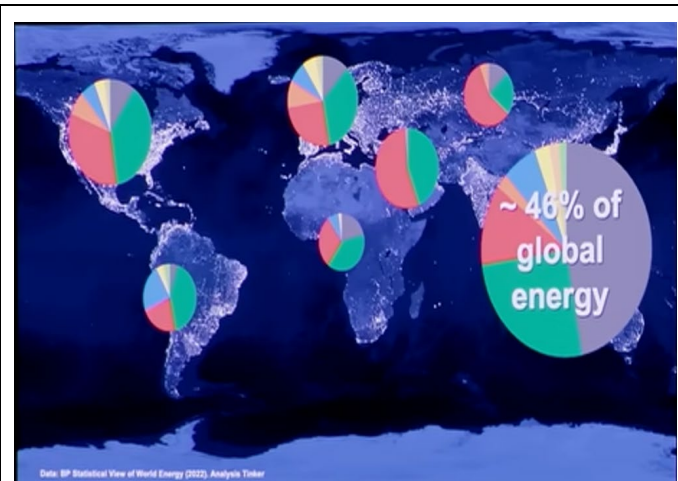
DEVELOPING NATIONS PRODUCE MORE EMISSIONS.

Countries who are reducing emissions are not producing emissions yet are targeting zero emissions. Developing countries are producing because they are the producers of the stuff First World countries consume.. Tinkler 2022, 2023, World Bank: The Economist



KEEPING THE LIGHTS ON

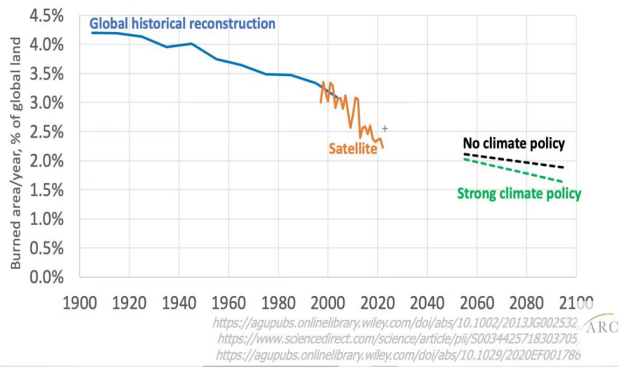
While the lights are on, it means people are working, earning and learning and have a standard of living worth striving for more. People do not die of starvation or cold.



GLOBAL ENERGY CONSULATION

China, America, Africa, India will not give up their access to energy because their people are prospering with the use of it

Global fire, burned area 1900-2100



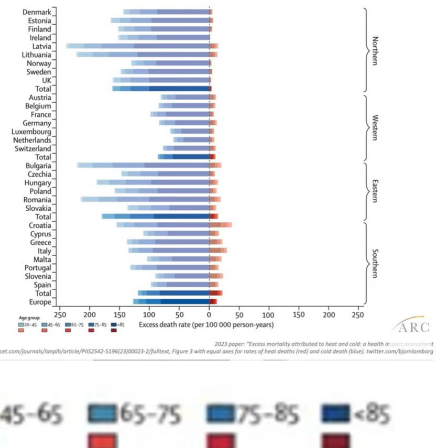
WORLD ON FIRE?

Since 1900, we have developed ways to stop things burning due with technology and intellect. The world is not on fire. It might be burning, but it is getting less lethal. We are not hot because we can afford air conditioning. With or without policy the trend will still be trending south

<http://agupubs.onlinelibrary.wiley.com>

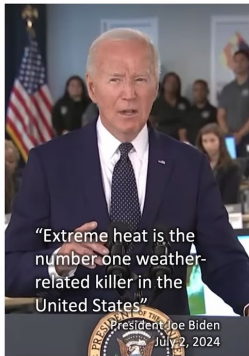
In Europe

- Heat kills
 - 20,500 each year
- Cold kills
 - 220,000 each year

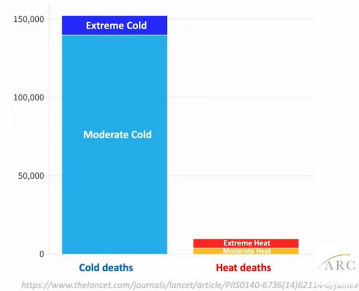


ENERGY NEEDS TO BE AFFORDABLE

It is not heat that kills, cold kills.
Croatia had the highest incident of people dying from the heat and Latvia and from the cold, but this could be contributed to an aging population not extreme weather conditions



