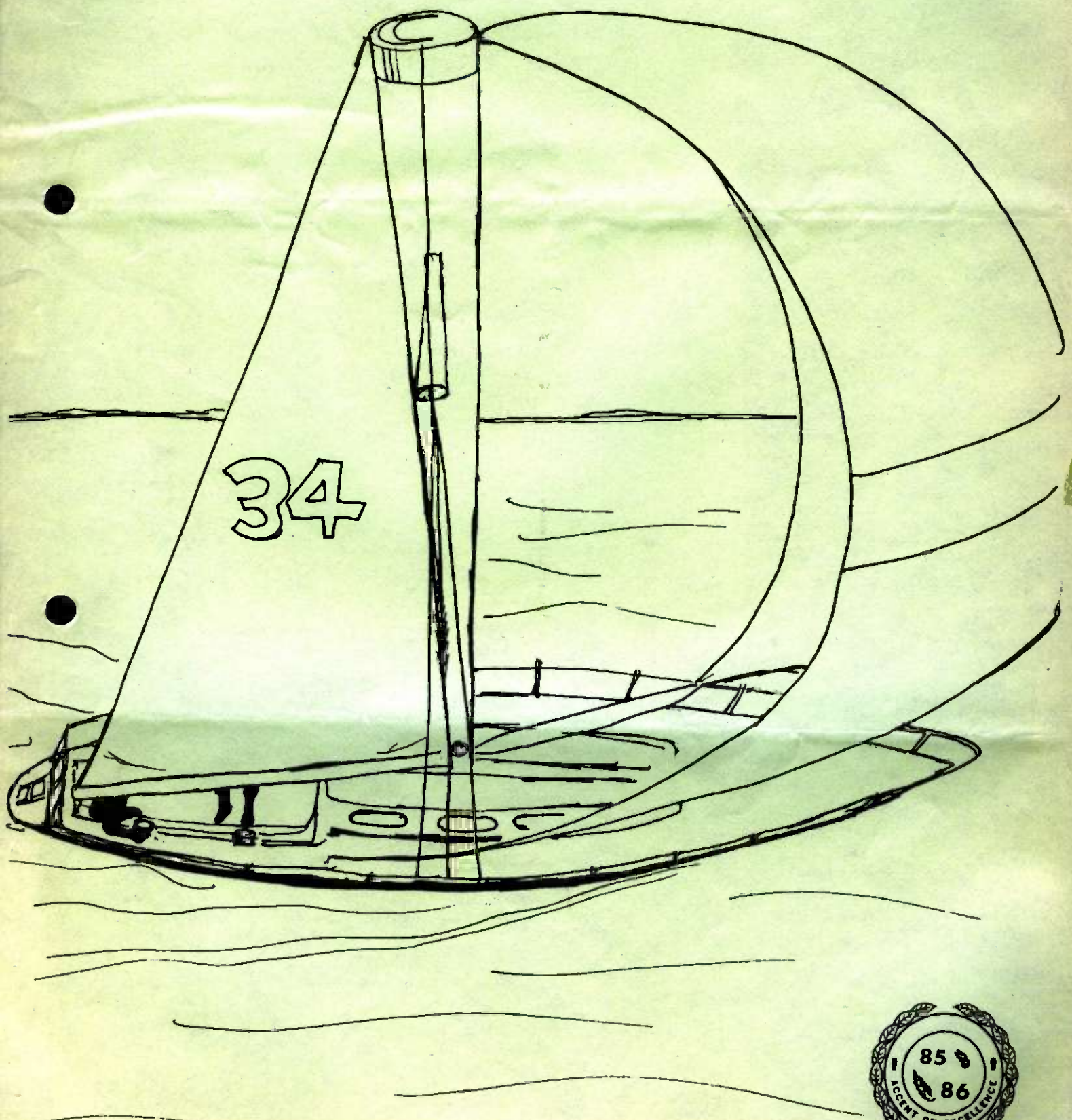


→ .S. S & S 34 ASSOCIATION
OF WESTERN AUSTRALIA
NEWSLETTER



AUGUST 1985

FROM THE PRESIDENT

Good fellowship was enjoyed by the forty or so members and guests who attended the Annual General Meeting and dinner which was held on 22nd. June.

