



The Wave

Newsletter of the Sparkman & Stephens Association

Edition 4 - June 2003



Chairman Foreword

I think S&S has something to do with poetry; those beautiful lines are time and again inspiring people to publish beautiful books about. "Lines" is almost too beautiful to possess and Franco's Pace book on Sparkman & Stephens is also a winner! And again there are new initiatives; a book on Tartan designs is in the make (and can use help from owners). But also on a smaller scale; Inge Kuyt has recently joined the club and wants to make a "smoelen"-book as we call it in Holland. She intends to photograph all the interiors of the boats of our Dutch members and publish it for the benefit of those members. And since she is an interior designer and S&S's are like Harley's - no one is exactly the same - it could be fun. Talking about "fun"; my boat was only recently put back into the water and pretty well sank. I forgot to put back a draining nipple in the stainless steel exhaust. What was the case; when draining the system, the nipple fell into those beautiful lines and of course couldn't be retrieved. A new one didn't fit and then of course the problem was put on the long run! I almost think they should stay out of the water; those "lines" are too darn beautiful.

Rob Snoeks

Any member who was not at the AGM is welcome to the photographs of the event, Martina took 270 which we have put on a CD, please contact me, David Olley : olleydolphins@btopenworld.com

10th ANNIVERSARY SPARKMAN & STEPHENS ASSOCIATION



Over the week end of 14-16th March, Juliet and I together with the UK team had the pleasure and honour to organise this event. Having persuaded the Venice meeting to hold this AGM later in the year, we prayed for good weather.

On Friday 14th March 110 members, family and crews from 9 countries met in Portsmouth to celebrate the 10th anniversary of the S&S Association, created in 1993 at the Cowes Classics.

Similar to the Olympic's, at the AGM, each country bids for the opportunity to host this weekend to celebrate the beauty of S&S yachts.

Our master yacht designer Olin Stephens, now 94 has attended all recent events: Rotterdam 2000, Hamburg 2001, Venice 2002 and UK Portsmouth 2003.

The reception was held on the Friday evening in the traditional Royal Naval Club Portsmouth. Olin flew from the USA to be at this event, following his trip to New Zealand to check how the 'cup race' was progressing. Ecstatic applause greeted Olin on his arrival.

At the Venice AGM, all members expressed a desire to visit Cowes on the Isle of Wight; undaunted the UK team arranged lunch at the Sir Max Aitken Museum, The Prospect, Cowes. We had the interesting pleasure of organising 90 fellow sailors to catch the 09.30 Saturday Wightlink Ferry to Fishbourne.

Our prayers were answered, The Solent sparkled in a most beautiful spring day.

At Fishbourn two lovely old double decker buses were waiting to take us to Cowes, sponsored by John & Helen Bailey.

In Cowes High St. World Leisurewear our clothing suppliers had organised a complete window display to welcome Olin and S&S friends to Cowes.

There was no surprise for Olin in The Prospect Museum, he had dined there in 1971 with his brother Rod, HRH the Duke of Edinburgh and Uffa Fox, his old friend. Sir Max Aitken had raced two of Olin's yachts, "Roundabout" and "Clarionet".

During lunch Olin viewed all the exhibits and one of the labels stated: *"This was donated by Olin Stevens and is part of a spinnaker which contains silk and must be dropped in the rain!"* After studying it for a few moments Olin's brown voice boomed out: *"There is not an ounce of silk in it and there is no 'v' in my name"*

The Museums treasures are legendary and Brenda & David Sanford, the curators, are unique: their knowledge is spell binding. No one visiting Cowes should miss this maritime treasure trove.

The Saturday evening dinner on HMS Warrior was the highlight with classical sea shanties played on a Victorian concertina creating a wonderful atmosphere.

David Thomas, international yacht designer, paid great tribute to Olin and his influence on yacht design.

One of our S&S members has an original 1863 painting of Warrior by F. Tudgay. They kindly made a copy and Patrick Matthiesen Hon. Secretary kindly donated a matching Victorian frame.

All guests present signed the back and it was presented to Olin by Rob Snoeks Chairman Designate. Olin then autographed books by Franco

Pace "Sparkman & Stephens Classic Modern Yachts" donated by Adelard Coles.

Patrick announced the winner of the Global Challenge as Bill Tait in his yacht "Sinisterre" and Olin presented him with the Matthiesen Cup.

Rob Snoeks made a wonderful gesture and presented Terry Sprake with a half-model he had personally made of Terry's yacht "Mornings End" to mark his retirement as Chairman after 10 years in office.

During the Sunday AGM a film was shown created by Stefano Cioni on the life of Olin and his brother Rod, shortly to be shown on TV and at boat shows. It showed Olin at 94 climbing all over his classic yachts, when asked why he was so fit, he replied, *"Keep walking, keep thinking. If you don't use it you'll lose it"*.

At 11.30 hours our senior Honorary Member Sir Edward Heath former UK Prime Minister (see photograph) arrived to greet and pay respects to his old friend Olin, as we all know, Sir Ted raced four S&S yachts called "Morning Cloud" which won many races, including the 1971 Sydney - Hobart Race.

Steve Kloeblen, then gave a presentation on the 2004 AGM celebrations to be held in the USA to celebrate the 75th anniversary of Sparkman & Stephens in Mystic seaport. Sadly members then departed back to their own countries.



Some people own a Picasso, others a piece of sculpture by Rodin; we have the privilege to own a piece of moving classical art by a living legend Olin Stephens.

May Juliet & I pay tribute to you all for coming and to UK team organisers and contributors.

Team Organisers: RN Club, Alan Massy & Alan Blowers, Buses, John & Helen Bailey. The Prospect, Anne Mark Weavers, HMS Warrior, Neil & Pam Millward, the donors of Warrior Painting prints. Patrick Matthiesen, picture frame, Martina Olley photographs and Adelard Coles Publishers for their books.

Scandinavian waters, cold but lovely



Risor, Norway

I honestly believe that Scandinavian waters offer the best cruising in the world! Admittedly, this is a tall statement and one which calls for an explanation. And it is easy to give: there is always a breeze, seldom a gale, never a hurricane or a tornado. There is no tide. There are beautiful archipelagoes which offer sheltered waters but you are never very far from the open sea if cold, wet and slightly seasick is your preference. The lanes are well charted and buoyed, yet offer interesting navigational exercises. And you can always find a calm natural harbour all to yourself when the long, light Scandinavian evenings turn into night.

Certainly there are drawbacks: the water is cold, seldom more than 18 centigrades, the ports are mostly uninteresting, service and restaurants ashore are seldom very good. But the sailing is lovely. And that is what it's all about, isn't it?

There are four or five distinctly different regions, each with its own character, and here is an effort to present them to you and to whet your appetite for cruising in these exotic waters.