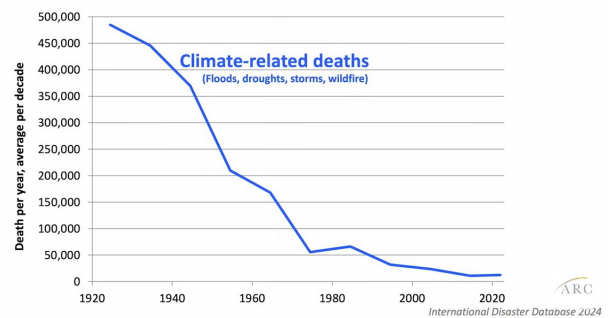
No, it isn't



THE LIE FITS THE NARATIVE

www.thelancet.com

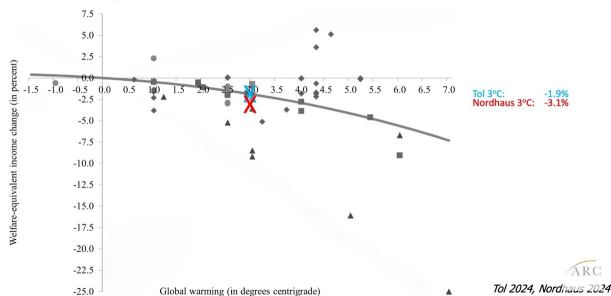
Deaths from Climate, 1920-2023



A REDUCTION OF 92% BECAUSE THEY ARE OUT OF POVITY
Since 1920, we have developed ways to deal with floods, drought, storms, wildfire through technology and intellect. The world is not on fire. It might be burning, but it is getting less lethal. We are not hot because we can afford air conditioning. With or without policy the trend will still be trending south

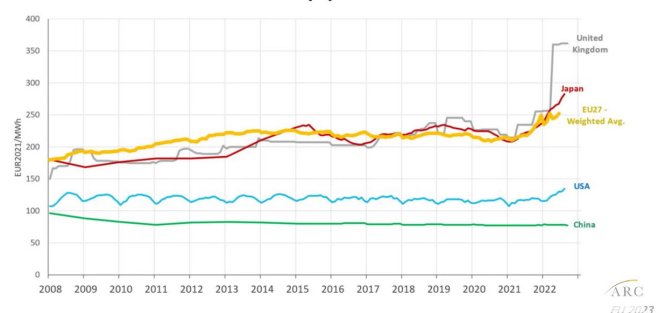
International Disaster Database 2024

Warming impact, in % income



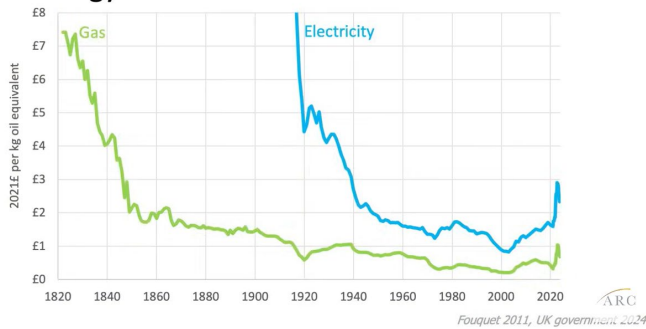
WELFARE-EQUIVALENT INCOME AGAINST GLOBAL WARMING
The dependency on welfare reduces an individuals effect from global warming

EU household electricity price 2008-2022



Energy Prices
UK, Japan, EU27's path to zero emissions have driven the cost up.

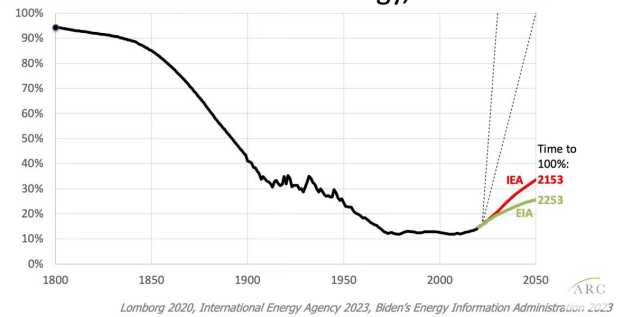
UK Energy Prices 1820-2024



CLIMATE POLICY MAKES IT HARD FOR PEOPLE

Cost of energy has been dropping since the 1820's and now they are the same cost experienced in the 1840's

