

June
84

A. G. M. ISSUE 1984

PRESIDENT'S LETTER

The major event of our calendar, the State Championships, were successfully conducted over Easter with more varied and windy weather than most people imagined. It has been generally acclaimed that the Olympic - type courses greatly enhanced the competition. Thirteen boats competed this year.

Congratulations to Mike Finn and his crew for sailing Huckelberry to victory for the second year in row.

It was due to the help of a number of people that the series went off so smoothly. Most have been thanked for their good services, but I would like to re-affirm our appreciation to Sue Hutton, Kathy Anketell, and the ladies on the start boat. In all cases the devotion was beyond the call of duty.

Now that the main sailing season is over, we have only the Annual General Meeting to complete the year for the Association. This is to be held on Thursday 28th June, 1984, at the Fremantle Sailing Club, and a large participation would be appreciated, to allow a representative expression of views. Some of the topics are perennial, but deserve further attention. For example:

- * Championships to be held on the long weekend in March, rather than at Easter? (see enclosed poll slip).
- * Should we organise cruising trips?
- * S & S 34 racing events for 1984/85.

Please note that keen and enthusiastic members will be welcome as nominees for the committee and the other offices. One or two hard-working officers are opting for re-allocation of duties or early retirement.

In particular, the Secretary's and Newsletter Editor's shoes need filling. Bob Cruse and Simon Walker have ably done these jobs this year - Thanks.

As you will find, this issue of the newsletter has the added bonus of Dick Newnham's account of Sulphur's expedition to the East. A lively story, which will not encourage everyone to follow suit.

In closing this letter, I wish to thank all these who participated and helped during the 1983/84 season, including all members of the committee.

Our membership has increased during the year, and I hope that the Association can provide the events and functions that attract strong participation in the coming seasons.

ROGER PASSMORE
President

EASTER CHAMPIONSHIP 1984

The series of five races was sailed from Fremantle Sailing Club over Easter in generally wet and sometimes windy conditions.

RACE ONE - GOOD FRIDAY PM

Sailed in very wet and blustery conditions. The fleet was very closely bunched throughout the race with the lead changing several times. The eventual winner was Morning Melody.

RACE TWO - SATURDAY AM

This race was sailed in a light to moderate shifting W.S.W. breeze, causing a few headaches for the course layer. Huckelberry soon established itself as a clear leader with the rest of the fleet chasing her and fighting to hold onto their positions.

This race was the only time the protest committee had to be called on, showing how clearly everyone was sailing.

RACE THREE - SATURDAY PM

At last a decent breeze, 20 - 25 knots, well so we were to believe!! On the first leg the wind gradually died away catching nearly everyone undercanvassed. The decision was which headsail for this now gusty wind? Well most went to their number one heavy, but not Morning Melody, she went to her light weight number one. A good decision Michael thought as he romped to the lead, but unfortunately a stronger gust blew this headsail out costing him first place, allowing Huckelberry thru to go on to another win.

RACE FOUR - SUNDAY PM

Another good breeze and more rain!! This race saw some very close racing as the breeze fluctuated, making the crews work hard to keep their boats at top speed.

This race provided one of the most exciting running condition, with the strengthening breeze. Delphis, Roger Passmore, blowing his Mylar Headsail at the windward mark and then showing the fleet how clean her bottom was. Delphis did a classic Chinese Gybe laying the boat flat.

Meanwhile Huckelberry sailing well again went on to win giving her a clean lead in the series.

RACE FIVE - MONDAY AM

The only really light breeze of the series. Hometown knowledge for a N. Easterly saw Moring Gold, Syzygy and Manāna hold Starboard tack for five minutes after the start and picking up an advantage with the shifts favouring this side of the course.

Manāna pulled out a turn of speed to lead to the first mark, showing a short rig is still as fast!!

Unfortunately the wind died and the course had to be shortened at the halfway mark. This gave Morning Gold first place ahead of Swagman after sneaking past Huckelberry at the finish.

THE CHAMPIONSHIP - OVERALL

Congratulations go to Huckelberry, Mike Finn and his crew, on winning from Kungarri and Morning Melody.

COMMODORES RACE

Fourteen commodores faced the starters in a light south westerly.

Noel Fogerty sailing individual showed us all his skills in this light breeze. "Sailing at East Fremantle has some advantages", he said, after the race.

Thanks must go to all the river boats for coming down over and helping make this annual event a big success.



S & S 34 ASSOCIATION OF WESTERN AUSTRALIA

ANNUAL GENERAL MEETING

THE ANNUAL GENERAL MEETING OF THE S & S 34 ASSOCIATION OF W.A. WILL BE HELD IN THE STATEROOM AT FREMANTLE SAILING CLUB ON THURSDAY THE 28th OF JUNE 1984, COMMENCING AT 19.30.