The Norwegian West coast

This is by far the wildest, the roughest and perhaps also the most beautiful. And the one which offers the greatest contrasts. This is an Atlantic coast where Ocean meets terra firma. The currents are strong, the water very salty and yes, there is a tide but of moderate proportions. And in contrast there are the fiords. They are all incredibly beautiful, although perhaps often rather calm. The most impressive of them all is the Sogne Fiord, about halfway between Bergen and Aalesund. Its biggest depth is 1300 m, it runs 100 nautical miles inland and it is breathtakingly beautiful all the way, with mountain faces rising steeply out of the water, lavishly decorated with streams cascading down. The Norwegians are not far wrong when they call it the world's longest tourist attraction. Although the Chinese Wall and the Grand Canyon are even more impressive.

If you have plenty of time go all the way up to the Lofoten islands where the scenery is beautiful beyond words. Imagine that a giant has ripped off parts of the Alps and thrown them into the sea and you will begin to understand what it looks like up there. If you go further North, bring along underwear!

The Norwegian west coast offers sheltered passages all the way up to the North Cape with the exception of the southernmost section from Lindesnes to Stavanger, about 90 miles, which is an open coastline.

The Norwegian Southeast and the Swedish West coast

are fairly similar in character. The Norwegian side of the Skagerrack is perhaps prettier and more impressive than the Swedish side. The small towns Kristiansand, Grimstad, Risør and Sandefjord are all well worth a visit. And whatever you do, do not miss Lyngoer, about halfway between Kristiansand and Sandefjord. Lyngoer is built on four small islands, is on the UN's list of World Heritage and is the loveliest little village you can imagine. It used to be a seafaring community in the good old days when freight rates were good. So rich was Lyngoer in its day that they say there were no less than three shops selling lady's hats.... The owners and masters could afford to build themselves very solid houses. And they did. They are now all converted into elegant summer houses and very well kept.

You can, and indeed should, follow the coastal lanes all the time. They are unique and they are well marked. Do not unnecessarily go out into the open sea, which is just like the open sea is anywhere.

Oslo, the capital of Norway, is a beautiful city. You may, perhaps, find that the fiord leading in there is long and maybe not too exciting. In Oslo, there is an impressive maritime museum, an old Viking ship and a copy of the Kon-Tiki, the raft on which Thor Heyerdahl sailed from Peru to Polynesia.

The interesting part of the Swedish West coast is about 100 nautical miles long, from Stroemstad, at the mouth of the Oslo Fiord, southwards down to Gothenburg. The archipelago west of Fjaellbacka is stunning, the old fishing village Smoegen west of Lysekil is charming but hardly where you want to spend the night in case you care for sleep and the city of Marstrand, further south, is a must. Marstrand is dominated by the old fortress on top of the cliff and the scene is very colourful. A meeting in the World Match Racing Series is held here every July. In Sweden, just like in Norway, follow the coastal lanes!

Denmark

Do you think that Denmark is first and foremost an agricultural country? Think again! Wherever you are in Denmark you are never more than 35 kilometers from the sea. It is no wonder that Paul Elvstroem is Danish. The best cruising in Danish waters is perhaps in the southern part of this very nautical country, West of the island of Sjaelland. This is as different from Norway and Sweden as it can get. The waters are open yet sheltered, the horizons mostly green, with fields and clumps of trees, the ports and restaurants are good or very good. A special gem is the island of Aeroe with the ports of Marstal and Aeroeskoebing.

Marstal used to have an impressive fleet of small sailing ships, the remains of which have been collected to form the basis of a very charming maritime museum. The main street in Aeroeskoebing looks as if it is a runaway from a saga by H C Andersen and is absolutely lovely. The little houses, covered in an abundance of roses, are not much taller than your spinnaker pole, and they all have entrance doors painted in different, bright colours. And the street is cobbled stone! You feast your eyes on this most enjoyable sight, believing that there can be nothing more splendid to see in this pretty island. Little do you know that in the next street even more fabulous sights are waiting for you. The ship bottle museum! And it is totally beyond words! Normally I prefer my bottles to contain other things than ships but no Chateau Lafitte can match these contents. This is surely one of the seven wonders of - if not the world then at least - Denmark.

The Swedish East Coast

Before entering this area, you might want to take a look in one or two of the ports on the north side of Bornholm to enjoy the local smoked herring. Perhaps call on Christiansoe, NE of Bornholm - the southern entrance to the port applies - and perhaps also on the enchanted Swedish island of Hanoer, although the port there is not very good. You then have a choice: northeast into the Baltic to the island of Gotland and the very charming medieval town of Visby, which in Hanseatic times was important, rich and beautiful. Most of the beauty still remains. If you prefer to stick closer to the shore, get as quickly as you can up through the Kalmar Sound, which is a rather dull body of water. The real fun begins just north of Oskarshamn. The waterway going north along the coast from there must surely be one of the most exciting ones you are ever likely to see. It is beautiful, with low, barren skerries between you and the open sea and with lovely, wooded islands on your port side. It is narrow, very narrow in places. And it is so winding and so full of turns and twists that you cannot put the chart down for many minutes at a time. It is simply great fun to follow the lane as it winds its way northwards. And it is beautiful. In spite of the lovely scenery it does not seem that very many people live or even have their summer houses here. So you are pretty much on your own and can enjoy the archipelago to the full.

And so you can follow the lanes all the way up to Stockholm, where you best moor in Saltsjöbaden. From there it is half an hour's train ride into the city itself.

Where to go from Stockholm? If you are getting home-sick by now you can go back to the West Coast

by the canal which runs through Sweden, via the two big lakes, and reaches salt water in Gothenburg.

Do you want more sailing? Well, the Finnish island of Aland is not too far away. In Mariehamn there is a maritime museum which is outstanding. Aland was the last stronghold of the square-riggers and so the museum is packed with interesting items from those days. The jewel is the saloon and Master's cabin from the "Herzogin Cecilie", preserved in mint condition. But there is more to Aland than Mariehamn. The north coast of the island is very beautiful and well worth to see.

The best time of the year for sailing in Scandinavia is June through the first half of August. June is not a bad month - the evenings are long and filled with light and the locals have not yet begun their Summer holidays so you will have the place to yourself. Perhaps a little chilly. July will be somewhat crowded and already in August the evenings start getting shorter and darker.



3 times S&S in Longor

The Real Poopdeck

Chosen to trap myself in this dark and bouncing capsule, a syncopated chorus of lunging and lurching, lifting and bumping, leaning and feinting. Too complex to call a rhythm, the multi-overlapping motions now contradictory and then additive converge with their various nefarious accomplices in the cramped and sloshing head. Unlike a docile cedar bucket which can be moved to the lee, the port-mounted head rises menacingly toward those crew unlucky enough to experience the relative luxury of regularity while sailing on the port tack.

You enter the vessel's smallest room, bravely turning as you latch the door shut. Now you can turn on the light without vexing the helmsman's night vision. Some kind soul before you has dogged the porthole shut, so sea spray is tamed to mere drip, drip dripping. 'Tis so minor compared to random drenchings while on deck that you scarcely resent its cold progress down your back.

Wriggling your foul weather gear past the knees is difficult while standing because your forehead first bangs the door, then the boat rolls the porthole dogs into the back of your skull. Trying to alight upon the tiny porcelain font, you wonder why the pump lever has come to rest in the forward position.