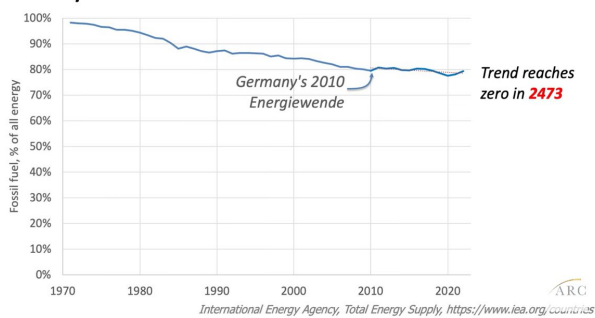
Global share of renewable energy, 1800-2050



IMPACT OF CLIMATE POLICY

Biden's Energy Information Administration 2023 believes it will reach its target 2153 at a huge cost to consumers

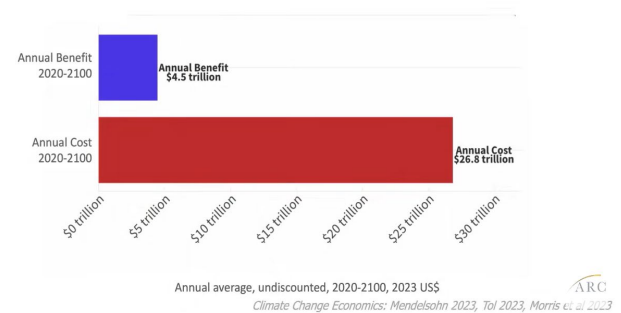
Germany: Share of fossil fuels



GERMANY SPENT TRILLIONS ON REDUCTION AND GOT NOWHERE

When Germany reaches its zero target in 2473, it will still be using 80% fossil fuel to keep the country going

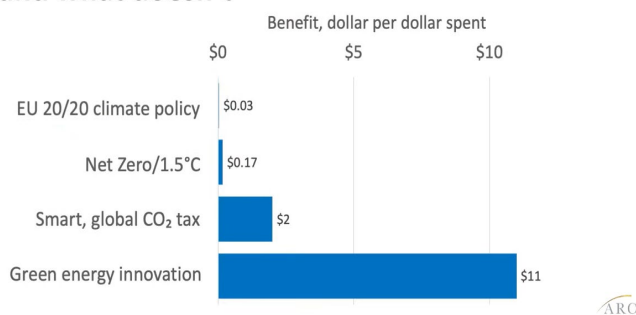
Net-Zero 2050: Costs vastly outweigh benefits



¼ GDP EACH YEAR/ COUNTRY

The predicted annual cost of energy in 2050 is \$26.8 trillion and this outweighs the benefits of \$4.5 trillion

Climate policies: what works — and what doesn't



DUMB IDEA

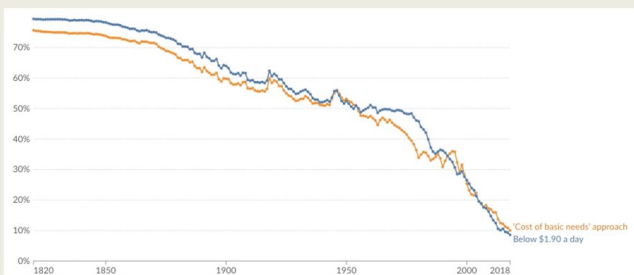
Economic Freedom Index

| | |
|-----------------|--------------------------|
| 1. Singapore | 13. Australia |
| 2. Switzerland | 14. South Korea |
| 3. Ireland | 15. Lithuania |
| 4. Taiwan | 16. Canada |
| 5. Luxembourg | 17. Cyprus |
| 6. New Zealand | 18. Germany |
| 7. Denmark | 19. Mauritius |
| 8. Estonia | 20. Latvia |
| 9. Sweden | 21. Chile |
| 10. Norway | 22. United Arab Emirates |
| 11. Netherlands | 23. Iceland |
| 12. Finland | 24. Czech Republic |
| | 25. United States |

Heritage 2024

ECONOMIC FREEDOM IS THE FUNDAMENTAL RIGHT of every human to control his or her own labour and property. In an economically free society, individuals are free to work, produce, consume, and invest in any way they please.

