



The Grapevine – S&S34 Association Newsletter

Issue 23 – September 2006

Welcome

Earlier this week I started writing another apology for a thin issue but then the e-mail lit up and we received a whole bunch of excellent reports in just a couple of days.

Their arrival was timely as we are at that part of year in Western Australia when sailing briefly takes a back seat. Of course this has nothing to do with the fact both our Footy teams have made it to the AFL preliminary finals, but mainly because the weather is at its most inclement. The cruisers I know are staying well clear of the squally weather systems trotting up from Antarctica and the racers are stuck in that period of hiatus between the end of the Frostbite race series' and the long awaited yacht club Commencement Days.

So here we are, some interesting snippets of news, two reports from the Caribbean, one from the host and the other the visitor and an excellent race summary from Hamilton Island. Plus our usual bits and pieces of course – enjoy.

Regards, Timbo(SuperStar)

PS; As always I am looking for contributions from members and other interested parties, so if you have anything you might like to pass on to the rest of us please let me know. (trip reports, technical stuff or any random blathering about the trusty S&S34).

Deadline for the next issue of Grapevine is Sunday 15th October 2006.

News from WA

Skipper survey results;-

I had replies from a good number of Skippers to the random questions Jim & I put out with last months Grapevine and here is a summary of the replies;-

Navigation: All but two skippers responding used paper charts as primary navigation method, everyone carried GPS's of one sort or another. Only a couple mentioned Celestial navigation

Communications: Less than half respondents carried HF radios which I found quite interesting, though almost everyone carried VHF (I wonder how many have licences?). Most also relied on mobile phones as a back up.

Thanks to everyone who replied.

Taskers, the sail makers has been bought out by Jackson Digney and he is in the process of building a new loft in Henderson, south of Fremantle. When the new premises are ready he intends having a clear out sale at the old place. I have asked him to give us first

shout on anything that might be suitable for the S&S34. Hopefully we might have a list for next issue so watch this space.

Not directly related to S&S34's but;- The Rottnest Island Authority has approved, in principle, trials to increase flexibility in the casual use of Rottnest Island licensed moorings. I think this means that once you are registered you'll be able to leave your boat unattended for short period, provided you mobile phone number is clearly displayed. Further information can be obtained at <http://www.rotnnestisland.com>

We still haven't heard back from the minister concerning the Fremantle Bridges issue, but I have been assured negotiations (for want of a better word) are still ongoing. In the meantime the following was published in the YachtingWA newsletter;-

"Unfortunately these bridges were not designed to accommodate yachts with raised masts passing beneath.

Yachts therefore have to be fitted with mast lowering arrangements that can be used on the water, essentially involving block and tackle gear which lower the masts onto a horse or support. In many cases the geometry is such that 50% or more of the mast when lowered is overhanging the support. Additionally, during the lowering and raising of the mast there is little or no side restraint on the masts which can be heavy. Yachtsmen encounter considerable difficulty in navigating the bridges area whilst lowering their masts and traveling with masts lowered.

Not only is this area subject to considerable tidal activity but there is an increasing amount of power boat activity through the area. Power boat wash builds on itself in the confined waters near the bridges and this adds to the problems experienced by yachts raising and lowering masts whilst under way.

Power boats can assist yachtsmen raising and lowering masts and transiting the bridges with lowered masts by:

- **Reducing speed to minimise wash.**
- **Not passing yachts involved in this operation**
- **Positioning themselves off to a quarter to protect yachts from wash of other boats**
- **Being aware of the increased effect of wash and turbulence on a yacht with mast lowered due to whipping of the lowered mast.**

Help your fellow yachtsmen - be courteous and considerate."