AGENDA FOR ANNUAL GENERAL MEETING

1. SECRETARY TO READ NOTICE CONVENING MEETING.
2. APOLOGIES.
3. MINUTES OF THE ANNUAL GENERAL MEETING HELD 23rd. OF JUNE 1983.
4. BUSINESS ARISING FROM MINUTES.
5. CONFIRMATION THAT MINUTES ARE A TRUE RECORD.
6. TREASURER'S REPORT.
7. PRESIDENT'S REPORT.
8. ELECTION OF OFFICERS - PRESIDENT/VICE PRESIDENT
HON. SECRETARY
HON. TREASURER
HON. MEASURER
SIX COMMITTEE MEMBERS
9. GENERAL BUSINESS - DISCUSSION OF CRUISING ACTIVITIES.
10. NOTICES OF MOTION.

1) R. CRUSE MOVES THAT FEES BE SET FOR 1984/85 AS FOLLOWS:

MEMBERSHIP:	\$10.00
YACHT REGISTRATION:	\$15.00
YACHT TRANSFER FEES:	\$15.00

SECONDED S. WALKER.



SULPHUR AND THE SYDNEY TO HOBART RACE 1983

(1) DELIVERY TO SYDNEY.

The 10 week voyage of 5300 miles, including the 630 mile Sydney to Hobart race followed by the 625 mile Esperance to Fremantle race on the return trip, was eventful and exciting. We had some memorable contacts with fishermen, yachties, friends and relatives. None of us had sailed east of Albany before, so there was a terrific sense of adventure and achievement at the start and finish of each section of the journey.

On board with me was Peter Stubbs, ex-R.A.F. Navigator and keen post-war cruising sailor in the Irish Sea. Peter, at 63 years of age, increased our average age to 57. We were told this would give us an age allowance but we were not sure in what race!

Our third member of the crew was Derry Shellabear from Claremont Yacht Club and a crew member on "Erehwon", the Carterton family's very successful I.O.R. rated M.B. 24 category III Ocean Racer.

We had set a daily distance to be achieved:- Albany on the 4th day, Portland 15th day, Kiama 22nd day and arrive Sydney by 21st December. We would leave Hobart on January 7th to be in Esperance by the 26th January for the race to Fremantle starting on 1st February.

With three on board we planned to use only the two comfortable main saloon bunks for sleeping, working 2 hours on shift after 4 hours off duty. This way one person was always on duty, checking for shipping, the compass course sailed, writing up the log and being ready if trouble occurred. The two off duty could sleep or read, using the two bunks.

Departure Day, 26th November 1983, arrived and at 0810 hours we said farewell to families and friends at the South of Perth Yacht Club fuelling jetty after topping up the 27 gallon diesel tank, plus a 5 gallon can tied to the pushpit. There were 37 gallons of water in the tanks, with another 5 gallons in a can, also tied to the pushpit, and food for 15 days, with enough ice, we hoped, for 7 to 10 days.

Sulphur thumped down to Mandurah, tacking out from Cape Bouvard at 2100 with a few problems:- Peter & Derry sick, and the Aries ropes wearing rapidly, so I decided to stop in Bunker Bay, ETA 7 am, to cook up a big breakfast, tidy up, alter the Aries lines and advise V.I.P. Perth Radio our position and destination. This was to prove an excellent decision, it is a beautiful bay and the 2 hour stop settled us down and stood us well for the hiding we got from Cape Naturaliste to East of Albany.

We cleared Bunker Bay at 0900 hrs passing Cape Naturaliste at 0920 hrs on a rising southerly wind. By the time we tacked out from the coast again at Cowaramup, the Southerly was 30 knots over the deck, rising to 35 knots at midnight when we were passing Cape Leeuwin. We remained close-hauled to Cape D'entrecasteaux, with the wind peaking at 40 knots.

Over the next four days the wind gradually eased to 15/20 knots while swinging through SSE and SE to ESE, pushing us North towards Esperance. With continuous 10/10ths cloud, our navigation was by dead reckoning and RDF fixes on Cape Leeuwin, Albany and Esperance.

By the 6th day (1st December) we were due south of Esperance, sea sickness was a thing of the past, Derry had taken over the cooking, Peter did the shift entailing 2 x 2 hours of night work and I continued with the sail changes coastal navigation and radio skeds.

Day 7 (2nd Dec.). Glimpses of the sun at last. Peter took some sun sights, establishing our exact position. Large swells continued with medium/rough conditions, wind 15 knots ESE, average heading 070° true, making good progress with full main and number 2 Genoa up. We were in an area of magnetic anomalies near the Archipelago of the Recherche so I did an amplitude check on the compass at sundown - compass correct.

Day 9 (4th Dec.) 0230 hrs Barometer falling wind 18 knots from the east. Changed to Port tack after seven continuous days close hauled on Starboard - new heading 130° true. 2000 hrs. entering South Australian waters, clocks forward 1½ hours.

The Next day, 5th December, 1330 hrs. The wind swung West North West, we hoisted the big heavyweight tri-radial spinnaker and rolled along at 5 to 6 knots, ideal sailing conditions. 1920 hrs. radio sked with VJ6RP.

2200 hrs. Wind rising to 18 knots and turning SW. I took in the spinnaker, set the number 3 jib and put 2 reefs in the mainsail, ready for a gale, our plan being to sail in a south easterly direction to at least 38° south latitude whilst the wind was south west or south and then, when the wind swung to SE after the blow, we would be pushed north to the South Australian or Victorian Coast.

