

Grapevine – No. 18, April 2006

Welcome

A slightly different look to this months Grapevine, if you are having trouble receiving or reading it please let me know (in particular the members currently on voyages who may have limited download facilities).

Incidentally, I had a few of last months Grapevines bounce back, does anyone have working email addresses for the following people?

Morning Sea (Toy, Ian & Carole), Sirius (Simon Web), Arwen (Guy & Nicloa Bessell-Browne), Grey Goose II (Enderbury Colin)

Jim requests that membership forms are completed in block capitals in future please. Apparently some forms are barely legible once they have been faxed, copied, lost overboard then recovered and finally used as a coffee mat for a few weeks before being entered into the system.

Deadline for the next issue of the S&S34 Grapevine is Sunday 21st May 2006.

The following are new/renewed members;-

Shenandoah, Ron White ,Sandringham YC.
Morning Mischief 2 Alan James. Darwin YC..
Lala Salala. N Thomson? c/o MBTBC,

News - Western Australia

Here is a news update for Catalpa, a W.A. boat.

We set off as planned for Quindalup on boxing day, and after a pleasant couple of weeks ended up sitting in the marina in Mandurah wondering what to do while we waited for the end of the cyclone system to go north. We finally came up with the idea of sending the boat to Queensland by road to kick start our cruising. After about two weeks, and some minor repairs to the boat, we ended up on Catalpa in a marina in Mooloolaba, again waiting for the weather, that window that cruisers seek. Eventually, after entertaining our daughter and two of her friends on board for a week and after a sojourn to the U.K. and Ireland, we headed off from Mooloolaba.

We headed firstly for the Great Sandy Straights, via the notorious, i.e supposedly the most dangerous bar in Australia, Wide Bay Bar. After being cautioned by all and told of potential pitch poling, we checked in with the local VMR(volunteer marine rescue)to check out the conditions we were told by them that it was the best the bar had been in 40 years. We wiped the sweat from our brows and continued the crossing. We then encountered what the locals had been remiss in telling us about, the 'mad mile'. This was a rollicking and rolling experience which eventually saw us to our place of anchor. We took three or four days to traverse the Great Sandy Straights. After visiting Frazer Island, the largest sand island in the world, with its beautiful beaches, wildlife and tropical forests, we proceeded further north. Our journey was accompanied by dolphins, birds, fish demonstrating amazing behaviour, turtles, sea snakes and butterflies blown out to sea. After stops at several enjoyable anchorages and marinas, and taking in local sights, in Tin Can Bay, Stewart Island, Urangan, Pt Bundaberg, Bustard Bay, Pancake Creek, Gladstone, Pacific Creek we are now in the Keppel Bay. We traveled to Great Keppel Island and saw our first corals and some interesting fish life and our now penned in Rosslyn Bay. We will be leaving the boat here for about two weeks while we head back to Perth for a family function.

As newbies to cruising, we have had the mandatory grounding's, in two locations, and awoke at 2:30 one morning to find we had drifted 2.5 Nm out to sea from our anchorage. We've also had the experience of sailing in conditions we wouldn't normally choose, winds gusting to 38 knots, 3+ metres seas on 2 metre swells, anchoring at places with no other boats in sight and wondering why only to find out during the night that our boat was in winds, swells and tides all coming from different directions that challenged the most hardy of sailors.

We are very happy with the performance of the boat and are repeatedly told, that S.S. 34's are marvelous. The boat behaves in a much more professional manner than we could ever hope to. We are very pleased with the modifications we made before leaving, particularly the electrical system and the refrigeration. We received

ribbing's and concerned advice about our choice of 2 x 260 AH batteries i.e. mother of all batteries (getting them on board and in situ is a story in itself). Though the solar panels and wind generator don't quite keep up, especially with TV and stereo, we find we can go 10 days without needing any other form of charging.

So, we are off for a break of a couple of weeks and will be back to continue our travels in early May. Fair winds and calm seas to all.

Cheers

Charles and Brid and the mighty Catalpa

News - New South Wales

Lost and Found - Syzygi II spotted by John McCormack (Morning Bird) in Refuge Bay

We had just spent the weekend in the Hawkesbury and were in Refuge for a swim and shower under the waterfall and I saw a red S&S34 on the other side of the bay. We motored past on the way out and didn't see anybody onboard. I would have called out if I had realized she was a Search and Rescue.

She is red topsides with a white or light colored deck, in boom reefing, a furler and a fawn dodger. She is the same 4 porthole model as Morning Bird (1984/85??) and looks to be in very good condition. I suspect she is based somewhere in Pittwater or the Hawkesbury to be in Refuge Bay on a Sunday afternoon.

