



*January / February Newsletter*

We are now well into summer and have had some great sailing weather. The Quindalup cruise is done and dusted, the Bunbury cruise is currently underway and the Australia Day cruise has also been and gone.

By all accounts the Quindalup cruise was very successful, though again some encountered weather that they didn't feel comfortable beating into so retired from the cruise. It's just an unfortunate part of our summer weather pattern that we can have some very strong sea breezes. A wrap up of the Australia day cruise is inside and if someone who made it to Quindalup can do a review for me, I'll put that in the next edition of the newsletter.

We've got the Labour day long weekend cruise coming up at the end of February then the Abrolhos cruise in May so there are still some cruises in company to come this season. I hope to see plenty of FSC cruisers out there joining in.

Nick Walker - Editor.

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*Cruises coming up.*  
*Labour Day—Warnbro Sound*



*At anchor at Becher Point 2009*

Our next cruise in company is on the Labour Day long weekend, February 27 to March 1.

This popular cruise takes us to Becher point at Port Kennedy in Warnbro Sound. This is a good cruise for those new to the cruising scene and the more seasoned cruiser alike with an emphasis

on socialising.

With an early start on Saturday morning, the fleet will head out through Challenger passage, then pass down the west side of Garden Island. Then it's through the passage into Warnbro Sound, arriving hopefully sometime around mid day.

The usual practice is to then gather for a sundowner or barbeque ashore. This is a pretty laid back cruise and is not very taxing but does require some navigation. Keep an eye on the club notice board and the Around the Buoys email for more details of this cruise.

## *Recent Cruise*

### *Australia Day Jan 23—26*

The most recent “local” cruise was to Rockingham Beach over four days including Australia Day.

Many cruisers were able to arrange a Monday off work to get a four day weekend. In all we had about 22 yachts take part in the cruise, though about 3 boats opted to pick up moorings over near the TCYC. We were also joined by a few boats from the Fremantle Cruising Club and a couple from various other clubs.

We were blessed with great weather and warm water which made swimming and other water activities very enjoyable. The wind was fairly strong at times but the anchorage chosen at Rockingham provides good shelter and very good holding. The first day there saw most ashore for a sundowner and BBQ. Sunday morning a large group made



*Beach cricket on Australia Day*

their way across to the Cruising Yacht Club for breakfast. Many spent a while wandering around the shops and cafes in Rockingham before heading back to the boats.

A sundowner was held on Moonraker that evening which proved to be a very suitable boat for the occasion. Moonraker must have looked like a mother duck with a large number of dinghies bobbing around behind.

The rest of the weekend followed much along the same vein though some boats headed back on Sunday afternoon as work beckoned on Monday.



*Moonraker provided a colourful sight anchored off the beach*

On Tuesday morning, before heading back to Fremantle, a tug of war was conducted between the cruisers from FSC and the Fremantle Cruising Club.

The Fremantle Cruising Club put up a perpetual trophy for the winner of the best of 3 contest.. Unfortunately FSC finished second so our competition got to keep their trophy this year. We do note however we lent them some manpower and they were coached by our own Terry Baker from Miss Saigon.

We hope the tug of war becomes an integral part of this cruise and we'll do our best to wrest it from them next year.



*Drinks aboard Catcha Star*

## *Parkerville Kids Outreach Event*

*January 31.*

On Sunday, January 31, 6 yachts from the cruising section took part in the latest outreach event conducted by the section. This event saw 23 children plus carers from the Parkerville Children and Youth Care organisation have a trip to Pigtrough Bay at Garden Island. The yachts Gulnare, Grey Douglas, Moonlighting, Moonraker, Jacqui Mac and Ruby Tuesday provided the transport.

Leaving the club at about 9.40 am the small flotilla had a smooth trip across to the island on a mild south-easterly breeze. Shortly after picking up moorings, the kids were ferried ashore for a BBQ picnic and some fun on the beach.