You simply must find a way to get pant legs below the knees in order for this project to succeed, but all garments are jammed between your kneecaps and the door. But you dast not open the door without first standing up to turn out the light, lest it reflect off the white epoxy paint into the helmsman's already salted and tired eyes. The unpredictable lurches and leaps of the vessel bounce you off bulkheads and protrusions until, finally, sartorial bonds are obligingly compressed at the ankles.

The water in the bowl swirls orbits in its own little level-seeking universe as your feet and arms brace against the caprices of gravity. Though the tiny concave gullet may roll with the ship through a brief moment of level on its way back to cranked over to starboard, that is, toward your feet, it threatens constantly to ladle its fresh contents into the helpless folds of clothing pilloried between your ankles. Only then does the magnitude of this irony ignite the worst of your fears.

This is no place for contemplation. Where's the paper? Oh, here. Like everything else in the ship's privy, it hath been anointed by the leaky porthole; and, eco-friendly as advertised, dissolves as you try to peel sheets from the roll. At last a useful wad is gathered, but on contact it disintegrates into myriad tiny pills of pulp. And the contents of the bowl are searching the rim. And you can't pull your pants up past your knees still pressed against the bright white door. And you twist your torso around to see if there is drier paper. And you get an eyeful of brine from the porthole dog. What you really need is to finish up and go back to the cockpit and the fresh, if wet, night air. More moist paper dissolves on your fingertips. And the contents of the bowl are swirling like Orcas about to leap.

Tartan 34C: Design # 1904

By George Colligan

The period 1967-1970 must have been a halcyon time at Sparkman & Stephens. The number and caliber of designs was extraordinary. "Dyna II", "Equation", "Running Tide", "Lightening", "Ragamuffin", the Hinckley 38, the She 31, the S&S 34 and the Tartan 34C, were produced among many others. The Tartan 34C, a shoal draft, centerboard sloop, similar in form to "Finestierre", but with appendages inspired by Olin Stephen's work with "Intrepid", was designed for Douglas & McLeod in 1967. The first boat went to Florida and promptly won her class in the prestigious 1968 SORC. Between 1968 and 1978 the company, which became Tartan Marine, after a fire which nearly ended production, built 525 of these delightful sloops.

The success of the Tartan 34C is attributable to two things: she sails well and looks lovely, a combination that continues to recommend it to a loyal group of owners who, today, are restoring and maintaining nearly the entire fleet of original boats. Of the 525 built, over 450 boats have been recorded in an owners' roster. The Tartan 34 Owners Association comprises 125 owners.

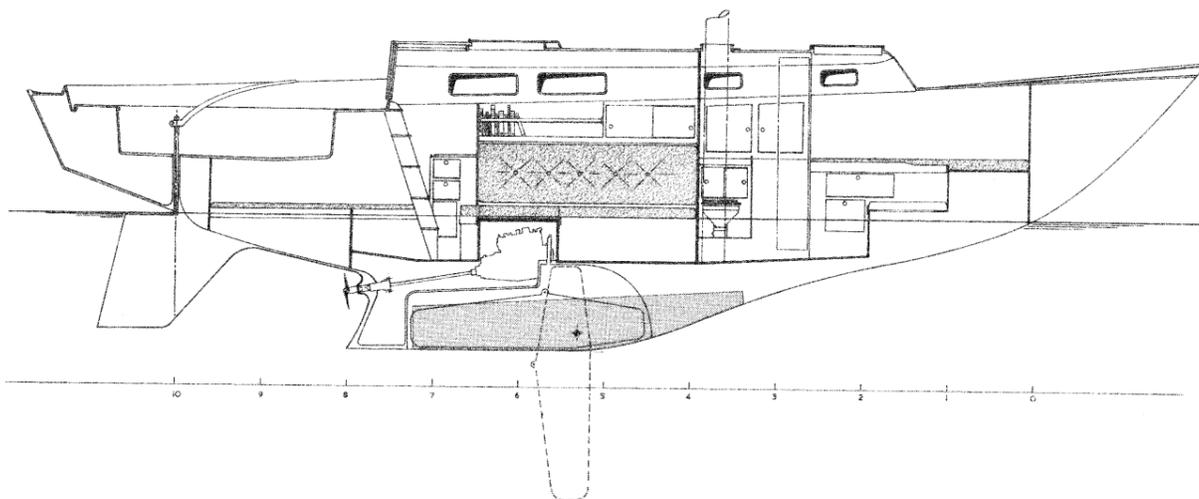
The drawings, attached, show, what would be considered today, a moderately heavy displacement boat with graceful overhangs and a purposeful interior. She has over 6' headroom throughout and with 10'3" beam carried well aft, she has plenty of room in the cabin, and wide decks.

Her engine is, like the S&S 34, over the keel, to bring the maximum weight amidships. The boat has three excellent sea berths, two of which have solid removable leeboards. The icebox is accessible from the long, roomy cockpit. There are excellent stowage lockers and the joinery is mostly teak and of very good quality.

It is no real surprise, looking at the team of designers, that the Tartan 34C has won the Port Huron-Mackinac Race, the Marblehead-Halifax Race, Chesapeake Bay High Point Championship, been successful in the Newport-Bermuda Race, the Marion-Bermuda Race, the Annapolis-Bermuda Race and countless local regattas, and, can boast at least one circumnavigation and thousands of successful cruising miles. The designers of S&S involved with the creation of the boat's plans include: Gerhard Gilgenast, German Frers, Jr., Francis Kinney, Myron Rappaport and Howard Pierce. Along with Olin Stephens and Rod Stephens, they created what has to be considered, based on the aggregate achievements the fleet, one of S&S's most successful boats.

Tartan 34C can, today, be seen almost anywhere you sail in the United States. They are particularly popular, because of their shoal draft, in the Chesapeake Bay. They continue to be in strong demand and to perform admirably for their owners.

George Colligan & Susan Colligan, Owners Tartan 34C - #162, "Temujin"
Homeport: Henderson Harbor, Lake Ontario



SPECIFICATIONS:

LOA: 34'5"
LWL: 25'0"
Beam: 10'3"
Draft: (board up): 3'11"
Draft: (board down): 8'4"
Displacement: 11,200 lbs.
Ballast: 5,000 #
Sail Area: Sloop: 483 sq.ft.
Yawl: 520 sq.ft.

Fuel: 26 gallons
Water: 40 gallons
Engine: Atomic IV.
(However, many are now diesel).
Berths: 6
Spars: Aluminum
Construction: solid GRP hull/cored deck & coach roof.

