



The Grapevine – S&S34 Association Newsletter

Issue 22 – August 2006

Welcome

In this issue;-

Morning Tide seems to be flavour of the month with skippers of both boats with that name sending in contributions, many thanks to both and all the other contributors;

Jim Putt (Morning Tide - Australia) has sent in a useful little service from the Hydrographic office for chart updates, he is also interested in how many 34 owners still use paper charts and how many have changed to electronic charts over the past few years? So it would be interesting if you all could fill in the accompanying poll.

Jim is also looking at a Discussion Paper, "*National Review of High Frequency (Voice) Monitoring of Safety and Distress Frequencies by the National Coast Radio Network*" so some feedback on that would also be gratefully received

Peter and Aura Morris (Morning Tide - Trinidad) has been racing hard in the Caribbean and has sent in some excellent photo's

Also, we have had quite a response to the article in the last issue about the Fremantle Bridges. I had a chat with one of the Directors of Yachting Australia about this and he has told me to expect a formal reply to our lobbying from the Minister (via the DPI) some time this month....watch this space!

PS. Deadline for the next issue of Grapevine is Sunday 17th September 2006.

Lost & Found

I found Syzygy II again yesterday. As suggested by Frank and Libby Braybrook she is moored in Careel Bay, at the head of the bay near the Careel Bay Boat Shed and jetty. This supports Frank and Libby's belief that she is owned by a Neville Cottee.

I didn't have a camera, not even a phone camera, but had a long look at her. She is well equipped for cruising with davits for her tender, furling main and headsail, etc and looks to be an excellent example of the breed. Now I know where she is I will try to get a photo next time.

I was in Double Bay today, checking out a yacht I am helping take to Coffs Harbour next weekend, and noticed that Bob Golding's S&S 34 Ricochet II is no

longer at her mooring in Double Bay. This boat was listed for sale on the web site and while she had some good features she is not a good example. Bob offered her to me late last year but he withdrew from the deal just as he was signing the papers. Bob said that he was in an advanced stages of a terminal illness and I fear he may have deteriorated or succumbed. I tried to find out what has happened but have not been able to contact Bob by email or phone. She may have been sold but I doubt she was out sailing. If you know anything could you let me know.

On a positive note Morning Bird came off the slip last week and with a clean hull and prop is showing her pedigree. We had little to no wind yesterday but when we did get 8 knts or so of wind we were sailing at 5 or more knts. Lovely.

Cheers, John (Morning Bird)

News - Western Australia

After many years of successful campaigning with his S&S 34 Huckleberry, Mike Finn believed that he could enhance the performance with subtle design improvements. This in mind in 2002 Mike, contacted Alan McAlphine from Sydney who owned the moulds to make him an offer to purchase them.

Within two days the purchase was complete and the moulds began their journey back to Western Australia. The next phone call was to Glenn Swarbrick whose family was heavily involved in the production of the 34's for many years. In close consultation with SP International Composite Engineers, the idea of vacuum infusion was planned and implemented. The Vacuum infusion method means that Swarbrick and Swarbrick can now produce the strongest and safest S&S 34 ever. Following a successful acquisition of a financial grant from the WA State Government for a Research and Development the idea came closer to reality.

In December 2004 the moulds were reconfigured for the infusion process and the first complete yacht was aptly christened *Constellation*.

Now *Constellation* is the "show boat" and competes regularly in the Western Australian Offshore series. This provides Mike with the opportunity to experiment with any new ideas and adjust any minor tweaks that need adjustments.

Equipped with a new Yanmar 21 HP 3Ym20 shaft drive motor and a Gori Racing Propeller "*Constellation*" is already a proven performer in its class with some very respectable regatta results.





Constellations regatta results to date include :

First IRC WA Regatta Week Geopraphe Bay 2006

First IRC Farrawa Cup Series 2006

First IC Success Cup Series 2006.



For further information please head to http://www.swarbrickandswarbrick.com.au/yacht_frame.html or contact Mike Finn directly on 0419845336.