Day 11 (6th December) 0100 hrs. wind South 40 knots, rising to 45 knots by 0200 hours and really rattling the mast and rigging. We had too much sail up, but rather than get totally submerged and drenched changing headsails, I eased off to 50° to the wind - new heading 120° True - and let the gear take the pounding as we thumped and crashed along. We did not expect the gale to stay over 40 knots for very long, as the wind had swung SSE very quickly.

1400 hrs. A bulk carrier passed ½ mile north of us, heading east, the first ship sighted on this vast empty ocean for seven days, wind 30/35 knots, with seas and swell very confused and rough.
1930 hrs. Our last call to VJ6RP. I could not hear Jack's transmission because of the wind noise and waves breaking against the hull.

The next day, 10/10 cloud and very cold, we thumped along. I reported to V.I.A. Adelaide Radio our position and destination, and advised them that we would keep a regular sked. Our dead reckoning position was the result of estimating an average course made good during the gale, plus an allowance of 5° for leeway.

The next day this leeway adjustment proved incorrect. The Aries had in fact, sailed the yacht closer to the wind than our estimated course, so we actually headed 10° further South than the course we had plotted.

Day 13 (December 8th) 9/10 cloud and cold, wind dropping, sea very sloppy but Peter got a Meridian Altitude, (first since December 2nd) and we are at 39°38' South 138°35' East, just 150 miles from Portland and well south. I turned on the engine to push us along on 075° True, clocks put forward ½ an hour ready for Portland. Derry is on his 9th book (likes reading during gales and while standing on his head cooking). Peter is quietly going round the bend doing a full page crossword in a German language magazine he subscribes to. I enjoy spending hours poring over the charts and planning our next move. Derry "found" a very special bottle of Port in his kit.

Day 14 (December 9th) Wind SE and we're close hauled again (naturally on starboard tack and we even liked it at this stage).

2000 hrs sighted land and caught two Barracouta all at the same time.

2100 hrs. Dusk, sighted Cape Nelson and Cape Northumberland lights, wind risen to 20 knots ESE, entered Victorian waters.

2300 to 0100 hrs crossing tacks with a large yacht coming in from South Australia. The wind increased to 27 knots and they anchored in a bay. We pressed on with 4 or 5 more tacks to enter Portland harbour, tied up at the jetty at 0700 hrs on the 10th December, just 13 days 21 hrs from Fremantle, 10 of those days close hauled on the starboard tack.

Portland is an excellent place for yachties. Everyone going to the Sydney-Hobart race seemed to be there, due in, or just left. Amongst the yachties there was an air of excitement about the race. We were given the keys to the lumpers change rooms by "Croweater's" crew, had a shower, didn't need any diesel or water, so moved to the town jetty to do our washing, buy stores and drop the mast to repair the masthead light. We invited the crew of a Sth. Australian yacht on board for a drink before heading off again (without staying the night) at 1800 hrs, thumping into a 20 knot south easterly.

Day 1 from Portland (11th December). Contacted Penta Base to establish a regular sked. 2000 hrs we passed close to Cape Otway and headed off to cross Bass Strait, making good time.

During this night we had a near collision with a ship trying to avoid us. Derry got the navigation lights on the ship mixed up and the more the ship changed course to miss us, the more Derry changed course towards it, until he finally tacked right towards its path. Fortunately he called me at this moment, so we managed to tack away again, just in time.

Day 2 from Portland (12th December). Wind swung to North and North West 6/8 knots. Barometer moving down only slightly, easy sailing. 1330 hrs sighted the 2000 ft hills of Wilson's Promontory on the horizon, arriving at the spectacular Islands, Skull Rock, and the cliffs of the Promontory at dusk, motoring in calm conditions 300 ft. from the 200 ft. high cliffs in 200 ft. of water. A magnificent and rugged place best passed in daylight.

At 2200 hrs. when 300 yards due south of the Wilsons Promontory light house, perched 2 or 300 ft. above us, we turned off the motor to allow Siska to motor up, and exchanged greetings before we turned the corner to head for Refuge Cove, and they pressed on to Sydney. We arrived in Refuge Cove at 2330 hrs, dropping the anchor on clear sand to swing 100 ft, from the cliffs and hills of this lovely bay. We were close to six other yachts already anchored.

December 13th. 0600 hrs. Cleared Refuge Cove with spinnaker up and heading 070° true for Cliffy Island lighthouse. With this weak cold front coming through, and a SSW wind blowing, we again decided to use the tactic of heading East before the wind changed SE to push us north on a long starboard tack towards the Victorian coast or Gabo Island to head up the NSW coast. We hoped to identify at least one oil rig before nightfall to accurately plot our position, so we could pass 1 mile north of the shipping in the new busy shipping traffic separation zones and stay 2 miles south of the oil rigs.

1930 hrs. Closed hauled on starboard tack, holding 080° true, we sighted the Kingfisher rig.

2145 hrs. We sighted the traffic separation zone Eastern marker buoy light approximately 3.5 miles due south. Estimated we were 1 mile north of the shipping lane. Wind 25 knots and moving ESE so we are being pushed north, but we have cleared the oil rigs now. Ships very close. Exciting stuff, this kind of sailing.

