

Nov 81



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S & S 34 ASSOCIATION OF WESTERN AUSTRALIA

PRESIDENT'S NOTES

10 November 1981

The time for our championship at the Cockburn Regatta is rapidly approaching. An entry form for the Regatta, which also doubles as your entry for the Championship, is enclosed.

Remember - S & S 34's are being given preference for moorings. So, help the Regatta Committee to help you by writing for your mooring NOW.

We are hoping for a good turn out for our Christmas party at R P Y C's last twilight race before Christmas. So, if you cannot bring your yacht bring yourself and family and sail with one of us. We will be tied up near the start box.

Congratulations to Bob Cruse who has launched "Morning Gold", Congratulations to Bill and Joan Gillette launching "Morning Tide". My recent walk along the jetties at F S C convinced me that I am just not keeping up with the new S & S's being launched. It would be most interesting if owners wrote a note to me about their yachts, giving a few details of when they took delivery of, or made the hull, where it was fitted out and by whom, when launched and any special features such as the colour etc.

I have just posted a set of 'fitting out' Instructions and plans to Graham Ellery of South Australia - Graham wants to 'fit out' to Association required specifications, so let us hope he sticks to the plan for maximum 'I' 41' E 12' P 36'.

Two of the cruising S & S 34's are off to Geographe Bay in the F S C cruise after Christmas. If you are not a member of F S C you would still be welcome to join the fifteen or twenty yachts taking part.

What a great sight to see, on Saturday afternoon during the Geraldton race, Syzygy, Man'ana, Mourning Swan and Sulphur less than two miles apart heading past Dongara with spinnakers up. At this stage we had been racing for over 150 miles from Fremantle.

Cruising S & S 34 reports indicate Garnet on "Kameruka" is in Melbourne. "Kiriwina" is cruising the Whitsunday Islands. Vic and Ros in "Wild Rover" are in Sydney. Fred and Audrey on "Coorong" are wintering in Greece - Audrey expects to be back for Christmas.

Reports on "Geordie Bay" and "Perie Banou" are enclosed.

DICK NEWNHAM



Geographe Bay Yacht Club
BUSSELTON WA 6280

16 October 1981.

Mr Dick Newnham
President
S & S 34 Association
10 Laylor St.
SCARBOROUGH WA 6019

Dear Dick

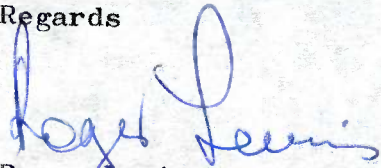
I am writing to confirm my Club's support of a Fremantle-Busselton excursion over the Christmas holiday period.

I set out hereunder a suggested timetable, which could remain flexible to suit our visitors' wishes.


Sat. 26/12/81 - 1400 hrs. Depart F.S.C. (with your co-operation).
Sun. 27/12/81 - 1200 hrs. approx. arrive G.B.Y.C. and view or participate in our race programme commencing 1400 hrs. In the evening a social is planned at the Clubhouse.
Mon. 28/12/81 - Free day.
Tues. 29/12/81 - Cruise to Meelup for overnight stop. Beach barbeque at night. Race back to Busselton Wed. a.m.
Thurs. 31/12/81 - Tour of countryside, including visit to local vineyards (numbers permitting). New Years Eve social at Clubhouse at night.
Frid. 1/ 1/82 - Free day.
Sat. 2/ 1/82 - 1400 hrs. Depart G.B.Y.C. either racing or cruising, to be decided by vote.

Happy sailing

Regards



Roger Lewis
Rear Commodore Sailing



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OF WESTERN AUSTRALIA

22.9.81

From Mark Taylor "Geordie Bay".

Dear Dick,

I thought it was about time that I got down to writing to you about our trip so far.

After spending about ten days in Bali, Peter Didier and I raised anchor from Benoa Harbour and headed SW to Christmas Island some 550 miles from Bali. The trip turned out to be rather uneventful and we arrived about five days later. As you probably know Christmas Island is an Australian owned phosphate mining concern with a few Australians but mostly a Malay population who incidently have been unionised recently and are causing a few headaches for the Island Administration. Christmas Island has some very nice people but I would not recommend it as a cruising stop as the anchorage is very dangerous, although I am probably biased in that regard because our anchor rode was cut through on the coral onenight and the next morning, while we were busy sightseeing, the last strand of nylon finally went and GEORDIE BAY headed straight for a reef about two hundred yards away. Luckily for us a ship was being loaded at the time and one of the twenty or so barges ferrying cargo (there are no harbour facilities at Christmas Island) rushed to the scene and saved GEORDIE BAY no less than ten feet from the jagged, foaming reef. We later heard in Mauritius from Rex Allen, the American in the Bali Race, who sailed TAVARUA that exactly the same thing happened to him except he had chain out, which highlights my point about the deadly anchorage.

