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Hurrah for Helsinki!

Helsinki AGM, May 20–22, 2005

Kerry Costello



What's an AGM without time with Olin on a boat?

Sometimes the bare facts just can't describe how special a time was had. On paper the AGM was a series of events starting on Friday night and officially finishing on Sunday - except for those lucky or canny ones who decided to extend their stay to include yet more partying. But in reality we were treated to a weekend of warmth, enthusiasm and interest that was far greater than the sum of those events.

I am sure we all have special memories - for me they are of the quay party held at the Helsinki City guest harbour on the fleet of local S&S boats. But what about the visit to Suomenlinna and that special fish soup? Or the tour of the ice breakers or the opportunity to dress up and dine in style at the Katajanokka Casino restaurant? And what about the welcome event at the Marina Congress Center? Some of us probably remember that evening better than others - sadly, I must count myself as one of the number who have very hazy memories... although those I do have are fun ones!

And of course there was the business side. But even business is fun when it's held in a beautiful location and includes a marvellous meal and interesting presentation. And all these ingredients were there at the Pavillion on Valkosaari Island. I am not an old hand at S&S Association AGMs - but if Helsinki was typical, I intend to become one.

The new S&S Association website

Patrick Matthiesen

Our new Website is now open for business! Its offerings, which will develop further over the coming months, include:

Membership All about us. Details of fees, benefits and the member's discount from Heritage Insurance in the USA. We hope to renew a similar arrangement with Pantanienus.

News & Events Current and forthcoming events.

Yachts for Sale One of the most vital sections of the site.

Publications Listings of books relating to S&S and also an archive of past newsletters.

Regional News from around the regions (an innovation for us).

Merchandise Details of our ties, burgees and pennants, as well as access to ordering a variety of clothing from Oceanworld in Cowes.

Forum Have your say! The forum will be as active and stimulating as you make it.

Design Images of members' yachts and S&S classics.

Sponsors Sponsors of past and present Association events will be acknowledged here.

Links Links to sites which may be useful to members.

Resources Details of services and facilities useful to anyone maintaining or restoring an S&S vessel.

Visit us at:

www.s-and-s-association.org

New beginning for Morning's End

Andrew Cheyne

On a tube to the London Boat Show in 2003 I found myself sitting beside someone wearing a Royal Cruising Club tie. We started talking about boats and he mentioned that he had just seen an advertisement for a most interesting looking boat for sale on the notice board at the Royal Thames Yacht Club.

This is how I came to buy *Morning's End*, an S&S 34, from Terry Sprake, the co-founder and past Chairman of the Sparkman and Stevens Association.

Research revealed Aquafibre of Ipswich built her in 1974 when the Royal Air Force bought her and launched her as *Red Arrow*, I think, the first RAF boat to bear this name. In 1977 Stephen James purchased her, sailing her successfully as *Morning Tide of Lymington*, until she passed to John



Morning's End at anchor

Hart of Barry, Glamorgan, who used her as a sail training vessel until 1987 when Terry bought her. Terry changed her name to *Morning's End* and sailed her over 30,000 miles during 14 years of ownership, mostly single-handed and including two single-handed Atlantic crossings.

I entered the Round the Island race

in 2004 and was very pleased to get a 2nd in the Classic Yacht Division and later sailed her to South West Ireland, where I live.

I returned to England for the winter and put her ashore at the Universal Boat Yard for a refit. In deciding what work to undertake, I focused on aspects that would work for (or against) the boat for every second of a passage or race.

So we concentrated initially on getting the underwater surface as smooth and as fair as possible and also ena-

“I focused on aspects that would work for (or against) the boat for every second of a passage or race”

bling the shape of the mainsail to be controlled more easily. Datayacht of Lymington also replaced the original instruments with a set of B&G equipment. I found Bruce Johnson, of Sparkman and Stevens' New York office, was most helpful in supplying copies of the original drawings.

Back in the water in the spring of 2005 we again took part in the Round the Island race where we got 9th in class and 60th overall in the IRC fleet of about 500 boats. Later we got 1st in class and 2nd overall in the race for the Queen Victoria Cup organised by the Royal Thames Yacht Club.

Morning's End is now back in Ireland and I plan to return to the Hamble to work on her this winter.

I am keen to get in touch with other S&S 34 owners to exchange information and ideas. To contact me, e-mail: andrew@cheyne.net or telephone: +353 27 61037.

A new “Constellation”

A new generation of S&S 34 has hit the water. Mike Finn, who has won just about every offshore trophy on the west coast of Australia in the family S&S 34 Huckleberry, wanted a new boat but found that it's a case of once an S&S 34 man... always an S&S 34 man.