At 0930 next morning, wind 20 knots from the ENE we made our first of many tacks very close to the Victorian coast and at 2400 hrs. arrived at Gabo Island in calm conditions, to anchor 20 yards from the jetty and wait for the next, predicted very much stronger, cold front from the South West to blow us up the N.S.W. coast to Eden. The cabin temperature was showing the first signs of rising above 12° since Cape Leeuwin,

December 15th (5th day out from Portland). Just 2 hours after we had anchored, the blow set in from the south west. We hastily set sails and cleared the lee shore, rounding the south end of Gabo Island by 0230 hrs to run with the 35 knot wind to Eden, tying up at 0930 hrs. We were then 230 miles from Sydney and well ahead of schedule.

From here on, in warm calm weather, we stopped in every bay and harbour of this beautiful and safe coast (no offshore reefs like W.A.). We went to Bermagui, Bateman Bay, Ulladulla, anchored in Jervis Bay for the night, tied up in Kiama for the night, anchored in Port Hacking for the night and arrived at the Cruising Yacht Club, Sydney pen c 16 at 1045 hrs. on the 19th December, two days ahead of schedule with no damage or problems, very little work to do before the race, ready for a week's sailing on Sydney Harbour.

(II) THE RACE

The start and finish of the Sydney to Hobart race were memorable experiences.

For SULPHUR the build up for the massed start commenced in Portland harbour when we exchanged news with the South Australian yachties heading to Sydney. By the time we cleared Gabo Island we were sailing in company with yachts from South Australia, Victoria and Tasmania, and from Eden Harbour onwards it was unusual not to have a few yachts in sight heading North. For the last few miles to Sydney we had seven yachts in sight going our way, and through our daily sked with Penta Base we were in contact with up to 30 yachts heading in.

We arrived at the Cruising Yacht Club to find an incredible forest of masts and a hive of activity plus an air of urgency generated by the Southern Cross Cup yachts making alterations or repairs between events. Spectators and crews swarmed around the Maxi's.

The Cruising Yacht Club run a very efficient organisation so it took little of our time to record our presence, collect programmes, mail etc. and check our slip booking. We passed a category one safety check next day, definitely impressed by the effort of all C.Y.C. members to make this race a success.

SULPHUR had a crew of five for the race: Howard Knight, David Hay & Philip King joined us in Sydney. Peter Stubbs would be navigator and Derry Shellabear, who was on standby if someone withdrew, would fly to Tasmania.

Immediately we started a round of sight seeing, socialising, sailing on Sydney Harbour and laying bets with the other S & S 34s and UFO 34s. All good fun and the better for doing it first time.

Briefing day came all too soon. The main points being:- the weather, the current down the N.S.W. coast, advice and warning that yachts breaking the start would be recalled 30 MINUTES after the start, and the warning that the start line was 1/2 the recommended length required for the 179 yachts nominated.

Boxing Day Monday 26th dawned sunny and clear with a 10 knot south east wind blowing. We left the pen at 1015 hrs and by 1230 hrs it became necessary to hang in near where we intended to start and try not to get squeezed out.

15 minutes before the start we heard a ferry among the packed spectator craft tooting and looked over to see my wife Barbara waving from the wheelhouse of the ferry chartered by the club.

1300 hrs the Bofors gun boomed. We aimed for the windward end of the line partly blanketed by the ferries and a large competitor, so we crossed 15 seconds late hauling up the large heavy tri-radial spinnaker shy (only three or four yachts flew kites) and set off half under control for the heads missing yachts by inches.

Within 10 minutes the fleet had spread out generally according to size. We dropped the spinnaker 50 metres before the massive crush at the turning mark near the heads (a tug with tyres strung around it), clearing the tug and closest yachts, again by inches, without incident to come up to the wind close

hailed on starboard, and quite soon after rounding were able to make a quick 200 metre port tack to get back to windward of the crowd (a difficult and lucky manoeuvre in the slop). One mile out from the heads the maxi BUCCANEER crossed on port tack behind us so we felt pretty good.

By the 1500 hrs sked on Tuesday 27th, we were 4 miles East of Montague Island in 20 knots plus of wind and close hauled, the division "D" yachts had settled into their general positions for the race. SULPHUR appeared to be in the middle of the leading bunch but one S & S MARARA had opened up a 18 mile lead. We decided to make an all out effort to close the gap and put up the number 1 genoa. For the next 24 hrs as the wind gradually swung South East we eased sails and slowly passed three yachts.

Wednesday 28th at 1500 hrs, just South of Gabo Island, we were the first of the group around us to put up a spinnaker. During the day I had noticed the port (windward) cap shroud shredding, and now the leeward lower was going also. I had radioed the escort tug TASMAN HAULER letting them know we had problems but intended to continue racing. I made temporary repairs to the cap shroud but could do nothing about the lower.

The wind soon strengthened from the North East and we head off across Bass Strait at breakneck speed up to 12 knots. It was a wild ride during the night.