Share of World Population Living in Extreme Poverty (1820-2018)



Less people were living in poverty 2018, because energy was available to more cultures at \$1.90 a day. This trend will start to increase with Climate Change Policies

The 20th Century Socialism Death Toll

| Socialist Regime | Millions Murdered | Time Period |
|-----------------------------------|-------------------|-----------------|
| USSR | 61.9 | 1917-1987 |
| Chinese Communists [PRC] | 35.2 | 1949-1987 |
| German (Nat'l) Socialists [Nazis] | 20.9 | 1933-1945 |
| China (Mao Soviets) | 3.5 | 1923-1949 |
| Cambodian Communists | 2.0 | 1975-1979 |
| Vietnamese Communists | 1.7 | 1945-1987 |
| Polish Communists | 1.6 | 1945-1948 |
| Yugoslavian Socialists | 1.1 | 1944-1987 |
| North Korean Communists | 1.7 | 1948-1987 |
| GRAND TOTAL | 129.6 | 70 years |

WHEN ECONOMIC FREEDOM IS DENIED, more people die.

Our Guest Speaker Ian Deany told the Breakfast Club that France has 57 nuclear power stations. As a point of interest, I got our French friends to send us a copy of the electric light bill. It was about half what we pay, once you get over the capital cost after about 12 or 13 years.

**THERE IS NO SUCH THING AS RENEWABLE ENERGY
...SCOTT TINKER...**

Announcements



Director's Day: This Thursday. Who will it be and what will it be about is anyone's guess

Changeover Night could be at Anzac House except parking is going to be an issue. Kym's got it in hand anyway.

Peter Blockley was still tanning it up at some exotic location.

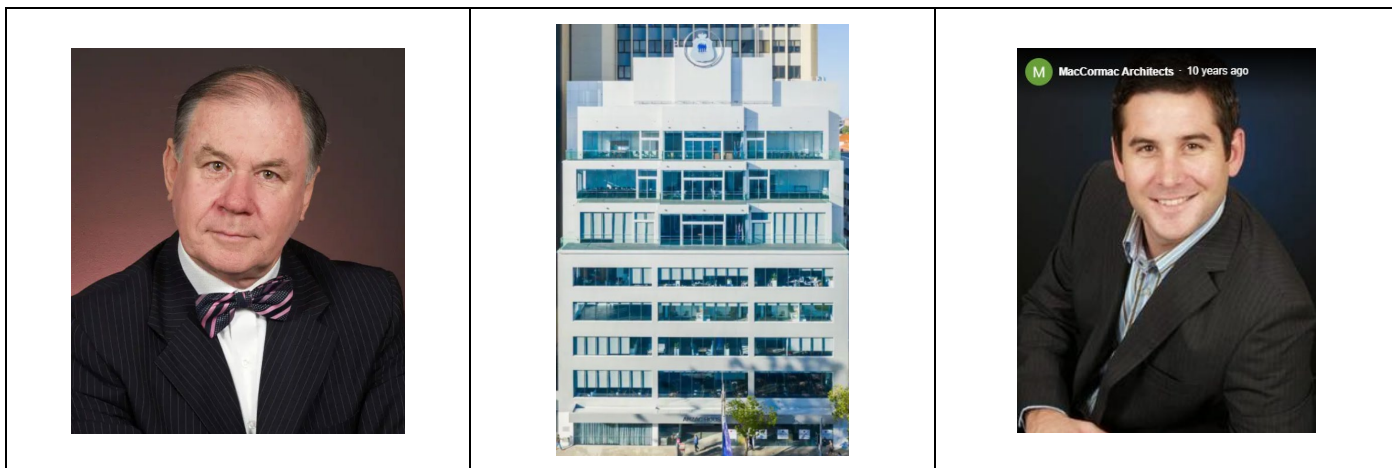
A **Chinese International Dinner** is being planned for some time in April, probably at Jade Court, Cottesloe

Governor Pat Shrivell is giving us a talk on Rotary and the way forward I imagine. Please don't runaway and don't treat it like a Club Day by not turning up.

If you can't turn up and you've got a duty, talk to your buddy. You should have at least one by now. Get your buddy to stand in for you or somebody else. Otherwise, I'm running around and making himself unpopular by nominating people at short notice, like the gentleman wearing a suit.