Cruising Events:-

Briefing	Event	Destination
Sept 28 th	30/09-02/10	TBA
Oct 26 th	28-29 Oct	Cape Hookway (Warnbro)
Nov 23 rd	25-26 Nov	Cape Kempin (Owen Anchorage)
Dec 14 th	27/12-15/01	Geographe Bay and all ports
Feb 8 th	10-11 Feb	TBA
Mar 1 st	3-5 Mar	Cape Hookway (Warnbro)
Apr 5 th	7-8 April	TBA

Briefings for these events are held at RFBYC at 8pm on the dates shown. For further information call the S&S34 Association President, Dick Newnham (+61 (0)8 9385 8098)

The WA Ocean Racing Committee have reintroduced a Division 3 fleet for some of this seasons races to encouraging the less competitive sailors amongst us to take part in inshore races. Take a look at the Yachting WA website for more info – www.wa.yachting.org.au

One last bit of minor local news - I was elected as Rear Commodore of South of Perth Yacht Club earlier this month.

I'm still not too sure what I have let myself in for but hopefully the 34' fleet will get a little more representation this year.

Other news from Afar

Honolulu:-

Mike Stewart has taken Stray Bit (Honolulu) off the market and intends to refit her before eventually sailing back to Australia. Apparently our newsletter and website had some influence on him, he writes....

....Yes you're right, when I did detailed research I realised just how special that hull is. The reason I have decided to keep her is essentially the info I was able to obtain from the association website and links. It's very good to have that pool of knowledge there. Great stuff.

Also, I'm in the process of putting a mooring in at Portland, Victoria. Let me get organised and I'll put it up for the association to use, but may take a few months to get it in as it has to be engineered and approved etc etc. Should be useful on southern passages across the bight. I'll certainly keep you informed and send a few pictures etc.

Mike Stewart (Stray Bit)

USA:-

It was recently announced that the recipient of the first Mystic Seaport America and the Sea Award is our very own Olin J. Stephens II. The presentation will be held on Wednesday, November 15, 2006 at the St. Regis Hotel in New York City. Gary Jobson will be Master of Ceremonies, the Alex Donner Orchestra will provide music for dancing, and other special guests will join us in honoring Olin Stephens

Olin will be honored for his influence on a generation of sailors and boat designers. His small boat designs broadened the audience for sailing, allowing people from all walks of life to get out on the water and experience the sea. At the same time, he contributed to the highest level of competition in the sport, the America's Cup. The variety of his designs and the aesthetics he brought to them make him a 20th century legend in his field.

SAVE THE DATE
 MYSTIC SEAPORT
 AMERICA & THE SEA
 AWARD DINNER
 -honoring-
 Olin J. Stephens II
 NOVEMBER 15, 2006
 6 PM cocktails
 7 PM dinner
 ST. REGIS HOTEL
 TWO EAST FIFTY-FIFTH STREET
 NEW YORK
 For more information,
 Please contact Sally Halsey at 860.572.0711, ext. 5120
 or sally.halsey@mysticseaport.org.
 RIGHT & ABOVE: BRILLIANT, SPARKMAN & STEPHENS DESIGN
 MYSTIC SEAPORT THE MUSEUM OF AMERICA AND THE SEA
 www.mysticseaport.org





Around the Buoys

Airlie Series and Hamilton Island Regatta

Meltemi is on her way back to Brisbane from the Whitsunday,s, the name given to a group of islands off the central Queensland coast. They are some 600 odd nm north of Brisbane. For WA comparison nearly as far as the North West Cape is from Fremantle. Numerous islands are grouped including Hook, Whitsunday, the Moles one now called Daydream, Hamilton and Dent and Linderman, to drop the names of those that are known best. The travel brochures depict heaven at its best, coupled with the attractions of Gomorrah. The mariners of Shute Harbour and Airlie Beach provide for access from the Island that is Australia. A sailing cruising travel guide called "100 Magic Miles" is available from libraries to give those interested a good appreciation of the places of interest.

Each year in August the Airlie Beach and Hamilton Island regattas are held to provide two weeks of daily yacht races. Six at each venue. This is the second year Meltemi has competed. The courses are set around the many bays and islands and are different each day all being about 20 to 30 nm. Competition amongst the top performers is fierce. Meltemi is about as small as they come. There are multiple fleets from the super maxi 100 footers such as Scandia, Alpha Romeo and Wild Oates to maxi 60 footers like Loki, Pussy Galore and Living Doll and at the bottom of the heap the JAM aspirants. There were more than 200 vessels in total. We sailed in a mixed fleet called Cruising with Spinnaker.

