

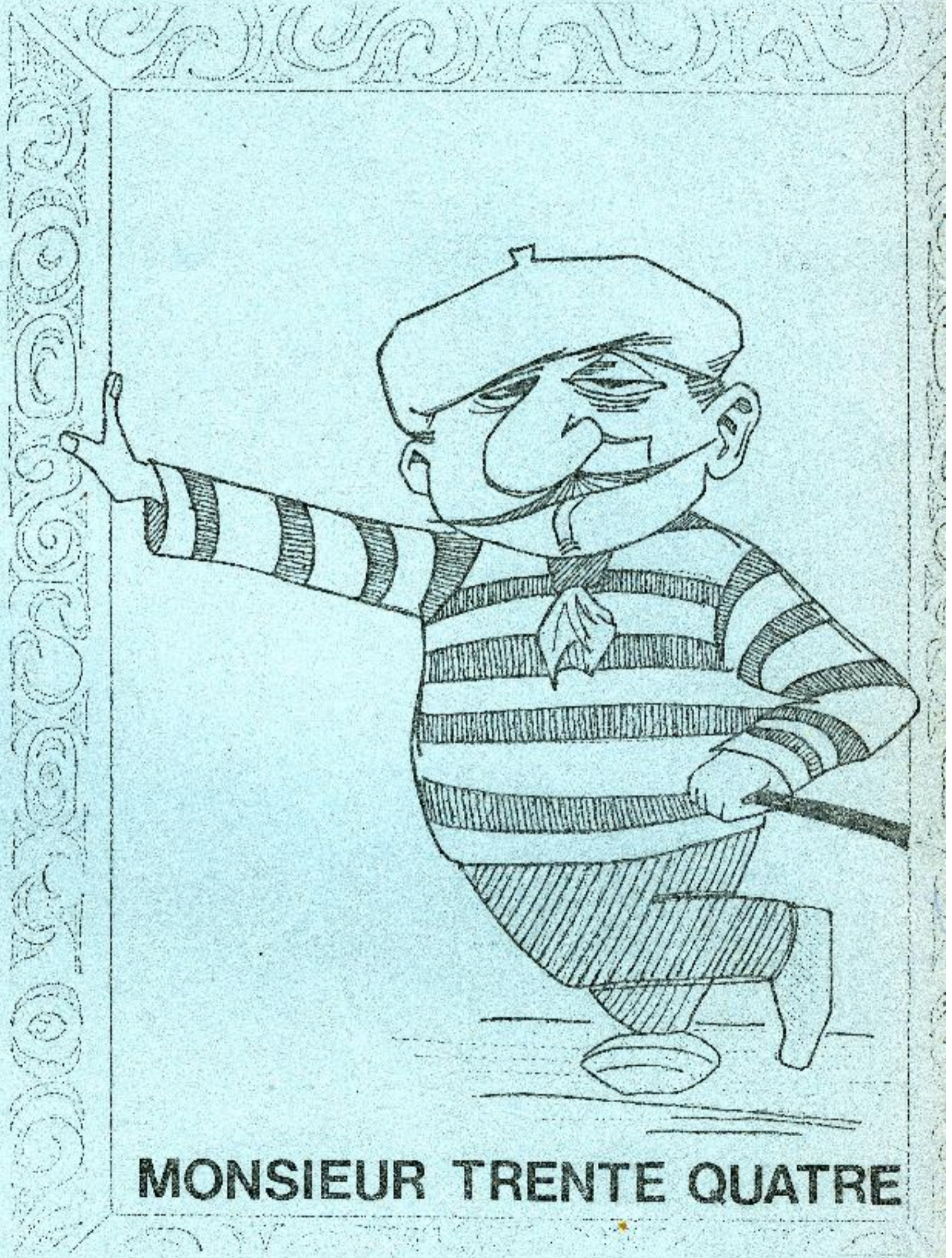
Aug. '79.



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S & S 34 ASSOCIATION
OF WESTERN AUSTRALIA

NEWSLETTER



MONSIEUR TRENTE QUATRE





S & S 34 ASSOCIATION OF WESTERN AUSTRALIA

29th. August 1979

S & S 34 ASSOCIATION OF WESTERN AUSTRALIA NEWSLETTER.

We have been researching the growth of S & S 34 fleets in Australia, and have unearthed the following statistics.

<u>DATE</u>	<u>NUMBER BUILT</u>	<u>STATE OF ORIGIN</u>	
1970	7	Victoria	3
		New South Wales	3
		Western Australia	1
1971	4	Western Australia	3
		Victoria	1
1972	6	New South Wales	3
		South Australia	1
		Western Australia	2
1973	6	New South Wales	4
		Victoria	1
		Western Australia	1
1974	3	Western Australia	2
		Victoria	1
1975	9	South Australia	1
		Victoria	6
		Western Australia	2
1976	3	Western Australia	3
1977	11	New South Wales	1
		Victoria	1
		Western Australia	9
1978	19	Western Australia	18
		Victoria	1
1979	8	Western Australia	8

cont'd....2



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Our calculations would reveal, that at this date the mould for the S & S 34 has been used 75 times, and at a rough guess there would be 13 boats in Victoria, 9 in New South Wales, 2 in South Australia and some 51 craft either under construction or in the water, here in Western Australia.

It is pretty obvious when looking at the figures, that the year 1977 saw the re-birth of the S & S 34 with renewed interest, and it would appear that there have been as many boats through the mould in the last 2½ years, as were constructed in the previous 6 years, which is truly an amazing situation.

Jacque and Stan Reid christened their new '34 Camelot at Royal Perth Yacht Club on Saturday 25th. August, with a very impressive and moving "blessing of the craft" followed by some well chosen words from the proud new skipper.

An hour or two, or three, and for some longer, a fellowship was provided by the Reid's at the Junior Club House, which was appreciated by all who attended.

Phil Harry and Kingsley Piesse from Hood Sails, and all the Hood supporters really looked the part in their magnificent navy blue jackets with the "Hood" emblem. Congratulations Phil, on an excellent piece of promotion, although we did note that in the excitement of the launching some-one forgot to sew the "Hood" emblem on Camelot's sails.

To Jacque and Stan, I believe all our members would join with me in wishing you many hours of happiness and success with your new craft.