OpShop: An improvement with \$346, and 6 stalls. Some problems getting all product in. After consulting Deepseek, we applied Quantum Superposition.

Plagiarism: the big ripoff



Kym MacCormac (PRINCIPAL)

Kym has 34 years of experience in the work of an Architect. We undertake a limited number of projects each year and offer a personal service with only minimal delegation during the progress of each project.

Kym has been a registered architect since 1976 and is currently a member of the Urban Design Committee of the RAIA. He is an examiner for the Architects Board of WA, a Registered Builder and was the RAIA Representative on the Builders Registration Board. Kym holds a bachelor's degree in architecture from the University of Adelaide. Kym also holds a Graduate Diploma in Property from Curtin University in 1995.



Remembrance

Bulletin Vacancy: Deadline 30th June 2025.

Speaker Hunting Vacancy: Deadline 30th June 2025. Pat does a great job and you can

District Conference: Margaret River 28th-30th March 2025. More at the back

Entertainment eBook: 20% from each sale will help us with our fundraising efforts. Back of book.

| Duty·Role | 06·March | 13·March | 20·March | 27·March |
|-----------|----------------|------------------|------------------|------------------|
| Host | | Ant·Ulijn | John·Van·Vliet | Arthur·Blaquiere |
| Welcome | Ant·Ulijn | John·Van·Vliet | Arthur·Blaquiere | Peter·Blockley |
| Toast | John·Van·Vliet | Arthur·Blaquiere | Peter·Blockley | Corrin·Caine |
| Thanks | | Peter·Blockley | Corrin·Caine | Tim·Dawe |
| Bulletin | Peter·Blockley | Corrin·Caine | Tim·Dawe | Pat·Emery |
| 2·Minutes | Corrin·Caine | Tim·Dawe | Pat·Emery | Bernie·Foley |

UNDER THE SPOTLIGHT



Birthdays

Guy Mattioli

Anniversaries

None

Rotary Membership

Nil

Attendance

| | |
|---------------------|-----------|
| Members: | 15 |
| Honorary Member: | 0 |
| Visiting Rotarians: | 0 |
| Guests: | 0 |
| Guest Speaker: | 1 |
| Total: | 16 |
| Apologies: | 11 |

President's Parting Thought

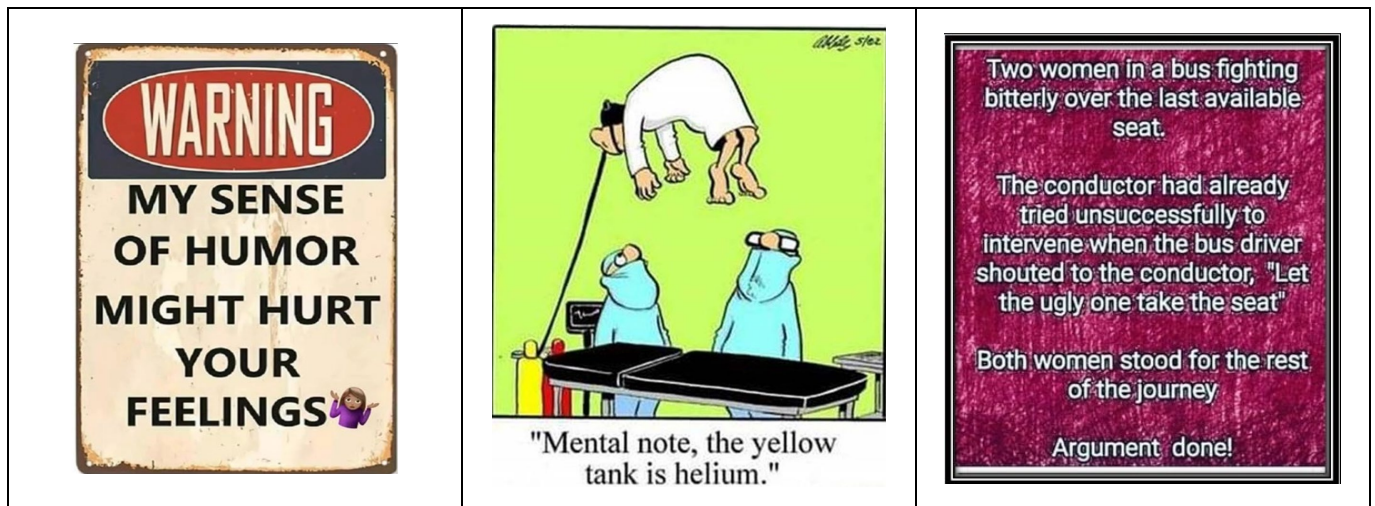
If a political party does not have its foundation in the determination to advance a cause that is right and that is moral, then it is not a political party. It is merely a conspiracy to seize power.

