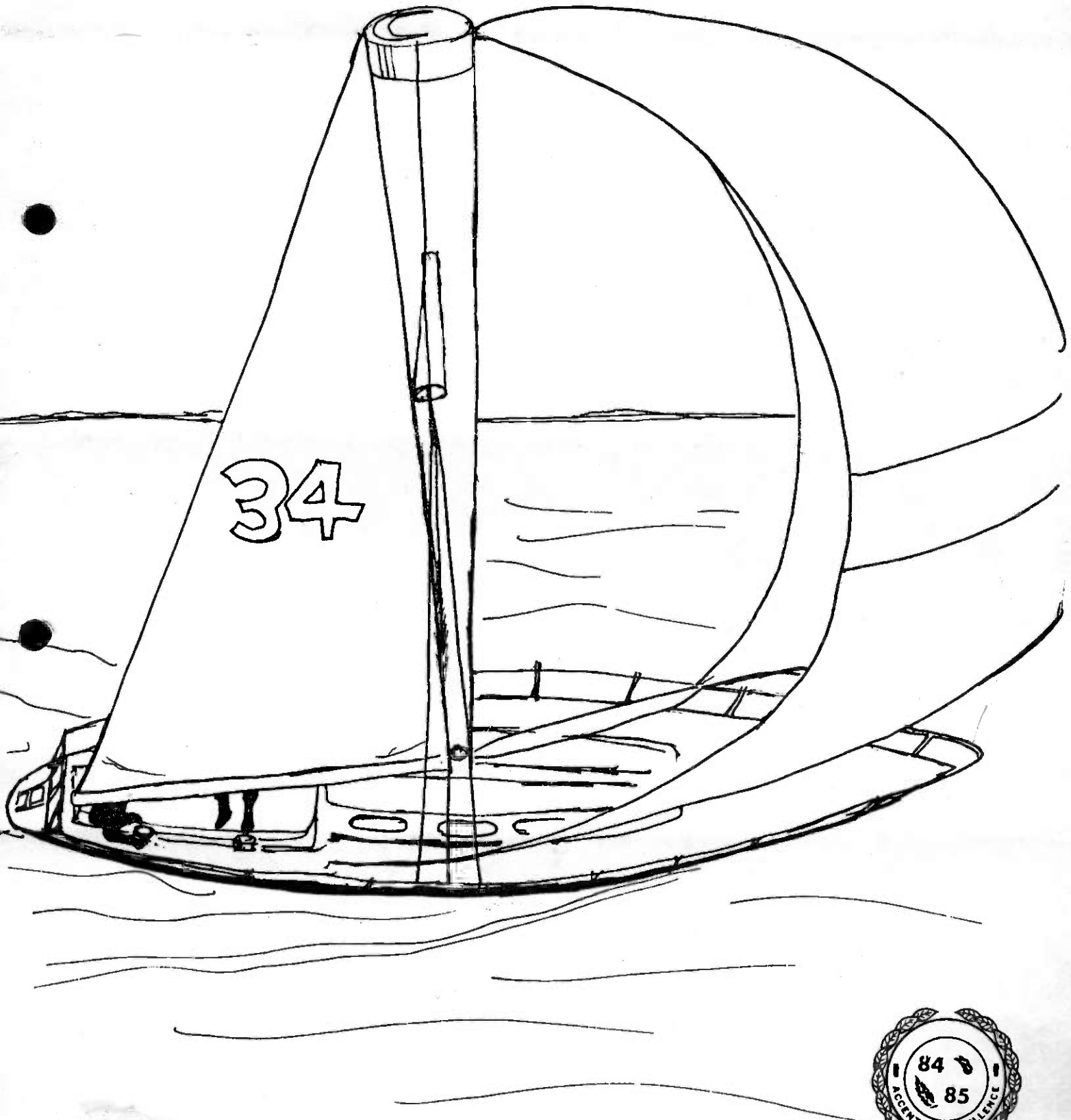


Feb '85



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**S & S 34 ASSOCIATION  
OF WESTERN AUSTRALIA  
NEWSLETTER**



FEBRUARY 1985

## S & S 34 STATE CHAMPIONSHIPS

The 1985 State Championships for S & S 34 yachts will be held on 2, 3, and 4 March from the Fremantle Sailing Club. This year they will be held in conjunction with the FSC who will be providing the race control.

Five races are to be held, as set out on the nomination form included in this Newsletter. Two on Saturday and Sunday, and one on Monday morning.

Briefing will be held Friday 1 March in the Wardroom at FSC, commencing 7.30 pm. Cheese and biscuits will be provided.

Entry Fee will be \$25 payable to the S & S 34 Association, covering the nomination for both the Association and FSC. LATE ENTRY: \$5 penalty fee.

Saturday Morning Race will be an around-the-buoys race; courses will be described in the Association's addendum to the FSC sailing instructions.

Other Races will be around Olympic-type courses which will also be used for the concurrent FSC Regatta.

Handicapping. Championship events will be decided on the Association's rating of yachts, which MUST HAVE BEEN MEASURED either for I.O.R., or by the official measurer. Those owners whose yachts are not yet measured should contact Mr Ron Smith (380 3065) immediately.