On the new boat scene, feed-back is a little slow, although I believe that Bernie Johnson is contemplating launching his craft in early October, as is Peter Quartermaine and Dick Newnham.

No doubt you have heard that Revelle previously owned by the Army, was sold to a Mr. John Martin, and is at present on the hard-standing at Royal Perth having a complete refit. In discussion with John, it would appear that he is most enthusiastic about the 34, and obviously will be a keen participant in the racing fleets.

The hull of yacht number 53 laid up by Graham Curtis has now changed hands, and I believe that a Mr. J. Cunningham the new owner is working feverishly to have this craft launched prior to the commencement of the season, which augurs well for some big fleets in this year's racing programme.

Our monthly races with the Fremantle Sailing Club have proved most successful and enjoyable to those who participated. Races held on Sunday 1st. July, the morning race was won by the magnificent combinations of Sampson and Son; and Quartermaine and Son, who fell over the line a boat's length in front of Ron Clarke's Nadia, to take fastest time, with handicaps being:- Terian- 1st., Nadia - 2nd., Stray Bit - 3rd.

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The afternoon race started in drifting conditions. Bill Bone sailing Stray Bit, once again tried to grab the line-light by hitting the leeward starting buoy, and then in a very professional approach, wrapped the line around his rudder skeg.

Ron Clarke in Nadia, not to be out-done by Stray Bit's effort, demonstrated that he could also hit the buoy, but was not successful in emulating Stray Bit's effort with the mooring line around his rudder.

By this time Terian had cleared out from the fleet to the first windward mark, where the wind died completely, and eventually the race was abandoned.

Terian had on board, one of our newer builders Len Hawke of Hawke Surf Cats, having his first sail (drift) in a '34, and is quite an experienced hand in popping tops off stubbies.

The fellowship at the Club afterwards was most enjoyable, with Bill Bone getting a trophy for fastest time in reaching the bar at the afternoon session.

Racing on Sunday 5th. August showed a different complexion completely. The morning race started in light conditions, dropped out completely and then freshened. The morning race saw Bob Ryding's Morning Swan first over the line, with Stray Bit sailed by Bill Bone and the heavies from Hood Sails a good second to Henry Walker's Morning Flight third and handicaps were:- of that order.

The afternoon race was once again won by Bob Ryding in Morning Swan with Henry Walker's Morning Flight second, and Ron Clarke's Nadia third.

Fellowship was held at the Fremantle Sailing Club, with the Ron Clarke "consistency trophy for the day" being won by Morning Swan.

Actually, Bob Ryding needed a wheel-barrow to take home the loot. Not only did he win fastest time pennants, 2 from Fremantle Sailing Club and 2 from S & S 3/4 Association, but also received pennants for 1st. and 2nd. placings from the 3/4 Association, plus place pennants from the Fremantle Sailing Club as we were competing within their race also, and won the Fremantle Sailing Club's trophy and the Ron Clarke trophy from the S & S 3/4 Association.

The members of the Fremantle Sailing Club were somewhat impressed with our Association members bell-ringing, as free drinks were enjoyed by many attending.

By now most of you will have read the V.A.S.A. Offshore Programme for 1979/1980, and it is the intention of our Association to once again organize races within races, and hold events of our own.

For starters, the Fremantle Sailing Club has on their calendar a Foundation Race for Saturday 20th. October 1979, whilst on Sunday 21st. is their official opening day. It is proposed that an Association race be held within a race for the Fremantle Sailing Club, who in turn have invited our members to stay over night at the new Marina, and participate in a race for S & S 3/4 yachts during their opening day regatta on Sunday 21st. October. A cabaret would be held at the Club on the Saturday night, and it would be great to have the support of our membership for these two events.

29th. August 1979

Once again it is proposed to hold State Championships, and it would appear at this stage, that Easter appears to be the logical time to hold these events, whilst Fremantle Sailing Club also looks the logical venue.

For the cruising orientated, we are endeavouring to organize a cruise to Geographe Bay during the annual Christmas close-down. It would appear that some of our members do this exercise quite regularly. We have our contact of Bruce Keyes with the Bunbury Yacht Club, whilst Dennis Norris our Busselton member is actively involved with the Geographe Bay Sailing Club.

Thoughts were that we do a navigation exercise, possibly a rendezvous of all craft at Rottnest or Fremantle Sailing Club. First night's stop would be Wanbro Sound. There are excellent markers into the Sound, with a good anchorage for sou-westers or easterlies in the lee of Long Point.

An early morning start for Bunbury with an overnight stop, with the following day being either a race or trial to Busselton, from where individual activities in the Geographe Bay area could take place.

For those requiring additional shore accommodation for families, friends etc., Keith Turner has interests in caravan parks in the area, and Keith has intimated that he could help members with accommodation requirements.

The trip home could be a lot faster, as it could be anticipated for that time of the year that easterlies and sou-westerly breezes would be predominant.

It would be appreciated that your committee will require to draw up our event programme at our committee meeting later this month. It should be realised that the committee act on behalf of the members, and we require feed-back on the type of activity you feel would be best suited to our Association's requirements.

For those members who are contemplating week-end cruises in the Geographe Bay - Bunbury area, Keith Turner of Hellfire has advised the writer that he is involved with the Adventure West Foundation, which I am led to believe is an off-shot from the Y.M.C.A. Keith is regularly involved with under-privileged youths, and takes them cruising in this area.

The normal procedure is that Keith would leave late on a Friday afternoon, and be back at the Fremantle Sailing Club late on the Sunday, and I believe would welcome as an escort any 34 that may be contemplating cruising in this area exercise.

The "Awareness Night" held on the 17th. July at the South of Perth Yacht Club we believe was quite successful. Our thanks go out to Dr. Henry Walker for his discussion on first aid, to Dr. Stan Reid on safety requirements, to Kingsley Piesse from Hood Sails on sails and trimming, and to Peter Johnson of Yanmar and Kerry Davies an independent diesel engineer for their words of wisdom on the problems associated with the marine diesel.

Incidentally, should any member require the services of Kerry Davies for repairs or general service on their 34, Kerry can be contacted on telephone number 384 4931.

29th. August 1979

For those of you who have Arona's installed, Muhling Marine of Stirling Highway Claremont, have now taken over the State distribution of Arona's. The principal, Mr. John Muhling an old sailing man is well aware of the problems that have been experienced in the past with the Arona, and you can rest assured that John will do his utmost to overcome the problems associated with parts and service experienced in the past.

