



The Grapevine – S&S34 Association Newsletter

Issue 25 – January 2007

Welcome,

We have a change of editor of The Grapevine from Tim (Timbo) Dallas (SuperStar), to Andrew Waldby (Swagman). I thank Tim for the great effort that he has put in with The Grapevine, as well as the website. Life is busy for us all, and I plan to continue the same sort of release of The Grapevine issues as in the past (monthly). However, it all depends upon the great input of our subscribers, and I will continue with the monthly Skipper's Profile that Tim started. So, you skippers out there (or, crew that want to 'dish the dirt') get typing. Tim will continue being Webmaster of the website when he can, however he is looking for someone to take over. Unfortunately my workload doesn't allow me to do both.

Association subscriptions are down at the moment. I guess a few folk have forgotten to forward dues on to Jim Putt – see details at the end.

There is not much to report in this edition so I am going to fill it with some editorial goings on in the world of sail.

The S&S34 Xmas twilight was conducted on Thursday 14th December at Royal Perth Yacht Club in much more delightful conditions compared to 2005 (wet & cold). Thank you to Andrew Waldby (Swagman) & Colin Sanders (Perie Banou III) for allowing the use of their boats to accommodate Geoff Connor (Kungari), Dick & Barbara Newnham (Sulphur) and Life Members Steve & Jane Laws (ex Roma II). After the sail a relaxing meal was had where it gave all a chance to catch up on things and reminiscing. It was also great to see Jon Sanders who turned up later in the evening. Thanks to Colin for arranging the event.

Quote from Dick Newnham (Sulphur):

"All the best for Christmas. I enjoyed the SS34 twilight sail at Royal Perth YC and meal after, thanks to Colin Sanders for arranging. Great to meet with Jon Sanders on the evening, it brings back some humorous and special memories, particularly following him out between Garden and Carnac Islands on two occasions and being the last to say fair sailing, especially on the occasion as he set out on his record breaking around the world trip in his SS34 "Perie Banou" and secondly when we sailed out in our faithful old H28 to see him off sailing to the UK for the "Parmelia Race", when we promised to sail out to see him come home in the new SS34 'Sulphur' I intended building."

The Xmas/New Year period is over and those in Australia are preparing to go back racing for the second half of the Summer season. I suspect most northern hemisphere yachties are still searching out warmer climes or hibernating before returning to work, and preparing for the summer.



Rolex Sydney to Hobart Race: (<http://rolexydneyhobart.com/>)

The Rolex Sydney to Hobart has been sailed and won back-to-back by Bob Oatley's Wild Oats XI in reasonably good conditions.

Although there were a couple of high profile dismastings (Maximus & ABN AMRO ONE), with some injured crew, and the loss of long time East Coast ocean racing campaigner Koomooloo, which occurred on the second day, with all crew rescued. No S&S34's competed again this year, however the late Peter Kurt's S&S47 Love & War was declared overall handicap winner receiving the Tattersalls Cup, equaling the legendary Freya's three handicap wins. The last S&S34 to compete was Boomaroo Morse Fans in 2000.



Velux 5 Oceans Race:

(<http://www.velux5oceans.com/>)

All 5 of the continuing Velux 5 Oceans yachts have now reached port in Fremantle after completing the first of three legs, and will begin again mid-January on leg 2.

Deadline for the next issue of Grapevine is **Wednesday 31st January 2007.**





News from Western Australia:

Commodores Race – Date Correction:

The previously selected date was Easter. The new day is **Sunday 1st April 2007**. Mark your diary for this annual association event.

Cruising Events:

Any cruising events let me know for the next edition please.

News from Afar:

Received from John Woolhouse (Morning Flite),

I'm in Adelaide at CYCSA. I arrived here Monday 4th December from Kangaroo Island, an overnight trip from Kingscote, anchored off Myponga Beach on Monday night, an anchorage for SE winds, only didn't get much sleep, then on to CYCSA arriving 2pm Tuesday. They have all the facilities, floating pens, etc, \$65 per week for a 10m pen. A very friendly bunch of cruising people here. I made contact with S&S34 Rowland Richardson (Geordie Bay), Sail No. YC107 rowland.richardson@tafesouth.org.

5th October I sailed from Perth to Rottnest Island, then 9th to Bunbury, 18th to Quindalup (near Cape Naturalist), 20th to Hamlin Bay (near Cape Leeuwin), 23rd to 25th to Albany (Frenchmans Bay), a rotten 54hr bash under 2 reefs in the main and a No 4 jib. 27th to Two Peoples Bay a 20mile bash and I became seasick, goes to prove you do not have to sail far to throw up. 29th to 30th, 202 miles and a great sail in 15 to 20knot Westerly, 35hrs to Esperance (if only it was all the same). Esperance is a very friendly club, I stayed 9 days waiting for a West wind, Ollie the manager let me use a vacant pen.