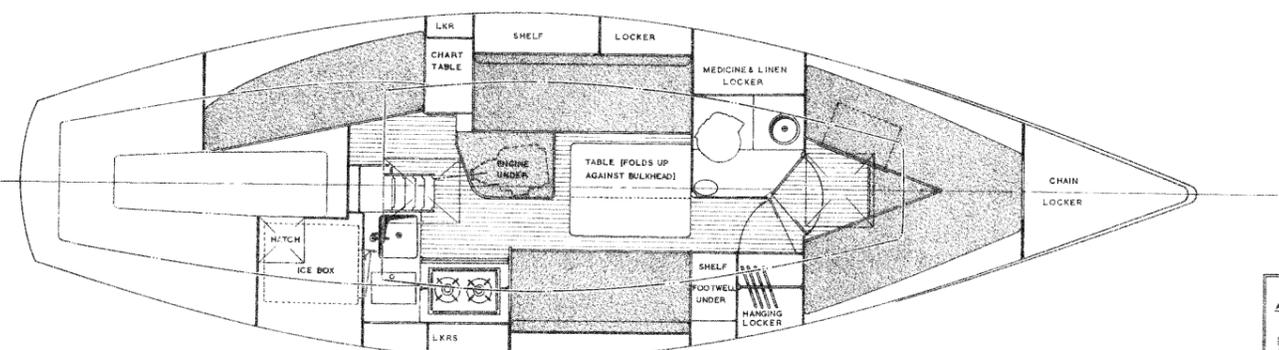
Displ./WL Length Ratio: 320

SA/Displ: 15 (sloop)

Estimated PHRF: 183

Capsize Screening Index: 1.84

Ballast: Encapsulated lead



For further information contact:
www.tartanowners.org/t34.htm
Or E-mail George Colligan:
colligan@northnet.org

Sinisterre

By William W. Tait

Sinisterre is a classic 40' wooden yawl designed by Sparkman and Stephens and constructed by Warren Bailey in Miami, in 1957. She is a sister ship of the famous yawl, Finisterre, built for Carlton Mitchell and raced by him in the 1950's and early 1960's. Finisterre is the only boat to ever win the Newport to Bermuda race more than once. She won it three consecutive times, 1956, 1958 and 1960. Finisterre also won the transatlantic race in 1957 and the St. Petersburg to Havana race in 1958, as well as nearly every other major ocean race of the era.



I first saw Sinisterre in December 1972 when she sailed into her new home at our yacht club. It was love at first sight. I walked down the dock to where the owner was making up her dock lines. After introducing myself and telling him how beautiful she was, I asked if he wanted to sell her. "No", he said, "I just bought her yesterday."

She was in Bristol condition and at first the new owner sailed her fairly regularly. Over the next eleven years I watched her deteriorate and eventually stop sailing. I would ask to buy her every so often, but the owner always said he was getting ready to repair her and start sailing again. Finally in the fall of 1983 he admitted that her repairs were beyond his ability and sold her to me.

Sinisterre is constructed of 1 1/4" mahogany strip planking over 2" mahogany laminated frames on 3" sections. The hull was in excellent condition with the exception of one frame in the port wine glass and a small area of rot beneath. However, the rest of the boat was in sad condition. The decks and many of the deck beams were rotted, as was the port cabin side. The cockpit coamings were missing, about half the coach roof was deteriorating and the coach roof hatches were rotting. The engine was frozen. I realized that I had some work to do.

Because she is strip planked, I did not want to take her out of the water for the extended repairs and decided to do the work in her slip at the yacht club. My first task was to remove the port cabin side. This is not a job of finesse; I just took a saw and started cutting away everything that looked like a cabin side. While I was cutting away, Furman Whitaker, an old curmudgeon and a founding

member of our club in the 1930s, came down the dock and asked what I was doing. He then went into the club bar and told everyone that I had lost my mind and that Sinisterre would never sail again. I worked on her for nine months before I ever sailed her, and then sailed her for the next year with no engine, sail power only. In the spring of 1987, after over 3500 hours of work and unknown dollars, (I never kept a receipt, I didn't want to know) Sinisterre placed second in the State of Florida Antique Boat Show.

The original engine was a 37 hp Mercedes diesel. I rebuilt it and it ran well from 1985 till 1992. One day my son came home and said, "You know when I put the boat in her slip the engine was really smoking". This time it was too far-gone and I decided to replace it. I'm just a poor marine surveyor and the cost of a new engine was not something I looked forward to. I got a three cylinder Kubota at the right price and marinized it. People told me it was too small, because I was going from a 37 hp down to a 22 hp. How could that be adequate, in today's times when everyone is upgrading to more power, not less. Here again I must give Olin Stephens great credit for a wonderful hull design. The 22 hp pushes Sinisterre to hull speed with no problem. In fact one year in the Dry Tortugas with another boat from our club we decided to go from Loggerhead Key to Garden Key. The wind was blowing about 30 knots right on the nose. As I knew the way through the reef, the boat with a 50 Hp Perkins was following us. After we left the lee of the key Sinisterre had to slow down for the other boat to keep up.

It had never been my intention to race the old classic, but in January of 1985, our yacht club held the first Annual Bill Bogart Regatta in honor of a deceased past commodore, and friend. I asked some friends to join me in the race. I still had no engine. Their response, "You're going to race Sinisterre?" I said, "Not really, we'll just follow the fleet around in honor of Bill." Sinisterre took first place overall.



Since that time, Sinisterre has won many club races; the Kahlua Cup three times, the St. Petersburg to Mexico Race twice, and the Amigo's Race in Mexico five times. Also in 1998, Sinisterre won the St. Petersburg to Havana Race, exactly 40 years after her sister ship, Finisterre, won the same race.

Old age and treachery will overcome youth and skill. I think I have proven this as I pretty much have had the same crew over the years and, like Sinisterre, we're now getting older. Captain Mitch has been my navigator starting in the mid 1970's, when I was racing a quarter ton in 150 mile races in the Gulf of Mexico. He was my college roommate in 1962.

On our return from the 2001 Mexico race we encountered 25 to 35 knot winds on the nose for five solid days. During that time many cabin side

William W. Tait

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and deck leaks developed. One crew member stated that it was like "living inside a washing machine". Upon our return to Tampa, I decided it was time for another major overhaul. The masts were unstepped and I motored her up the Hillsborough River to the dock behind my home. In my back yard, the previous year I built a 20' X 40' wood working shop, which proved invaluable.

The starboard cabin side, aft corner post, starboard aft cabin side and companionway trim was replaced. The cockpit coamings and toe-rails were also replaced and all leaks eliminated. During the many years of crewmembers holding on during rough weather, the handrails below the cabin sides were coming loose. These were replaced and the two grab rails on either side of the cabin top were replaced with one continuous grab rail on either side. Grab rails backed these up on the inside of the cabin overhead. The additional grab rails on the cabin overhead became an incredible improvement to ones stability below in rough weather.

The reconditioning was completed in April of 2002. At that time she was returned to the Davis Island Yacht Club and the masts re-stepped. Later that month "Sinisterre" again won her class in the race to Mexico. Only three Maxi 70' plus sleds, in a different class, beat her overall.

You can buy success!

We have just received information about the racing performance of Huckleberry an S&S 34 in Western Australia. She is for sale on our website. In 2003 she was:

- 1st overall Class B IRC Western Australia Classic Week [6 races]
- First overall [5 races] Royal freshwater bay YC, W Australia Class B IRC
- Ocean racing Series [Farrawa Cup Series]
- First Overall Freemantle Sailing Club Class B IRC
- Valmadre Cup, ocean racing series [won ALL races]

If you want to be successful too, please note that the S&S 34 is now back in production. More on this soon.