Any member contemplating the use of Arona in his craft, should contact John direct, identify himself as a member of this Association, and I am sure they will be well received.

It would appear that Yanmar is becoming popular with our new builders. Peter Johnson a member of our Association and Ralph Siers are the principals of Siers & Johnson, the W.A. agents for Yanmar, who give Association members a special deal on their requirements. So don't forget when dealing with any of these parties, to identify yourselves as a member of the S & S 34 Association of Western Australia.

The Yachting Association and Harbour and Lights, have expressed concern re the lack of identification of boat registered numbers as required by State Legislation. Discussion amongst members would give us the impression that there is a lack of knowledge on a suitable type system for the identification requirements, and we have enclosed with this Newsletter, a sample of Letrasign which in the writer's opinion as a sign manufacturer, is the most economical and durable medium for this type identification.

We are also enclosing to boat owners, a copy of Notice of Race for the Golden Fleece Great Circle Race for 1980, which may prove of interest. Also attached are photostats of correspondence received from John Sanders covering portion of his trip from Australia to Plymouth, for the Parmelia Race. No doubt you will all be watching the press for reports on Perie Benau and Max Shean - Bluebell.

Fred and Audrey Green appear to be well and truly enjoying their cruise, and we have also enclosed photostats of their current correspondence, which I am sure you will all find extremely interesting.

Our new season is fast approaching. We would like to start the season with a planned programme. Please communicate with a member of the committee, advising of your thoughts for future Association events. I once again remind you that our committee requires feed-back from members. This Association is now well and truly off the ground: let's make the 1979/80 season the year of the S & S 34, and encourage all boat owners and their crews to participate in Association events.

DO YOU HAVE ANY BOATING GEAR YOU WISH

TO BUY

SELL

OR SWAP

IF SO THIS PAGE IN OUR NEXT ISSUE

IS RESERVED FOR YOU*****

PLEASE CONTACT US AND WE WILL PUT IT IN

FOR YOU.

7.

LETTERS

FROM

OUR

CRUISING

MEMBERS.

SPECIAL THANKS TO:

JON SANDERS "PERIE BANAU"

FRED + AUDREY GREEN "COORONG"

WITHOUT THESE LETTERS WE WOULD
KNOW LITTLE ABOUT THE WATERS
BEYOND OUR OWN SHORES OF W.A.

7th May, 1979
"Perie Banou"
Indian Ocean.

Bill and Joan Bone & SS34 Association.

I am starting this letter four days out from Diego Garcia.

Diego Garcia is 2,900 miles from Fremantle which took Perie Banou 22 days to sail. A little over 130 miles a day.

It was a thrill to be escorted down river by Gotch, Ad Lib, Friar Tuck, Ian Camerons power craft and of course good old Fred Green, with sundry friends aboard as well as Ron Clark.

It was a very special surprise when we entered Fremantle to find Terian, Meltimi, with Peter and Carey, Keith Turner with Hellfire. I was very proud to have such fine yachts to escort our craft clear of the heads.

We had a quiet sail for the first few days. The wind mostly being light south east. Perth radio was keeping us informed of Cyclone Joan that petered out, and casually mentioned Cyclone Idylle, but said it seemed too far west. (It was a long way west but it was travelling at 600 miles a day.) AND GOT US. However it was a mild cyclone by the time we were clobbered. A day before Perth Radio said winds within 100 miles of the centre were 100 knots plus, and seas phenomamal. Fortunately it was none of that. But it was rough and humid. About the same as the weather I got both this year and last, when I cleared the south of Tasmania on my passage home.

We had two new additional chain plates fitted before leaving to take after lowers. Usually I have runners on long passages that I take off for local racing. This time I made them permanent. The shipright made a neat job but not enough glass, I suspect, and certainly did nothing much about sealing them. So we had water in the yacht where we did not want it. Which had never before been usual. On our first opportunity we rectified this sealant etc. (When the weather was good).

After the cyclone which gave us head winds for a while, we had excellent South East Trade winds all the way to Diego Garcia. Sometimes they were fresh, 30 knots with rain and humid (sometimes fresh & fine) and sometimes only 15 or 18 knots. We were never out of wind to Diego Garcia.

Most days the boys and I went swimming. Started by Murray. We attached a safty harness and hold another rope, jump over the side and let the yacht tow us along. When the wind is fresh, (we do it in 30 knots) it is great to surf with the yacht and sometimes overtakes the yacht in the quarter wave. We frequently fly spinnakers in the daylight.

As the course from Fremantle to the Gulf of Aden passes quite close to Diego Garcia, we thought if allowed, we would like to stop for a few days. I rang my Father on my Radio telephone, who made enquiries through the British Consul and found it would be Ok to stop. We heard later that the media reported that we needed to go there to effect repairs or something similar. This was not so. It was there, so why not stop. Diego Garcia is a British Island. It is a large horseshoe shaped Island. The Western side of the Island is leased to the Americans and is a Naval base. We saw large planes come and go from time to time during the day or night. We were greeted by the British Commander on arrival at Diego Garcia and told we could get water, a very few modest supplies, but must anchor on the British side of the Island, which is uninhabited. We did this. We stayed three days and enjoyed it. The beaches are out of a picture book. The vegetation was lush and mostly cocoanut palms. There was a New Zealand yacht there with Father, wife and two children. He showed us how to select cocoanuts. We ate some and drank the milk. We also caught fish here.

This is day 6 from Diego Garcia. We have been in mostly South west winds, but they fluctuate. Rain patches come through with changes in wind and the wind dies during and after them. It is easy to catch rain if it heavy enough. Tie a topping lift to the end of the boom and lower the luff of the mainsail and bail the water in the shelf along the boom into a bucket.

A small ship passed close to us last night. That is four ships we have seen since leaving Fremantle.

Sat 9th June, 1979.

Port of Suez.

We rounded Cape Gaurdafui about 12 miles off between the African mainland and Socotra. The British Commander at Diego Garcia warned that some yachts had been shot at in this area. We encountered nothing other than fresh Southwest favourable wind. We saw the biggest shark we have ever seen. "HUGE". I think that is the last any of us has gone swimming. We made our way down the Gulf of Aden and stopped for three days at Djibouti.