9th to 16th November to Kingscote, Kangaroo Isle, SA. 780 miles in 7days & 2hrs. 2 days Westerlies, 3 days South Easterly, then one day all over followed by a gale from the South and it became very hilly, sailed 2 reefs in main and storm jib in 40+ winds no problems. The gale made me change course to Kangaroo Island instead of Port Lincoln because of the Thorney Passage.

I hope that you find this of interest, if so I will send more as I go. Fair winds John Woolly.

Around the Buoys:

Governor's Cup - Royal Perth Yacht Club v's Royal Freshwater Bay Yacht Club:

A form of Teams race, sailed from a handicap start, with the yacht club whose boat finishes first receiving the Governor's Cup. This year the Governor's Cup was won back by Royal Freshwater Bay Yacht Club, whose boat "Avela" crossed the finish line first.

Two S&S34's competed; "Swagman" (Bill Waldby) and "Perie Banou III" (Colin Sanders), with "Swagman" finishing 6th overall and 3rd in Division 2 (thanks to a very favourable handicap) and "Perie Banou III" finishing 36th overall. A total of 79 boats competed from Western Australia's two Royal clubs. This is a fiercely fought race sailed on the Swan River, where boasting rights for the remainder of the year are "up for grabs".

Report from Andrew Waldby (Swagman):

Due to a shortage of crew I handed the skippering back to Dad (Bill Waldby) while I went up past the mast to be forward-hand for the day. The race was sailed in clean 13-18kt WSW winds increasing to 18-20kt SW winds later in the afternoon. With our favourable handicap we flew out from the RPYC start line on a close-hauled reach to the first mark overtaking a number of smaller boats. The race went pretty well with us overtaking more and more boats heading towards the front and reeling back the old Couta boats from RFBYC. However, towards the end, a number of the Couta boats rounded the wrong mark and were disqualified. We were passed by "Avela" (RFBYC), the overall winner just after the second last mark rounding. It didn't help that we blew out our big spinnaker half way down the previous downwind leg (thankfully it was the last spinnaker run). The last leg was another close-hauled reach into the finish, with two flat bottomed Division 2 boats passing us. Perhaps without the blown kite we may have finished 1st in our division – but that's sailing.



This was "Swagman's" first Governor's Cup after moving over from South of Perth Yacht Club, and it was a great days sailing, especially having Dad back on the tiller. The forward-hand (me) just needs to get the kite fixed now. RFBYC put on a great event directly after the race dockside, with the sponsor – Gages Roads Brewing Co. – supplying cold beers as the crews finished. We all look forward to next year for some more great inter-club racing.

For those racing boats West Oz, East Oz & international, let me know of any notable racing news please.





Vale:

Bob Hockey (EOS):

In late November Bob Hockey (EOS) was tragically killed in a truck accident in Esperance. His was a life of passion for his sailing and his farming interests, and we will miss him and his vitality. Unfortunately EOS will be placed on the market and if anyone is looking for an S&S34 they can contact us.

Linda Cooke - Bob's Daughter - 0427 229 809

Skipper's Profile:

Looking for a skippers profile for the next edition please.

For Sail:

Fleming Self Steering Wind Vane
Suit Yacht 30-50ft
Top of the range stainless product
half the new price at only \$2000.00
Phone (08) 95381006 (Western Australia)

Quote of the Month:

Joke of the Month:

News Report:

At the height of the gale, the harbour master radioed a coastguard and asked him to estimate the wind speed. He replied he was sorry, but he didn't have a gauge. However, if it was any help, the wind had just blown his Land Rover off the cliff. (Aberdeen Evening Express).

Maintenance Tip:

All you really ever need to know about maintaining boats...
"You only need two tools: WD-40 and Duct Tape.
If it doesn't move and should, use the WD-40.
If it shouldn't move and does, use the duct tape"

Definition of the Month:

Rudder:

- 1) Large, heavy, vertically mounted, hydro-dynamically contoured steel plate with which, through the action of a tiller or wheel, it is possible, during brief intervals, to point a sailing vessel in a direction which, due to a combination of effects caused by tide, current, the force and direction of the wind, the size and angle of the waves, and the shape of the hull, it does not wish to go.
- 2) Name for people having ruddy complexions.

Articles:

Using the Web Forum:

The S&S34 Owners Forum (see the link on the Association website) now has 23 members, and 140 contributions have been made so far. This is a good start, but I'm sure our community can make much better use of this resource.

If you have a question about how others handle *any* aspect of their ownership of the S&S34 - whether it be to do with rigging, sail handling, outfitting for cruising, racing, or anything else - tap into the knowledge of the whole S&S34 community by using the Forum. And, if you haven't already joined the Forum (many still haven't), please do so - only by joining will you be notified of new discussions, and so have a chance to contribute your knowledge.

Joining is easy - open up the Forum webpage (use the link on the Association website), and click "Register". You'll need to enter three things:

- A username - this can be anything that you can remember, and it will be displayed as the "author" on any posts that you make. I'd suggest using your own name.
- Your email address.
- A password. Yes, sorry, but this is another internet password!