MINUTES OF THE ANNUAL GENERAL MEETING OF THE SPARKMAN & STEPHENS ASSOCIATION HELD AT THE ROYAL NAVAL CLUB, OLD PORTSMOUTH AT 10.30 AM ON SUNDAY 16TH MARCH 2003

Present:

Terry Sprake (Honorary Chairman ex-officio), Rob Snoeks (Vice Chairman), Patrick Matthiesen (Honorary Secretary and Treasurer), Matteo Salamon (Secretary Italy), Frederick Eckstrom (Secretary Finland), Gary Magwood (Secretary Canada), Steve Kloeben (Secretary USA), Elias Herve (Secretary France), Hans Kettering (Webmaster and Newsletter Editor), David Olley (Secretary UK), Harken Spangmark (Secretary Sweden) and approximately 68 full members.

Apologies: **None received.**

Matters arising from 2002 Minutes: The Minutes of the 2002 meeting having been circulated in March last year and no comments being forthcoming from the floor they were adopted without further discussion.

Patrick Matthiesen (PM) thanked Juliette Olley for her support of David in the 6 month run up in the organisation of the Annual Dinner and AGM and presented her with flowers. PM also congratulated Terry Sprake (TS) on his recovery from illness and welcomed him back to the Chair and suggested that the floor proposed that TS (an original Founder Member) should be confirmed in his position as Honorary Chairman ex-officio and that Rob Snoeks (RS) should be confirmed as Chairman to replace Terry who is resigning his active position.

Film: A film produced by Stefano Cioni based on interviews with Olin Stephens and yacht footage was shown. This will be released to TV channels in the future.

Acting Chairman's report

RS put the year's events in general terms and thanked Hans Kettering [HK] for his work in producing 3 editions of *The Wave* (Newsletter) and for organising Fred Terveer to re-manipulate the website which PM had finally extracted from Freeserve after much difficulty. All agreed that the new site was good looking. PM expressed the hope that more 'current affairs' information and data could be posted on the site on a regular basis. RS applauded the energy of the US Secretary, drew attention to the Perros Guirec classic regatta in Brittany scheduled for 14/15 July 2003 {application forms available from Herve Eliies - *Palynodie II*}. RS offered the Associations warm thanks to David and Juliet Olley for their organisation of the 2003 event.

Honorary Secretary & Treasurer's report

Accounts for 2002 were circulated and are attached hereto. It will be seen that the membership revenue compared to 2001 doubled and that receipts including sale of ties, flags etc etc was just sufficient to cover outgoings. However a loss of £1650 (2001 £979) was incurred due to the fact that expenditure from 2001 was only claimed early in 2002. {effectively the accounts for 2001/2002 were inaccurate} This therefore gives an artificially gloomy figure to the current year's activity. The reason for the loss was due to the fact that in 2001/2 the Association was servicing some 325 members when at one stage only 70 had paid their subscriptions! Clearly this is **unacceptable** and a much more rigid approach to the payment of fees has been adopted over the last 12 months. The other reason for a decrease in reserves is that the old style newsletter as run by Neil Millward cost on average £1000 per annum whereas the new style of the Wave has cost closer to £2000. The accounts are self explanatory and PM therefore suggested that in 2004 the subscription fee should be raised from £20 (Euros 30 \$ 32) to **£25 (Euros 38 \$40)** per annum. Several members suggested that a joining fee of £10 should be instituted for new members but PM and several other members voted against this proposal on the grounds that it would deter new members from committing to the Association. PM pointed out that at the present time 50 current members still had not paid their 2003 subscription fee. It was therefore proposed that PM offer all existing members who had paid 1 years subscription for 2003 the option to upgrade **at the current rate** to a three year subscription whereas if they wait until next year they will be paying the new higher tariff of £25 (Euros 38). An email to this effect has been circulated to all 179 members who are paid up for 2003 only offering them the special deal.

Late payers for 2003 will be charged £25. Membership has continued to grow and has once more increased to a level of 300. The biggest growth area has been the USA, thanks to the collaboration with S&S Inc and Steve Kloeben and the institution of Bank Account in New York and a mail box at the New York Yacht Club thus facilitating receipts.

Banking arrangements will shortly be transferred from the Halifax Building Society to Barclays Bank Plc, St. James's London SW1 and a Swift Code and bank transfer details will be available for foreign transfers direct into the account although it is to be emphasised that for administration purposes we prefer local membership to pay their subscriptions directly to their local secretary in the cases of the Netherlands, Italy, Finland etc where large memberships are domiciled. US members should pay by cheque directly to the mailbox at the New York Yacht Club.



PM underlined the fact that those members who paid late cause considerable administrative difficulties to the Secretary as well as causing the Association the loss of almost £1 in revenue each time a reminder has to be sent. As in some cases members are receiving over the months 3 or 4 reminders before they pay, some 15% of their subscription is wasted.

PM emphasised that to date despite reminders almost 100 members had still not communicated an e-mail address. More and more business is communicated this way to save costs. If your e-mail address is not in the yearbook please let the Secretary have it and check that it is correct if listed.

Questions from the floor clarified the fact that 'Stationary costs' in the accounts were Printing, Stationary and Yearbook and that 'Administration costs' included all outgoings and stationary and the cost of chasing subscriptions. There was much general discussion about ways and means of increasing revenue. Generally members had indicated in the past that they preferred to receive hard copy rather than electronic copy.

The meeting was adjourned at 11.30 in order to take coffee with Sir Edward HEATH who had been unable to participate in the dinner on HMS *Warrior*. The meeting resumes at 12.06.

Yearbook

PM reported that a 93 page Yearbook had been mailed to all members and Associates on the 24th November and had been given to the courier mailing company entrusted with his own company's business mail. All members in the UK had received the Yearbook but no members in Europe and many members in the USA failed to receive the documents. After months of enquiry it has transpired that the mailing company that the despatch was subcontracted to went into liquidation two days after receiving them! A claim for the reprinting of the Yearbooks and for the postage totalling some £1000 plus has been lodged with the courier company contracted with. (*Repaid in full in the mean time, PM*). In the event of success the Yearbook will be reprinted and mailed once more to overseas members. PM pointed out that this misfortune had cost him simply dozens of hours in fielding enquiries and e-mails and that in the end he had uploaded the whole Yearbook on to the web where members may download it freely from: <http://dialspace.dial.pipex.com/town/estate/fb77/ss/index.htm>

Newsletter Editor and Webmaster's Report

Hans Kettering (HK) reported that there had been some teething problems with the first Newsletters and that the costs of producing the first edition of the Wave with colour photographs had been too high, therefore in future all issues would be in black and white only in the Newspaper format that he favours. He emphasised that many submissions for publication were too long and that he preferred entries to be limited to 350 words approximately or 1 type written page of A4. He would like the interests of crew members, family and maintenance teams to be better represented alongside 'the passions of the Captains' [e.g. the yachts!] Pictures of boats were always welcome and may be added to the website archive. PM encouraged members to submit anecdotes, cruise reports; racing results, histories, photographs, and tips etc from all parts of the world so that the Newsletter could be truly international. HK stated that he would continue to edit the Newsletter for one more year but at the end of that time he hoped that a successor could be found. He agreed to continue to delegate management of the website to his employee, Fred Terveer.