Djibouti is a Republic and a French Military base. There were a number of nice English speaking Ethiopian refugees there which Andrew befriended. The people of Djibouti do not like them. They get no United Nations benefits although it is sent to them. And the police sometimes beat them, to say the least. We stopped at Djibouti for fuel, as the Red sea is pretty calm and hot this time of year. We motored for days and decided to stop at Port Sudan for more petrol. Sudan was dusty and a real Arab place on the edge of the desert. We left Sudan and after three days our engine packed up. "Success" overtook us. "Success" with over 1000 miles of fuel was doing 150 miles a day. We sailed and drifted on to the Gulf of Suez in the heat and light head winds. At the Gulf of Suez we encountered gale force Northwest head winds. We had one hell of a rough windward bash all the 200 miles up the gulf. We beat every inch of the way into 40 knots. The sea steep and short and rough. Broke the inner fore stay. It was a Navigational nightmare, but we came through Ok. Narrow waters. Oodles and Oodles of ships, reefs, oil flares, sections of the gulf mined, and unpredictable lighthouses, all the time zig zagging as spray covered the yacht from one end to the other. We are drying out our wet weather gear and blankets etc. We have to have an agent to pass through the canal. Our agent seems to be on the ball, he has already had a mechanic down to the yacht and we should have our engine going today, and hope to pass through the canal tomorrow. Cost is \$160. It cost "Success" \$ 180. We are in daily contact with "Success" by radio.

SUNDAY 11 th JUNE, 1979.

It is 5.50am and the yacht is purring up the suez Canal. We left 1 $\frac{1}{2}$ hours ago. Murray and Andrew are asleep. The pilot is steering the yacht. We are a little tired as our Agent drove us to Cairo and back yesterday. We saw Cairo and the Pyramid. There are many bombed out buildings in Suez. There are signs of the war along the Canal and specially in Suez.

Murray has decided to fly home. I am sorry that he is leaving. He is an excellent hand. (We gave him best marks for dodging ships in the gulf of Suez in the gale at night, it is very hard to judge.) He loves sailing, but weeks and weeks at sea makes him fret about his other sailing activities he misses, and home.

SUNDAY 24th JUNE, 1979

I meant to post this letter in Egypt, but it will have to be posted tomorrow when we arrive in Malta.

At the moment we are becalmed and out of fuel. Just enough fuel to charge our batteries and get into Valletta harbour tomorrow.

I said we were purring along the canal. Got to the Bitter Lakes and the engine stopped, causing us to go aground. Most Embarrassing. We got the motor going again and made Ishmalia. We were due to stay at Ishmalia overnight and get the pilot

aboard at 4am for the other half of the Canal but decided to get the mechanic instead. The mechanic worked on the engine all day. We stopped a total of two days at Ishmalia. During this stop I travelled with Murray to Cairo and put him safe in a hotel to await his aircraft home. That left Andrew and I. We did our shopping at Ishmalia.

4 am, after two days, Pilot aboard, we had a trouble free passage to Port Said, dropping our Pilot off and Continued on our way to Malta 1000 miles on without getting off in Port Said. We guessed Port Said would be smelly as the rest of the Egyptian cities.

We saw many bombed out buildings in Suez and the Canal.

It was interesting to transit the canal through the desert and watch the many ships pass. Even empty super tankers go through from the Mediteranean end, with their huge propellers out of the water.

From Suez to Cairo is all desert. And Military camps. All the cities smell like rubbish dumps. I'm not meaning to be rude, but they smell exactly like our municipal rubbish dumps. Not surprising as that is what a lot of the allies and even streets are used for. They even keep chickens in their flats. (In their washrooms and toilets). But we appreciated the experience.

We were absolutely amazed at the petty corruption at every level of official. They seemed to want something. Pretty DUMB lot. It was pathetic.

The weather from Fremantle to Egypt was mostly uncomfortable, but here in the Mediteranean it is perfect. It is mostly mild head winds and lots and lots of flat calms. Hence running out of fuel. For the leg to Gibraltar we will have 16 gallons in jerry cans lashed to the back rail. (Our main tanks hold 40 gallons). The water is clear and when we drop something over the side we can see it going down for a period of time. Today whilst becalmed, we caught up on some jobs and dived over the side and cleaned and checked the bottom. The water was very, very clear. Never-the-less on the surface of the ocean is always to be found objects mostly plastic bottles and such like things.

All in all , the Mediteranean seems a nice place to go sailing. Mild with a nice climate.

ON BOARD COORONG:

5th July, 1979. At anchor, off Desperation Is. Cocos Keeling Islands, Indian Ocean.

Were going to leave today, but it came up to blow and rain through the night, so I'll take the chance of a lay day to catch up on some mail. It was Sunday, June 10 when we left Dampier about mid morning on a warm quiet day to sail past islands and the big fleet of empty iron ore tankers waiting for the strike to be over- 10-12. It wasn't long before we were becalmed, but Fred motored for a couple of hours to make sure we were far enough off shore. It was so calm I cooked chips for tea. We kept watch for the first couple of nights, but the only vessel we've seen between Dampier and here was a fishing trawler, the Dong Wan, second day out. Sea conditions stayed light until the Wed. eve and we used the red spinnaker headsail, motored a bit, tried the sails goosewinged and then headsail only. Winds varied from N.E. to E and by Thursday had settled to a steady 15 knot S.E.

The quiet conditions gave me a chance to start using my sextant, and we did a Darby & Joan sitting up on the foredeck to take the midday sight, wearing just a pair of knickers. Second night out I was fascinated when a bird, after many flutterings tries to land on the wind vane, actually sat on one of the horseshoe liferings. Fred said it was a tern, and it stayed as long as I remembered to stand quietly when looking around. Only once I forgot and stretched did it fly off, but it came back again. On Wednesday we caught fish, a small bonito which bled and splashed all over the place. It was good. Fred did some as raw fish in lemon juice which we had with salad, and the rest we cooked in the chicken noodle soup. Great.