A couple of sit on top Kayaks proved a smash hit with the kids in the water. A fly-past at about 11.30 by 3 “fighter” planes was led by FSC club member Bruce Stevenson.

A visit by the ranger on the island was also a popular event as he brought a harmless carpet snake along for the kids to handle plus a tiger snake in a glass cage for the kids to look at too.

A good feed of hotdogs and salads courtesy of the club satisfied the hunger pangs then it was time for some more fun on the beach.

By the time we were all set to head back to Fremantle at about 3pm, the Freo Doctor was blowing at about 20 knots so the trip back to the club was a good fast sail, if a little roly.

The kids were still full of energy

when we arrived back at the club, having recharged on the trip back. The skippers and crew were all looking well worn out though and once all the kids were on their way home, we sat for a quiet drink.. Everyone agreed it was a great day enjoyed by crews and kids alike.

The comment that summed it up was made by one of the boys on Moonlighting when he declared it was the best day of his holidays.



*Group photo on the beach at Pigtrough Bay*



*Refuelling time for the crew at the BBQ area. Pigtrough Bay*

## *A Sailor's Dozen*

*12 questions with a veteran cruiser.*

1. **Name?** Rob Hills

2. **When did you first go sailing?**

When I was about 8 or 9 I spent winter nights in the garage "helping" dad build our first sailing dinghy out of marine ply, Meranti, bronze nails and araldite.

3. **What kind of boat was it?**

It was a 12 foot flat-bottomed dinghy called a Signet, designed by Ian Proctor. It's a bit of a timeless sort of class and I recently heard that the boat Dad and I built may even still be sailing. It remains a popular class in the UK, judging by its website: <http://www.sailsignet.org.uk/>.

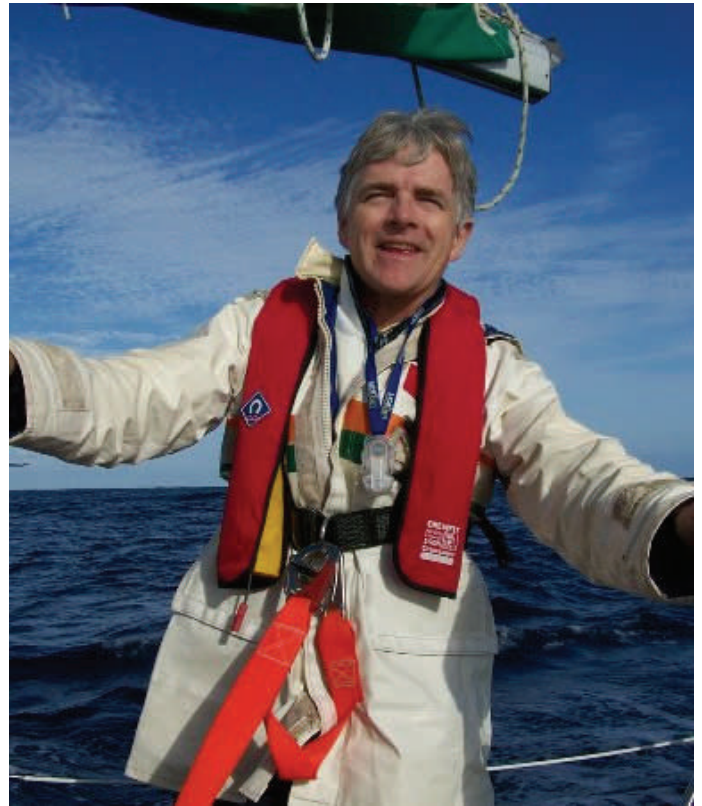
Although Dad dreamed of owning a bigger boat, that didn't happen during my childhood. Late in my adolescence we enjoyed a couple of cruising family holidays though, on a Freedom 33 (un-stayed masts with wishbone booms - wonderful boat) in the Whit-sundays and on "Capricorn Dancer" a 34(ish) foot steel Herreshoff ketch in the Gippsland Lakes. That's definitely where the cruising seed was planted.