To the yachtsman the wind is every thing, but in this part of the world, the tidal sets are God. Skill, experience and luck are all required to do well. The better prepared are consistently in the money. The races are all Cat. 5 so the first task on arrival is to strip down to this. Heaps and heaps of heavy items littered the dock. The bigger vessels hired trucks to carry the surplus away. We increased the Meltemi freeboard by about 50mm. The winds vary from day to day and for an S&S 34, they varied from a Reef and No3 head sail with every one hiked out, to a ghoster, if we had one, and trimmed to leeward.

Friends Dennis Vincent and Hilary Arthure rearranged their lives and came to Queensland for six months to help prepare and participate. We would have been in serious disarray with out them, and this even though the other crew were unstinting in their efforts to assist. By the time the boat is delivered for on site preparation and returned to home port the minimum time required is 5 weeks. In our case it will be longer. Old friends John and Diane Bayliss came over from Perth to share the last race and then go off cruising for 10 days, ending up

at Mackay. Others have just got her back to Rosslyn Bay. (Yeppoon).



Hamilton Island Regatta – Race 6 Meltemi leading the fleet – just!

Son Russell preplanned the courses and tactics and we agonized over the tracks and results after every race, with the help of relaxing libation. In the Airlie series we finished the series 12th out of 31. Hamilton was the trickier regatta because the courses wove through more tidal sets and wind shadows and here we were 4th out of a fleet of 23.

Jim Shannon (Meltemi)

One winter series result –
SoPYC Frostbite series, A Fleet consistency winner –
SuperStar (SP313)





Skipper's Profile: Peter Morris – Morning Tide (Trinidad)

I started sailing at age 7 with my Father on a GP14 on a reservoir near Heathrow Airport in the UK. However, in my teens I became much more interested in motorsport and started taking part in car racing and rallying. One of my first cars was Triumph Herald that was quite successful.



When I was 21 my Father bought a Contessa 26 called Red Dragon built by Jeremy Rogers and I raced this yacht in the Solent – winning the Lymington Town Regatta in 1968. This was a long keel yacht with a great performance and I raced it extensively both single handed as well as with crew.

In 1973 I was lucky enough to be invited to sail aboard a new yacht called Revolution that was part of the French Admiral's Cup Team. We had an exciting Fastnet Race and the skipper – Jean Louis Fabry who is now the organiser of the Route du Rhum Atlantic Race. This was my first chance to sail on a top class yacht with the latest racing sails – and they let me helm it frequently !!

About this time I started a Yacht Charter company and organised a fleet of Contessa yachts for racing and cruising charters. I skippered one of our Contessa 43 yachts in the 1979 Fastnet Race that was hit by a hurricane but we survived mountainous seas with minimal damage - picking up 10 survivors from other yachts that were found sinking on our way to the finish. (see next months Grapvine for more info – ed') During this period I also took part in at least 50 Royal Ocean Racing Club offshore races in the English Channel with considerable success sailing the various yachts in our fleet including Contessa 32s, Contessa 35s, Contessa 43s and Offshore One Design 34s.

A few years later and as a result of an unexpected business opportunity I started working in the Caribbean, my yacht charter business was sold and I re-started

motor racing and rallying again. I became the Champion Driver in Trinidad & Tobago and raced extensively in the UK, Europe and many other islands in the Caribbean. Mitsubishi Motors offered to sponsor me and I obtained a new Mitsubishi Lancer Evolution 6 Group A that was shipped around the Caribbean to most of the major events.

During all this time I continued to sail with a windsurfer and a HobieCat 16 but in 2003 I heard about an S&S 34 yacht that was for sale and, because of its history, I decided to completely refurbish it as a classic yacht.

My yacht Morning Tide was well known in the Caribbean for winning major regattas for years from the time of its arrival in 1972, but in recent years it had been relegated to a cruising role only. Following my repair of the yacht we immediately started racing it with fantastic success and it has once again become the boat to beat. Last weekend for example in a large fleet with substantial numbers of newer yachts we finished 3rd and she finished 1st, 2nd or 3rd in every regatta in which we have competed so far this year.