By Thursday night the sea conditions had built up, and I did a bad thing by trying to cook chips again. Lucky not to be burnt when the hot fat splashed, so no more chips at sea. That night was rather uncomfortable, and it was no mean feat even to wash up. Sailing now was vigorous, with consistent 15 knot S.E. Trades, which built up as we got closer to Christmas Is. I was not using the sextant, and Fred was taking his sights from the cockpit, but we both worked the calculations, a bit rusty. 100 mls, then 150, 143, 120 and 165 to go which could mean a night time arrival. Not to worry. Sunday morning picked up C.I. radio so must be getting close. Fred thought we should see it about 1.30 p.m. At 12.30 p.m. no sight so he went to bed for an hour and when he got up, there it was through the clouds. It then became a race against the daylight, with us rattling along under headsail only. Fred took over from Azies as we sailed along the island, past the golf club, and the sea was chopped up by the tide. Around the corner into Flying Fish Cove, and just enough daylight to sail in and find the sandpatch to drop the anchor.

Being Sunday we didn't expect to be cleared and were amazed to be immediately hailed and asked if we would like to bring our papers ashore. We pumped up the dinghy and Fred went ashore. He was back in about 15 mins. most impressed with the efficient friendly service, under Brian's charge, and still chuckling about the young chinese policeman, who was so sure that if one was not working one must be a pensioner. Brian had opened the yacht club so that we could have a hot shower, so it was a meal, a shower, and then sleep. We were only the second yacht through for the season. The first was Finesse, from Fremantle, but she left in a hurry the Thursday before when the weather changed. The anchorage at C.I. is not for all weather, and when the swell comes in, which it can do very quickly, one has no choice but to up anchor and go. Although a bit rolly at times, we did not have to hurry away.

Monday was a holiday, sunny, and a few people about. What a joy to go ashore and find the boat club more or less unchanged. Of course the prices were higher, 45 \$ a stubby, 35 for a softy and 25 for spirits. New fridges, but the piece de resistance was the combination of a stocked deep freeze and a microwave oven, so we could have hot lunch within minutes. We chatted a lot to Yvonne and Dean with a small tailer-sailer, interested in cruising, and over the week spent a lot of time together

It was such a shame to find the Island torn by union troubles, the happy, carefree atmosphere of our previous visit was no there. Two more yachts came in, both maxis. Summerwind, from Bali, American and a 73 ft. ketch. Jerry, one of the crew had been in Seychelles when we were there, so much to talk about. Also for one night only Anaconda called in on her way for the Parmelia race with her services crew. We had met her in S.A. where Brad, the paid crew, had been at the tug boat party we went Union reps were flying out on the Sunday in the Brewery lear jet, so we went up to the airport, and what a picnic. Unionists with placards, ranting and raving, whistle blowing and cheering, but all with an unreal picnic atmosphere.

After a very pleasant and relaxed week (we even went out to dinner one night with one of Henry Walker's crew) we stocked up as much as possible with what fresh goodies were available, stowed it all away, had that last shower and beer ashore and were already for clearing and then at 8 a.m. start on the Tuesday morning, 26th June.

If we averaged 130 miles in 24 hrs. and the trades were consistent, I worked out that it would be exactly 4 days to Cocos. The trick is to make that arrival in daylight which gives you two alternatives, clap it all on and speed up, or slow down.
Next episode will tell you what happened.

from Fred and Audrey Green.

On board Coorong
Rodrigues Is. 28th July, 1979.

Well we were going to stay 2 days here and it is day 8 and still no letters written. I stayed behind today while Fred went walking, but had visitors. A young girl we had on board a couple of days ago turned up with the whole family. They all came on board and sit. I try to entertain them. They love to look at photos thank goodness, and the first few times it was fun, but the novelty is wearing off. Most of the high school kids here speak good english which makes it easier, but the local Rodriguans are a smiling, simple, honest people and our stay has been a real joy. It has helped to be tied up to a landing barge tied to the wharf, and is real luxury to be able to step ashore whenever. And too we have been able to leave the yacht, day or night, without having to close anything up. Not too many places in the world thesedays where one can do that.

Our trip from Cocos was just 14 days, we left before lunch on Sunday and arrived just after lunch time Sunday. We averaged 143 knots per day, and 6.9 knots for the voyage. We had the Southeast trades all the way, an average between 10 and 15 knots. We had help from the current particularly the first week, our best 24 hrs being 175, we lost the current and the winds became lighter as we got closer. We left with the main double reefed and stay-sail and small jib, and it stayed that way for 8 days before Fred took out the reef. On tuesday we did 180 and thought we might arrive on Saturday. Wednesday 120, so Thursday saw us with the red spinnaker up, and a wineglass around the stay, but Fred got it out, and when it came dusk and time to drop it, it was a piece of cake. Friday 140, and Sat. after the noon sight 145 approx. left to go, so it looks like a daylight arrival. This meant action stations, out with the log and Fred plotting a chart entry as we had no chart, and he used the pilot book. He thought we should see Rodrigues about 6-7 a.m. but we decided to keep watch, however now the miles seemed to come quickly. By 2 a.m. when I went on watch we had done 97 miles. Fred came on at 4.15 and when I woke at 7 a.m. the island could be clearly seen. It seemed to take a long time to get closer. However by mid-day we were sailing along parrallel to the coast outside the reef, seeing a few very tatty cocoanut palms and thinking cyclones. there had been one through in February. Some damage, and some homeless, but after 7 years drought it brought good rains, so a mixed blessing. We slowly picked up the landmarks described in the pilot, and found the leading marks for the passage through the reef, but while we were dropping the sails and getting out the chain, a pilot boat came out to show us the way in.

As we approached the wharf a swarm of people, all colours, shapes and sizes rushed to the wharf to watch us tie up. We found out afterwards that a local entertainment had just finished and we took over. A quick walk to the police station for immigration and back to Coorong where the doctor was waiting, along with the engineer who knew we were on our way because we had met his friend when we called at Barrow Island. Then it was clean uptime for us, so we delighted the crowd by washing our hair, both of us, in a bucket in the cockpit. I tried to talk to the kids, but the French is a local Creole, and although they didn't understand me we had lots of fun. We have shopped at the local market, eaten in their homes, walked and cycled around, had drinks with the local commissioner before dinner, and today we have the use of a jeep and driver for a look over the Island. Had many of the locals visit, Fred has had some clothes made and found time to do a couple of paintings. I even found the local library and talked shop to an enthusiastic few trying to establish a library for the local people. Fred has consulted at the mosque with his hand-bearing compass to help them decide the exact direction for MECCA, and on the strength of his street painting been consulted about house plans by a local business man. We've had a great time here and made the most of being able to step ashore. Mauritius will not be so good as we'll be at anchor and I'll have more time to write. We've had a weekend of colour and a dance Sat night

and by Sunday I think the whole island knew and they were all so impressed with Fred's rigorous dancing. Yesterday was a church fete (fancy fair the locals call it.) It started at 10am and as well as work stalls and tea cakes they had some gambling stalls, a bar and a restaurant. Our trip around the island and visit to the caves were great.