4. **What is your current boat?**

Pegasus II. She's a "Ditchfield Cruising Ketch" though I'm not aware of any others in existence. Like most of us, I'm fond of saying "Google knows everything" - well that's not quite right because Google still knows nothing about my boat! She was owner-built by her previous owner (and past FSC Commodore), Peter Blaxell, in his back yard in Leed-erville in the late 70's. She has a foam-sandwich hull with a ply/glass/teak deck. She has a centre cockpit and flush decks which gives her a very spacious feel below.

5. **If you could have any boat, what would it be?**

Pegasus II - next question! Actually, sometimes I ponder what it'd be like to have a boat that needed less maintenance, went better to windward, was a bit quicker etc. But then what would I do with all that spare time?



6. **Most exciting sailing moment?**

Hmmm, difficult one. I always thought the aim of cruising was to avoid too much excitement! Probably the time I was working the foredeck on a river racer and we were about to kill the kite in a stiff sea breeze. There were no lifelines and the sheet that I had to grab was a bit beyond my balance point over the side. Clever me worked out that it was so taught that I could fall towards it, grab it and bounce back to recover my balance, still holding the sheet. I rehearsed the action a couple of times and then the call came: "Kill the Kite".

I launched my upper body towards the sheet and grabbed it just as the sheet hand released it from the winch. Needless to say, I ended up in the river, water-skiing on the end of the sheet while the others on board (who'd not yet noticed I was missing) wondered why it was so hard to retrieve the kite!!!

### 7. Scariest sailing moment?

Hey, cruisers don't do "Scary" either! I've actually been lucky to avoid those so mine's actually pretty tame, looking back on it. Anyway, it happened in my late teens when I owned a Boomerang cat (a 14foot, Charlie Cunningham design, single hander with a sloop rig and a trapeze). I was racing on Port Phillip bay in May (yes, Victorians do that kind of thing!) and had sailed quite a distance to the start line (from McCrae yacht club to Tootgarook, about 5NM or so) so I was pretty tired to start with. Then part way through the race I was caught by a violent wind shift and capsized the boat.

In trying to right her, I ended up turning turtle. Eventually after much struggling, I managed to get the boat back on her side again, only to discover that the "top" hull was floating on the water. The bottom hull had filled with water and sunk!! There was only one small rescue boat at the time - it was a mid-week race - and they had lots of work on and took a long time to show up. I remember being in the cold, choppy water under a grey Melbourne sky wondering if I should abandon the boat and swim for shore, seemingly several miles away (though probably only a few hundred metres).

Well the rescue boat showed up and actually towed the boat, on her side with one hull 6 feet underwater back to the beach. Over winter, I fixed all the leaks and sailed her again the next season!

### 8. Best sailing memory?

Hmmm, lots of those, but here's a recent one. It was last year on the Abrolhos cruise, en route from Jurien to Coral Patches. It was about 2am and I was on watch, we were probably about 30NM from Coral Patches at the time. We were motoring over glassy seas on a long low swell under a spectacularly bright moon when we were joined by a large pod of dolphins. I could see them clearly in the moonlight, even under the water and they cavorted and frolicked in the bow waves for 15-20 minutes. We cruisers all have lots of Dolphin moments and maybe sometimes become a bit blasé about them, but Dolphins by moonlight was certainly my best.

### 9. Where have you cruised to or at?

Only here in Oz. I've been to the Whitsundays twice, the Gippsland Lakes, Quindalup and Geographe Bay several times, the Abrolhos several times, Shark Bay and Carnarvon once (last year after the Abrolhos cruise). I also did a "fly-by" of the Kimberleys a few years ago, sailing from Darwin to Dampier with Ralph Newton in Yandanaooka. And of course Rotto too many times to count.

