

**MORNING CLOUD – S&S 34**  
*Sparkman & Stephens Design No. 1959*

LOA 33'6", LWL 24'2", Beam 10'1", Draught 5'10", Sail Area 462 Sq.Ft., Displacement 13,000 lbs.

The S&S 34 is perhaps the most celebrated and successful of all of the S&S production designs. Made famous in 1968 by Edward Heath, her first owner, the design was produced in huge numbers by yards both in the United Kingdom and Australia (where a large fleet races regularly) and elsewhere. The boat was designed as an out and out RORC racer and captured an astonishing number of victories around the world (overall or prize winner in every Sydney-Hobart race from 1969 to 1974). The boat was built in fibre glass in series and the sail plan shows a modern mast head rig with the mast set well back into the boat and a short, tall, narrow mainsail cleated to the bridge deck traveller. The rig is extremely simple with out runners allowing for a huge 160% overlap on the genoa jib. An inner forestay allows for the setting of a small, narrow blade shaped spinnaker staysail. The line plans show the modern snubbed bow and a tight tucked up counter. The boat conformed to the new characteristics of late 60s designs which spelled the death of the full keel ocean racer boat. The short aero dynamic keel almost entirely made of lead ballast is positioned at the centre of the vessel and is totally detached from the modern profile skeg hung rudder at the extreme aft end of the water line allowing for a reduction of wetted area, increased control of the boat when sailing hard pressed down wind under spinnaker. The sections are entirely different to S&S ocean racers up to the early 60s (*cf.* CORSARO/STELLA POLARIS/INVERNESS or the earlier racers such as the New York 32) in a dramatic departure from the slack bilged mid profiles of earlier vessels, the S&S 34 is a true wine glass shape thus perfecting and improving on a shape which had been much favoured by Scandinavian designers from the 1940s onwards and by some British designers. The beam of 10'1" on a 24' waterline is enormous by earlier standards and freeboard high. The design was a scaled down but improved and updated version of the Swan 36. Ballast ratio in the keel is almost 50% of the displacement allowing for a stiff vessel. The shape of the ends of the boat follow the RORC rating rule rather than the American rule in that the stern and counter are narrow, the fullest beam is carried aft of amidships and the forward deck profile is long and narrow. 48 boats were built in the first year at an average cost of \$40,000 each.