Then read and acknowledge the Forum Agreement, and you'll be registered. That's all there is to it.

Once registered, there's one more thing you should do: set up "Notification". This will ensure that you'll be automatically notified by email, whenever there's activity on the Forum. You need to do this for each of the boards (ie; discussion categories) - *Mechanical; Hull, Rigging and Sails; Electrical and Electronics*; etc. For each one, enter the category summary page (eg; click on "Mechanical" from the main Forum home page), and then click on "Notification". Select either "New topics only" or "All new





posts”, then click “Update notifications”. Return to the main Forum home page and repeat for the next board.

Finally, please contribute - the more we use the Forum, the more useful it will become as a resource for all of us.

Chris Jackson
(Wilparina, Brisbane)

The Back End Bit:

The Ultimate Yachting Story!

Some of you may have already seen this floating around the internet recently.

August 2006, the yacht “Maiken” is travelling in the South Pacific when they came across a weird sight...

Quote for “Maiken’s” log.

http://yacht-maiken.blogspot.com/2006_08_01_yacht-maiken_archive.html - With photo's.

Lat: 19deg 00' Long: 174deg 48' - Saturday Aug 12th - 17:45 local time

We left Neiafu and Vava'u yesterday after some tedious checking out procedures and set sail for Fiji, passing the north side of Late Island as first way point. After five miles



we noticed brown, somewhat grainy streaks in the water. First we thought that it might be an old oil dumping. Some ship cleaning its tanks. But the streak became larger and more frequent after a while, and there were

rock like brownish things the size of a fist floating in the sea. And the water were strangely green and "lagoon like" too. Eventually it became more and more clear to us that it had to be pumice from a volcanic eruption. And then we

sailed into a vast, many miles wide, belt of densely packed pumice. We were going by motor due to lack of wind and within seconds “Maiken” slowed down from seven to one knot. We were so



fascinated and busy taking pictures that we plowed a couple of hundred meter into this surreal floating stone field before we realized that we had to turn back. Just as



we came out of the stone field and entered reasonably normal water we noticed that there came no cooling water from the engine. Not surprising, really. After cleaning the water filter the

Yanmar diesel started again. Thank God! Without wind we would have been stuck in a sea of stone if the motor had failed. Next thing to check was the other water inlets. Some minor pumice particles but nothing serious. But the bottom paint were scrubbed away at places along the waterline, “Maiken” has an ablative paint so it was just doing what is supposed to do. Like we'd sailed through sandpaper. So, we headed back east to get away from the stony sea. There are two active volcanoes south of Late Island, adjacent to Metis Shoal and Home Reef. Since we didn't know which one had erupted, the extent of the eruption and it was getting dark that we decided to anchor in Vaiutukakau Bay outside Vava'u for the night. The sky darkened fast from rain clouds over Vava'u and we sailed leaving the stone sea onto darkness towards a perfect rainbow ahead, like a big welcoming arcade. It was completely dark when we anchored close to land at 25 meters depth. In the morning we woke to birds song. Lot of birds nesting on the steep hillside next to us. After checking the motor and boat we set out again. We decided to go south of Metis Reef to go clear of the stony debris.

Just after leaving Vaiutukakau Bay we encountered three whales, probably two males and a female, playing in front of us. They circled around the boat only meters away for a while, seemingly interested in “Maiken”, before swimming away.

A couple of hours ago we identified the active volcano as the one close to Home Reef, and we are on our way there now to take a closer look.

We are two miles from it and we can see the volcano clearly. One mile in diameter and with four peaks and a central crater smoking with steam and once in a while an outburst high in the sky with lava and ashes.



I think we're the first ones out here so perhaps we could claim the island and name them(?)

Well folks, it's getting hot.

Have to quit!

Hakan





Annual Subscription to the S&S34 Association:

Renewing Members:

Gypsy II James Garde
Wilparina Chris Jackson

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 WA,
Jim Putt,
165 Jersey St,
Wembley, WA 6014

OR by direct bank transfer to:
BankWest Account,
S&S 34 Association of W A,
BSB No. - 306 050,
Account No. - 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):

- Owner's Name/s,
- Address,
- Yacht Name,
- Yacht Club/Marina,
- Sail Number,
- Racing or Cruising?
- Phone Numbers (Home, Work, Mobile, Fax),
- Email Address,
- Any other relevant details.

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: awaldby@bigpond.com with "S&S34 Grapevine Article" in the subject line.

If you wish to subscribe to this newsletter please e-mail: awaldby@bigpond.com with "S&S34 Grapevine SUBSCRIBE <yacht name>" in the subject line and I will add you to future 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: Owners Name/s, Boat Name, Sail Number, Yacht Club/Marina, Phone Number's (Home, Work, Mobile, Fax), Address, E-mail Address, & any other details.

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