(Ed:- The build of Sysygy was contracted to Swarbrick's in Perth by a Mr Sinclair Hutton on 2nd November 1982. She is believed to be hull number 111 and originally had a white coach roof and tangerine hull)

News - Queensland

News - Victoria

News - Overseas

A Report from Morning Tide – Grenada Sailing Festival

When the racing season arrived in Trinidad in December 2005, Morning Tide was entered in the Cruiser Racer Division and she performed well as yacht and crew started to tune themselves for competition. After one event the topic of conversation was the Grenada Sailing Festival 2006 and Peter Morris decided that Morning Tide would make this her first overseas regatta following her re-construction.

The crew for Grenada comprised the new owner, his daughter, two experienced crew from the USA and a guy from Canada, none of whom had sailed together as a crew previously.

With everything in place we were concerned to hear on the day of our departure that all of the ferries between Trinidad & Tobago had been cancelled due to extremely rough seas and most of the other competitors from Trinidad indicated they would defer their departure to Grenada until the weather improved. Morning Tide was not to be deflected and we advised everyone of our intention to leave on schedule as we were confident our yacht could handle the conditions and we cast off around 9.00 pm at night.

The passage to Grenada was fast and rough, with winds over 30 knots from time to time, and next day we made landfall off Prickly Bay – using our GPS to navigate into the harbour. It was warm and sunny and we were delighted to arrive into such an idyllic setting.

The skipper, Peter Morris, had previously competed in many major yachting events, including two Admiral's Cup competitions, many years of RORC Offshore Racing and the Quarter Top Cup, but he had not sailed competitively for some 20 years. So we were all a bit concerned as to whether or not Morning Tide would be competitive and if we could get the best from her.

This was our first time racing in Grenada – so we took care to use the GPS to avoid rocks inshore and to navigate around the courses. The format of two or three races in a single day was unusual but worked very well – giving a chance to recover from mistakes and increasing the excitement level.

Almost as soon as racing started our questions were answered, we were right on the line at the start in a great position and Morning Tide was streaking away into the wind. As each race passed our performance improved and by the end of the first day we were shown in provisional 1st place. What a revelation.

The wind in Grenada was firm or strong most of the time and in these conditions S&S 34 yachts are known to excel – especially if well trimmed. We soon discovered that we could more than hold our own and crew morale was very high.

But, on visiting Race HQ at True Blue Bay next day we were shocked to hear we had been disqualified from Race 3 on day 1 due to a protest from another yacht. We did not know a protest had been lodged and we had not had any opportunity to refute whatever was being protested. We appealed to the Race Committee asking for a hearing, but our request was denied – and our crew felt very aggrieved.

But the skipper was very experienced and he advised that we all re-double our efforts to overcome the disqualification by sailing even faster in the upcoming races – and that's exactly what we did. By the final race from Grand Anse Bay back to Prickly Bay our yacht Morning Tide simply flew past to windward of larger competition and was even giving the Racing division boats a surprise.

By the end of the week we were absolutely thrilled by our achievement, we brought back a derelict yacht to racing condition and we sailed her expertly to a magnificent result. The crew were fabulous and my daughter who was previously into computers is now an avid sailor who cannot wait for the upcoming Grenada Easter Regatta.

Special thanks are also due to the two Norwegians – Henning and Lars and to Dave from the USA who joined us some days to help with grinding winches. Everyone worked very well together and we would all like to sail together again.

We should also congratulate Hood and North for their magnificent sails which performed so well – despite the fact that they were marked as “Manufactured in 1985”.

Whilst we were moored in Grenada several people informed us they remembered Morning Tide from years ago, and we understand she won Antigua Race week under a previous owner many years before. Morning Tide was built in 1969 and was the next boat out of the mould after Morning Cloud – the famous yacht owned by British Prime Minister Edward Heath who used her to win the Sydney Hobart race in Australia.

Morning Tide had a fast trip back to Trinidad where she is being fitted with a new twin spreader mast and a new suit of modern sails – so watch out – we are coming back at Easter to win the Round Grenada Race if possible. The new rig should improve her light weather performance and improve reliability – at least we hope so.

In May, Morning Tide will be at the Angostura Race week in Tobago and she will remain in Trinidad in regular use for the coming year. Needless to say the current owner is delighted with his purchase and well rewarded for all the hard work to restore her.

The Racing Guys

Commodores Cup - The 26th Annual Commodores race started out with grey sky's, a choppy sea and stiff 20 knot breeze. A majority of the fleet chose reefed mains and conservative headsails. Predictably the racing boys (Swagman and Constellation) tore off on a fast port start with full mainsails. SuperStar followed close on their heels for a while but all three were closed on (and SuperStar passed) at the first mark by Perie Banou III, whose skipper obviously chose to navigate as well as sail.

Constellation turned up the heat on the second lap and led the rest of the way to the line. Swagman finished a close second, both boats clearly demonstrating the advantage of the Mark II hull and rudder configuration. Perie Banou was not far off the pace, but lost ground after losing a sail track when spilling a reef in the mainsail on the second last leg. This gave SuperStar a chance to creep close enough to take second place on handicap.