Luckily, Mike found someone to build just what he needed. The new S&S 34 yachts are built by Cottesloe Yachts / Swarbrick and Swarbrick Yachts using the foam sandwich, vacuum-resin technique perfected in the manufacture of the Volvo 60s which brings lightness and strength to the new hull.

Mike has named his new lady

Constellation (a famous 12 metre Americas Cup winner designed by Sparkman and Stephens) to pay respect to the Sparkman and Stephens pedigree. And got Olin to sanction the choice! By the time you read this *Constellation* will have been launched from the slips of the Royal Freshwater Bay Yacht Club (Australia) with the champagne swinging at the launch having been performed by four generations of Finns - the oldest being Mike's 91 year old mother and the youngest his great niece.

Photos from the launch will be on the S&S 34 Association Website at: www.hyperea.net/ss34/



I'd rather be sailing.....

Peter Calvert

PETER CALVERT'S 38 CLASSIC YACHT
FIN 226
BY SPARKMAN & STEPHENS

Even on the road *Fin* is never far from my thoughts (the numbers are her New Zealand registration). *Fin* is a conventionally planked yacht, caulked and puttied and her hull in is magnificent condition notwithstanding her 47 years age. She is planked with New Zealand kauri, *agathis australis*, over spotted blue gum and has stem to stern oregon bilge stringers and sawn floors. The deck is of a New Zealand hardwood, matai, which, whilst a magnificent timber, is very oily and proved impossible to waterproof with conventional caulking.

Therefore, some 16 years ago, I overlaid the original New Zealand hardwood matai deck with plywood. This was then covered with two layers of glass filled with resin and microfibres (see below). I now have



New plywood deck (1988)



Hull taken back to bare timber. Some seams repaired above and below waterline (1988)

dust below rather than dampness... and there has been a price to pay too, aesthetically.

I have carried out considerable work in the last year (OK this is not actually a novel situation). This included fitting new water tanks to increase the capacity from 140 litres to 250 litres; fitting new rubber latex squabs covered in a Scandinavian dark blue leather; and fitting custom bedding complete with underlays, sheets and duvet. So *Fin* is really looking fine!

Prior to that, at her last re-paint (7 years ago now – where does time go?), the toe rail was painted white and the capping and belting changed from varnished to dark blue paint to match the waterline. Not quite so pretty, but much more practical. And I have also re-fitted the interior, including the sole, with solid mahogany.

During the 1988 refit the mast was accidentally broken while removed from the yacht. A new alloy mast and boom were fitted and the internal chain plates were replaced with external ones, along with all new standing

and running rigging, and a complete new set of sails, save the original No. 2 jib which is still in use and according the sailmakers “we find no reason to replace this sail which is still in excellent condition”. Perhaps I don’t sail enough to wear it out! In 2005 I still use this 47 year old sail. But we do sail – here’s the proof...



Kawau Bay, Auckland, January 1995. Note the fully battened main and roller furling genoa. Not authentic, but very convenient.

Maine and Long Island Sound

An active Area Secretary for the US East Coast NE is needed. It's a great job - no worries about balancing books like Treasurers get stuck with or pulling together content like put-upon newsletter editors! Nope. The Secretary gets the good stuff - keeping like minded sailors in touch with each other and being there to keep them informed about what's going on with their Association. Don't leave it up to someone else - volunteer! If you're interested, write to Patrick Matthiesen at: patrick@matthiesen.plus.com

City Island, N.Y.

Saturday, 23 July: an update on *SV Bonne Amie* (S&S Design 1068 - 1955 - Nevins Yacht Yard) from Jonathan Flack.

We have just completed planking and are in the process of fairing the hull. The topsides have been splined and we will be furiously sanding her for the next month to get the hull as near perfect as possible after 9 months on the hard. We will haul her up again in the fall next year for a final fairing of the topsides and bottom. Of particular interest will be the chrome work which is beginning to arrive. This can be found in the section entitled "Phase II" at: www.gmp-vfx.com/www/investments/ where we have a number of images of the original vs. current condition of the yacht's chrome bits.

We are really thrilled with the new pieces. They are museum quality parts - in my opinion, even better than the originals by far in overall quality of the finish and chrome.

Dubai



Yes we now have members in Dubai! Leaving their lovely girl - *Revery* (a 43' S&S sloop built in 1967 in Auckland) - in the care of family, Chris Beech and Ron Melton have moved to Dubai for a year or two. Of course they'll be spreading the S&S word and boosting up the cruising bootie out of Dubai. Like many of us they have special memories of time spent with Olin and sent in some photos of him on *Revery*. He was with them for three days, had a good look over the boat and told them they would need a new rudder to even up the port/starboard discrepancy they have - and he didn't even charge for the consultancy :-).

