



# The Grapevine – S&LS34 Association Newsletter

## Issue 21 – July 2006

### Welcome

Hello from a cold and windy pen at South of Perth Yacht Club in Western Australia. In the last issue I rambled on about what a warm winter we were having – well I guess I mocked the wrong weather Gods as they are certainly roaring now! In the past 24 hrs we've had 25knt winds and several buckets full of very cold rain, we even had reports of frost in areas further up river and in the next 48 hours are to expect 40+knts. Now, this may not sound much to most seasoned sailors but it is certainly enough for the river and to have me scurrying for the fireside in the yacht club bar!

Anyway, apologies for being a day or two late in issuing this months Newsletter, It is so I could put together a brief summary of the Association AGM held at Fremantle Sailing Club a couple of days ago. The full minutes will be published shortly but in summary;

- The committee remains essentially the same for the coming year with the addition of Andrew Waldby (Swagman) and Col Sanders (Perie Banou III) as general committee members and John Holder (Morning Menace) continuing in the difficult position as YAWA representative
- Jim Putts Treasurers report showed the Association is financially healthy and next years budget was accepted by all
- The Christmas BBQ, Commodores Race, and annual cruise were all discussed and various actions passed
- Congratulations went to David Nelson (Man'ana) for winning the inaugural Classic Fleet series in WA and equal congrat's to the skippers and crew who competed in the Trade-a-boat series 'over East' (apologies for missing the names and order)
- Steve Laws was awarded Honorary Life Membership in recognition of his valuable contribution over the years
- The Fremantle bridges issue was discussed at length – see later article
- The Association is going to approach one or two of the better known Marine Insurance companies to see if we can reinstate the broker discount scheme for members

I think that covers most of what was discussed but please refer to the official minutes for all the details. (Apologies if I missed anything major)

Regards  
Timbo (SuperStar)

### Website updates

We are expanding the technical section with some information on anchor chains sent in by Jim Putt (Morning Tide) and a few tips on removing a forward mounted engine from myself.

### Notes From Afar

#### Mendana's Journal part V

Mendana's Meanderings No.V (don't worry III doesn't exist) I'm writing this whilst sitting inside a sleeping bag like a shiny fat slug, the temperature here below in Mendana is a balmy 4°C. To add to the holiday atmosphere we both feel like zombies after a badly disturbed nights sleep. You know the routine, at around 0230am the wind climbs above the forecast 10 knots and swings around, threatening to detach your anchor and drive you onto the shore. We threw on 23 layers of clothes and motored across Carnarvon Bay (in Porth Arthur) dodging unlit mooring buoys and fishing boats to seek shelter just off the historic site.

We haven't written for so long that some friends were assuming we'd given up on the cruising life, and quietly slithered back to take our places in mainstream society. Far from it, we're actually contemplating early retirement. The property market in Perth has gone mad, and we're thinking of selling up and investing the profit for income (and a little growth) and maybe I'll actually work now and then just for fun! We have loved Tasmania, both onshore and what we've seen of the coastline. For us West Australian cruisers, a huge bonus has been having a choice between several sheltered anchorages at every cruising location. The lower west coast was a delight. The area has a rightful reputation as one of the cruising hurdles, as it is in large part south of 40° latitude, and there are few options for shelter away from Macquarie Harbour and Port Davey; but if you don't have a tight agenda, there are safe havens where you can hide and wait for perfect weather. Hell's Gates and Strahan were our first stop south from King Island. It was wonderful to sail on a sheltered inland waterway for the first time. The lower end of Macquarie Harbour and the Gordon River have an extraordinary atmosphere, due in part to dark tannin stained water, and the mist shrouded forest that runs down to the water's edge. One little incident stands out in our memory of the Gordon River. We were motoring up the stream to Sir John's falls, perhaps a little to close





to the centre of the river when, with no warning, a large turboprop float plane came roaring around the bend ahead of us, just off the water and galloping along in excess of 80 knots. We immediately veered towards the starboard bank, and despite this the aircraft appeared to pass very close to our port side. I distinctly recall a row of five faces with big round eyes pressed up against little round windows. No harm was done, but I can't help feeling that there is the potential there for an accident in the future.