Notes From Afar –

Peter Morris (Morning Tide - Trinidad);

Thought you might be interested to note that two more S&S 34 yachts recent arrived in Trinidad:

- Miss Cath – FBYC Fremantle 49953 – currently laid up on the hard at Peakes Marina in Trinidad.
- Seas Family – Guanta Pta La Cruz – currently for sale at Peakes Marina in Trinidad. Asking price US\$24,000 – contact email jaroll@wp.pl Sadly though she is in quite poor condition. She is also equipped with a stern drive inboard/outboard type engine, so I find the price too high. I think it is actually worth maybe US\$15,000 max – but I'm not sure the owner would accept that.

I got an offer of US\$50,000 for my S&S 34 the other day but there is no way I am selling it for that – its a priceless classic. Here are a few really nice photos taken when we were racing in Tobago a few weeks ago:



That is Vera Waldby on the bow by the way.

Also, I contacted the person who owned by yacht in 1974 and got details of all the races it won. He sent me a photo of the hull model he won as a prize for winning Antigua Race Week all those years ago.



Regards
Peter and Aura Morris (Morning Tide)





Chart Updates – Jim Putt (the other Morning Tide)

The Hydrographic Office now offers the *free* service of sending to your computer the fortnightly update of the "Notice to Mariners". I currently update about 150 FSC charts of the WA coastline. To do this I must first wade through the entire "notices" to weed out those of interest. I now receive a customised list of notices only for those charts of interest. As an example, AUS 117 Cockburn Sound. It is surprising how many new lights and alterations to light characteristics do occur.

To register for this service log onto www.hydro.gov.au and as they say, follow the prompts. Occasionally a small chartlet accompanies the notice and a reasonable colour printer is required to print the fine detail.

For my interest, I would like to know how many 34 owners still use paper charts and how many have changed to electronic charts? Please take the time to complete the electronic poll attached to this issue

Also on a similar subject I've been asked to comment on the Discussion Paper, "National Review of High Frequency (Voice) Monitoring of Safety and Distress Frequencies by the National Coast Radio Network" Bit of a mouthful. What it amounts to is the proposal to cease monitoring HF voice calls by 2010

The choice then, for cruising people, will be to upgrade to more modern equipment or go without. Western Australia will feel the effect of this change more than any other State since we have a very inadequate VHF coverage for coastal cruising let alone offshore passages. Again, please fill in the poll (this is for overseas members as well.

Finally, Fremantle Sailing Club's "Treasures of the Bilge" annual bring and buy sale will once again be held at the beginning of the season. Some good stuff can be on offer. All are welcome to come along. I take the opportunity of selling all of FSC's unwanted charts from the library. Most of them are fully corrected to within a month or two. They sell for \$5:00 each. Often there is some good gear available but last year was the first time a "commercial" trader dropped in uninvited. The sale gets underway on Sunday 10th August from 10h00 to 12h00 and is held in the BBQ area outside the bar.

Regards

Jim Putt (Morning Star)

The Racing Guys

Still not much to report as the WA season is still a month or so away. However I was out on the River last week competing in SoPYC 7th Frostbite race and noted at least three other S&S34's out, I believe they were racing in Perth Flying Squadrons Frostbite race, can anyone send me the results?

Photo Of the Week



Perie Banou III leading the RPYC fleet

Skipper Profile

I haven't had any volunteers this month so rather than bullying someone else I guess I'll fill the slot;

I grew up in the UK at the furthest point you can get from the sea (a staggering 96 miles inland!) so early sailing experiences were limited to Mirror dinghy sailing on an abandoned gravel pit, not that inspiring really!

I got in to keel boat sailing in my mid thirties when invited to fill a berth for a weekend regatta on the West coast of Scotland. There wasn't much sailing involved, just a three day party really. I enjoyed it so much and, despite a spot of 'Mal de Mare', I went back for more over the following years. After a number of trips with my head hanging over the side, I started to take interest in how the boat was sailed rather than just concentrating on recycling the beverage locker.