I have a daughter age 16 who has also become an avid sailor since we obtained our S&S 34 and she particularly likes our trips to other Caribbean island. Plans this year include a trip to Guadeloupe for the Triskell Cup Regatta in November and competition in at least 6 Caribbean regattas in the coming season.



I am a Quantity Surveyor and Arbitrator dealing with settlement of disputes on large construction and civil engineering projects worldwide, but I am based in Trinidad.

Although a larger yacht may be nice in due course I will be very reluctant to part with Morning Tide, certainly one of the best boats I have ever sailed.





My current crew is a mix of friends and business associates – but we are having the time of our lives with this fabulous yacht.

Regards, Peter Morris (Morning Tide – Trinidad)

Quote of the Month

Our very own Jon Sanders was recently quoted in one of the larger sailing publications, he was being questioned about spending 658 days alone whilst circumnavigating twice, back to back;-

“Normal people say ‘You’ve got to be mad!’..... and I thought ‘Yup, and if I’m not, I’m sure it’d be helpful”

Yachting Monthly – June 2006

Joke of the Month

While sports fishing off the Kimberly coast (Northern WA), a tourist capsized his boat. He could swim, but his fear of croc’s kept him clinging to the overturned craft.

Spotting an old beachcomber standing on the shore, the tourist shouted, "Are there any croc’s around here?!"

"Naw," the man hollered back, "they ain't been around for years!"

Feeling safe, the tourist started swimming leisurely toward the shore. About halfway there he asked the guy, "How'd you get rid of the croc’s?" "We didn't do nothin'," the beachcomber said. "The sharks got 'em all!"

Definition of the Month : Items considered to bring bad luck on board a sailing vessel

Here are a few more snippets from “Seafaring Lore and Legend” published by McGrawHill concerning what brings bad luck on a vessel;-

- Seamen have never been happy with the notion of women on board believing their very presence encouraged the onset of gales and other bad weather – on the other hand, naked women, or more accurately the figure of a woman calved in wood could calm a stormy sea. Hence figure heads in various states of undress
- Umbrellas are frowned upon for their obvious association with bad weather...enough said!
- Flowers; As these are normally associated with funerals and as all sailors of old were in perpetual fear of death by drowning, anyone who brought flowers on board a ship normally went over the rail with the said flowers in quite a hurry!
- Garlic (and/or onions) – apparently the bad breath associated with them could demagnetize the ships compass
- A ringing wine glass to a sailor is the portent of a drowning, however if the ringing is stopped immediately the Devil would take two soldiers instead – which is apparently OK to the sailors of old!

The Back End bit

Pushing the envelope? Nah....!



Can you guess the content of the conversation between the helm and crew member who seems a little reluctant to get out on the trapeze?





Annual Subscription to the S&S34 Association

Welcome to new member Steve Humphries who recently purchased Huckleberry. I understand his brand new rig will be installed by Taskers in time for racing season opening day.

Existing members who have renewed this month include;-

Aries DT
Morning T M & L Parkinson RYCV
Flambouyant Dogne RMYS/S11
Morning Tide JT & MA Putt F117
Cappoqoin M & CJ Woolhouse SPC 53
Shenandoah 2 Ron White Sandringham Morning
Menace John Holder RPYC
Morning Melody Bruce & Shellie Collins PFSYC/F331
Constellation Mike Finn RF 4
Sea Honey Graham Norton PF93
Morning Menace J Holder RPYC
Roma 2 J Armstrong F334
Crew Simon Torvaldsen RPYC
Amatuana G & S McKay F179

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.