Officers elected for the forthcoming year were:-

President	John Mott
Vice President	David Walters
Secretary	Kathy Walters
Hon. Measurer	Phil Harry

Committee members elected were:-

Sinclair Hutton	Sue Hutton
Ray Lynch	Kevin Owens
Chris Robinson	Bill Waldby

Together with Past President Roger Passmore, Jon Sanders and Mary and Henry Walker have been co-opted to the Committee. Mary Walker has once again kindly accepted the position of Treasurer.

After dinner Jon Sanders gave an entertaining and informative talk to the gathering on the 1984 Sydney to Hobart race, including an insight into the logistics, catering and heavy weather sailing techniques employed on Perie Banou.

Your Committee has decided to continue to participate in the Fremantle Sailing Club Cruising in Company events rather than organize separate and most likely parallel events, and details of the cruises arranged for the forthcoming sailing season are listed elsewhere in this news letter.

After the very successful Championship series held last March on the long weekend (in which eighteen boats took part), it has been decided to repeat the formula and have the event on the same weekend next year.

We are fortunate in having a strong and active committee this year, and already they have arranged an interesting and varied sailing and social program for us for next season, which is detailed in this bulletin.

Notice of subscription due is enclosed with this newsletter. Please forward your remittance **NOW** so that we can update the financial membership list and keep you informed of future activities. No further reminder or newsletters will be forwarded to non financial members.

Also enclosed is a reprint of our constitution incorporating all amendments which have been made to date.

Please forward to myself or any committee member any ideas or suggestions for activities and events you would like to see on our calendar.

Wishing you fair winds and good sailing

John E. Mott
President

S & S 34 ASSOCIATION OFFSHORE CONSISTENCY SERIES

THE S & S 34 ASSOCIATION OFFSHORE CONSISTENCY TROPHY THIS SEASON WILL BE AWARDED USING THE FOLLOWING SIX RACES TO DECIDE THE WINNER.

* 1.	Foundation	21/09/85	F.S.C.	36 nm
	2.	Mandurah	16/11/85	S.P.Y.C. 101 nm
* 3.	G. Hazelhurst	14/12/85	F.S.C.	53 nm
	4.	G. Graig	11/01/86	R.F.B.Y.C. 50 nm
	5.	Bunbury City Classic	24/01/86	F.S.C. 90 nm
* 6.	Stan West	12/04/86	P.F.S.	41 nm

All 6 in Ocean Racing Consistency - best 5 to count.

* 1, 3 and 6 to be S & S 34 race within races, with separate S & S 34 trophies.

P R E S E A S O N L U N C H E O N

Fremantle Sailing Club Sunday, September 15th, 1985 at 12 noon.

Three courses, hot luncheon for \$8.50 per head excluding drinks.

Look forward to seeing you all there.

Please contact:- Kathy Walters 384-5241
Mary Walker 332-1737

for reservations.

CRUISING IN COMPANY

MANDURAH CRUISE - EASTER 1985

The cruise to Mandurah which commenced on the morning of Good Friday, was responsible for quite a lot of activity around Fremantle Sailing Club from 0530 onwards. Six of the total of sixteen participating vessels cleared Success Harbour at 0630 and set course for Challenger passage between the north end of Garden Island and Carnac Island. The yacht which was reported to have accidentally left all their charts on the kitchen table at home kept fine on the stern of another vessel and successfully negotiated this unmarked reef strewn area. A 15 knot South South West breeze gave a good fetch south, and despite some light and variable patches the wind swung to a 15 to 20 knot South Wester after Noon.

Amadeus and Larkspur arrived off Mandurah at 1400, and Amadeus led the way into the estuary. Unfortunately a sand bank had formed on the port side a way down the channel, and this led to Amadeus coming to an abrupt stop. However they were soon off, and both yachts were soon piloted to a safe anchorage in the Mandurah Ocean Marina. Shortly afterwards Lupus, Cosmos and Wyeknot arrived followed by Frisky, Lady Sylvia and Second Row which whilst being one of the smallest yachts in the cruise, had around seven people on board which was a commendable effort.

The Mandurah Offshore Fishing Club graciously made their barbecue and ablution facilities including hot showers available to the cruising crews, and this gesture was greatly appreciated. Saturday saw the arrival of John Gault, and also Scallywag, Minka, Tabor and Capers who had spent the previous evening at a pleasant anchorage near Bridport Point in Warnbro Sound, and sailed down inside the Murray Reefs Saturday morning. Late arrivals were two Randell 33 motor sailers.