### 10. Which place that you've cruised do you like best?

It's hard to pick just one. I enjoyed what little I saw of the Kimberleys. It's hard to beat Geographe Bay on a nice day. The Abrolhos has lots of attractions, as does Shark Bay. Even the Whitsundays aren't too shabby.

### 11. Where would you like to cruise to?

I'd like to circumnavigate Australia. I'd especially like to spend lots of time in the Kimberley and I'd quite like to do a bit of a wander around some of our nearest Northern neighbours too, ie Timor and Indonesia. Pegasus II has done two previous Bali races, so every now and then in a rabid moment, I contemplate doing the 2011 event (in the "Rally" division of course!).

### 12. If you could have anybody you wanted as crew, who would it be (doesn't have to be a sailor)?

Kaye is always my preferred crew. She knows much more about boats than she thinks she does - for many of us it's the other way around. She's great company, a sensational cook, super-organised and she doesn't get seasick.

For those occasions that Kaye's not available, I'm lucky that we have a large number of experienced, friendly folk in our own FSC Cruising section and I'd be pretty happy sailing with any of them.

Mind you, for longer voyages, I'd definitely have a preference for female company.

## *My Boat - Ruby Tuesday II –A Van de Stadt 34*

*By Nick Walker*

*Ruby Tuesday II* is a Van de Stadt 34. Built of steel in a multi-chine method, she measures in at 10 metres with a 5.5tonne (approx) displacement. Ruby has a draft of approx 1.7 m. The full details of the design can be found at <http://www.stadtdesign.com/products/vds391.htm>

We bought Ruby Tuesday in December 2006 just prior to Xmas. Prior to this boat we had a Sorcerer which is a 21' trailer sailer.

In October 2006 we did a bare-boat charter in the Whitsundays with our good friends Stuart and Sharranne (who have now purchased 'Moonlighting', a 37' Jeanneau and joined the cruising section also). The boat we chartered was a 39' Delher.

When we got home we quickly became frustrated at the lack of space for anything but day sailing on our 21 footer so we started looking for something bigger that we could "go cruising" on.

Eventually we found Ruby Tuesday II for sale up at Two Rocks marina. While it was a bit more than we had intended to pay for our second boat (knowing that we would eventually want to go bigger) it was by far the best value for money boat we had seen. Although a 1980's design, Ruby was only launched in 2001. She was with her second owner who was very fond of her and fastidious about maintenance but was selling for family reasons.

Ruby has taken us as far south as Quindalup and North



*Ruby Tuesday heading for Hillarys on a stiff Sou-easter*

to Morley Island in the Abrolhos. We made many trips between Fremantle and Two Rocks in the 12 months that she was penned at Two Rocks until we got a pen at Fremantle for her. We also frequently head over to Garden Island and often sail to local spots such as Mandurah, Warnbro Sound, Rockingham, Rottneest and Hillarys.

Our first "long" cruise with Ruby was to Quindalup in 2007. On the trip from Mandurah to Bunbury we encountered some moderately rough weather and quickly discovered that the treads on the companionway steps became very slippery when wet. Robyn suffered a very badly sprained ankle when she slid off the side of the wet steps. We've now changed the "non slip" strips on the companionway steps to prevent any further accidents. Other than that, Ruby has proven that she is a strong seaworthy boat.

We've made a few modifications to Ruby since we've owned her, including adding an inner forestay and stay-sail. This setup saw a lot of use and proved its worth on the trip home from the Abrolhos while beating into a fairly stiff headwind. During the last lift out, Ruby got a new Kiwiprop feathering propeller to replace her big fixed 3 blade prop. The transformation this has made is amazing. She sails faster, point a bit higher but most notably, the pulsing felt in the tiller from the freewheeling prop is gone and the helm now feels smother and is more responsive. She's also now even quieter under sail as the gearbox isn't whirring away due to an auto-rotating prop. Definitely a worthwhile investment.