Honorary Wooden and Metal Hull Secretary's Report

There was no significant business to report in these departments except that material continued to be accumulated and sometimes posted to the website and advice was frequently given in conjunction with S&S Inc New York to prospective owners.

Election of Officers

Terry Sprake formally resigned as Chairman after 10 years for which he was warmly thanked with applause. Rob Snoeks agreed to serve as Chairman, proposed by PM and seconded by TS. Patrick Matthiesen agreed to continue to serve as Secretary and Treasurer for one more year, but he pointed out that he had been in the saddle now for almost 9 years, three of which officially as Secretary and that he would carry things through until the 2004 75th anniversary celebrations at which time he would hope that a replacement could be found for the position of Secretary and Treasurer in accordance with the terms of the Constitution. Hans Kettering agreed to serve one more year as Editor and Webmaster. Patrick Matthiesen agreed to serve as Wooden and Metal Hull Secretary and Matteo Salamon continued in his role as Secretary for GRP Hulls. All regional secretaries were confirmed in their positions, there being no resignations.

Programme for 2003/4

At the last AGM in 2002, it had been agreed that the 2004 meeting should take place in the USA and the 2005 AGM was destined to be held in Finland at a date to be arranged. Steve Kloeblen is in charge of the USA event and will be liaising closely with Patrick Matthiesen and Bruce and Harry at Sparkman & Stephens Inc, New York. Steve produced a Powerpoint presentation of the plans for 2004 which will hinge around a meeting at **Mystic on July 14th** 2004 followed by a cruise in conjunction with the International Yacht Restoration School through three days via Block Island to Newport. It is anticipated that 80 or 90 boats will participate as in past years, maybe more, and it is hoped that many additions to the S&S fleet will take place from up and down the eastern US seaboard. A gala dinner will be arranged in conjunction with the IYRS in Newport to which all Association members are invited to attend. Visits to the IYRS and the Herreshoff Museum could be arranged. Those boats prepared to sail the 200 miles to Maine will then be invited to participate in the **S&S feeder race** from Castine to Eggemoggin Reach and in the **Eggemoggin Reach Classic Regatta** scheduled to take place at the beginning of the second week of August 2004. Wherever possible the organisers will attempt to arrange berths on S&S boats for Association members who wish to participate provided that they give adequate advance notice of their participation. Finally a celebratory dinner will take place at the **New York Yacht Club in October 2004** to celebrate the **75th Anniversary of Sparkman & Stephens Inc.**

S & S Global Regatta

The Sparkman & Stephens Association Challenge Cup was presented by PM at the Annual Dinner to Bill Tate, owner of the Finisterre class 'Sinisterre' which won by the astonishing margin of 15.38% in 72 hours, 16 minutes and 42 seconds in the St. Petersburg, Florida to Isla Mujeres, Mexico race. The second yacht's corrected time was 83 hours, 23 minutes and 38 seconds. Sinisterre is a strip plank version of the famous Finisterre design built in 1957. Her result trounced many much younger and even contemporary racing yachts. Bill's skill in manipulating the currents and winds of the Gulf of Mexico are legendary. Other competitors for the challenge cup were *Samurai* which won its class in the Giraglia race in the Mediterranean by a margin of 9.96%, *Tarantella II* which came 2nd in the around Gotland race in the Baltic and a late submission was received from South Australia from the S&S 34 *Huckleberry* which under Mike Finn completed an amazing double being first and fastest in division B and first overall division A and B by 1 hour, 9 minutes on handicap but this was not sufficient to de-throne *Sinisterre*. Bill Tate therefore carries the cup for one year to Florida and will return it to be presented in Mystic in the summer of 2004.

The racing in 2002 having been for an overnight offshore race, the cup will be awarded in 2003/4 for a race of over 15 nautical miles completed by midnight on the day of the start. As usual the yacht with the largest per centage winning margin will be awarded the trophy. We hope that there will be more submissions for the competition.

Motion 3E

The change of wording of clause 5 in the Constitution was approved. The motion was proposed by RS and seconded by PM. In future local secretaries will retain only 20% of the fees they collect from local membership.

Clothing

The sale of flags and the new house ties has proved to be an enormous success. Flags are ordered on an ad hoc basis as required. Ties have to ordered 50 at a time. At the present time nearly all the ties have been sold and after the AGM only 5 remain in stock so hurry if you wish to order one. [Silk ties £26, flags £15 and £20 according to size]

Brokerage

PM proposed that since the Association generated some revenue from the occasional brokerage transaction it would be beneficial to the Association if non members of Sparkman

& Stephens yachts (only!) could be included on the website for brokerage. However where a yacht from a non-member was placed the brokerage fee would be 4% rather than the preferential 1% available to members. This proposal was accepted and seconded by Bill Vallis.

Challenge Issued to the S&S Association

PM reported that a formal challenge had been issued by the Cantieri del Argentario in Italy to pit their newly restored 1936 Nicholas Potter designed CAL 32 [loa 45'1wl 32'] against any S&S designed NY 32 brave enough to take up the challenge. The CAL 32 is an extremely fast racing boat designed the same year as the NY 32. Although it shares very similar dimensions it is a design which derives from the 1931 Herreshoff Fisher Island 31 in form and is quite unlike the NY 32. A competition between these two yachts would be extremely closely matched. Only one NY32 exists in Mediterranean waters in the form of *Ice Fire* which is not at present in full racing trim. Bob Scott, the owner of *Falcon* (winner of the 2002 challenge cup) has accepted the challenge and is prepared to arrange for *Falcon* to be shipped to the Mediterranean for one season provided sponsorship is found to defray the costs of transatlantic shipment. PM offered £250 to start the ball rolling for sponsorship and it is hoped that many more sponsors may be found to ensure that this challenge is taken up. It has all the hallmarks of a classic America's Cup type contest. At the same time Avia Willment told PM that she had received a challenge from the Nicholas Potter designed *Angelita* in Newport to race against her newly rebuilt S and S 8 metre *Prelude*. *Angelita* was designed in 1930 and defended for the US and won the Olympics at that time.

The meeting closed at 1340 hrs with RS thanking all participants for attending and especially Sir Edward heath and David and Juliet Olley.

Patrick Matthiesen
Hon. Secretary and Treasurer
March 18th 2004

S&S Association Global Regatta

Wednesday 20 June 2002 was the start of the GIRAGLIA, the famous Mediterranean regatta (established by John Illingworth) which is now at its 50th edition.

One of the Sparkman & Stephens Association's most important Italian members was there with his own boat: Luigi Pavese and his SAMURAI (a magnificent and very well cared of sloop built by Sangermani in 1962, loa 18.90 m.) (see attached photo).