San Francisco (Thinking about 2008)

You may have heard that Jim Koss has offered to run a US-based AGM in 2008 out of San Francisco. However, to understand whether it is going to be worth the effort he needs your input now. Don't put off replying people! Let Jim know now your thoughts on this. Would you be prepared to travel to the US for an AGM? If so, what time of year would

make the most attractive proposition for you? C'mon how long does it take to send off an e-mail to Jim just to give him your thoughts? Write now to JAMESKOSS@aol.com

The Netherlands

Harry Heijst and the crew of *Winsome* had a terrific Fastnet Race this year. Visit his superb Website for their story from Cowes Week and the Rolex Fastnet Race. The Cowes Week stories are in Dutch but the reports from the Fastnet Race have been filed in English and make fascinating reading. There are also some mouthwatering photos. To take a look, come and see us at: <http://home.wanadoo.nl/winsome/>

Australia

The classic Lord Howe BBQ was an idea developed by yachties with classic yachts who had raced in cat1 races and felt the older classic yachts were being squeezed out of races in favour of modern, high-profile, sponsored yachts. With the co-operation of Lord Howe's Campbell Wilson and the school P&C, the classic yacht BBQ came into being.

The first year 4 yachts sailed over, *Suraya* (S&S37), *Morning Tide* (S&S34), *Caprice of Huon* and *Fidalis*, with 16 crew. With locals we had about 30 people at the BBQ and a great night was had by all.

Word spread and year 2, 11 yachts set off to Lord Howe. 9 arrived with over 60 crew, and another great time was had. If you want to play next time, contact Allan Fenwick on 0402564042 or e-mail me at: alfen@optusnet.com.au



SOS Swan 55

Big A hit by tsunami wave

Horst Lakits



The aftermath

Big A and I got hit out of the blue on anchor in 5m water on sandy bottom. The first wave sucked away all the water and Big A was left laying aground sideways to the sea. I was able to close all the hatches and seconds later we were hit by the first wave (I've been told it was a 10m monster)

This was followed by 5 or 6 waves coming and with each wave Big A pounded the bottom. After the 4th hit the mast broke 1 meter above the deck. I got the engine started and managed somehow to get to deeper water dragging the mast and rig with me.

Thanks to my Hearth Interface inverter/converter I managed to cut all my standing rigging with a flex (no chance with wire cutters or hacksaw). I left all the rig behind and went to even deeper water. Later I was able to check out the hull and there was not one scratch or any damage whatsoever. She's a Swan 55!

The Weather God

Or, to ensure all bases are covered, Goddess

Rob Snoeks

I have had difficulty finding time to sail this summer - sad but true. And when we finally set sail to the Wadden islands north of the Netherlands, we were a bit too eager to start and as we all know "haste makes waste". After motoring through the buoyed channel, we set course to our destination and started to hoist the mainsail. But with the wind from the side, we managed to jam the cable run at the top of the mast before the sail was fully hoisted.

Although a freshening wind was forecast, I decided to leave things as they were until we arrived at the lock a few hours away. And it seems that the decision was OK. We had a marvellous sail and with the spinnaker set we made 6 to 7 knots, arriving in three 3 hours to Enkhuizen. Once there my son motored into the wind and I climbed the 17 meters up the mast to somehow free the halyard and drop the sail. And so we continued. The wind continued to rise and we made good speed, remembering why we sail! However, in the shallow waters of the "Vrouwe Zand" the waves were really kicking up as the wind and sea found

the rising bottom. Just the conditions to bring on... sea sickness. Yup, one of the crew started to throw up and since we had started several hours late, I decided to call it a day and sail into Stavoren.

“there was only a tiny margin on the depth indicator!”

Next day, conditions were favourable and exactly at low tide we entered the Waddenzee. There had been a lot of confusion over tide figures via the phone – we didn't have any up-to-date tables on board - and I had judged that we needed a lunch break in order to wait for the tide. However, an hour and a half later as we crossed over the shallows there was only a tiny margin on the depth indicator! Oops. With landfall on Terschelling the sun really burst through so we could sit round with cold beers contemplating the marvellous sailing conditions we'd enjoyed. And then the next day there was no wind at all, and blue skies with tropical conditions - landlubber weather. So all in all, I think the weather God/Goddess blessed our sail.