We have no intention to race Ruby but we have done a couple of the Sunday Cruising JAMs when time and weather permitted.

Ruby Tuesday has given us a safe and solid introduction to cruising and has allowed us to really work out what we would like in our "ideal" cruiser. I think, had she been just a few feet longer, with a bit more headroom for me, we'd most likely keep Ruby for the foreseeable future.

Robyn has compiled a written list of must-haves and would-likes for when the time comes to move onto the next boat. For now though, Ruby Tuesday will serve us well for local coastal cruising and weekend sailing.



*Ruby Tuesday anchored at Pt Kennedy. March 09*

We tracked down the original owner who built the boat to find out about her history. Ruby was built in Mandurah and the hull was constructed by a professional welder. The name comes from a Rolling Stones song (No, it wasn't the Beatles) as he was a fan of the Stones. Interestingly the lyrics of the song fit the nature of cruising well.

The original owner intended to put her on the Australian Register of Ships for travelling internationally but there was already a Ruby Tuesday registered in Queensland and that's why there is a II on the end of her name.

*Tell us about Your boat. Please send me the story of your cruising boat so that we can share its history with the rest of the cruising section. Boats can have such a rich and fascinating past and I'm sure most of us find these stories quite interesting, so please, share your boat's story with us.*

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## *Contributions sought*

This newsletter is for our cruising community by our cruising community. Please send any worthwhile contributions to the editor.

Photos of boats, locations and people from recent or distant cruises are also welcome. The dimensions of the photo are not important, but please try to keep the file size reasonable (no bigger than 1mb). I can resize the photo to fit the space available.

If you have an album on the web somewhere, for example a Picasa webalbum that you'd like to share, let me know and it can be listed here for others to enjoy.

Things have been fairly quiet for the committee since the last edition with no meetings in December or January due to various functions and cruises. The section Christmas dinner was well patronized and a good evening was had by all.

The immediate focus for the committee now is open day on March 7 at which we hope to promote the section. There is also work going on to ensure that the cruiser's rally section of the 2011 Bali race goes smoothly and that cruising people have an input into the planning.

Work has already begun on the Ablrollhos cruise also but as the cruise is still more than 2 months away yet, planning is low key.

The cruising committee has also been advocating the introduction of wi-fi internet throughout the marina and this seems to be progressing albeit slowly.

A number of our active cruising community will be departing on long term cruises during autumn so the committee is working towards a send off for them. We will let everyone know when this is to occur and we can wish them a collective "Bon Voyage".

Don't forget, if you have an idea or suggestion for the cruising section, please get in touch with the Cruising Captain—Andrew Farrar and it will be taken to the committee for consideration.

## *Buy, Sell & Swap*

## *Useful Tips*

### **For Sale:**

Forespar 'High Performance Spring-Loaded Mechanical Boom Vang' to suit 42 foot yacht.

Price very cheap and negotiable.

Geoff Gorham

Mobile : 0419 969 047

Phone : 9447 1876

Email :

[geoff.gorham@gmail.com](mailto:geoff.gorham@gmail.com)

### **For Sale:**

Bimini complete.

Frame width is 3.5 metres.

Sunbrella fabric in "Captains Navy" with cover for use when folded.

Also available is dodger fabric (without frame) and link sheet.

Price very cheap and negotiable.

Geoff Gorham

Mobile : 0419 969 047

Phone : 9447 1876

Email :

[geoff.gorham@gmail.com](mailto:geoff.gorham@gmail.com)

### **Keep your propulsion up.**

During summer the water temperatures are much higher and as a result, untreated submerged parts will be fouled quicker. It is amazing how quickly your propeller will gather growth and it doesn't take much growth to dramatically reduce the propeller's efficiency.

This may not be readily apparent in the calm waters of the marina, so don't wait until you need full power in a tight situation to discover your prop is next to useless.

Take a regular dive and clean off any growth to keep your propeller working at its best.