0700 hrs next morning Thursday 29th, our position 39.57S : 149.15E 30 miles East of Flinders Island, we had reduced the lead of MARARA and by the 1500 hrs sked we had covered 186 miles in the 24 hrs since setting the spinnaker. On the ABC news MARARA was reported to be first in our division, and the W.A. yacht PILGRIM (from Esperance) was reported first overall and first in "C" division. We started to get a bit excited about our prospects for the race. Later I was to hear we were placed 18th overall at this sked. Four hours later in very strong winds with the number 1 Genoa set as a blooper beside the big heavy tri radial spinnaker we chinese jibed, ripping the spinnaker and bending the pole.

Troubles always come in groups - I went to put up the other pole and found it had been lost overboard. We tied some extra supports on the bent pole and after a lot of debate on the danger of it breaking and damaging the forestay track we set the star cut spinnaker on it and shyed up a little from 180° compass course to 165° to keep the power on and the spinnaker set. We had lost a lot of time.

0200 hrs next morning Friday December 30th. The Maxi's have been finished for a few hours. The division "A" yachts are finishing, and the division "B" yachts are heading across Storm Bay in strong tail winds for the Derwent and the finish line. We jibed the main and spinnaker to head 215° compass and close the Tasmanian coast at Tasman Island. Soon the wind eased and blew from the West. The division "B" yachts look good for overall winners in this race.

0600 hrs sighted Tasman Island bearing 210° compass, 4 yachts close on our heels, we were close hauled on a starboard tack in a light Westerly. 1130 hrs wind easing and South Westerly, adverse current. 4 more yachts working along the coast about level with us. FIRETELL rounded Tasman Island very close to the breakers. 6 more yachts in sight now as we drifted along in very frustrating conditions, we have sailed into a hole.

1800 hrs rounded Tasman Island 50 metres from the breakers and stone motherless last of the group of 14, after arriving first! Spinnaker up in a light South Easter heading across Storm Bay in company with RENEGADE II (a Cole 43 footer) and MARIA (an S & S 39). 1930 hrs we passed our arch rival the S & S 34 MARARA but she sailed close to the cliffs and got a wind shoot to go ahead again (the skipper's done 20 Hobarts and knows the tricks).

2145 hrs passed "IRON POT ISLAND" and entered the Derwent, wind light from the South East with an outgoing tide. We commenced sailing near the shore in very shallow water and after an interesting tussle passed four yachts again.

2330 hrs plus 9 seconds FINISH! Fourth fastest in our division and only 3 minutes separating 2nd, 3rd and 4th fastest. We won our bets but missed out on the lottery, our position on handicap being 10th division "D" and 67th overall.

All yachts in divisions "C" & "D" dropped a lot of places on the overall handicap results during the calm spell. PILGRIM, after leading the race most of the way, dropped from 1st to 41st overall, and from 1st to 4th in Division "C". They put in a great effort. Our N.S.W. rival MARARA dropped from approximately 7th overall to be 44th and from 1st to 3rd in our division, another top effort by a classic yacht.

We motored the $\frac{1}{2}$ mile to Constitution Dock to receive an incredible welcome from at least 200 people cheering and clapping each yacht's arrival - and we arrived at midnight - plus a great welcome from families, friends and our Tasmanian hosts. We hope to return their hospitality in 1987.

(III) DELIVERY FROM HOBART TO PORTLAND (VICTORIA)

We had a wonderful stay in Hobart, made even more enjoyable by our marvellous yacht club hosts, Fred and Margaret Binns, but all good things come to an end and Howard, after losing the last of his money at the Casino, would accompany Peter and me for the trip home.

On Saturday the 7th January at 1400 hrs my wife left the Royal Yacht Club of Tasmania for the airport and SULPHUR, sporting 2 new spinnaker poles, 3 new shrouds and two repaired sails, set off for the Dunalley Canal (this is the short cut to the East coast of Tasmania) loaded with gifts of home cooking from our hosts and friends.

After an interesting journey through the canal we sailed inside Maria Island, past Schouten Island and Wine Glass Bay, pressing on overnight into a 25 knot West North West wind anchoring close under the Eddystone Light (South Side) where we were invited to a crayfish lunch with the three crew of ACACIA II, a 24 foot yacht similar to a Space Sailer, on delivery from Hobart to Launceston. They had been given the Crays by a local fisherman, an action typical of these hospitable people.

Lunch over, and in company with ACACIA II, we tried heading North West into Banks Strait, sailing three hundred metres from the beach inside the rocky outcrops and islands trying to avoid the worst of the now force 7 westerly gale and the adverse current. ACACIA II turned back after an hour, and although we may have continued to handle the wind and tide, we turned back after an hour and a half because we could not handle the thickening banks of kelp growing up 25 metres from the bottom. It was hard to distinguish between kelp and rocks but we carefully picked our way into a pretty little bay to join 5 fishing boats sensibly not venturing out. We were greeted by one of the fishermen with the gift of a bucket full of fish.

The next morning, Tuesday 10th January, at 0630 hrs we set off in a very light South East wind with a spinnaker up for an easy 2 day trip across Bass Strait. The loom of Cape Wickham light, on the Northern tip of King Island, became visible at 0100 on Thursday 12th. From here on the South Easterly strengthened and we raced along with the star cut spinnaker up, catching a Barracouta while we were travelling at 7 knots, docking in Portland at 0130 hrs on Friday the 13th for a well earned sleep.