The trouble with engines

Rob Snoeks

On the way back from Terschelling, I passed by my good friend Michiel and again I learned something about maintenance. I already knew that you should change the oil at the end of the season before the winter break; but I never really understood

why. Michiel told me: most engines in sailboats break down through corrosion. The carbon residue left in the oil by the burning of diesel fuel reacts with the condensation found in the engine during wintry conditions, forming an acid which greatly accelerates engine corrosion! Yuk.

AGMs—too much for a good thing?

The various potential organisers of upcoming AGMs are keen to understand what level of cost members will feel comfortable with.

Venice, Hamburg and the 10th anniversary event in the UK all came in at around €145; the 2004 event in the US was considerably more; and the 2005 Helsinki AGM cost €220 per person. These amounts are in addition to travel and hotels.

The AGMs are such a great opportunity for us to meet up, make new friends, tell tall tales and generally enjoy the company of special people - and if we all stay at home, that's not going to happen.

So the question is: how much is too much? What level of cost makes the difference between a 'good value' AGM you'd sign up for and an overpriced one you'd stay away from?

Tell us what you think is a fair price. E-mail Patrick Matthiesen at Patrick@matthiesengallery.com

International Festival of the Sea (IFOS)

Kerry Costello

From 30 June to 3 July 2005 the place to be was H.M. Naval Base, Portsmouth, for IFOS "four amazing days in the summer". David Olley, Honorary Secretary, UK, organised a flotilla of UK-based members to get together at this event. It was an extraordinary occasion - both the official programme and the opportunity to meet up. The IFOS event was spread over 160 acres. Each day consisted of a 12-hour programme of nautical entertainments, international cuisine, historical re-enactments and the opportunity to visit some wonderful ships, cruisers and warships. In addition, the small craft basin was

vibrant with yachts, traditional craft and working vessels. The unique character of the festival was brought to life by literally thousands of artists, musicians and performers who wandered around the site telling stories, singing shanties and performing set pieces. Then there were the combat, skills and traditional craft displays, interactive exhibitions, and continuous live music on the 4 stages. And, as always with S&S folk, there was more than one opportunity to socialise over a glass of something. Maybe the weather wasn't as good as it could have been but hey, we're sailors, we can deal with that.



IFOS was a great chance to get together with old friends, and make new ones.

Tartan 34 Classics Association

The Tartan 34 Classics Association, comprised of owners of the S&S designed Tartan 34C, is pleased to announce that membership has reached 70 owners and that US Sailing has recognized the popular centerboard boat as a One-Design Class. Most recently, the Tartan 34C

took part, for the first time as a class, in the Good Old Boat Regatta, and Commodore George Colligan said that there will be a growing turn-out of Tartan 34Cs in Bay events. The Association has also published a Yearbook for the first time and plans in 2005 to publish a comprehensive owner's

manual. The Yearbook is obtainable by contacting the Association via their Website: at www.tartanowners.org or by calling +1 315-376-0132.

For membership and other information, please contact: George Colligan +1 315-376-0132 or e-mail: colligan@northnet.org



A tale of seasonal woe

Steen Riisberg

This is the worst season ever! *Nik-Nak* is all alone on her swing mooring and has only been sailing three times this season. A constant feeling of failure hovers over Kerry and I. How did we get to this?

It started in Denmark in 1975, when my parents bought a Finnish motor sailor. Their neighbour in the marina was *Nik-Nak*. I was the proud owner of a Vinga motor sailor at the time, but I just knew that *Nik-Nak* was the most desirable boat in the world and one day if my dreams were to come true - she would be mine.

Nik-Nak was born in England in 1970 and was exported to Denmark along with three other S&S boats from the same yard (two 34s and one other). She started her life as *Pingvin* and was raced by one of the leading race teams in Denmark.

When she was sold on she was renamed *Nik-Nak* and continued to be raced heavily by the new owner and his two sons. Apart from winning races, their greatest thrill was when Olin Stephens came aboard during a Skagerak race. "Do remember, she is fastest at a heel of 23.5 degrees", Olin said. They never forgot.

The sons grew older, girls came in to the equation, children were born and racing suffered. The owner was disappointed. Kerry and I had decided to emigrate to UK and were handing our old boat over to my daughter. During this we had a serious talk to our neighbour about the lack of activity by his sons and the outcome, 3 months later in 1989, was our purchase of *Nik-Nak*. The culmination of 14 years' dreams!

For the trip to England we made very few changes. She had a good wardrobe, 14 sails all in good condition, life raft, top range instruments, VHF and RDF. All we added was a Decca navigator and lots of charts. Crossing the North Sea in a 34 footer is always a challenge and our challenges were serious trials. It was not the weather - that was glorious! Nor was it the wind - which was a brilliant reach most of the time. It was the food and wine. How do you keep the white wine cool in 30 degrees? How do you eat 9 days of pre-cooked gourmet meals in just 5?