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ANGOSTURA TOBAGO SAIL WEEK – By Vera Waldby (Swagman, WA)

Through contacts of the S&S34 Association based in WA, I came across an opportunity to travel to Trinidad & Tobago to crew for Peter Morris on board his S&S34 'Morning Tide' for the Angostura Tobago Sail Week held in May 2006. I had to leave Andrew behind, unfortunately, as he couldn't get away from work but, like a true sailor, he didn't want to keep me from having this great experience. After many, many hours in the air over 4 flights I arrived in Port of Spain and stayed with Peter & Aura Morris in Trinidad who so kindly hosted me during my stay. Morning Tide was bought by Peter Morris about 2 years ago and he has spent a lot of time and effort bringing her back to racing condition. Morning Tide was one of the original S&S34's built in the UK before the mould came to Australia. She has the original design coach-house cabin which was subsequently changed in the designs produced in Western Australia by the Swarbrick Bros. Morning Tide is a beautiful boat with the classic Sparkman & Stephens lines and she has a great turn of speed and sits wonderfully in the water. The work that Peter has put into Morning Tide has restored her to her original glory and her appearance belies her age (a bit like me, says Andrew). With a new mast, new rigging (and pretty much new or renovated everything throughout the boat) as well as a new wardrobe of sails, Morning Tide is certainly very competitive amongst boats of a similar size, and even some bigger and newer ones.



After an overnight passage from Trinidad, we arrived in Tobago and anchored in idyllic Store Bay off Crown Point. Tobago reminded me of a large Rottneest Island with much the same holiday atmosphere and tropical weather. The Angostura Sail Week is one of many Regattas held in the Caribbean during the sailing season and Peter Morris and his crew had previously sailed in two Regattas earlier in the year and had done very well. Morning Tide's crew in Tobago consisted of 2 from the US, 3 Canadians, 1 ex-pat Brit and 1 West Australian and not many had sailed together before (1 not have sailed at all). There were boats and crews there from all over the world with many serious contenders in the top racing fleets. Conditions were uncharacteristically windy for Tobago and sails were torn, rigging was damaged and gear bent out of shape (quite normal, I told them, for Perth and Fremantle waters). Racing was very competitive and high-spirited. There was

a bit of an issue with a finish line that changed from race to race and cost us a 1st & Fastest in one race and a penalty in another, but overall Morning Tide did very well finishing 3rd in our Division. It was fantastic to sail back to our anchorage after each race and jump straight into the crystal-clear water of the bay to cool off, followed by Pina Colodas around the pool back at the Crown Point Beach Hotel before results.

The first day's racing was on a beautiful day with fresh winds with Morning Tide sailing well and finishing 3rd – a good result especially as this was our first race together as crew. Second day the conditions were worse and we finished 4th due to blown-out sails and an inability to peel genoas because of a damaged track. Third day was a controversial day with us leading on the final leg but unfortunately narrowly missing the finish line and having to turn back which cost us 1st & Fastest but we still finished 2nd. Fourth day was a very hot day with little or no wind (which, as we all know, S&S34's don't like) and we finished 3rd. Skipper was great, crew worked hard and bow work was superb (if I may say so myself ☺).





It was a great Regatta – hard work but lots of fun with many colourful personalities. Racing was made even more pleasant for some as many of the other crews included bikini-clad girls which made a lot of crews strive even harder to stay close during the race. Lay-day was most enjoyable, with crews getting together to spend a lazy day on the beach enjoying some time off. At the Tobago Prize Night I had the honor of presenting the RPYC burgee to the President of the Trinidad & Tobago Sailing Association and was privileged to receive a T&TSA burgee in return which I look forward to presenting to the Commodore of RPYC at the start of the next sailing season.



It was an incredible experience which I would recommend to anyone interested in sailing and my sincere gratitude goes to Peter Morris for this great opportunity. Competing in this Regatta, amongst sailors from many different countries, made me realise what a high standard of sailing we have here in Australia.



After Tobago I helped sail Morning Tide back to Trinidad and then continued my journey on to Peru for two weeks visiting the Amazon, Lake Titicaca and trekking the Inca Trail and finished my holiday with 2 days in Chile before returning home. Andrew and I are looking forward to having Peter Morris and his family over in Perth during August 2007 when we hope to have an opportunity to introduce them to other S&S34 owners. We are all then planning to continue on to a charter in the Whitsundays. I am really looking forward to many pleasant hours on Swagman over the next summer and to an enjoyable sailing season. Fair winds and happy sailing to you all.

To the right are the crew of Morning Tide with 3rd place trophy at Prize Night, the skipper, Peter Morris on far left

Vera Waldby

