

# The Grapevine – S&S34 Association Newsletter

## Issue 19 – May 2006

### Welcome

Hello all, welcome to our latest Grapevine offering which would be impossible to produce without the valuable contributions of the membership of the S&S34 Association. I've included a few more photo's this time and a couple of different articles I hope you will find of interest.

If anyone would like to send a few notes about their boat, trips recently made or plans in the offing they would be gratefully received.

Deadline for the next issue of the S&S34 Grapevine is Sunday 18<sup>th</sup> June 2006.

### We have a couple of new members;

Shellie and Bruce Collins have just become the proud owners of Morning Melody. They purchased the boat in Fremantle and have recently taken her up the river (Swan River) to her new home at Perth Flying Squadron Yacht Club. They sent me a short email to introduce themselves;-

*We are keen contenders in the Friday afternoon and Sunday races at PFSYC, and have already sailed one race there yesterday. (About 5 knots wind, so no wonderful performance on our part) We stayed overnight in the yacht and went for our first sail with just the two of us this morning; varying wind strengths gave us a much better feel for the capabilities of Morning Melody, so we are ready and rearing to go!!!!*

*Graham Norton from Sea Honey and his crew joined us yesterday and shared their skills and knowledge with us.*



*We love reading the newsletters and info on ss34.org and utilized the site to give us the gen on mast-lowering for the trip from Freo to Nedlands. We are looking forward to*

*being able to sail to Rottnest, Mandurah and other venues that the club members frequent for the club social outings.*

*Thanks for the welcome, we look forward to meeting you in the not too distant future.*

*Shellie And Bruce Collins – Morning Melody.*

### News – From Victoria

From Allan Fenwick (via John McCormack)

*"I suppose you heard about 'Fizz' the 34 that lost its mast the other week in light conditions off Nora Head, It was Mcalpine built and a chain-plate let go on a weld just below the deck . I think, bad weld, inferior stainless, or electrolysis, But a bad idear with an eye welded to the chain plate. It had a fore and rear lower I think, or just an extra rear lower as I have seen on a few 34s that race, but hasn't helped when that mast wants to come down."*

### News - Western Australia

From John & Margerie – Morning Flight

*We are back on net again.*

*If anyone can help we are looking for a mainsail in good condition suitable for cruising. We hope to be sailing east via the bight in October all things being equal.*

*Best regards John & Margerie*

Below is a letter written by Colin Sanders to Yachting WA on a subject that concerns many S&S34 owners in WA

If anyone else has had similar experiences I would encourage them to follow Col's lead and report the incidents. This may be the only way to encourage the authorities to take action before someone gets seriously hurt;

*I write with deep concern in relation to an incident I was involved in while bringing my yacht (Perie Banou 111) up-river through the Fremantle Bridges on the weekend following the Geographe Bay Race Week. I am concerned that powerboat skippers tend to be quite unaware of both the extent of the wash created by their craft, and of the significant consequential effect that that wash has on yachts with their mast lowered. And, I am worried that a serious accident is waiting to happen unless the problem is addressed by all concerned, including the various waterways authorities, and Yachting WA.*

*In my case, the Monday of the March long-weekend was busy for water traffic. So I tried to judge when best to bring my yacht through the bridges and decided the early afternoon was probably the best time as most boats going to sea would have done so, and it was likely to be too early for many boats to return to the river. That may have been a poor decision because the powerboat traffic both ways through the bridges was intense.*



I waited in Fremantle Harbour circling my yacht for around half an hour before adequate space in the upstream traffic flow became available. I then lowered the mast into its support, which is aluminum and robust (fortunately I have a support), before joining the flow of boats at 5 knots thereabouts.

Shortly after passing under the Railway Bridge and before the Stirling Bridge some powerboat skippers from behind decided that that pace was too slow and moved to overtake my yacht. Not only was there little maneuvering room with the number of boats in the vicinity, but also the wash began to build aggressively upon itself. At the same time a large power yacht was moving into the harbour at speed with a significant rooster tail developed behind it. I waved anxiously to all the skippers of the surrounding boats to slow down, but to little avail. They didn't appear to understand the problem that was being created by their wash, or, they didn't want to care!