Next stop was Cocos Islands, a group of about thirty or forty islands forming a circular lagoon about 570 miles from Christman Island. We were lucky in that the straight line from Bali to Mauritius passes through Christmas, Cocos and Rodriguez Islands. The group of islands are very beautiful and when you enter the lagoon it is like being surrounded by millions of coconuts, the only thing that detracts from its beauty is that it is infested with 3 - 7 foot reef sharks, as Peter found out when he dived to check the anchor when we arrived. During the previous three weeks from Bali we had little or no wind however the first night in Cocos the SE trades developed and from that day until we reached Mauritius, and in fact virtually until now after three months, they have not stopped. Unfortunately our stay at Cocos was marred by rain and strong winds and we were confined to the lee of Direction Island for eight days which is uninhabited but has a good supply of freshwater and needless to say, lots of coconuts.

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Eventually we decided to raise the anchor and leave but without much needed fresh supplies and ice from the inhabited islands about six miles across the lagoon to the west. Our eight foot Beaufort tender, strong onshore winds and a four mile walk to the settlement made it impossible to get those supplies and rather than possibly wait another week or more for the weather to abate we headed out on our longest trip so far, 2000 miles to Rodriguez Island.

As it turned out the trip was shocking as far as weather was concerned, it was not unlike that torture they called the Bali Race, rarely out of wet weather gear and having winds constantly getting between thirty and forty-five knots. One particular twenty-four hours we clocked 162 miles flying only our number three headsail and except for a few waves over the stern the ride was quite comfortable, which further proves what a remarkable sea boat the S & S 34 is.

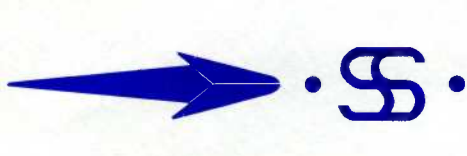
The most exciting and frightening segment of our voyage happened when we were about 1000 miles from anywhere and all out in the cockpit celebration the passing of the half-way mark with a warm beer. Suddenly from nowhere a huge tail flashed passed the bow and veered away in front of us - you can imagine the scare we got especially after knowing about the TAHARA incident. For a full forty-five minutes this thirty foot 'thing', later identified as a whale shark, came at us from all directions at full speed only to dive or veer away at the last second. I'm not sure if it was just curious or actually sizing us up for dinner. Eventually it disappeared into the night as suddenly as it arrived, much to our relief.

Thirteen days after we left Cocos Island, Rodriguez Island (Mauritius owned island) came onto the horizon and I immediately heaped praise on my \$40-00 EBBCO plastic sextant and my Seiko Quartz digital watch, both of which seem very accurate and reliable.

After two days in Rodriguez we left for Mauritius, about 330 miles west and spent a very enjoyable two and a half months there, Granda Bay being a beautifully protected anchorage in the north-east of the island.

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During the two and a half months in Mauritius we spent two weeks in Reunion Island which is a delightful French volcanic Island 140 miles south-west of Mauritius although it is so close, the cities are clean and modern, the people are totally French and the whole atmosphere is not unlike that which I experienced in Paris a few years ago.

Preparing for the 1600 mile journey to Durban, South Africa we decided that some form of self steering was going to be an absolute necessity as Didier was planning to stay on in Mauritius until the end of the year.

Within a week my father had organised an Aries vane from England and four days after it arrived in Mauritius we were off to Durban. After having done 5500 miles without self steering and this trip to Durban with one I would advise any one who is contemplating any long distance cruising that some form of vane self steering should be put on the boat with priority over such things as radios, echo sounders, spinnakers, wind instruments etc. - they take most of the unpleasantness out of a long haul. The trip to Durban was quite easy however I learned about the value of Pilot Charts (wind and current charts) after getting caught in a counter current and losing sometimes forty miles a day for the last five days. If we had pilot charts we would have been 100 miles North in the favourable equatorial current and getting 30 - 40 mile daily bonuses instead of going backwards at the same rate.


Now safely in Durban our plans are to work for a few months and then move on to Cape Town in early January 1982 and then to South America.

To finish I have listed a few things that I have found which may be useful hints to S & S 34 owners who plan to cruise in the future.