(IV) DELIVERY FROM PORTLAND TO THE ARCHIPELAGO OF THE RECHERCHE (W.A.)

Friday the 13th January, after a sound sleep, we moved from the inner harbour where we had used the Harbour Trust showers, to the town jetty to purchase three days supplies for our planned trip to Port Lincoln in South Australia via Backstairs Passage and the American River anchorage at Kangaroo Island. The town jetty wasn't very comfortable as the friendly 25 knot South Easterly of the previous night had become a 30 to 35 knot force 7 gale.

At 1300 hrs SULPHUR cleared Portland into the teeth of the gale using a number 4 jib and with 2 reefs in the main. We beat out the five miles to round the two islands at the entrance to Portland Harbour, easing sheets as we changed course to 260° true one mile south of the Cape Nelson light. I think Howard was quite shocked at the decision to leave Portland in the gale, however I did think we needed to press on as we had covered only 550 miles in the previous five days and had nearly 1300 miles to go to reach Esperance, via South Australia.

From Cape Nelson we raced along in the big swells with the number 4 poled out and the two reefs, making 8 to 10 knots on the shoots. I decided to change our plans and head straight for Salisbury Island 910 miles west instead of the short run to South Australia. We could expect to make the crossing in seven days, spend two or three days cruising the Recherche Archipelago, and arrive in Esperance by the 23rd, eight days before the start of the Esperance to Fremantle race to allow for contingencies, repairs if needed, and time to arrange a crew for the race.

This decision meant we had to keep the speed on all the time, take the shortest course, and not waste any food or water, but there should be no great problems as we had spare tinned food and plenty of beer.

During the afternoon the wind had increased a little and the seas had become quite impressive, breaking on their crests fairly regularly.

Peter came on shift at 1800 hrs and at 1900 hrs I came on deck to size up the situation for the night, and enjoy the spectacle of the seas marching up behind us. We did not think the situation was dangerous.

A few minutes later Peter and I were sitting on the windward side of the cockpit when SULPHUR shot down the side of a steep king wave at over 12 knots and ran out of wind in the trough so the Aries became useless and we broached. I heard the wave breaking and wrapped an arm around the nearest staunchion just as the wall of water hit us and in the split second before I went under I saw Peter in the air going past me.

When I came up Peter was over the side but he pulled up short on his harness and he grabbed the gunwhale with both hands. SULPHUR was far enough over on its side and deep enough in the water with the flooded cockpit for Peter to quite easily half climb and half swim back on board. I saw Peter was safe and scrambled down to the stern leeward side to grab the rope between the leeward life ring, that had washed out of the burst holder, and the Danbuoy, to prevent them being washed away.

It took ten minutes to recover the life ring against the pull of the drogue while Peter took the tiller and got the yacht under control. The wooden wind vane on the Aries had snapped off in the weight of water and washed away.

We came out of this knock down quite well because we had the full companionway wash board in place so only a gallon of water went below, but it brought home to me the value of a life harness. After the knock down we continued on our way steering by hand and had no further problems.

On the evening of the second day after the knock down the barometer was steady after falling from 1014 mb to 999 mb over quite a short period so, applying the accepted theory of the wind hitting at the first moment the Barometer starts to rise, we expected a blow very soon. Esperance Radio reported winds at Cape Leeuwin were 30 knots and moderating. Adelaide radio broadcast a gale warning for the ocean area 200 miles South West of Kangaroo Island and we were right there.

1800 hrs wind moved North West and strengthened. We changed to the number 3 jib and put one reef in the main. 2200 hrs wind from the West at 25 to 30 knots we put the second reef in the main and changed to port tack to head 320° compass. 2300 hrs the wind turned West South West and we were heading into big seas with the hull taking an awful pounding in the steady 40 knot wind. I thought I would change down to a storm jib at the end of my shift but this was not to be as a line squall hit us at 50 knots so I called Peter on deck while I lowered the jib and we eased off to 60° to the wind following Jon Sanders recommendation for riding out a blow by sailing bare headed to windward. Our course was then 310° true, and we decided to continue on this course after the gale, heading North for lighter winds and warmer calmer waters.

Tuesday 17th January 0600 hrs the wind had eased to 15 to 20 knots, seas rough. I let out one reef and changed to the number 2 genoa, and we set about tidying up the yacht again. Cooking our first meal for two days. At this time we were feeling the effects of the rough going. Howard had not eaten for two days, Peter had lost his teeth overboard, and I felt very tired.

I calculated we were 340 miles from Middle Island, our next anchorage, and there was food for three days if we were careful. SULPHUR was making good speed in the 15 knot wind, and the barometer had risen 9 points in 18 hours.

Thursday 19th, sunny again and the cabin temperature rose to 23°, the highest for the trip so far. Seas very smooth and no wind and we had the engine on all day, 14 gallons of diesel left. Checked our clocks with Lindhurst radio station in Victoria, and Peter took sun sights to check for current as we approached the Recherche Archipelago.