...Dwight D Eisenhower...



Summary of Upcoming Meetings

| | |
|---------------------------|------------------------------------------------------------------------------------------------------|
| Thu 13 th Mar: | Past Pres. John Van Vliet and his holiday in Iceland and Greenland (I know, we've heard this before) |
| Thu 20 th Mar: | Doctor Tony Friend, Retired Research Scientist, Conservation of threatened marsupials-DBCA |
| Thu 27 th Mar: | Mr David Thomas, CEO R2R Services Pty. Ltd, Village Management Specialists |
| Thu 3 rd Apr: | Mr Jason James CEO, Cosmos Alliance, Water and Sanitation Projects in Africa & New Guinea |



PADDY'S LAMENT

TWELVE
Commandment
For
SENIORS

#1
Talk to yourself.
There are times
you need expert
advice

#2
"In Style" are
the clothes that
still fit.

#3
You don't need
anger
management.
You need people
to stop pissing
you off.

#4
Your people skills
are just fine.
It's your tolerance
for idiots that
needs work.

#5
The biggest lie you
tell yourself is,
I don't need to
write that down.
I'll remember it."

#6
"On time"
is when you get
there.

#7
Even duct tape
can't fix stupid -
but it sure
does muffle the
sound.

#8
It would be
wonderful if we
could put
ourselves in the
dryer for ten
minutes, then
come out
wrinkle-free and
three sizes
smaller?

#9
Lately, You've
noticed people
your age are so
much older
than you.

#10
Growing old
should have taken
longer.

#11
Aging has slowed
you down,
but it hasn't shut
you up.

#12
You still haven't
learned to act your
age, and hope you
never will.

And one more:
"One for the road"
means peeing
before you leave
the house.

Don't you love breaking the law by hacking into someone else's humour?
It's fun and you should try it!

**Rotary Club of West Perth is fundraising with the
Entertainment Memberships!**

20% from each sale will help us with our fundraising efforts.

**Simply scan the QR code below and get a FREE UPGRADE
(\$50 Saving) PLUS a \$30 VISA!**



Invitation for West Perth Rotary to join the Purple Walk 4 Epilepsy WA and Family Fun Day – Sunday 30 March 2025

Epilepsy WA warmly invite WPRC to take part in the **Purple Walk 4 Epilepsy WA & Family Fun Day** on **Sunday, 30 March** at **Curtin University**. This family-friendly event is a fantastic way to support an important cause, raise awareness of epilepsy which affects **1 in 25 West Australians**, and help fund the vital work of Epilepsy WA in supporting local families impacted by epilepsy.

The day will feature:

- An all abilities walking loop (participants can do as many or as few laps as they like)
- Family-friendly activities
- Live music
- Entertainment
- Food trucks and plenty of fun for all ages.

Members who would like to attend, please let Epilepsy WA know via return email, and we'd be happy to create a team page for your club and send you the link for your members to join. Alternatively, your members can also register individually or set up their own team page by following [this link](#).

We hope to see you there!

Best regards

The Epilepsy WA Team

Call us on 1300 660 880

Follow us on Facebook at: www.facebook.com/epilepsywa



JOIN US 30th MARCH AT OUR
PURPLE WALK 4 EPILEPSY WA
& FAMILY FUN DAY



All pre-registered children receive a free gift on arrival.
CLICK HERE to secure your spot today.

The District Conference Margaret River – 28th-30th March 2025.



Dear Rotarian,

Please accept this newsletter as an **invitation** to join us at the Rotary Western Australia Conference.

The Conference is at the HEART Entertainment Centre Margaret River from Friday 28th 6pm to Sunday 30th March 2025 at 12.30pm.

The HEART is a brilliant conference venue featuring a state of the art 400 seat theatre. It also has a sound shell where on Saturday night we will be entertained by a very talented local band. You'll have the option of enjoying your picnic and music on the lawns outside the venue or there will be seating scattered both inside and outside the venue.