Hence I embarked on a series of winter theory classes studying for the RYA Day Skipper, Yachtmaster, Radio Operator and various other first aid and survival courses. After that I headed to the Canary Islands for the practical elements of the exam (on consecutive Christmas holidays). I was then armed with an official bit of paper, informing anyone dumb enough to charter me their boat, that I was a qualified skipper, Hmmm!

A bunch of us then created havoc over the following summers in various coastal areas of Scotland, Norway and the Greek Islands. Most trips were memorable in one way or another, some could be described as epics but one or two I think I would prefer to forget!

(Hint; spinnakers + lee shore + inexperienced crew = catastrophe)

I continued up the sailing learning curve in fits and starts by purchasing a Fireball 2 man racing dinghy to learn more about what the sails do. It wasn't the best first vessel for a novice sailor, especially in the North Sea. But I learnt the art of the dry capsized very quickly!





Lack of willing crew (or more accurately 'swimming partners') pushed me to move to single handed sailing on a laser Vortex for a short while. However fate soon took me in another direction and I sold up and migrated to Perth, Western Australia in 2002.

Several years as an Expat in the Oil & Gas industry had fattened the bank account sufficiently to allow my first keel boat purchase. I had the intension of sailing back to Europe at some point so when SuperStar came on the market I jumped at the chance.

However the very week I bought SuperStar (and at the same club) I met a local lass, Leanne; (Some folk think she came free with the boat!). A short time later we were married and any plans to sail away from Perth were quickly forgotten about.

I now race SuperStar regularly on the Swan River and irregularly on the ocean. I feel I am still on the steep part of the learning curve but never the less enjoying every minute of it.

Timbo – (SuperStar – SoPYC)

Stop press – I've just been nominated (AKA bullied) to stand as Rear Commodore at South of Perth Yacht Club – elections in September, watch this space
Timbo

Definition of the Week: Actions or items considered to bring luck if on board a sailing vessel;

I gleaned the following snippets from "Seafaring Lore and Legend" published by McGrawHill:

- Red wine poured on the deck of a newly launched vessel and then onto the sea as a libation to the Gods and thus apologizing for rudely and abruptly entering their domain - Human blood was used before red wine but now days champagne is the main choice as it gives a more exclusive air to the proceedings
- Coin under the mast; A reference to Charon the Ferryman in Greek legend, it was supposed to be his payment to take souls lost at sea across the River Styx to the afterlife.
- Whistling during a calm, but only very softly, is an acceptable way to awaken St Anthony, the patron saint of breezes.

Unfortunately there are more bad omens than good – next month a few comments about women, umbrellas, ringing glasses, flowers and more on whistling (or even worse; a whistling woman on board! – Captains wives excepted or course)

Joke of the Week

A doctor, a dentist and an attorney were in a boat together when a wave came along and washed them all overboard. Unable to get back into the boat, they decided two would hold on to the boat and the third would swim to shore for help.

They noticed that there were hundreds of sharks between them and land. Without a word the lawyer took off! As he swam the sharks move aside. The dentist yelled, "it's a miracle!" "No", said the doctor, "That's professional courtesy!"

Navigation 101; Never use a channel marker as a GPS waypoint!

An obvious lesson learnt the hard way by a delivery crew on an uninsured vessel – I believe the report revealed they were all down below having dinner at the time. (I don't think the vessel name stood up in court as a defense either – Temporary Insanity II)



How many rules do you think they broke? – including illegally mooring to a channel marker!

Sail The Web

Want a new S&S34? Contact Mike Finn or Swarbricks at;
http://www.swarbrickandswarbrick.com.au/yacht_frame.html

Readers Mart;

As already mentioned – Treasures of the Bilge – Fremantle Sailing Club, Sunday 10th September 10h00-12h00. \$2 entry fee





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

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@inet.net.au with "S&S34 Grapevine Article" in the subject line

If you wish to subscribe to this newsletter please email: timbo@inet.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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