She is now 35 years old and we have updated/changed her in only a few ways. The old Volvo MD2 has given way to a Beta Marine (3 cyl Kaboto based). My research found that this is the only engine you can install right behind the mast without making any changes to the original engine base, and the engine itself has been perfect. We added an extra battery and have now 2 domestic batteries, each 100 Amp hours in addition to a separate starter battery. We changed the instrumentation. First to Cetrek, an advanced totally integrated very flexible system, which never worked and which, 3 years later, we dumped. And then to RayMarine ST60. It's very old-fashioned in comparison, but it works! The Decca has been swapped with a Garmin GPS, the tiller self steerer is now a Navico called Edward, but the old Helmsman (now RayMarine) - Hugo - was actually better. And the Link 2000 energy control system we installed to help us manage our energy was a pure waste



Nik-Nak: On a rare outing

“Do remember, she is fastest at a heel of 23.5 degrees”

of money - we settled on managing energy by trying not to use it! Conclusion, keep it simple - but we all know that don't we?

The super structure is grey and white, and the grey gelcoat is worn through and cracked in several places so a repaint by hand was planned for the spring this year. However, with the normal English weather it turned out to be impossible to get her dry for an eight hour stretch and in the end we gave up and launched her in July. Immediately the weather changed, but painting 6 layers of Awlgrip Epoxy at sea is not an option, so in a couple of weeks she will come ashore again and put in a shed where we can do the paint work.

So that's how we got to this season - the shortest in our history!



Ice Cold in Alex: or anywhere else

Kerry Costello

Some of us don't have the luxury of a fridge (or freezer) on board. And there are days - yes, even in the UK - when a body craves a long drink of ice, cold water; and it would be nice to be able to keep that pâté from growing penicillin for a day or so longer.

To help with just this problem, Juliet Olley passed on this great tip at IFOS. You know those plastic bladders that come inside wine cartons? Save them!

Then, before you set off for the weekend, three-quarter fill with water and freeze. Pack a couple in your chilly-bin or on-board chiller cupboard (or in our case on-board hole). Over the weekend, as the ice melts, you'll have the cold water in your glass and you'll have cool in your box!



The Gourmet's Galley... Makai Parsley Fish

Here's the type of food that gets served up on *SV Makai*. Michael, you can invite me to dinner any time!

Ingredients

- 1 lb. of white fish (cod, haddock, etc.)
- 1 lb. of sea scallops
- 1 lb. of 20/30 count shrimp, peeled and deveined
- 2 fresh lemons
- 1 bunch of fresh parsley
- Sea salt or coarse ground salt
- Old Bay seasoning
- 1/2 stick of butter = 1/4 cup
- 2 cups of white wine

Preparation

In large skillet on top of stove, melt butter and add cut up fish and place in pan. Add wine and squeeze the juice of one lemon over fish.

Season with Old Bay and salt and fresh chopped parsley (1/3 of the

bunch). Simmer covered for 5 minutes.

After 5 minutes, add the shrimp on top of the fish. Simmer covered another 3-5 minutes until shrimp become half translucent and half pink.

Add the scallops last on top of the shrimp. Simmer covered another 3-5 minutes adding the rest of the chopped parsley and the juice of a whole lemon.

A dash of Old Bay and salt may be added at this time. Remove and serve on top of pasta or rice with a salad or serve alone with fresh vegetables.

Always use a good wine. Never cook with wine you wouldn't drink!

- Preparation time 15 minutes
- Cooking time 15 minutes
- Serves 6-8 people

Sail the Web

Visit our own Website regularly:
www.s-and-s-association.org

Follow the restoration of Bonne Amie at:
www.gmp-vfx.com/www/investments/

The S&S Swan Association maintain this Website which is updated regularly. You'll find photos and designs to drool over at:
www.classicswan.org

The S&S34 Australian Association have a fun, regularly updated site that contains details and photos of several S&S34s:
www.hyperea.net/ss34/

Bob van der Wilt (S&S34 Morning Cloud) from The Netherlands has a site with some great S&S34 photos. The site is in Dutch but even if you can't manage the words, the photos make the visit worthwhile:
www.sinar.nl/MorningCloud/MorningCloud.htm

Keep up to date with Leif and the activities of Tarantella II at:
www.tarantella.fi/

The Website of the International Eight Meter Association is a must visit for anyone interested in this class. Take a look at:
www.8mr.org/

Why don't you send me your favourite links to share? E-mail me:
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