Saturday was generally an R & R day, with a number of the crews venturing into the crowded township, whilst some of the social climbers partook of their morning coffee by the poolside at the Atrium. The warm sunny weather brought the light weight sarongs out of the bottom of the drawer on one yacht, but there is no truth in the rumour that the crew were seen re-enacting Lawrence of Arabia in the reclaimed sand dunes. The Mandurah Offshore Fishing Club made everybody welcome to a social evening that night, and most crews enjoyed a three course meal at the well catered bistro.

Despite the increasing overcast weather and a few showers, Sunday was spent fishing, socialising and participating in the usual boating activities. Monday morning dawned bleak and grey, and with the wind in the North North East, the anchorage was empty by 0830 as vessels left for home. The 10 knot breeze freshened to 15 - 20 knots by 1100, and soon after rain squalls were sweeping over the ocean with 35 knot gusts. The faster vessels cleared Challenger passage just after 1400, and the shifting of the wind towards the North West aided the slower boats to make a landfall through the poor visibility.

Overall a very pleasant time was had by all, and the uncrowded Marina contrasted sharply with the crowded conditions endured by those at Rottnest. The moderate to heavy weather on Monday was consistent with the heavy weather which has been experienced during other Cruising in Company events this season, and once again the discomfort was competently handled by all the participants who voted the cruise a most enjoyable and outstanding success.

P L E A S E N O T E

River yacht clubs - Royal Perth and South of Perth - will be running several S & S 34 races on the Swan River this year, as RPYC have done in recent years.

Saturday afternoons.....

Mid-river starts and finishes.....

Details on dates etc. will be available soon.....

P L E A S E N O T E

This is the last newsletter that will be sent to un-financial members and non-members.

No Payment ----- No Participation ----- No Newsletter

F R E M A N T L E S A I L I N G C L U B

C R U I S I N G I N C O M P A N Y

C R U I S I N G P R O G R A M M E : S E P T . 8 5 - A P R I L 8 6

SEPTEMBER 15th SUNDAY

Day sail to Carnac Island.
CONTACT: RICHARD JARVIS (397-6719)

OCTOBER 5-7th (QUEENS BIRTHDAY WEEKEND)

Two Rocks Cruise.
CONTACT: RICHARD JARVIS (397-6719)

NOVEMBER 9-10th WEEKEND

A trip to Stark Bay, Rottneest Is. Some may like to leave on Friday night and go to Thomson Bay for the night, then leave in convoy down to Stark Bay Saturday morning.
CONTACT: PHILIP READ-SMITH (448-5704)

DECEMBER 26th

Busselton-Quindalup Cruise. Activities will include - A wine trip by bus on Monday 30th Dec. Cost - unknown until we have an indication of numbers. Please advise. New Years Eve Party at Geographe Bay Sailing Club. For those feeling adventurous, a trip to Hamelin Bay is being organised following the New Year Revelry.
CONTACT: PHILIP READ-SMITH (448-5704)

FEBRUARY 8-9th WEEKEND

An overnight trip to Parker Point.
CONTACT: MAX SHEAN (383-1591)

MARCH 1st - 3rd (LABOUR WEEKEND)

Two Rocks Cruise.
CONTACT: JIM PUTT (387-1218)

MARCH 28th - 31st (EASTER WEEKEND)

Warnbro/Mandurah trip. The first night to be spent at Warnbro, and we will have a B.B.Q. on the beach. Bring some Wood! Then on to Mandurah for the rest of the weekend.
CONTACT: ALAN KEIL (384-7009)

APRIL 25th (ANZAC DAY - WEEKEND)

Abrolhus - Monte Bello Trip. This is to be coincided with the Bali Race/Cruis Departure. Details to follow.
CONTACT: MAX SHEAN (383-1591)

NOTE: Responsible people (above) will endeavour to contact C in C participants before each event. On the day communication will be on CHANNEL 96.

H A P P Y C R U I S I N G ! ! ! ! !

M E A S U R E M E N T A N D H A N D I C A P P I N G

It was resolved at the Committee Meeting held on 23rd July, 1985 that:-

Any S & S 34 yacht which does not conform to a Mark I Hull will be deemed to be a Mark II Hull for the purposes of handicapping.