After the sked with Esperance radio I contacted PILGRIM, the S & S 39 sailing back from the Sydney to Hobart race in company with HITCH HIKER, and asked, if they had any food to spare, could they meet us in Goose Island Bay (Middle Island). They agreed to meet us and in addition to arranging some food for us would cook us breakfast. Their E.T.A. at Middle Island was 0800 hrs Saturday, the same time we hoped to arrive. We would have 5 gallons of diesel

ready for them if the weather remained calm. Friday 20th. Eating the last of our food so it hadn't lasted as hoped. Weather cloudy with a 15 knot North Easterly. Peter got a quick sun sight just before midday and estimated we were sixty miles North of our D.R. position. I tended to be sceptical of the mid day sight as our afternoon longitude sight agreed with our D.R. position and I did not think we could be pushed so far North in 24 hours.

Peter had sounded the warning we may have a problem so, although I expected to sight Salisbury Island early next morning, if we were up to 60 miles North of our course we could expect to enter the area of the unsurveyed Eastern group or South Eastern group of islands between midnight and 2 am.

Salisbury Island is the landfall recommended by the Australian Pilot for passage through the surveyed part of the Archipelago of the Recherche. 1900 hrs W.A. summer time I radioed VJ6RP (Royal Perth Yacht Club) for a pre-arranged sked and Jack Seabrook answered immediately. I gave Jack our position and E.T.A. at Esperance. He would pass on this information to our families.

During the afternoon the depth had risen from 4000 metres to 200 metres in just 40 miles so we were over the continental shelf again. We had the star cut spinnaker up making 6 knots and, keeping a good lookout, we intended pressing on at full speed for our meeting with PILGRIM. 2215 hrs, clear sky and moonlight, sighted rocks on the starb'd bow, spinnaker down, main down, engine on, headed over at a modest 4 knots for a look.

2300 hrs we arrived at the "rock" that had turned out to be an Island and commenced wandering around trying to identify it by estimating its size and shape. The southern ocean swells were an awesome sight as they broke on the reefs next to us in the moonlight. We passed through one gap in the reefs at the third attempt and after that episode it was decided the charts were so poor they were useless. R.D.F. bearings on Esperance were very weak and on the limit of range but Peter considered we were at the South Island of the Eastern group. We decided to head due West with just a jib up, speed 4 to 5 knots in this unsurveyed sea, to make a landfall at Cape Pasley on the Western tip of the Great Australian Bight.

0345 hrs Saturday 21st sighted a ship West North West of us distance 7 miles heading South East across our path, thinking it was a foreign fishing vessel poaching. 0600 hrs daylight, Dome Island bearing 315° approximately 5 miles so although we have headed 270° we have effectively made 230° or we were not where we thought we were during the night.

With magnetic anomalies noted on the chart for this area, plus the currents the locals experience in the shallow water near the 4000 metre underwater shelf nearby, we agreed with the Australian Pilot these waters should not be sailed on after dark. I cannot see any problem if a vessel is equipped with radar and satellite navigation, sailing the surveyed area, but we had neither.

0630 rounded the tip of Middle Island to anchor at 0800 hrs after a cruise around the Bay.

Two days later we were told the ship crossing our bow during the night was the 2300 tonne 70 metre survey vessel CAPE PILLAR and it ran aground during the day it passed us, tearing 20 feet of plating, and nearly sank. Only quick action and excellent work by a Navy team led by L't Cmdr. Heynatz and Chief Miller from the H.M.A.S. Stirling at Garden Island W.A. saved it.

The area may get surveyed before the BI-CENTENNIAL CELEBRATIONS!

(V) DELIVERY CRUISE FROM MIDDLE ISLAND TO ESPERANCE
and the ESPERANCE TO FREMANTLE RACE.

SULPHUR was anchored in the narrow gap between Goose Island and Flinders Peak, 30 Metres from the South tip of Goose Island in $3\frac{1}{2}$ metres of water, to shelter from the 20 knot North Easterly wind and the Southern Ocean swell.

Our arrival, after the incredible night's sail past the Eastern or South Eastern group of rocky islets and reefs, to find a wreck on this friendly but remote bay made me think a bit about our overnight run.

Goose Island Bay is an historical spot. Matthew Flinders cut loose both anchors of the H.M.S. INVESTIGATOR here in 1802, to successfully clear the Bay which had become a lee shore in a sudden gale. The wreck on the beach is the survey vessel PENGUIN, used for the first and only survey of the area in 1901, becoming wrecked during a Northerly gale when on a return visit in 1926.

1000 hrs. PILGRIM and HITCH HIKER were a beautiful sight as they sailed around the North East tip of Middle Island. PILGRIM duly tied to our stern and invited us aboard to sample their cold beer and hot breakfast -- What a welcome. HITCH HIKER continued on to Esperance without stopping.

When Peter stepped onto PILGRIM one of their crew tried to help him and lost Peter's glasses overboard! The SULPHUR crew were then declared a desperate bunch -- Black, grey and brindle beards -- no food -- hot beer -- no fishing line suitable for Herring -- and a navigator who could not eat or see!