Luigi skippered and steered SAMURAI for this very hot (believe me, there was a very burning sun) regatta, and finished first among the Classic Boats, and eleventh over all, of 157 boats at the starting line (131 arrived) of this 243 miles regatta.

The GIRAGLIA, during this last edition, was distinguished by the lack of wind

(as usual in the Med during the summer), but all the same SAMURAI, with her 32 tons (more than 70,000 pounds) arrived in front of two ultra light and hyper technological Wally Yachts (EDIMETRA and MAGIC CARPET), a lot of modern Swans (BUGIA BIANCA -a brand new 70-, SOLENIA -a brand new 48- etc.), one Cookson (MY SONG).Luigi, well done!



Samurai in action

Calculation of percentage winning margin from corrected times in days, hours, minutes & seconds for 2001 Sparkman & Stephens Association Global Regatta

Yacht	Race	Days	Hours	Minutes	Seconds	Margin (%)
Samurai	Giraglia	Winner's corrected time	39	18	51	9.96
		2nd yacht's corrected time	43	13	48	
Sinisterre	Isla Mujeres	Winner's corrected time	72	16	42	15.38
		2nd yacht's corrected time	83	23	38	

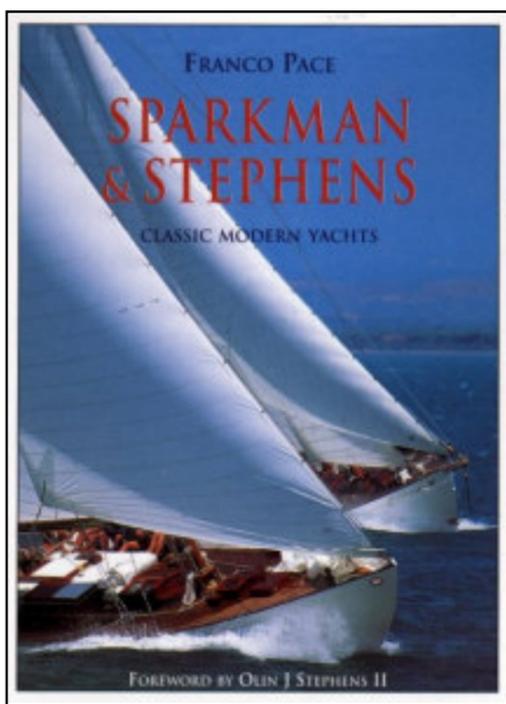
BOOK REVIEW, BOOK REVIEW, BOOK REVIEW, BOOK REVIEW

by George H. Colligan

Sparkman & Stephens: Classic Modern Yachts, Franco Pace, photographs, text by John Lammerts van Bueren, Publisher: Wooden-Boat Books, Brooklin, Maine, 2002. Foreword by Olin Stephens II. Price: \$59.95, 160 pages.

I had anchored for the night at Chesapeake City after a long solo-sail up the Delaware from Cape May. The next morning, I raised the anchor and swung "Temujin", my Tartan 34C, back out into the C&D Canal for the remainder of the trip from Lake Ontario to Baltimore. I was pleasantly surprised to behold directly on the bow on my boat the sailing yacht "Boloro" tied to the pier at Schaefer's Canal House, her 73' black hull and varnished trim sparkling in the morning sun. I stuck my coffee mug into the pedestal cup holder and swung the wheel to starboard instead of port to get a longer look as this classic beauty.

The sight of this newly restored "grande dame" of sail was captivating.



I felt nearly the same way when I opened Franco Pace's photographic tribute to the designs from the board of Olin Stephens II and the firm of Sparkman & Stephens. The first impression on opening the pages is one of astonishment at the aesthetic power and beauty of the sailing yachts presented in these pages.

The pictures of each of the S&S creations, which include "Dorade", "Stormy Weather", "Finestierre", "Ice Fire" and "Kialoa", are accompanied by an informed, insightful and caring narrative by John Lammerts van Bueren, himself an accomplished sailor and yachting historian.

The narratives provide both a history of each boat from its original owners through the years and identification of the present owners and the whereabouts of the boat as it continues its life. It's good to know that "Dorade" is in excellent hands and still sailing with grace and speed.

My favorite part of the narrative is the story, seemingly right out of "The Great Gatsby", about, when in 1934, Philip Le Boutillier, hearing a song by Harold Arlen being sung at "The Manor" on Long Island, told the young singer that she had just named his new boat about to come down the ways at the Nevins Yard on City Island. The song, Stormy Weather; the singer, Lena Horne.

And, included in the volume is a pictorial and narrative description of the restoration process undertaken under the watchful eye of Federico Nardi

rough the shimmering book.

book is the realization that pictures of old boats that neglect. On the contrary, yachts, which have been dedicated owners and skilled countless committed hours are preserved for another yachts in this volume must American national treasures.

on of these yachts, for the

Winter in America

By Steve Kloeblen

The US Region held its winter meeting at the International Yacht Restoration School, Newport Rhode Island, on Friday February 28, 2003. There were 18 members in attendance, including Olin Stephens II, Mitch Neff (CEO of Sparkman and Stephens) and Harry Morgan (Sparkman and Stephens Yacht Broker). The meeting was very successful and attracted Members from Boston and Maine to travel south (out of the cold) to Newport and 6 members from Boston and parts North were in attendance.

We were fortunate to be hosted by Elizabeth Myers and the International Yacht Restoration School, and the association members were welcomed to a private tour of the IYRS, facilities in Newport. The IYRS is a fully accredited educational institution which trains apprentices to restore wooden yachts, through hands on restoration and classroom instruction. We were treated to a tour of the newly rebuilt Concordia-Yawl Hull Number 1 (Java) also on display were 8 Beetle Cats at various stages of reproduction and (Aspenet) a 1896 Lawley "Knock-about" that is being rebuilt from the keel up.

We left the IYRS and traveled to Fort Adams, home of the Museum of Yachting, where the Director Patrick Muldoon, welcomed the members for a private viewing of a very exciting video on the 1977 Americas Cup defender trials and final races against Australia II. Patrick and the Museum have been a very strong sponsor of the Association and host the Annual Sparkman and Stephens 12 Meter Regatta. Of course, Courageous won the honor and defending The Cup and prevailed over Australia II to maintain the cup in its rightful home at the NYYC. It was a pleasant video for us American members to watch, and for The Museum who today are the proud owners of Courageous.

Then, back at IYRS for our Winter S&S Meeting. The members met in the Drafting Room of The IYRS, and discussed upcoming plans for the year. It was agreed that we should once again Host our summer meetings at the The S&S 12 Meter Regatta on July 5/6th in Newport, and The, S&S Regatta and Feeder Race in Castine, Maine on July 31, thru August 2, Bob Scott, the proud owner of Falcon, a New York 32, provided a very strong commentary on last years S&S Regatta in Maine and extended a hearty Maine welcome to any and all S&S members and Yachts that would care to attend. Both Mitch Neff and Olin sailed with him in both events in 2002 and I believe they were victorious in Falcon, which is quite competitive.