AT ANCHOR. GRAND BAIE. MARITIUS. 14th AUGUST.

Friends and relations, one and all.

Our drive around the island of Rodrigues on our last day was superb for scenery but a rough & uncomfortable one. No wonder all the vehicles are 4 wheel drive. Fascinating the way every inch of the suitable soil was under cultivation, the hours of toil in the first terracing hillsides, no permanent water supply and acres and acres of onions, all in small plots. None of the vegies seemed to be allowed enough time to grow to maturity, even the capsicum the commissioner's wife gave us after our ride, but she made a nice change. We climbed down and through their limestone caves, our way being lit by flaming torches of hession sprinkled with kerosene, a good $\frac{1}{2}$ mile, and the accumulation of years of smoke showed in the dark walls and ceilings. At least we came out in the fields and didn't have to climb back. Like a dill I had worn my scholls and wooden platforms are no good in uneven muddy ground so it was bare feet all the way through. It made the mud easier and at least I didn't fall flat on my face.

We left about 4 pm and the timing was good to get us out through the channel and away from the reefs, just before the sun started to go down. Once on the lee of the island it was back with the consistent, vigorous, south east trades and we had strong winds for the next $2\frac{1}{2}$ days. And we came all the way with only minium sail, and couldn't slow Coorong down. We picked up island lights and the lighthouse both about 10 p.m. and were very thankful that Fred had been this way before. There was some moonlight so Fred decided to go between the outer islands and the main reef. There was a light on Flat Is. but we couldn't seem to leave Round Is. behind and eventually had to put the motor on, although we were sailing well. It took us 3 hours to do 5 mile. By this time the moon had gone, but just when Fred was wondering we found the outline of Gunner's Coyne, a big rocky outline, and were in familiar territory. As we rounded the N.W. corner of the Island the wind headed us and we had to motor the last 15 miles to Port Louis. Just as we were about to enter the harbour the red leading lights went out, so we jilled around for an hour waiting for daylight. No problems and we were tied up at the wharf by 7.30a.m. We were cleared by 9.30 a.m. and went to the post office and the market, but with no sleep, found it dirty and noisy and so decided to come straight on up to Grand Baie. It is about 12 miles. What a contrast

About 3 hrs later we were at anchor in idyllic surroundings, sheltered bay, ringed by holiday homes, beaches, in almost the same spot Southern Minx was 4 years ago, and amongst cruising boats.

We have made our first contact with the cruising world now. First we met ABRAXAS. A N.Z. yacht from Auckland with Rod, Carol and 2 children. They are the family who were with Jon Snaders at Diego Garcia. Next was an American couple on LINDACITA, who we found have been R.P.Y.C. members for 6 years. They rowed over with a fresh loaf of hot bread as we arrived. They had left Perth on 29th May and took 39 days to sail. They had much stronger weather than we did.

Today we re-met SONABARA, an English 50 ft Cat which had been at Yanchep. They have just been in dry dock and done the bottom. Fred is hoping he can do the same. The latest yacht is DELPHINE from Durban, as well as several from Reunion and local boats.

The yacht club hasn't changed in 4 years, and we all agree has to be the unfriendliest ever. Even their hot showers don't work. We have been into Port Louis by bus several times. However strikes (yes they have them here too) over the last 2 days and no buses so Fred went by pushbike today to pick up our passports with visas for Madagascar, 30 mile round trip, and this afternoon he is scrubbing the bottom. So much activity, but it is needed as we are both overweight. What we lost on the way from Cocos has been well and truly made up since. The local beer is good and so are the French bread sticks. The weather is great, swimming and the suntans are coming back, but cool at night and we sleep with a blanket. Some Radio Aust. and B B C but very little on the Admiral's cup. We leave Friday for Reunion Is. and will stay a week or two before we go on to Mombasa which will be our next mail stop, and we meet friends who we met in Seychelles last trip. Have also had a letter from our friend in Madagascar, and now that we have been able to get our visas should be another good stop, with perhaps a stopover at Assumption Is. on the way to Mombasa and the Comores on the way back. WHO KNOWS.

W. Róbert Lange, M.D.

Health and Medical Aspects of World Cruising (Part II)

Around the world in 80 shots

Before initiating a vaccination program, you should have the overall course of your cruise fairly well established, including a list of prospective ports-of-call. You will then need to learn the immunization requirements of each of the countries on your itinerary. To make matters somewhat more difficult, worldwide requirements are constantly changing to reflect changing patterns of disease; what's valid today may not apply at the time of your departure.

In addition to your doctor and local health department, a source of considerable information and assistance is the International Association for Medical Assistance to Travelers (IAMAT), 350 Fifth Avenue, New York, New York 10021. This organization has compiled a World Immunization and Malaria Risk Chart based on information provided by the World Health Organization, and this chart can be used as a fairly accurate planning guide. For the definitive requirements before departing, check with your local health department about current recommendations of the U.S. Public Health Service.

Actual requirements, in any individual case, not only depend upon what areas of the world you'll visit, but on the time of the year you'll be there, the order in which you visit various ports, and the type and amount of inland exploration. Some of the shots can be obtained from your family physician, while others must be procured at designated centers. All should be accurately recorded on the official International Certificates of Vaccination form available through your health department, the Public Health Service, or through the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 (Booklet PHS-731, cost 10¢).

Routine shots: Even though exotic tropical diseases are important and deserve consideration in one's vaccination program, attention should first be directed to the routine immunizations that are baseline and necessary for everybody, blue-water sailor and land-lover alike. Vaccinations have done

more to alter the course of world history than has any conquering hero, but the populace is letting down its defenses, and the enemy is taking full advantage.

Paralytic polio should be a thing of the past, but it isn't. In fact, the incidence of polio is rising as the use of oral polio vaccine declines. The dread childhood disease diphtheria is again getting a foothold, its incidence rising 15% nationally in 1974 as compared to the previous year. And the national incidence of measles has increased every year since its nadir in 1969 while, during the same period, the use of measles vaccine steadily declined.