We copped plenty of chaff and had some laughs over that.

Tim Ratten, the owner of PILGRIM, lent us some fishing gear and gave us food for a couple of meals before setting off again for Esperance and at 1515 hrs, in a 20 to 25 knot NNE wind, we set off for two days cruising to see everything possible of the 100 odd islands and bays in the 80 miles from Middle Island to Esperance.

1530 hrs passed Russel Rock. 1600 hrs passed Arid Island with its seals. With Peter and Howard asleep below (definitely nothing to do with the happy hour - just lack of sleep), and with the waters so clear it was hard to judge depths in the shallower parts, the islands and rocks had started giving me the creeps in this howling wind. We all needed a good night's sleep.

1630 hrs anchor down in Arid Bay next to two fishing boats. The bay looked safe so we stayed the night.

Next morning I put in an order for 5 only large Herring (duly caught in a few minutes) and cooked them for breakfast. We were anchored 50 metres from the beach and ate our breakfast in company with an emu strutting along the waters edge inspecting everything. Arid Bay is aptly named, the sand hills and rocks are nearly as barren as the moon, but it is a good anchorage with the islands just outside the bay breaking up the swell, and they would give some protection from a South to South West wind.

0830 hrs. anchor up and heading out on 290° , wind 20 knots from the North. We sailed inside the Barrier reefs and Islands at the entrance to the bay and in the next 18 miles passed no less than 20 islands and reefs to make an exciting passage between Inshore Island and the mainland to enter Alexander Bay with the reefs and shore on either side at times only 20 feet away, sailing over the purest white sand that appeared to touch the keel but in fact was 10 to 15 feet below.

With the offshore Northerly wind increasing to 25 knots and swinging North West we sped along the edge of the breakers 40 to 50 metres from the beach (only touching the clear sandy bottom once) for 5 miles to the West end coming out through the narrow gap between Ben Island and the Headland at 1240 hrs into a 35 knot force 7 Westerly gale. Wind speeds and direction certainly change quickly when a strong cold front comes through down here.

The ten miles to Duke of Orleans Bay became a rough wet beat but it was not without interest as we sailed inside Forrest Island and John Island to skirt two very dangerous reefs in the afternoon sun to enter the bay at 1445 hrs.

1027 miles from Portland we were back in civilisation, fishing boats, cars and electricity posts leading to a caravan park. The bay gave us complete protection from the tearing South Westerly wind.

Next morning 0800 hrs dropped the mooring lines on this beautiful sunny day with a 12 to 18 knot southerly wind, to tour the Bay and at 0900 hrs tacked around Hammer Head Cape to reach West along the recommended track to Lucky Bay past another 10 to 15 islands.

1230 hrs anchor down in Lucky Bay, the best of the five bays between Cape Le Grand and Mississippi Point. Another beautiful spot and we were anchored in its North West corner, behind a remarkable rock cave, over clear sand 20 metres from the beach in calm water to eat a lazy lunch and have a quiet nap.

1400 hrs heading out to pass inside Ram Island and round Cape Le Grand for Esperance. My wish to sail into all the bays and around all the islands nearly got SULPHUR into strife here because I believed we could sail inside New Island, however when we got into the gap it was full of rocks and, moving as slowly as we could after turning the engine on, we hit bottom three times in the swells before we got out. Great to have a sturdy vessel and a powerful reliable engine.

1500 hrs rounded Cape Le Grand and entered Esperance Bay. We set off on a zig zag tour past all the Islands to Gull Island Landing (below the Light house) then finally heading for Esperance Harbour arriving at 1800 hrs to anchor out from the town jetty for a quiet tea and 12 hours sleep before we landed next morning 24th January, 1077 miles and ten eventful days from Portland.

The stay in Esperance had some very enjoyable moments but was spoilt a little because I could not get an experienced crew. John Gleeson joined us as planned and we set off to sail the 625 mile race four up, starting on Wednesday 1st February at 1100 hrs.

Fortunately soon after the start an easy South to South East wind pattern set in so we were able to race along comfortably in mostly light winds cutting inside reefs and islands, and shaving headlands to sail the shortest course along the south coast and past Cape Leeuwin carrying a spinnaker a lot of the time.

The easy race continued to Cape Naturaliste when a 25 knot South westerly wind came in strengthening to the point where Howard and I had to share the tiller hour on hour off. West of Mandurah with 36 miles to go a rogue wave caught Howard off balance and SULPHUR chinese jibed splitting the newly repaired spinnaker in half again. He was keen to keep racing so he spent the next 20 minutes up the mast untangling the top half of the spinnaker from the forestay and recovering the halyard.

We set the star cut spinnaker without a blooper and Peter took over the tiller to give us a break.

This mishap was a set back to our interesting dual with the two S & S 34s PERIE BANOU and INDIVIDUAL but we managed to keep them in sight.

Royal Perth Yacht Club Race Controls welcome back to home waters, as we approached Rottnest Island, was appreciated. We finished the race at 0330 hrs and arrived at South Perth Yacht Club at 0530 hrs on Sunday 5th February 1984, very pleased to be safely back in our pen after 71 days and sailing 5289 miles.