Members are reminded that in accordance with Clause 10.5 of the Constitution, "The Measurer must be notified in writing of any changes to rig or sails, and arrangements must be made to be re-measured."

I N V I T A T I O N R A C E

Mounts Bay Sailing Club, will be holding an invitation race on a Sunday afternoon for S & S 34's.

At time of going to press, the date has not been finalised, so will let you know at the luncheon on Sunday, September 15th 1985.

M E M O T O S & S 34 O W N E R S W H O A R E I N S U R E D W I T H M A R I N E H U L L

RE: INSURANCE REBATES

To re-affirm arrangements made with Marine Hull. In order to obtain the rebate available on boat insurance with this company it is advisable to be a financial member of the association.

Membership form enclosed.

S O C I A L F U N C T I O N

A "Social" race for S & S 34 to be held at F.S.C. on November 20th, 1985, in conjunction with their Wednesday night twilight race.

Start Time: 6.15pm.

Boat's from ALL CLUBS are welcome, or if you wish to attend without your boat, ring:

J. MOTT (H) 339-4947 (B) 455-1222
K. WALTERS (H) 384-5241
M. WALKER (H) 332-1737

Meatpack and barbecue facilities available after the "race".

COME AND JOIN THE FUN!!!!!!

S & S 34 ASSOCIATION

1985 PRESIDENTS'S REPORT

This report is being written 'off-shore' and will therefore be generalised. My best wishes for a well-attended and successful Annual General Meeting.

The past season's activities and results have been publicised in the newsletter, and need no repeating here. There is one exception, the Offshore Consistency Series, which is being announced tonight. Congratulations to the winner, and thank you to the skippers and crew who participated.

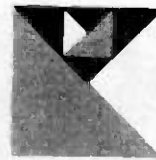
A special mention is due this year to the committee members and others who stepped in and kept the Association going while some of us were absent. For example, Sue Hutton took over the position of Secretary after Simon and Kathy's departure; and a number of meetings have been run by others on the committee when I have been absent through my job. My appreciation and thanks to the whole committee and other helpers.

An important happening this year has been the sale of the S & S 34 mould to a Sydney boatbuilder. As reported in the press, one of our members made a bid, but could not match the successful bidder. It is a pity that we were not better organised, as we probably could have formed a syndicate to buy the mould. I must confess to being amongst those who were unaware of the auction date. Well, it is water under the bridge now, and time will tell what the effect will be on S & S 34s being launched and sailed in Western Australia will diminish. While we can draw comfort from the persistence of the H28 as a class, I feel that our Association will suffer from the lack of S & S 34 boat building in this State.

Having said that, I nevertheless hope that the Association prospers for many years. We have enjoyed the 'class' racing and camaraderie this last year as in previous years. Our committee did an exceptionally good job in organising the events, as can be seen by the largest-ever fleet competing in the State Championships.

I wish the incoming committee my best wishes and support for the coming year. Thank you to all those who participated in 1984/85.

ROGER PASSMORE
President
14th August 1985



Maybrook Marine

29th July, 1985

Mr. John Mott,
The President,
S.&S. 34 Association,
5/40 Alexandra Road,
EAST FREEMANTLE 6158.

Dear Mr. Mott,

As you are no doubt aware we recently purchased the S&S 34 Moulds at the Swarbrick Bros Yachts auction sale.

Arrangements will be concluded here shortly and production will start. As previously the yachts will be built under licence to Sparkman & Stephens, New York.

An extremely stable and high standard of construction will be maintained. Mould hire will no longer be available; but West Australians will still be able to purchase the '34' at the basic stage as set out in our enclosed price guide.

Owners of S&S 34s currently under construction in Western Australia requiring keels, furniture or head linings etc., will be able to order direct with this office.

We are very conscious of the popularity of the S&S 34 in the West and of the regret felt when the moulds left the state. Nevertheless it is our hope that the yachts' popularity in Western Australia will continue to grow and future S&S 34 buyers will contact us here at Maybrook Marine with the same or even more confidence than in the past.