Port Davey is also very special. It is totally different in character from Macquarie Harbour, for us very like the north west coast of Scotland – stunted trees bunched together in clumps; sheltering from the prevailing wind in little stream gulleys, and on the down wind side of the mountains. The water is also black, coloured by the button grass that covers the hills surrounding Bathurst Channel & Harbour. We did a lot of walking using the extensive network of wombat tracks. Every junction or general point of interest, along these tunnels through the scrub, is signposted by a pile of oblong droppings often balanced on top of small stones. We spent 3 ½ weeks in the Port Davey wilderness area, moving between three or four favourite anchorages. There are no settlements, so what you carry aboard is all you have. By the end we were down to baked beans, dried sausage, and much more serious, one bottle of beer, and the last carton of Chateau Cardboard. Whilst hiding from one severe front with a stern line tied to a tree ashore, I nearly had a chance to test out my paramedic skills on Lorraine. It was most disappointing. The situation was perfect; 'couple stranded in remote wilderness – medical drama'; I was already thinking about how we'd spend the cheque for the film and book rights, and choosing new a suit for the TV interviews as I loaded the syringe. Strangely, the sight of me waving a needle around was enough to provoke a dramatic recovery.

In Recherche Bay, just north and east of Tasmania's southernmost cape, we met up with Azure (heading west-about) and Cartref who'd come down the D'Entrecasteaux channel to meet us with badly needed stores. We had a wonderful evening aboard Azure, and were joined by new friends we'd made that day from a beautiful English S&S Swan 'Nordlys'. A few days later and little further north we swapped stories with another FSC boat 'Cockatoo II' also heading west.

Since then, we've spent most of the time in Hobart, initially in historic constitution dock, but now in a winter berth at the Royal Yacht Club of Tasmania. We've made several excursions back down 'the channel' and more recently to Port Arthur.

We'll be ready to move north in a month or two, but it will be a wrench.

Tasmania is a cruiser's paradise.

All the very best

Peter & Lorraine

### **The Racing Guys**

Constellation has performed well in the Ensign Offshore Race in mid July. This was the second race of this winters Valmadre offshore series. Despite light winds Mike Finn's crew had great day securing both YAH and IRC handicap wins in Division II

NewsFlash..... Sadly I have heard that Mike et'al may have been piped at the post for a series handicap win by a Cole 28 in the final few minutes of the last race. (hopefully more information to follow)

### **Skipper Profile**

We don't have a full profile this month, but since Steve Laws was awarded an Honorary Life Member of the Association he sent in the following and asked to have it posted here in reply;

I would like to thank the S&S34 Association for awarding me Honorary Life Membership. Jane and I are both very appreciative of this honor. I am not sure if the work I performed on behalf of the group warranted such an award but it was wonderful to be presented the certificate at the Annual General Meeting on Sunday 23rd July 2006. The congratulations from everyone were quite overwhelming and I was stuck for words. The recent success of the S&S34 Assoc website and electronic newsletter would not have been possible without the contributions from so many members and owners. I thank every one of you. Jane and I have made many lifelong friends within the Western Australian S&S34 family and this has been extended throughout Australia and world wide. We all know that we have one of the best (if not the best) designed boats and I know when the time comes to once again get afloat Jane and I will be looking for a good cruising S&S34.

Once again, thank you and please continue to support the Association website and Grapevine by sending in your contributions to Tim, who so kindly has taken over. Steve Laws

### **FREMANTLE TRAFFIC BRIDGES;**

This is a subject close to the hearts of S&S34 owners based on the Swan River in Perth, WA. But to clarify things for those from further a field let me explain;

The Swan River consists of a large expanse of tidal inland water located in the heart of Perth, Western Australia. Or to be more accurate Perth grew up around the Swan River following its exploration by Captain Stirling in 1827 . The 'River' is described as the heart and soul of Perth and offers recreational boaters of all types a beautiful location for safe and well protected sailing where the soft sandy bottom ensures

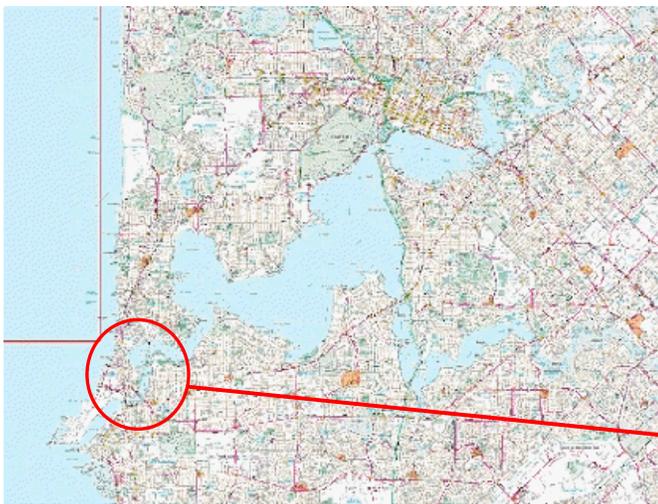




little can go seriously wrong, especially if you get too close to the hard stuff (spoken from personal experience!)