The upshot was that my yacht was hit by a succession of steep, shortly pitched waves, and thrown roughly from one side to the other. The mast broke free of its support, and even though the mast lowering gear held-up throughout the incident as did the mast tabernacle, the mast bounced onto the deck, first onto the port-side then onto the right and back again. I couldn't hold it down. A lady crewman was hit by the mast and thrown across the cabin roof. Fortunately the yacht's safety lines saved her from going over the side. She was bruised and shocked, and the other crew and I were extremely anxious. The mast continued to spring into the air another two times through the elasticity of the mast-lowering gear causing part of the mast-head anemometer to break free and fall off, as did the starboard main lower stay, and the inner forestay protector went over the side.

Although the mast didn't break (which is pretty surprising), I could not raise the mast because the stay required refitting somehow. Yet the powerboats kept on endeavoring to overtake with the threat of causing further problems. One large Bertram skipper decided I was too slow and overtook anyhow, and sat back at his controls watching as I tried to overcome his craft's stern wave and hold the mast under control at the same time. I succeeded and he waved with fingers in the air.

Luckily I was able to motor around into Lucky Bay where with difficulty I clambered onto the mast (which was pretty dangerous) and refitted the stay, and was able to slowly raise the mast.

Regrettably powerboat skippers are uncaring or unaware of the problems caused by wash effecting yachts with their mast down while traversing the Fremantle Bridges. Eventually without measures to educate powerboat skippers, or more preferably, having

a formal set time when only yachts can pass through the bridges, a nasty accident is going to happen. We all know there is a problem. Are responsible authorities going to wait until that time before they act?

I write this letter in the hope that some rational resolution can be found swiftly to the difficulty of powerboats passing close-by yachts with their mast lowered. In the long run, either there will be a terrible accident or yachts will be restricted either to the river or the ocean. And that latter solution would be a silly and restrictive outcome.

Thank you for your understanding.  
Colin Sanders

### Notes From Afar (or a little a ways away!)

Scott Lee, Aries.  
The Abrolhos Islands

Hello all.

Just returned from a 2 week, 721 nm trip to Abrolhos Islands, tired but happy. This time got to see all 3 island groups. Some photos attached. Lots of wildlife, even some we were not keen on (3m tiger shark – see photo's on the Association website) in the Pelsaert Group.



We successfully trialed our new pressure cooker. It made great bread, self saucing puddings and stews. It appears that this generation of families has forgotten how versatile they are.



We were just out of voice mobile phone range although we could communicate via SMS using CDMA phone from the mast top to family. Did some spearfishing and caught a delicious Coral Trout.

Weather was 'brisk' to say the least and sailed back with the remnants of the cyclone low hitting us with minor squalls on the hour one of the days while double reefed and with No4. Stayed well off shore - 20 miles to avoid cray pots but still had some close calls.

Cheers – Scott, Aries.



## The Racing Guys

This years season is over and the Frostbites have yet to start so nothing much to report recently.

However the skippers of a couple of UFO 34s and a Tasker 34 at SoPYC have asked about setting up a 34ft race series on the Swan River (with perhaps a few inshore races thrown in for good measure). Would anyone be interested in this? We have suggested three races out of SoPYC and three at RPYC during next season. These would be run in combination with the regular Saturday afternoon races. Any comments?

## Skipper Profile

This is a new segment for Grapevine where S&S34 skippers/owners/crew are invited to write a few words about themselves and how they got into sailing. The boats are very well known so we thought it might be a good idea to find out a bit more about some of the nuts holding the tiller.

I press ganged John McCormack of Morning Bird to provide the first contribution, volunteers for future articles would be welcome, otherwise 'beware the kings farthing!'