Before sailing, everybody should get a combined tetanus-diphtheria booster rather than the more familiar tetanus shot. This will provide protection for approximately 10 years. If the initial series of oral polio vaccine has been completed (three doses), one booster dose should be administered before departing. If for some reason the initial series is incomplete, two doses should be taken six to eight weeks apart. A booster dose is advisable every five years in instances where there is increased exposure, generally those circumstances where there is continued contact with underprivileged people.

All children in the U.S. should be immunized against measles and rubella (German measles) about the time of their first birthday. Mumps vaccine also is available in a three-in-one shot. Probably because of nutritional differences, measles affects indigenous populations overseas much differently from what we're accustomed to at home. Measles is responsible for at least 15% of all childhood deaths in those areas of the world where 20% of all infants die before celebrating their first birthday, and where a total of 50% may die before the age of five.

Adults who have not had measles also should be immunized. It's likely that adults who think they haven't had mumps and rubella may indeed have some immunity since one-third of all mumps and half of all rubella is sub-clinical. If a blood test shows no immunity to mumps, vaccination should be

obtained. Rubella poses a threat only to the pregnant female, and a woman who is pregnant, or who might soon become so, should absolutely NOT be vaccinated, since the vaccine is as potentially harmful to the fetus as is the disease itself. There is no problem to the pregnant woman if others in the household receive rubella vaccine.

Smallpox: It is difficult to write about smallpox at this time because the worldwide distribution of this disease is shrinking with incredible rapidity. The World Health Organization had been predicting for some time that the dreaded scourge would be eradicated from the face of the earth during the year 1975. At present, it is difficult to assess whether or not this noble ambition was achieved.

In mid-1975, only three countries were reporting indigenous transmission of the disease — Bangladesh, Ethiopia, and India — and by late summer, it was becoming apparent that there was no longer any transmission in India. Even after there are no new cases, intensive search programs continue in previously affected areas for at least six months to assure that no remote foci had been missed, and then to confirm eradication, a special surveillance program remains in effect for a full two years after the last detected case before a country is officially declared smallpox-free.

Despite all this, worldwide vaccination requirements have not appreciably changed recently to reflect the diminishing scope of the disease. Until a country is officially declared smallpox-free, other countries may require a vaccination certificate of travelers having recently passed through such an area. For the next several years, therefore, this will likely be one of the required vaccinations.

However, there are some definite contraindications: pregnancy, infancy, altered immune status due to either disease or medication, and most important to the world cruiser, eczema and other chronic skin conditions in either the individual or a member of the household. The latter item is extremely important as the eczema can suddenly be transformed into a condition resembling

Cruising World

smallpox.

If any of these contraindications are applicable, you'll need a letter from your doctor indicating that vaccination should not be performed. This letter must then be validated at your local health department. Everyone in the household of an individual with eczema should avoid being vaccinated and carry such a letter.

Yellow fever: Yellow fever is another vaccination that will likely be required for the world cruiser. Even though the possibility of contracting this viral, mosquito-transmitted disease is remote, it does exist. Yellow fever is endemic in the tropical rain forests of central Africa and northern South America, where the jungle's monkey population perpetuates the disease. The distribution of the disease in the Western Hemisphere extends northward to Costa Rica and includes Panama, so users of the canal can be considered as having passed through an infected area.

Most countries in the world require a certificate of vaccination of anyone who has passed through an infected area. A yellow fever vaccination, therefore, protects you from the disease and helps assure you entrance into foreign ports. The protection afforded is good for at least 10 years. Your family doctor, although unable to provide you with this immunization, will refer you to the

closest yellow fever vaccination center. These centers exist in most large cities.

There are theoretical reasons for not giving live-virus vaccines such as smallpox and yellow fever at the same time, but this is not given nearly as much credence today as it was in the past. It is felt by some that the chance for both a vaccine reaction and vaccine interference increase with concomitant administration. Most centers now administer them simultaneously, or else separate them by a period of two weeks, since interference is most likely to occur when given between two and 10 days of each other.

Other vaccinations: Many other vaccinations are available though not generally required of mariners. Some countries require cholera vaccination under certain circumstances. This vaccine is efficacious, but the protection afforded is good for only six months. If you need this vaccine, it's relatively easy to get six-month booster shots around the world. Vaccinations are also available for typhoid, typhus, plague, rabies, and influenza, but these are seldom indicated. Again, it's important to check the requirements of the individual countries you'll be visiting, especially if you plan on spending much time in the interior.

There is also a vaccine against tuberculosis called BCG, but this is rarely indicated for Americans, either at home

or abroad. For one thing, it provides only partial protection, and for another, it makes subsequent diagnosis of the disease much more difficult.

Finally, a word about infectious hepatitis. Various estimates place the risk of acquiring this disease in tropical countries as high as 500 to 1,000 times what it is domestically. The most common mode of transmission of this disease is via the "fecal-oral route." The reasons for the increased risk readily become apparent. In poorer countries, where there are inadequate programs of disease control, improper treatment of sewage, and pathetic standards of food preparation, chances of fecal-oral contamination skyrocket. Once a disease with this mode of transmission is introduced to a highly susceptible population, under conditions described above, abatement becomes extremely difficult.

There is presently no vaccine for infectious hepatitis; however, there exist some studies which indicate the possible protective nature of pooled gamma globulin injections. Gamma globulin is that portion of the blood plasma which contains the antibodies, and when it's pooled, it is the product of many separate blood donations.

If antibodies to hepatitis are present in a shot of gamma globulin, they may prevent overt infection on exposure to the virus — depending on the quantity

and quality of the antibodies, the size of the viral inoculum, and the host's constitutional factors, including state of nutrition and degree of resistance. There is no assurance that any one shot of gamma globulin will contain anti-hepatitis antibodies, and even if they should be present, they remain effective for only a short period of time, with a half-life something like two weeks.

It readily becomes apparent that passive protection can be anticipated for only a few weeks if at all, and that this impractical regimen becomes a pain-in-the-backside for more than one reason. The prevention of hepatitis involves avoidance of those ill with the disease, as well as certain safeguards which will be covered in future sections.