1. Some form of self steering is a must and we have found that our Aries is very well suited to a '34'.
2. If finances were available I would scrap our wheel steering in favour of a tiller which is much more suited to vane steering and my opinion is that a wheel is an unnecessary complication on a '34' (I may be biased because of a particular night off Dirk Hartog Island in the Bali Race!)
3. Our \$3,000 SSB radio has proved almost totally useless as Perth Radio can only be contacted at certain times of the day on the 12 megahz radio telephone frequency and that does not help much in an extreme emergency.

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- A lot of other cruising boats have less expensive tunable ham sets (private).
4. A cheap 'Sea-Fix' R D F set is an extremely valuable navigation aid (\$150 approximately).
 5. The '34' is very comfortable and fast in 35-40 knots with only a number 3 headsail.
 6. Australian canned food (meat particularly) is not something to rave about and I would suggest that people sample different brands and varieties before stocking up with a heap of rubbish as we did.

Regards

MARK TAYLOR

SAILOR'S CONSOLATION

Charles Dibdin

ONE night came on a hurricane,
The sea was mountains rolling,
When Barney Buntline turned his quid,
And said to Billy Bowling:
"A strong nor-wester's blowing, Bill:
Hark! Don't ye hear it roar now?
Lord help 'em! How I pities all
Unhappy folks on shore now!

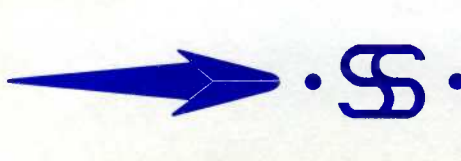
"Fool-hardy chaps who live in towns,
What danger they are all in,
And now lie quaking in their beds,
For fear the roof should fall in;
Poor creatures! How they envies us,
And wishes, I've a notion,
For our good luck, in such a storm
To be upon the ocean!

"And as for them who're out all day
On business from their houses,
And late at night are coming home,
To cheer their babes and spouses;
While you and I, Bill, on the deck
Are comfortably lying,
My eyes! What tiles and chimney-pots
About their heads are flying!

"And very often have we heard
How men are kill'd and undone,
By overturns of carriages,
By thieves, and fires in London.
We know what risks all landmen run,
From noblemen to tailors;
Then, Bill, let us thank Providence
That you and I are sailors!"

Kathy





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The enclosed information is from a very comprehensive report.

PERIE BANOU RADIO LOG

When we left Jon on 6/9/81 at the west side of Carnac he was making good speed for Cape Naturaliste. Each day for the next few weeks I followed his radioed sked with 6KY as he rounded the Leeuwin, well out to sea to avoid the shipping lane. From this time Jack Seabrook has kept a regular sked with Jon from RPYC and his abbreviated log is enclosed for your interest.

- 9/9/81 Pos 3724-11829 260 miles SW of Esperance wind 40 kts W very cold running under bare poles knocked down last night vane steering damaged but still working will fix when weather slackens otherwise all okay 96 miles covered last 24 hrs
- 10/9/81 Pos 3733-12007 240 miles SSW of Esperance 25-30 kt W very rough seas vane steering now fixed once again under sail very cold enjoying a hot curry dinner
- 11/9/81 Pos 3721-12302 all well wind 20-30 kts W heavy swell moderate rough sea 3 reefs in main and poled out small jib covered 140 miles 210 miles SSE of Esperance
- 12/9/81 3859-12558 370 miles SE of Esperance covered 165 miles today wind NW 18 kts skies overcast heavy swell seas still rough
- 13/9/81 4011-12805 480 miles SE of Esperance Bar 1010 R wind 30 kt NW overcast and cold breath steaming both outside and inside cabin 3 reefs and small jib
- 14/9/81 4016-13113 wind W 20-25 kts cold overcast light misty rain fully reefed main poled out 12' jib going well strong winds during the night.
- 15/9/81 4116-13305 mild 12-15 kts N wind cloudy all well Bar 1013 F temperature 12° making 7-8 kts full main small jib reducing sail shortly solar panels now fixed mounted and working well
- 16/9/81 4217-13533 12° outside 15° inside 20 kts NW Bar 1008 400 m S Kangaroo Is Western Port gives gale warning Perie Banou's vicinity 30-35 kts W rough to very rough seas





