



SPARKMAN & STEPHENS
ASSOCIATION

NEWSLETTER April 1999

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New record attempt by young Australian

Jesse Martin, a 17 year old Australian, is attempting to beat David Dicks' record for the youngest solo non-stop circumnavigation of the world. And - you guessed it - he is doing it in an **S&S 34**.

Jesse set off from Melbourne on 6 December last year in his yacht *Lionheart* and at the latest bulletin had rounded Cape Horn and was enduring heat and calms 1000 miles off the coast of Brazil. *Lionheart*, pictured below with her distinctive gantry carrying solar panels and wind generator, hopes to demonstrate the effective, non-polluting use of non-fossil fuels, using solar and wind generators for power while at sea. She was built as *Petrel* in Perth, Western Australia, and has the same layout as Jon Sanders' *Pierre Banou*, in which Jon completed his record-holding single-handed double circumnavigation.



Jesse's progress can be followed from weekly updates on <http://www.venturebevyond.com.au/> and will be reported in forthcoming Newsletters. The

Association's best wishes have been sent to him by email. Extracts from Jesse's weekly reports appear on pages 5 & 6.



Finnish flagship, is for sale

Mermaid, our

Highlights from the Annual General Meeting

The AGM was held on 20 February in London with 14 members attending. The officers and committee were re-elected unopposed and are as recorded at the end of this Newsletter. Secretaries were confirmed, as also listed there.

Membership was reported to have reached 224, compared with 170 at the same time last year. The increase had been helped by no less than three feature articles on S&S designs in the January issue of the UK magazine, *Classic Boat*, and by the efforts of Patrick Matthiesen and a number of Regional Secretaries. The enlarged Members' Handbook, compiled by Mark Weaver and distributed in January, revealed membership increases in most regions, but notably in Italy and the US.

Subscription rates were increased by a unanimous decision of those present and a new discounted rate for payment for 3 year was similarly agreed. The new rates are £15 per year (or £40 for 3 years) for UK members and £20 per year (or £55 for 3 years) for non-UK members. (The higher rate for non-UK members covers the higher cost of postage.) Equivalent rates in US dollars are \$35 (or \$90 for 3 years) and in euros are 30 euros and 80 euros respectively.

The meeting approved the purchase of a colour printer to enhance the quality of Newsletters and other Association material. We hope you are pleased with the first results.

Annual Dinner

It's official! This year's Annual Dinner will be held next year! After much email activity the date has been set for 22 January 2000 and the venue is the prestigious Royal Rowing and Sailing Club 'De Maas' in Rotterdam. The event is being

organized by Hans Ketterings, whose wooden yawl **Baccarat** is moored within sight of the Club, and Rob Snoeks, our Regional Secretary for the Netherlands.

International Classic Yacht Association

Last year the ICYA helped us greatly in mounting the exhibition of S&S designs and models at the Imperia Classic Yacht Regatta in Italy. However, benefits of our affiliation were otherwise not widely apparent and a number of members at our AGM questioned the continuing expense of affiliation. The ICYA has responded positively to this knowledge and given us a "contributions holiday" for 1999. A copy of their newsletter, *Sailfast*, is to be mailed out to all members.

Regional News

Italy

Matteo Salamon recently met Cesare Sangermani, owner of the Sangermani Shipyard, and discussed future collaboration between the S&S Association and the Club Sangermani, to which owners of boats built or restored by the shipyard may belong. Cantieri Sangermani has built more S&S boats over the last forty years than any other yard in Italy, including some famous race-winners such as *Stella Polare*, *Mait II* and *Mabelle*.

Cesare Sangermani has kindly offered to make his knowledge and experience available to all S&S Association members and extends a welcome to visit the shipyard. The yard's library the design archive may be of special interest.

US East Coast (North)

The Museum of Yachting in Newport, Rhode Island, is holding its 20th Annual Classic Yacht Regatta on Sept. 4&5. The Regatta is open to 32' and over, single-hulled yachts designed before 1955. It should be an exciting event with hopefully many classic S&S designs present, as well as a vintage 12-metre race. David Virtue, our local Regional Secretary, is working on the possibility of an S&S cup presented to the fastest S&S boat in the Regatta. Contact the Museum of Yachting at 401-847-1018 for regatta details and registration.

The annual Eggemoggin Reach Regatta at the Woodenboat complex in Brooklin, Maine is on the first weekend in August and should also attract a strong S&S fleet..

Looking ahead to next year, **Brilliant**, the only schooner currently on our list of members, will be sailing to Europe with the Tall Ships 2000 group. **Brilliant** was last in Europe in 1933 and was featured in an article in the July 98 issue of *Classic Boat* magazine. George Moffett will be sailing with four crew and six passengers on an Atlantic itinerary that will include races from Boston to Halifax and from Halifax to Amsterdam, as well as visits to Portsmouth, Ireland, Lisbon, the Canaries and Antigua later in the year. Further details from George Moffett at the Mystic Seaport Museum; email: georgem@mysticseaport.org

US (Mid West)

Jim Huxford, our newly-recruited Regional Secretary, lives east of St. Louis and currently owns a 24' Dolphin, "which seems just about right for the shallow but windy lake I do most of my sailing on now." Jim is anxious to encourage membership on the Great Lakes and elsewhere in the Mid West. Perhaps he'll have a go at recruiting the two S&S designed 8-metres based in Canada, one of which (*Iskareen*) was featured in our last newsletter.

Jim's enthusiasm for S&S boats extends to featuring a number of them on his personal website, <http://www.apci.net/~jhuxford>.