The main navigable part of the river is called Melville Water and is home to at least 7 yacht clubs as well as rowing, windsurfing and centre board sailing clubs. On any given weekend it is not unusual for a couple of hundred sails of varying sizes and colours to be seen out racing, cruising or just pottering around.

Melville Water is formed at the confluence of the Swan and Canning Rivers not far from Perth CBD. The river narrows again at Point Walter at the Western end and meanders along for a few miles before emptying into the Indian Ocean at Fremantle, and it is here where our problems begin.



Spanning the river just upstream of the commercial port are two road bridges and the Fremantle railway bridge. To get under these obstacles yachts have to drop their masts and re-step them once in the port area. This in itself is not a difficult task thanks to the rig changes made by Swarbricks (it take me less than 15 minutes each way). The problem lies with the other river users whilst this is going on.

The narrow section of the river, from Chidley Point to (and including) the Port area has an 8knt speed limit which is strictly enforced by the River Police. However at 8knots the large power cruisers that regularly steam to and from Rottnest Island (17km offshore) can still put out a significant wake. It is this wake that can cause all sorts of problems for a yacht with a lowered or partially lowered mast.

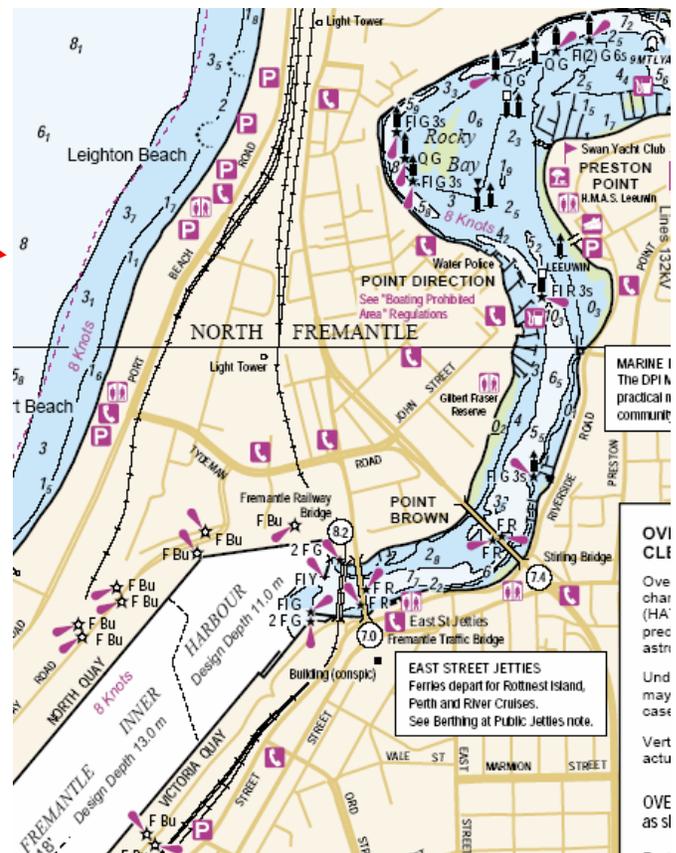
Sadly, a surprisingly large number of power boat drivers (I won't call these individuals skippers) are unaware, or uncaring, of the potential damage and/or injury their wake can cause to a vulnerable yacht and her crew whilst the mast is down. (See Perie Banou III's article in GrapeVine 19).

So what can be done about this issue? Unfortunately it is too late to encourage the DPI to include this subject

in the work book and exam for the now compulsory Recreational Skippers Ticket (RST) and the River Police do not have the resources to shepherd yachts through the bridges section of the river (historically known as Port Irwen). So what other options do we have?

Listed below are some thoughts I had recently;

- Reduction in speed limit to 4knots between the Port and Point Direction. Most yachts can maintain 4knts when under power and hence not be overtaken
- Extending the 'No wash' zone currently existing around Swan Yacht Club all the way down to the Fremantle railway bridge (effectively the same as above)
- Impose a simple no overtaking rule for the stretch from the Fremantle railway bridge to Point Direction (though again this does not resolving the oncoming and reflected wake issues)
- Create short 'no-go' times for power yachts in the morning and afternoon to give the yachts a chance to transit the area in peace



Unfortunately most of these suggestions are unenforceable due to the resources required to police them and we certainly need a workable resolution for this issue before someone gets seriously injured.