Friday evening will give you the opportunity to meet up with new friends and old before moving into the HEART for the session showcasing our wonderful Youth Programs.

Saturday and Sunday morning will feature keynote speakers including:

Australian Human Rights Commissioner Lorraine Finlay
Topic - Human Rights: Everyone, Everywhere, Everyday

In Human Rights: Everyone, Everywhere, Everyday, Commissioner Finlay will reflect on the continued importance of human rights, and the challenges that we are facing in Australia and around the world. Modern slavery and human trafficking will be highlighted as a key human rights issue where global promises are still waiting to be delivered. In particular, she will emphasize the responsibility that each of us has to bring human rights to life in our daily lives, echoing Eleanor Roosevelt's belief that human rights begin 'in small places, close to home'.



Retired Chair of the Western Australian Planning Commission Professor David Caddy
Topic - Can we Manage Western Australia's Future Growth?

Western Australia has now reached a population of over 3 million with 80% of it in Perth Region. The State Government would like to see a significant decentralisation of the State's future population growth into our regional centres.

Professor Caddy will discuss how the future development of the State is being planned and how the population growth of the regions can be managed.

Rajendra Gautam

Topic - Revitalizing Rural Community - A Success Story of Grassroots Projects in Nepal.

Raj, Ph.D. (h.c.) in Social Work is the Founder President of Solidarity Nepal, an entirely non-profitable and social welfare organization aiming to establish and implement sustainable education, health, drinking water and community development programs in the rural areas of Nepal.

Hear some amazing success stories.

Keep an eye out for the next edition of the conference newsletter for information about the rest of our keynote speakers. You'll also find information about our speakers and other important information on the Conference and Rotary Western Australia Facebook pages.

We will also feature some Rotary Snapshots as part of the program. These will combine topics of general interest with short presentations on key Rotary projects.

On the Friday morning before the Conference starts there is a golf game available, or you can enjoy a guided walk through the local forest and visit the historic Settlers Village. Make your booking for a game of golf here <https://www.trybooking.com/CUXNE>



Join us in Margaret River from 28 - 30th March 2025, for a weekend of fun, fellowship and to hear some inspiring speakers.

For golfers, the weekend starts with a game during the day Friday. Late Friday afternoon, the Rotary Showcase opens and will continue on Saturday and Sunday alongside the main conference.

President Tick guessed we need to nominate somebody to coordinate and Geoff Woods' name was put forward much to his surprise, because he has organised three DC's in his lifetime, and went to one in 1999.



Wheelchairs For Kids®
Giving freedom & mobility worldwide

Festive Season 2024

Wheelchairs For Kids Australia
PO Box 1175, Wangara DC, WA, 6947

Telephone: (08) 9409 3633
Email: info@wheelchairsforkids.org
Web: wheelchairsforkids.org



1269 - 049 - 1007

Secretary
Rotary Club of West Perth
PO Box 59
WEST PERTH WA 6872

Season's Greetings!

The festive season is upon us. It's such a magical time of the year for children around the world who are busy writing their letters to Santa, filled with their hopes, dreams and wishes for Christmas.

Shiny new bikes, skateboards and scooters are always on the top of the list for children eager for the freedom to explore, be adventurous and hangout with their friends.

But for a child who cannot walk, their dreams are a bit more modest. They hope for freedom of a different kind – the freedom of mobility and to live life off the ground.

These children, often from impoverished communities with no access to healthcare or government services, face daily struggles without the means to move freely. The world is filled with barriers that prevent them from going to school, playing with friends or even leaving their homes.

This Christmas, we have a chance to deliver a life-changing gift: the gift of mobility to a child living with a disability. Through **Santa's Wheelchair Appeal**, we're aiming to raise the funds to manufacture more of our all-terrain adjustable wheelchairs for children living in some of the most challenging environments and poorest communities.

Each wheelchair becomes a lifeline to inclusion, opening doors to education, friendships and a world beyond what the child has ever known or what their family has dared to dream for them.

So while Santa's sleigh may be packed with toys, **you can give a gift that truly changes lives.** By donating towards a wheelchair this Christmas, you'll be helping **Santa deliver the freedom of movement to a child**, many who will be experiencing it for the first time.

**Help Santa deliver the
gift of mobility this
Christmas**

**Please give to
Santa's Wheelchair
Appeal 2024**