We would like to maintain a close relationship with the S&S 34 Association at all times. News of the 34's activities both cruising and racing would be most welcome at all times. You may note that our "History of Winning" on the enclosed brochure does not go beyond the 1983 Sydney/Hobart. A resume of success in 1984/85 would be appreciated.

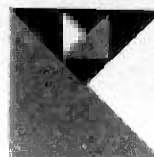
Over the past two years I have received copies of your Association News letter and therefore I am familiar with this publication, and should like to place some advertising material with you. Will you be kind enough to advise me accordingly.

I look forward to your reply.

Yours faithfully,

A handwritten signature in cursive script, appearing to read "Alan McAlpine".

Alan McAlpine



Maybrook Marine

S. & S. 34 Price Guide - June, 1985

Basic Stage

Hull and deck joined and sealed, with alloy toe rail fitted and bolted at 100mm centres. Structural bulkheads, floor webs, mast step, chain plates, stemhead fitting and rudder fitted.

Hatch covers, lead keel, and bolts supplied only.

\$27,800.00

Stage 2

As per basic stage and including:-

Factory fitting of keel. Fitting of all hatches including main hatch.

Supply and fitting of Volvo 2002S diesel engine inc controls, battery and battery connections, S/S fuel tank, water lock exhaust system folding propeller and manual bilge pump.

\$37,600.00

A complete set of glass interior furniture mouldings can be supplied and fitted to either stage 1 or 2 for \$7,460.00

Stage 3

Sailing

As per Stage 2 and including:-

Supply and installation of, full set of interior furniture (prior to deck bonding) and headlinings. Fitting out interior - trim and panelling in teak and cedar. Insulated 7 cu ft ice box. Fitting of fixed cabin portholes and forward access hatch. Fully insulated engine compartment.

Supply and installation of the following:-

- 1 Marine toilet and hand basin.
- 1 Spirit stove and galley sink.
- 12 interior lights. (6 Brass)
- Fabric covered cushions to all interior bunks and seats.
- Water tanks 300 lts.
- All necessary plumbing, seacocks and hand pumps for above.
- 2nd Manual bilge pump.
- 1 AWA SSB Radio

Fittings on Deck include:-

2 Barlow No. 27 Genoa winches.
3 Barlow No. 24 Halyard winches.
6 Clutches
4 Mooring cleats.
Main and Genoa sheets, tracks and blocks.
Pushpit and pulpit with navigation lights.
Staunchions and life lines complete.
1 Compass bulkhead mounted with light.

Mast and Rigging includes:-

Standard painted cruising mast with single spreaders, main halyard and topping lift, 2 jib halyards, spinnaker pole topping lift. Boom with internal slab jiffy reefing lines, outhaul and flattening reef.
Tri lights atop mast with steaming and deck light above spreaders. Windex fitted.
Standing rigging is all 1x19 stainless steel to S.&S. specifications. Back stay includes 2 insulators for future use with radio.
Sails:- Mainsail and No. 3 Genoa.

\$77,600.00

Stage 4--and beyond

Additional equipment to the above is generally required by most yacht owners either prior to launching or within a few years thereafter. Exactly what order of priority the additional equipment will take will depend on the individual; he may simply want to "bay sail" for the first couple of years or is planing to set off on a cruise soon after launching.

Therefore we ask that purchasers of the S. & S. 34 discuss their individual requirements for any extra equipment, with us here at Maybrook Marine, and we will be happy to advise and quote you according to your individual requirements.

Racing Alternative

The racing keel and rudder is available at an additional cost of \$650.00. Specialized rigging requirements such as:- rod forestay and cap shrouds, spinnaker gear, double spreader and taller rig etc, are readily available - price on application.

A note to yatchsmen who are currently comparing boats and prices.

* The S. & S. 34 is a yacht designed and built to go to sea.....not just to "bay sail".

* You may find numerous items not included in other boats which are standard equipment on the "34".

* The "34" has an inherent strength and character you will not find quantified in price lists and consequently is incomparable with most other yachts in its size range.

We trust the above will help you make your decision to purchase an S.& S. 34. If we can be of any further help or if there are any more details you require please contact the undersigned.

Happy and rewarding sailing on your S.& S. 34.

Yours faithfully,



Alan McAlpine

ALL PRICES ARE EX-FACTORY, INCLUDE SALES TAX, AND ARE SUBJECT TO CHANGE WITHOUT NOTICE.