Handicap events: the first race will be decided on ratings, and the following races on TCF which will be set according to results.

Heavy Weather may result in FSC cancelling races for other divisions, but the Association may decide to conduct a race on a fixed course.

Class Flags will be issued to every entrant, and must be flown on all S & S 34 Association competing yachts.

Social Programme: Friday evening and Monday afternoon.

S & S 34 STATE CHAMIONSHIPS (cont.)

Presentation of Trophies will take place on Monday 4 March at 1pm upstairs at FSC. Championship events only. Trophies for the handicap events will be presented by FSC at 4 pm.

Closing Date for nominations is 18 February, 1985. It is essential that nominations for un-measured boats be made as early as possible.

Visiting Boats can be accommodated at FSC, who should be contacted direct.

Meals: the club is open each night of the weekend for barbeques, and fast-food lunches are available each day.

OTHER NEWS

The Commodore's race at the Fremantle Sailing Club will be held on 14 April, 1985. Would owners willing to participate please advise Ron Smith.

THANKS

to Fred and Audrey Green for entertaining us with an account of their sailing exploits around the world. It sounded easier than it really is, I bet.

Roger Passmore  
President

S & S 34 STATE CHAMPIONSHIP

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NOTICE OF RACE

TO BE SAILED FROM FREMANTLE SAILING CLUB, SATURDAY 2ND TO MONDAY 4TH OF MARCH  
(ENTRY FORM ATTACHED)

PROGRAMME

BRIEFING	FRIDAY	1ST MARCH	7.30 PM
RACE 1	SATURDAY	2ND MARCH	AM
RACE 2	SATURDAY	2ND MARCH	PM
RACE 3	SUNDAY	3RD MARCH	AM
RACE 4	SUNDAY	3RD MARCH	PM
RACE 5	MONDAY	4TH MARCH	AM

ALL COMPETING YACHTS MUST HAVE A CURRENT ASSOCIATION RATING TO BE ELIGIBLE TO  
COMPETE (I.O.R. ALONE IS NOT ACCEPTABLE)

ENQUIRIES      RON SMITH            380 3065 (Bus.)  
                  SIMON WALKER        336 2131  
                  SUE HUTTON           368 2917

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ENTRY FORM

TO THE SECRETARY OF THE S & S 34 ASSOCIATION  
91 WOOD STREET, WHITE GUM VALLEY 6162

PLEASE ENTER THE YACHT.....FOR THE STATE CHAMPIOSHIP.  
SAIL NUMBER.....  
SKIPPER (S).....  
ENCLOSED \$..... (\$25 CHAMPIONSHIP FEE)  
SIGNATURE.....

CLOSING DATE 18th FEBRUARY  
FEE FOR LATE ENTRY: \$5.00

## CHRISTMAS CRUISE

For the third successive year, Larkspur commenced the annual pilgrimage to Geographe Bay at 0900 Boxing Day. Despite the forecast for a moderate south westerly, the breeze was light to moderate westerly all day and, after clearing Challenger Passage, we reached south on a course for Busselton.

Although we were not on the wind, all four crew were dismally seasick. Could have been caused by the westerly swell, but perhaps the close proximity of the Christmas day festivities may have been a contributor.

We maintained a four hourly radio schedule with Morning Tide throughout the day.

The 1703 weather forecast from Perth radio confirmed our suspicions that the wind was likely to swing to the north west and blow a little, and as Busselton is a lee shore and not at all pleasant in a north wester, we altered course when to seaward of the middle of the Bouvard reefs, and headed for Bunbury which offers a wonderfully protected anchorage in the harbour between the old jetty and the land backed wharf complex. Entering Bunbury Harbour at 2300, we picked up a mooring and this manouever was made more interesting by the decision of both deck lights to blow their globes in quick succession.

The first rain started about this time, and we were quickly followed into the harbour by Wandering Star, Morning Tide, Anjosou and Morning Flite. The next two days spent sheltering in Bunbury Harbour were rather wet and a little windy.

While launching the Porta Bote fold up dinghy off the foredeck the next morning, we had the unexpected pleasure of flying it like a kite by its painter in a forty knot wind gust. However, it settled down with the anchor and outboard installed and was used to run a ferry service for those who had not launched dinghies. Henry Walker had to be transported to the supermarket to buy sultanas to make scones for afternoon tea, and rice to stuff the Tuna which Morning Flite had caught on the way down.

Since the weather was not motivational toward sailing, a heavy social programme ensued. We had the Town Planner and his wife on board for dinner the next night, with a top class slap up meal prepared by two of the batchelor crew members, one of whom insisted on boiling the Italian sausages before frying them, and the other admitting afterwards that he had never before made the exotic creation of tomatoes, onions, breadcrumbs, cheese, etc., but got the inspiration from the Commonwealth Bank Canteen. Had Commodore Peter Blaxell on board the next evening for pre-dinner drinks, then went off to a delightful Italian restaurant which insisted on giving us complimentary caraffes of wine when we discovered it was BYOG.