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- 17/9/81 4319-13849 500 miles S of Adelaide 13° inside
12° outside Bar 993 F sky black yacht making
7 kts wind 35 kts NW all well, VH 7am Hobart in
relay with VJ6EV to RPYC
- 18/9/81 4455-14036 390 S Portland Vic 250 m from S tip
of Tasmania wind 30 kts W Bar 1005 R big seas
clear skys boat speed 6 kts all well
- 19/9/81 Royal Tasmanian Yacht squadron 3x2 most trans-
missions okay asked Geraldton for clear air at
sked time Pos 4506-14308 wind 12 kts W seas
sloppy left over from 50 kt squalls
- 20/9/81 4459-14548 Bar 1014 12° inside wind 12-15 kts
NW 80 miles S Maatsuker Is. 110 nm covered
today.
- 21/9.81 Jon able to hear VJ6RP we hear him on relay
from VH3KD pos 4516 14909 Wi 50kt N
very rough seas all day
- 22/9/81 4522 15016 wind 25kt N W bar 999 R Very
fierce wind last night under bare poles 24 h
no sail until tomorrow morning further damage
to wind vane now fitting ARIES all well
- 23/9/81 4536 15134 wind 25-40kt N W ARIES 100% OK
245nm S E Hobart VJ6EV will monitor again
VH7LAG Vic. hopes to work Perie Banou well into
the Tasman
- 24/9/81 4529 15443 350nm S E Hobart Squalls moder-
ating to 25/35kts W Dangerous low presure
system at 5000 15000 causing concern
- 25/9/81 4525 15722 wind 30 to 60 kts listening watch
by VJ6EV through Portland
- 26/9/81 4607 16051 wind 40kts W temp 10° seas very
rough Aries 100% okay north sails setting
well 600 miles ESE Hobart
- 27/9/81 Pos 4607-16051 Pleasant day wind 12kts temp
10° took opportunity to correct fuel block
moved sked forward to 1000hrs GMT with VH7AM to
allow VH3KD a relay at 1100hrs GMT to VJ6RP
(7pm Perth time) this will ensure darkness to
help transmission.

TO BE CONTINUED

Thank you Jack Seabrook

Mary Walker

for this log.



Cool hello for Sanders

LONE yachtsman Jon Sanders of Perth is due to round the infamous Cape Horn this weekend on his solo double-circumnavigation.

And during this most dangerous part of his trip, he will almost certainly be out of radio contact with the rest of the world.

It has been three weeks since Sanders has been in radio contact... at that stage the S&S 34 *Perie Banou Hall's Head* had been run-

ning under bare poles before a force 10 gale for three days.

The yacht's petrol motor, used to charge batteries, seized after water was taken in through the breather tube during a 120 degree rollover South of New Zealand five weeks ago.

Since then, Sanders has

been relying on two solar panels to charge his batteries but it's likely conditions have been overcast and he has been conserving use of his radio.

The overcast conditions may also be making it difficult for Sanders to navigate because he is relying on sun sights and dead reckoning to

calculate his position.

For the past week, Sanders' Perth organiser John Bell, has been sending cables around the world in an attempt to re-establish communication.

But now Sanders is facing the danger of loose ice at latitude 55 degrees South and no radio to receive positions of straying ice.

John Bell has received satellite photos of the ice flow from the Bureau of Meteorology and is waiting to re-establish contact to pass them on to Sanders.

The biggest risk are small "growlers"... less than a metre high and six metres long but capable of tearing a hole in his fibre-glass hull.

Fortunately, north-westerly winds have been blowing for several weeks around the Horn and holding loose ice towards the Antarctic.

But Sanders will have to cross a cold front past the Horn and the wind will swing south-westerly thus blowing ice northward again.

Warmer

However, by then he should have veered north into warmer water and away from the ice danger.

Bell says there are no fears for Sanders' safety... he was expected to go out of radio range and stayed in contact 10 days longer than expected.

Since then, Bell has constantly tried to re-establish radio contact — firstly through the High Seas Radio base in Jacksonville, Southern USA.

CTD

25/10/81 Last contact from
Perie Banou
ALL WELL
Expect no further
contact 10 days
MAKING GOOD TIME

High Seas Radio were asked to try to contact Sanders every hour but after two weeks they became reluctant to continue.

A message was passed onto Telecom that Sanders had landed at Valparaiso, Chile, but that report could not be confirmed.

However, a telex from the US Consulate in Perth to Washington soon had the Jacksonville station back on the air trying to reach Sanders.

Meanwhile, Bell has been in contact with British naval headquarters and passed on the frequencies used by Sanders to the Royal Navy's Falkland Island base off the East Coast of South America.

 S & S 34 ASSOCIATION
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ROLLY TASKER P/L
SAILS AND SPARS.