We also discussed the plans for the 2004 AGM in the U.S. and the program with Mystic Seaport, IYRS Classic Yacht Cruise and the 12 Meter Regatta in Newport, and the S&S Cruise to Maine for the S&S Regatta (more details on this program are available on the S&S Website). Mitch relayed that there was also a dinner planned at the New York Yacht Club, in Manhattan, in October. The members enthusiastically accepted the plans, and agreed to host the 2003 AGM. A welcome is extended to any and all members to come to New York, Mystic and Newport to celebrate the 75th Anniversary of S&S, currently scheduled for July 10-18th in Mystic Connecticut, and Newport, Rhode Island. A book signing and reception followed for Olin's new book called Lines and Llewellyn Howlands new book on The History of the New Bedford Yacht Club. Over 100 IYRS members and Sparkman and Stephens Association Members were in attendance for this fine evening. Several speakers including Elizabeth Myers and Llewellyn Howland lauded Olin and the designs of Sparkman and Stephens. All in all a very pleasurable meeting, on a late Winters Day.

most part, seems to be occurring more in Europe than in the US.

Lastly, but certainly not least, the volume opens with a remarkable forward concerning the design process by Olin Stephens II. His discussion of the intricacies of yacht design is revealing and informative; but what makes it even more compelling is that it is accompanied by photos of a very young bespectacled Olin standing on the decks of boats such as "Ranger" and "Dorade", his first offshore design, which won the transatlantic Race when Olin was just a lad of 23.

The book is divided into sections which highlight the Ocean Racers, the Meter Boats, the Offshore Yachts, the Swans –which probably deserve a book of their own – and, finally, the Twelves, which also have been restored to like-new condition and are still thrilling sailors and spectators wherever they go.

The book is published both in the US and Europe. The actual production is outstanding. The covers are about 13"x11" and a goodly number of the action pictures are either full page or double page.

Franco Pace, whose yachting photographs are world renowned and whose work has been exhibited at the George Pompidou Center in Paris, has produced two other volumes focusing on the work of William Fife and Charles Nicholson. I guess, I'll just have to get them too, for my collection.

In memoriam

Toni Pierobon has made his last crossing. One of the most famous names in Italian yachting, and a personal friend of Olin Stephens, has passed away. He will be remembered not only for having launched the career of the now renowned Carlini Yard through his commissioning of several S & S boats (*AL NA 'IR*), but also for having been responsible for

the much loved S & S *Alpa 12.7*. He was one of a very select group of Italians to be admitted to the Royal Thames Y.C. and to have participated several times in the Admirals Cup and three Fastnets, at a time when this was reserved for gentleman sailors rather than millionaires and sponsored participants.

Matteo Salamon

This very morning I received word from a fellow Dolphin owner that Jim Huxford died last year at his residence near St. Louis, apparently from the cancer that had plagued

him. Jim was our secretary for the central USA/Great Lakes. A bunch of us hope to activate Jim's fine Yankee Dolphin website. We must now look for a new secretary for this area.

Dick

Calendar S&S events scheduled for 2003

- Classic week 2003 11th – 19th July 2003, Svendborg, Denmark
- S&S Swan Rendezvous 29 and 30 Aug., Porto Azzurro, Isle of Elba, Italy



Pantry suggestion

- ▷ Put a handful of salad leaves (for instance rucola/rocket) on a plate and sprinkle with balsamic vinegar and olive oil.
- ▷ Meanwhile, slice an onion in rings and roughly chop three tomatoes (remove the seeds).
- ▷ Fry the onions in olive oil, add the tomatoes and a drained tin of lentils (linzen, lentilles).
- ▷ Mix and warm gently.
- ▷ Divide over the plates and top with freshly grated "parmesan".

Bon appetite!

PRESS RELEASE, PRESS RELEASE

S&S Swan Rendezvous, 29th - 30th August 2003, Porto Azzurro, Isle of Elba (Italy)

The *S&S Swan Association*, founded in 2002 by Matteo Salamon (also the GRP Secretary of the S&S Association) along with a group of enthusiastic Italian Sparkman & Stephens Swan owners, has organized the first S&S Swan Rendezvous, scheduled for the end of August 2003 amidst the magical surroundings of the small Italian isle of Elba.

This is the first event of its kind; in fact never before have there been gathered together so many vintage Swan yachts, either in Europe or America. There are likely to be about 25 boats participating at the meeting, from the small 38' (the best-selling Swan – 116 hulls) to the big and very famous 65' (co-sisters of *Sayula*, winner of the first Whitbread).

This Rendezvous will be presided over by two well known and charming personalities: Pekka Koskenkyla, founder of Nautor's Swan, and Vincenzo Onorato, the Italian sailor and international Farr 40 champion, who has just returned from New Zealand, where he took part, with *Mascalzone Latino*, in the America's Cup. Vincenzo is owner of *Plum*, one of the last built Swan 65s, (recently re-named *Mascalzone Latino*).

Since the Association is a non-profit organization, and there is no fee to become a member (you "only" need to be a S&S Swan owner!), the association consequently has no funds, and it was compelled to curtail the event to just two days. There will be a welcome cocktail, kindly offered by the mayor of Porto Azzurro, on the arrival day. On the second day, a rally has been organized round the Palmaiola and Cerboli islands, (about 22 miles). During the evening there is scheduled the prize giving (prizes offered by an art gallery and Quiksilver), and a big, fun dinner party.

The event is organized with the generous help of: *Polaroid Eyewear, Hood Sailmakers, Harken, Moby Lines, Pantaenius, Sanpellegrino, Distillerie Nastro d'Oro, Quiksilver, Building Productions, Salamon&C., and W&Media.*

For any more information, or to get some S&S Swan photographs, please contact Matteo Salamon (matteo@salamon.it - phone +39 335 66 010 22, fax +3902 7600 4938) or visit the website www.classicswan.org.

On the Association's website (www.classicswan.org) you can find details of the event.

The Wave is a publication of the Sparkman & Stephens Association

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Ass. Newsletter Editors: Johanneke van der Veer & Caroline Pietersen-Noordhoek

You can send new articles to communications@catlogic.com (max. 1000 words). Reports preferably not longer than 300 words; publication of articles is up to the Editor and the Committee.



ICE FIRE ACCEPTS CHOLITA'S CHALLENGE

At the AGM it was announced that a challenge to any NY32 was issued by the newly restored Nicholas Potter California 32 *Cholita* hull #1 of similar size and built on the West Coast in 1936. It was hoped that the crack NY 32 *Falcon* owned by Bob Scott and the 'humiliator' of the W class *Spirit of Tradition* yachts would cross the Atlantic as defender. A strong body of supporters has insisted that *Falcon* remain in the USA. Alessandro Degano has published his acceptance of the challenge in the Italian Press which will be defended by *Ice Fire* which is in the process of having a new rudder and stock fitted. A report detailing the two yachts will be published in a future edition of *The Wave*.

Ice fire in Imperia in Sept. 2002 after a tardy start