However, the last suggestion above has been researched in detail by Dick Newnham and is being





presented to the various yacht clubs and authorities as a viable option. A half hour period in the morning and evening can be selected that will not clash the ferry timetables and will only require minimal monitoring by the relevant authorities. This avenue is being looked into in more detail and John Holder (Morning Menace) is planning a coordinated trip through the bridges later this year to demonstrate the need for such a system.

Incidentally, part of Dicks research indicated that there are in the order of 900 yachts of varying sizes berthed on the Swan River that are capable of going under the bridges; I wonder how many of them have never attempted the trip due to fears of damage or injury due to power boat wash?

**Quote from 'Coffee Pointers' (SoPYC's weekly newsletter, 3<sup>rd</sup> July 2006);**

*The effect of wash from powered vessels on sail boats with masts lowered for passage beneath the bridges, is considerable and at the same time avoidable.*

*Skippers - Should there be incidents, it is imperative that in order to address these and to attempt to resolve problem areas, the Department for Planning and Infrastructure (DPI) requires you to complete and submit a **Marine Incident Report** available from DPI website.*

*The form isn't the best for these specific incidents but there is ample room at the end to describe what happened and identify the power boats responsible*  
[http://www.dpi.wa.gov.au/mediaFiles/mar\\_cv\\_marine\\_incident.pdf](http://www.dpi.wa.gov.au/mediaFiles/mar_cv_marine_incident.pdf)

**Lost & Found**

It appears that we have lost touch with a few members (their e-mails are bouncing back). If anyone has current e-mail addresses for the following could you let me know please;

Morning Tide – Allan Fenwick  
Morning Sea - Ian & Carole Toy  
Lorelei – Stephen Middendorf  
Grey Goose – Colin Enderbury  
Eastern Morning – Dan Hains  
Amatuana – Sharon McKay

**Joke of the Week**

Did you hear about the two power boaters that walked into the chandlery building?

You'd think at least one of them would have seen it!

**An excellent 'Definition of the Week' supplied by Mike Parkinson (Morning T):**

**Yacht** (From Dutch *Jacht* meaning "hunt") short for *jachtschip*, literally, hunting ship, was originally defined as a light, fast sailing vessel used to convey important persons. As a "hunting" vessel it was lightly armed, using speed and maneuverability as its primary defense. During the 1600's the Dutch East India Company used yachts to scout ahead of their main fleet.

As the Dutch rose to preeminence in sea power during the 17th century, the rich adopted the yacht as a pleasure craft, known as *Spiel Jachts*, or play yachts, used first by royalty and later by the burghers on the canals and the protected and unprotected waters of the Low Countries. Racing was incidental, arising as private matches.

English yachting began when Charles II was invited by Parliament to return as regent to Britain, he reasoned that the people of Britain wanted the best spectacle that he could manage. For the voyage across the channel from the protestant Netherlands he chose a sleek, fine-looking Dutch *jachtschip*, or "pursuit ship", which served the purpose admirably. Restoration day was a great success. Charles kept the jacht, or yacht, which was the first of its kind, and with it established the sport of yachting, one of his many firsts, and the royal family has had an official yacht ever since. Charles loved boating and advanced it considerably, to Britain's great advantage.

In 1606, the small Dutch yacht *Duyfken* sailed from the Indonesian island of Banda in search of gold and trade opportunities on the fabled island of Nova Guinea.

Under the command of Willem Janszoon, *Duyfken* and her crew ventured south-east. They sailed beyond Os Papuas (Papua New Guinea) and explored and chartered part of the coast of Nova Guinea. They did not find gold - but they did find the northern coast of a huge continent: Australia. Captain Janszoon was the first European to map and record Australia in history so *Duyfken's* voyage marks the beginning of Australia's recorded history.

In short, Australia was discovered by a Yachtie!  
-Mike Parkinson





**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 on forward mounted engine equipped boat (Timbo, SuperStar)

Hi all, I'm after a set of decent second hand sails for a 79 model S and S single spreader rig? anybody have anything for sale? reasonable condition cruising this year don't want to wreck the nice ones..

Cash buyer. Michael Stewart  
[phoenixofhamble@hotmail.com]

**Deadline for next issue - 20<sup>th</sup> August 2006**

All contributions gratefully accepted – please forward to [Timbo@PlanetDallas.net](mailto:Timbo@PlanetDallas.net)

I just noticed there aren't any photo's this month, so here's one from a nervous night under the bridges. (note; We don't have the stern frame anymore which has raised the blood pressure that little bit higher!);-



**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  
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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**

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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.  
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