SIER AND JOHNSTON
YANMAR ENGINES

HARTLEY HOOD SAILMAKERS
SAILS AND CHANDLERY.

E. J. RED FORD
SS RAILS AND TANKS

SUPPORT OUR ASSOCIATION AND HELP
YOU TO GET THE BEST FROM
YOUR YACHT

SUPPORT THE MEN
WHO SUPPORT US.

THEY WILL LOOK AFTER YOU.

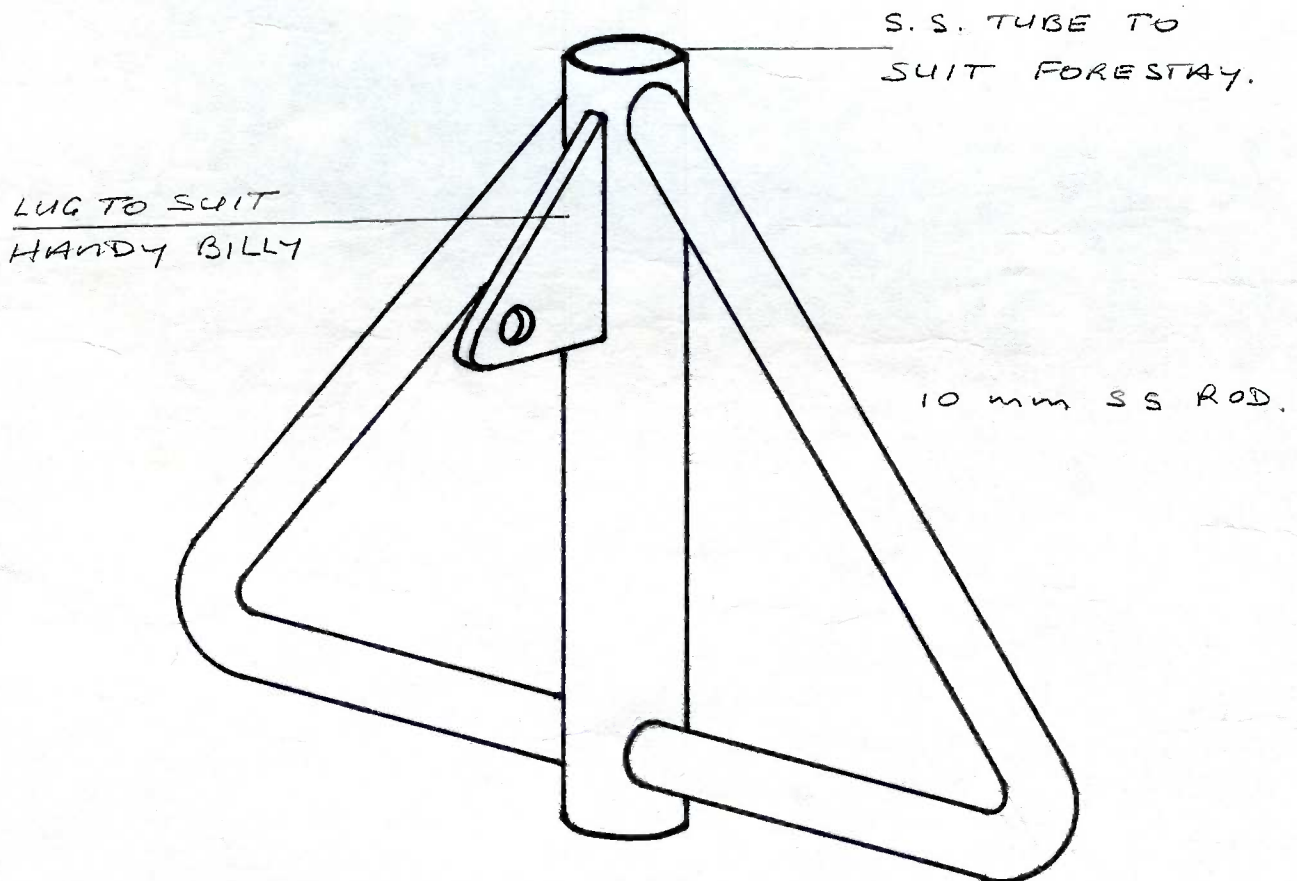


6-11-81.

CONTACT STAN REID FOR DETAILS OF THIS FORESTAY MAST LOWERING FITTING.

ALL MARINE GRADE S. S. 316

WELDED CONSTRUCTION



PLAN AHEAD.

COMMODORE'S RACE

F S C. 4th APRIL 1982.

14 x S + S 34^s
NEEDED.