But results are not everything in this race. Fremantle Sailing Club, as always, laid on an excellent reception prior to the race and well deserved tea and cakes at the presentations. The Commodores and skippers received bottles of bubbly for their efforts and the winning Commodore the perpetual Commodores Trophy.

Andrew Waldby, Swagman, was also presented with the inaugural David & Kathleen Walters Memorial Trophy. The trophy consists a scale model of half a S&S34 hull beautifully mounted and now to be inscribed with the names of the winning yachts in future Commodores Races.

Commodores Cup (from Roma II) - It was rather a strange experience being back aboard Roma after selling her to Jon & Nadia. During lunch Jane and Nadia decided that the VIP boat look more comfortable than racing and thus deserted! For the second year in a row FSC commodore Peter Hector drew Roma II. I'm sure he really wanted one of the racing S&S34's so the 25 year record of FSC never winning the Commodores Race could be broken. He put a very brave face on it and smiled and said he was happy to back on board. We attempted to start at the pin end of the line, were a bit earlier and but sailed down the line, chucked in a quick (well nearly quick) tack and started mid fleet. After tacking back to port we seemed to be going ok.

Nobody onboard was sure who the boss was! Commodore Peter on the helm, Jon the owner or me as owning Roma for the last 15 years. So a committee was formed and consensus reached before each decision. Enough said, never run a ship be consensus! The poor crew work let down the ship and we gradually dropped back through the fleet. I was rather surprised to see Sulphur sail past half way through the race. We had a great tussle towards the end of the race with the last three places hotly contested with only a couple of lengths between us over the finish line.

Congratulations to the winners and to FSC for hosting another magic event.

Also, well done to the S&S34 Assoc and all the owners who allowed their boats to be used. Nothing like seeing a row of Sparkman & Stephens 34's lined up along the collector jetty while we have lunch!



(Ed – I count 10 S&S34's in this photo – can anyone beat that?)

Steve Laws (Formerly Roma II)

More Commodores Cup photos are available on the website

Commodores Cup Final Results

Position	Yacht	Commodore	Yacht Club
1	Swagman	Colin Hall	East Fremantle Yacht Club
2	SuperStar	Peter Marshall	Swan Yacht Club
3	Arwen	John Anderson	Royal Freshwater Bay Yacht Club
4	Manana	Tim Anderson	Perth Flying Squadron
5	Perie Banou III	Jerome Toonen	Maylands Yacht Club
6	Constellation	Tony Carter	Royal Perth Yacht Club
7	Venustus	Rick Reghenzani	The Cruising Yacht Club
8	Raintree	Jim Dabelstein	Cockburn Powerboat Assoc.

9	Roma II	Peter Hector	Fremantle Sailing Club
10	Polaris	Richard Shalders	CSC RAN
11	Bird of the Morning	David Watson	Princess Royal Sailing Club
12	Aries	Brian Johnson	Mandurah Offshore Fishing & Sailing Club
13	Sulphur	Garry Cunningham	Hillarys Yacht Club

Best Start	Swagman
Fastest	Constellation
Wooden Spoon	Sulphur

(Ed – Sorry the list of boats was not complete when sent from FSC – please send me corrections and I'll make sure the list is updated)

The **Trade-A-Boat S&S 34 Series** has been run and won. In a very tight finish, the Series was won by Lionheart (Geoff Middleton) on 16 points followed by Red William (Charles Amos) on 17 points then Morning Star (Tim Taylor) on 29 points. Fourth was Morning T (Mike Parkinson) 34 and bringing up the rear was Sirius (Richard Collins) on 37. The Series was run over 12 races within the regular Sunday series at Sandringham Yacht Club. Lionheart narrowly missed winning the series, coming second to a Beneteau by one point. Red William came in third overall and Morning Star was ninth, so overall in the Series we had three S&S 34s in the top ten out of 29 block entries.

Hopefully we can run the S&S 34 Series again next year with more competitors from around Melbourne.

Congratulations to Justin Brennan and his crew on Western Morning who are doing exceptionally well in the ocean. Western Morning scored a win in IRC and second AMS in the Melbourne to Grassy (King Island) race run by the Ocean Racing Club of Victoria and they also came second AMS and fourth IRC in the Melbourne to Port Fairy race also run by the ORCV.

Great to see Shanendoah II back in top trim. After a bit of a refit we're going to see the once nearly unbeatable S&S 34 back on the racetrack. Ron and Ralph White have been chosen by the Sandringham YC to represent the club in the prestigious Association Cup.

Wot's On

All S&S34 Assoc. members are invited to attend the following events.