In the history of the world, no infectious disease has been responsible for more mortality than malaria. And even though this parasitic disease is not a major threat to the world cruiser, it requires his attention. Malaria has a worldwide distribution; however, the risk is not uniform from country to country, or even within areas of a particular country. The prevalence of this chronic illness is related to such factors as altitude, season, weather conditions, distribution of the malarial parasite, and mosquito eradication programs.

Malaria cannot be prevented, in the usual sense of the word, via the classic

approaches of antibody inducement through immunization or antibody transfusion with gamma globulin. However, it is possible to prevent the clinical expression of the disease by taking anti-malarial medication. This practice interrupts the complex life-cycle of the infectious agent *Plasmodium*, a parasite transmitted through the bite of an infected female *Anopheles* mosquito.

For the world cruiser sailing west, malaria will not become a problem until you enter the waters of the New Hebrides and Solomon Islands. The eastern and central Pacific, including French Polynesia, are free of the disease. Malaria will continue to be an intermittent problem through the waters of New Guinea, Indonesia, the Asian subcontinent, and parts of eastern Africa.

The recommended prophylaxis for malaria consists of taking the drug Chloroquine — 500 mg (300 mg base) once weekly — beginning one week before entering a malarious area, and continuing for six weeks after departing. Children under the age of 15 require a proportionately lower dose. Chloroquine controls the erythrocytic (red blood cell) phase of the disease, but after significant exposure, it may be necessary to eradicate the exoerythrocytic parasites with another drug, such as Primaquine.

This decision, however, should be made by a physician after examining a blood smear. Even with the recommended prophylaxis, it is still possible to exhibit a delayed case of malaria with symptoms occurring a year or more after exposure. This is something to be remembered should you experience an unexplained febrile illness after passing through a malarious area.

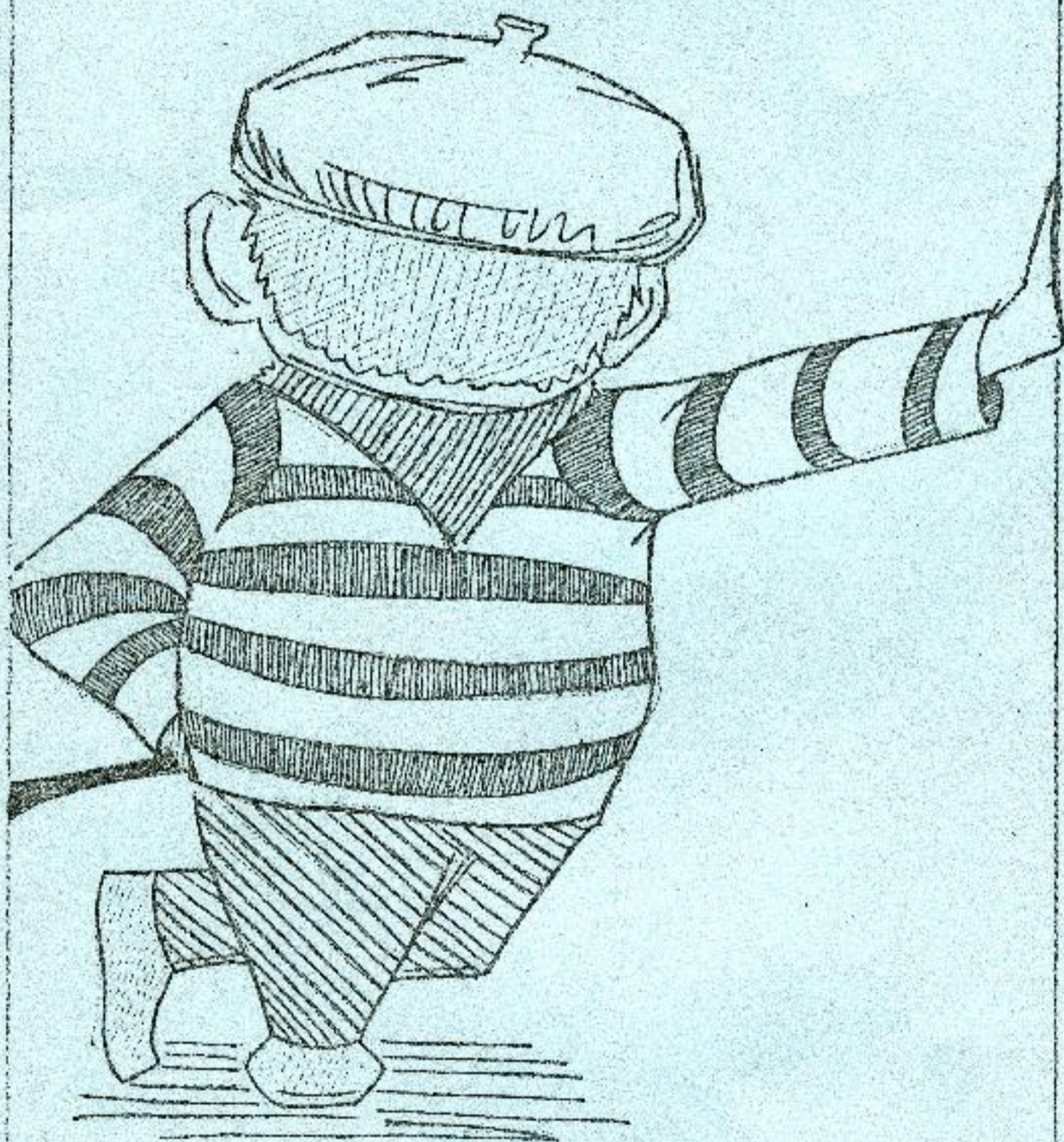
There is one other disease in tropical countries against which prophylaxis can be directed, but this is really of little concern to the world cruiser unless extensive inland trekking in equatorial Africa is anticipated. Trypanosomiasis or African sleeping sickness is transmitted by the infamous tsetse fly, and even though the disease is widespread in the African interior, it is not present in the coastal cities. The prophylactic drug in this instance is Pentamidine, and it has the inconvenience of requiring parenteral injection as well as the danger of being associated with more side-effects.

American trypanosomiasis or Chagas Disease is a major cause of morbidity and mortality in South America and parts of Central America. This disease is spread by the nocturnal kissing beetle, and there is no effective prophylactic drug. This condition presents no danger to the yachtsman who sleeps aboard his vessel or in the better establishments ashore.

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