Finally on Saturday 29th we roused ourselves from our indolence and set off for Busselton, motor sailing most of the way in light conditions and arriving at lunch time after an enjoyable morning tea of freshly cooked pikelets.

A number of other boats participating in the FSC Cruising in Company event straggled into Busselton, including a couple of Viking 30's who had stopped over in Mandurah during the inclement weather, and Bluebell who set off from Parker Point in the north wester and made a fine passage even though reduced to only no. 3 jib for some time.

Hot showers and a barbecue at Geographe Bay Yacht Club were a winner that night. Two of the crew got lost whilst tasting the wild night life of Busselton, and arrived back in the early hours rather footsore after having to enquire the way back to the coast.

Due to the late arrival of most boats in Busselton, the usual tour of the Vineyards was abandoned which probably saved a few crews from mal de mer on the annual race to Meelup on Sunday 30th. Trophies for the race were put up by the S & S 34 Association for 1st and 2nd both with and without flying spinnakers and also fastest time. Morning Flite did well in the class without extras and Larkspur officially got fastest time, although Morning Tide made a faster passage but failed to cross the line. Evening Star took a cunning long leg out towards Naturaliste Reef and arrived some time later. The barbecue ashore that evening was suddenly brought to a close by a shower of rain and we returned on board to entertain the crew of Bluebell in the officers mess with coffee and port.

On Monday most boats called into Quindalup for a couple of hours R & R before proceeding back to Busselton for New Years Eve. Teelia and Aries were sighted well established in Quindalup, which is a lovely protected anchorage with enough water in most places for a 34. Wye Knot finally made it to Busselton, having left late and taken three leisurely cruising days to come from Fremantle.

The New Years Eve party at Geographe Bay Yacht Club was enjoyed by all and livened up by the presentation of trophies for the Meelup race, including numerous wooden spoon type trophies. An excellent country style home made supper sent most of us off to our bunks well satisfied and at peace with the world.

New Years Day saw both crew and boats starting to return to Perth, while the stayers meandered off to Quindalup, Meelup, Bunker Bay, etc. We had a pleasant meal one night at the restaurant in Dunsborough. By the 5th January the crew of Larkspur had been reduced to two, and we had established ourselves at Quindalup along with Wye Knot, Teelia, Destiny, Amadeus and quite a few others. A number of boats arrived from Bunbury for the annual regatta of the Quindalup Cruising Yacht Club. This club has a most amusing constitution and they have a letter from Buckingham Palace regretfully declining patronage by Prince William. The regatta consists of a race to Meelup and return with a points score system based on number of tinnies and flagons consumed, etc. The winner is the boat amassing the most demerit points. We were honoured to fly the club pennant (which had to be flown upside down on the return race) and to participate in the race, but failed to score against the experienced locals.

The next few days were spent pottering about Cape Naturaliste, Bunker Bay, Eagle Bay, Meelup, etc., mostly returning to Quindalup at night. We had lost the use of the car ashore, and the folding push bike became indispensable for fetching ice and bread and milk from Dunsborough.

One night at Meelup the crews of four boats, including a couple who were cruising the south coast in a spacesailer 22 complete with self steering, had an enjoyable barbecue ashore which was climaxed by one party trying to walk on the water before he was put to bed. He looked a sorry sight at 0500 the next morning hauling the anchor of a heavy cruiser onto the foredeck after we had all been wiped out by a nasty little easterly which created a miserable short chop and had several of us nudging the bottom in between swells.

Seven boats weighed anchor and made for Quindalup and Larkspur going aground on a weed bank while entering at low tide caused a sudden deviation of course by the boat carefully following behind. However, no harm was done and a kedge laid by dinghy soon enabled us to haul ourselves off.

The skipper had to be back in Perth by the following weekend, so reluctantly we departed the land of flat water, morning south easterlies and afternoon sea breezes, and on Wednesday 9th January made our way over to Bunbury. It was extremely hot, even though we were ten miles out to sea, and buckets of water over the head on the foredeck were the order of the day.

The Autohelm 2000 happily steered us across the bay with spinnaker set and we overnighted in Bunbury before sailing up to Mandurah in a west south wester the following day. We anchored in the lee of Point Robert at 1600, erected the folding dinghy and rowed ashore to book into the a la carte restaurant on the shore. This proved to be a good choice and the crew retired in a mellow mood.

Friday 11th January saw us having a rollicking sail up to Fremantle in a 15-20 knot sea breeze. Under plain sail we ran up inside the Murray Reefs, entered Warnboro Sound and reached out to sea on the Warnboro transit beacons, leaving Penguin Island to starboard. This was the first time we had been into Warnboro Sound, and found plenty of water, although we were down to about  $3\frac{1}{2}$  metres once or twice when rounding Becher Point. Four and a half hours sailing saw us back in the pens at Fremantle.

330 miles in  $2\frac{1}{2}$  weeks made a relaxing cruise. Would we do it all over again? Yes, tomorrow if we had the chance, but we shall have to wait until next December.

LET3/AA