2nd August, 2006, the **Castine Yacht Club** and Sparkman & Stephens will host a gala 70th Birthday Celebration for the New York 32 Class (1936 New York Yacht Club One Design Racing Yachts). The Celebration will include a Symposium led by Olin Stephens focusing on Rod Stephens own NY32, Mustang and the early days of New York 32 racing; NY32 and classic yacht racing in and around Castine Harbor; and of course a fabulous dinner party. We expect at least five NY32's to be in Castine and hope that present and former NY32 owners and their crew, NY32 and classic yacht enthusiasts will join us to share reminiscences and good cheer. Preliminary programs for this Celebration and the Notice of Race for the seventh annual Castine Classic Yacht Race to Camden on August 3 can be obtained from Tim Dallas in PDF format. This race kicks off three days of classic yacht racing, culminating in the 2006 Eggemoggin Reach Regatta.

Quote of the week

The oldest are always the best (thanks to Wave);-

Apart from winning races, their greatest thrill was when Olin Stephens came aboard during a Skagerak race. "Do remember, she is fastest at a heel of 23.5 degrees", Olin said. They never forgot.

Joke of the Week

Two sailors meet each other on a pier. Both are dragging their right foot as they walk.

One points to his foot and says; "Pearl Harbor, World War II!"

The other points his thumb behind and says; "Seagull crap, 20 feet back!"

Definition of the Week - Bow

1. Gesture from the helmsman as he crosses the finish line first.
2. Part of the boat that no one should have to work on.
3. Best part of the ship to ram another with.
4. Front part of catamarans often found underwater.
5. What you do after performing an outstanding docking maneuver.

Sail The Web

The website has had a few updates added, mainly the following;

- Grapevine archives
- Reports & photos from the Commodore's Cup race in WA
- For sale section
- Technical section

Other places of interest (again, thanks to Wave)

The international S&S website at : www.s-and-s-association.org

Follow the restoration of Bonne Amie at: www.gmp-vfx.com/www/investments/

The S&S Swan Association maintain this Website which is updated regularly. You'll find photos and designs to drool over at: www.classicswan.org

Bob van der Wilt (S&S34 Morning Cloud) from The Netherlands has a site with some great S&S34 photos. The site is in Dutch but even if you can't manage the words, the photos make the visit worthwhile:

www.sinar.nl/MorningCloud/MorningCloud.htm

Keep up to date with Leif and the activities of Tarantella II at: www.tarantella.fi/

Readers Mart

POWERSURVIVOR 35 - 12V Power or Manual Watermaker. Complete with prefilter housing and extended cruising kit. The water quality has been checked by CITOR and was better than domestic supply
Comprising: Biocide, Prefilter cartridges, Membrane cleaning kit, Repair sealing kit, Installation & Maintenance Manual

Asking price \$1800 dollars current price \$3200 dollars for the unit only

Contact Jim Putt on 9383 9823.

See the website for additional items and boast for sale

Pixs

This month a couple of shots of Morning Tide pressing hard at the Grenada Race Week



Annual Subscription to the S&S34 Association

You are invited to join/rejoin the S&S 34 ASSOCIATION.

You don't have to be a paid up member but it sure helps! Both the Association and yourselves are advantaged by the continuous flow of information and being a member assures that you will continue to receive relevant information and stories of interest. Go for it!

ANNUAL SUBSCRIPTION is only \$25.00

Post a cheque or money order payable to S&S 34 ASSOCIATION OF W A
to Jim Putt
165 Jersey St
Wembley WA 6014

OR by direct bank transfer to
Bank West account; S & S 34 Association of W A, BSB 306 050 Account 418 7992.
Please make your deposit notation reference code your SURNAME.

If you or your boat details have changed (or you are a new member) please forward the following information to the above address (or return email)

Owners names, Address, Yacht name, Yacht Club, Sail Number, Boat Name, Racing or Cruising?, Phone Numbers (Home, Work, Mobile, Fax) and email address

The Legal Stuff

S&S34 Grapevine is an opt-in, privately maintained e-newsletter in association with the S&S34 Association of WA.

Submissions gratefully received, Please send to: timbo@iinet.net.au with "S&S34 Grapevine Article" in the subject line

If you wish to subscribe to this newsletter please email: timbo@iinet.net.au . Type "S&S34 Grapevine SUBSCRIBE yacht name" in the subject line and I shall add you to any further mail outs.

It is not necessary to join the Assoc. to receive the Grapevine emails. Although, it would be appreciated if you could also include the following details so that the S&S34 Association "List of Yachts" can be updated: Sail Number, Yacht Club, Boat Name, Owners names, Phone Numbers (Home, Work, Mobile, Fax) and Address.

If you wish to unsubscribe from this newsletter please email: timbo@iinet.net.au . Type "S&S34 Grapevine UNSUBSCRIBE" in the subject line and I shall remove you from any further mail outs.

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