*"I started sailing in dinghies after I joined the Navy in 1972. It was only a couple of times but I must have enjoyed it as, while training with the RAAF in 72/73, I crewed on an Endeavour 26 with my then girlfriend's father at his sail training school at Metung on the Gippsland Lakes.*

*I spent most of the 70s and early 80s at sea flying in Grumman Trackers from HMAS MELBOURNE and then helicopters from frigates. From the comfort (???) of these ships and aircraft I experienced Bass Strait and the Bight in 50 to 70 knot winds and mountainous seas, went through the tail of a cyclone off Fiji and experienced various other storms, fogs and glassy calms. I also completed my Seaman officer pilotage and ocean "astro" nav training, but didn't gain a full Officer of the Watch qualification.*

*My interet in sailing was renewed in the late 1990s when I bought a Duncanson 26. We day sailed her around Sydney and had an occasional trip to Broken Bay. I also did more serious sailing in Swarbrick SIII's at RANSA, in the Pittwater - Coffs series and also completed a Competent Crew and an Inshore Skipper qualification on the Swarbricks. I then did longer trips as mate and skipper from Mackay to Brisbane via Bundaberg.*

*The little Dunc is best described as hyperactive and too tender to go offshore. She had to go and I continued to sail the Swarbricks and crewed on a Clansman 30, Cav*

*32s and an X-41 in twilights. In 2005 I helped navigate Yendys, a 52ft race yacht, on a return trip from Southport to Sydney.*

*Matt Young , an ex Navy colleague, got me going when he told me of his cruising plans in his S&S34 "Eucalypt". A casual word to my sister and she told me of an S&S 34 moored near her Compass 29 that might fit the bill, except it wasn't for sale. I had a sticky beak and she did look ideal, sound but obviously not used for some time. The yacht was Morning Bird and, lo and behold, a few weeks later she came up for sale. After some hard negotiation I acquired her.*



*I bought her off the original owner, Neil De Cean, and have all her original documentation. As can be seen in the Discussion forum it is quite likely she was the last S&S34 built by Swarbricks. Neil used her for Wednesday arvo racing in Pittwater from 1984 to about 1999/2000 and then illness caused her to be left idle. She was a basic boat with older basic instruments that had never been fitted, no dodger, no deckhead lining and only a main, No1, No 2 and yankee headsails. However, the sails were in good condition and she has 300 litres of hot and cold water in three tanks (with pressure), 80 litre fuel tank, excellent interior and a galley that was like new with a huge compressed natural gas cylinder for the stove (excellent cooking and completely safe but a bit of a nuisance for refilling).*

*The refit included removal of the engine and a major engine, prop shaft and stern gland rebuild, new standing and running rigging, new nav lights, reinstall the compression post securely, install the supplied new electric toilet, install the older but working instruments, repair sea cocks, repair water leaks, repair dysfunctional electrics etc etc.*

*The engine has been totally reliable, so far, and she sails beautifully.*

*I use her around Broken Bay with my family, getting them into the sailing frame of mind, and as funds become available I will get her ready for coastal cruising with the aim of Lord Howe in 2007."*

*John McCormack - Morning Bird*



### Quote of the Week

Two this time, both from a very calm skipper (i.e. too hung over to get excited) on a particularly rough passage from Rotto' to Freo'

1. **"Hmm, that doesn't sound right"** – immediately after a very loud crack that turned out to be the baby stay letting go
2. **"Hmmm that doesn't look right"** – after sighting up the mast 30 seconds later. Has anyone watched a S&S34 tall rig 'pumping' when beating into a 2m head sea in 20 knots of breeze? It doesn't look good!

### Joke of the Week

As a result of a near mutiny the overbearing and arrogant Skipper was forced to see a psychiatrist by order of the Commodore.

As soon as Skip became comfortable on the couch, the psychiatrist began the session by asking Skip, "Why don't you start at the beginning?"

Skip replied, "Okay. In the beginning I created heaven and the earth..."

### Definition of the Week- Clew

1. Evidence leading to recovery of a missing sail.
2. Indication from the skipper as to what he might do next.
3. Oriental crewmember.
4. What a new sailor often doesn't have any of.

### Sail The Web

Check out [www.ss34.org](http://www.ss34.org) for the latest information and news. In particular visit the Forum for members contributions and areas for discussion

### Readers Mart;

Wanted: Mainsail suitable for cruising (John Woolhouse, Morning Flight)

Wanted: NAVMAN 3100 repeater (Timbo, SuperStar)

For Sale: 150ltr aluminum fuel tank, designed to fit under cockpit. fwd mounted engine (Timbo, SuperStar)

### Annual Subscription to the S&S34 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

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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](mailto: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](mailto: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.

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