Scotland

Wilson and Anna Malone will be celebrating the 30th birthday of their S&S 34 *Ailish II* with another season's racing, based at Largs. Wilson recalls that when they bought the yacht in 1984 the surveyor (an S&S enthusiast) commented in his report that she was probably only half way through her life. Having raced and cruised her pretty hard, Wilson reckons she's still only half way there!

US East Coast (South)

Brian and Christine King have been living aboard their 45-footer *Mustang* in Guatemala for some time and were the source of some concern to family and friends last year when Hurricane Mitch (presumably not named after the Chairman of S&S Inc.) swept through the region. In their words, "Mitch has caused major flooding throughout this whole portion of Central America and there are some real disaster areas. Being aboard *Mustang* we count ourselves lucky to be in the safest possible environment (other, of course, than being on high ground in some civilized location with all services and supermarkets being available!). As the flood waters continue to rise we are completely safe and only a little inconvenienced by being marooned from Guatemala City, from which most food supplies are shipped to local stores. But we are well provisioned and have full water tanks. If living conditions really deteriorate to an unacceptable level we can always take off for Belize, Mexico or even Florida!" They later confirmed that, although Hurricane Mitch created awful chaos in Honduras only 150 miles away, they and all the other boats in the Rio Dulce were totally unscathed. "The worst we experienced was a few days of torrential rain and some local flooding. This is truly a safe 'hurricane hole'".

Netherlands

Rob Snoeks reports that he is giving up his 'extra' job as Chief Pilot of KLM on 1 June in order to spend more time sailing *Wervelwind*. He hopes to visit Zwartsluis in the near future, where two S&S yachts are being restored.

Western Australia

Dick Newnham's March Newsletter of the S&S 34 Association of Western Australia was distributed before the final races in the Fremantle Regatta had been completed, but he had high hopes of S&S 34s taking the first three places in the Channel Handicap Division. This is how Dick describes a recent Cruise in Company up the coast from Fremantle:

"Six to seven knots on an even keel, autohelm doing the work, one reef in the main. Simply roll in the jib if the yacht goes too fast or roll it out to catch up. What a brilliant way to travel, 100 metres off the white sand beaches, no swell inside the reefs and a safe anchorage early each day."

Finland

Fredrik Ekström writes:

Reading the latest Membership Yearbook is very rewarding. The earlier ones were already interesting, but now even more detailed information on every yacht is presented. You also notice the growing number of members in the different regions, which shows what an great idea the foundation of our Association was! After adding to our regional members *Louna*, an S&S 40 owned by Pentti Ella, and *Tuulikki*, an S&S 6.6 owned by Keijo and Tuija Pösö, as well as the Pilot-class yawl *Circe* (Kai Luotonen) we have reached over twenty members' yachts in our small country of 5m inhabitants.

In Finland we arrange two events each year, one during early spring, when we invite somebody to make a speech on an interesting topic, followed by socialising and Dinner. The other event is our local part of the Global Regatta. This is planned as a full week-end event in late August. Saturday's Regatta is followed by a Dinner and Quiz, where a everybody gets a second chance to win! On Sunday morning there is some common programme arranged before people return home. Of course, members from other countries who happen to be in our region would be most welcome to participate in our events!

On 27th March Mr Matti Waris, the owner of *Catharina II*, an S&S design and the only wooden- built Swan in the world, was due to give a speech about the voyage he and his wife Armi made in 1994. The couple sailed their yacht, without additional crew, from Helsinki down through the Baltic, through the Danish Sound, up the Norwegian coast to the North Cape and then all the way back home again.

England (East Coast)

Classic Boat magazine is helping to sponsor the Yarmouth Classic Boat Festival in June this year and is hoping for a good turnout of S&S boats from the East Coast - and maybe even some from Belgium and Holland.

Yachts For Sale

Mermaid IW-40, S&S design 2186.

Pictured on page 1, *Mermaid* was built in 1977 by IW-Varvet at Orust in Sweden. The IW-40 class was built as a cruiser/racer with potential for extended blue-water cruising in any sea conditions. Dimensions are: LOA 12.1 x 3.5 x 2.0m, displacement around 10 tons. The yacht has been in present ownership since 1990 and has been totally refurbished during that period using only the best materials and craftsmanship.

This refurbishing included: hull painted in dark blue, bottom epoxy treated, teak deck recaulked, new teak on coach roof and coamings, new Lewmar 65 primaries, Navtec hydraulics on backstay, mast & spars (black) polyurethane coated, new main boom 5.0m instead of 3.8m, Goyot furling & removeable cutterstay, all wires and halyards new. Volvo Penta MD22 57 hp, fuel capacity 340 ltrs. Interior varnished, new cushions, head. Water capacity 400 ltrs. Lying Finland.

The yacht is for sale to a serious yachtsman, as the owner is looking for Swan 43 or similar S&S classic design in GRP. Asking GBP 65.000. For extensive specification, please contact: Fredrik Ekström, tel: +358-9-297 0661, fax: +358-9-2230 1740.

The S&S Addiction

The two-car family has been a widespread social phenomenon in the affluent parts of the world for many years, and no doubt there have been two-yacht families here and there. But owning two S&S boats must surely be close in terms of prestige to owning the Taj Mahal.

It all started from the report in our last Newsletter that one of our new Regional Secretaries owned several boats. (Whether more than one were S&S designs was left ambiguous.) We then heard from our intrepid reporter in Italy, Matteo Salamon, that a new member, Luigi Pavese, was not content with just owning *Samurai*, but had recently acquired a 6-metre yacht, *Tarentina*, designed by Gary Mull (who worked as a draughtsman at Sparkman & Stephens Inc. during the sixties). This didn't count as owning two S&S boats, but was a good near miss. However, John and Helen Bailey decided to go for broke and added a *Swan 411* to their existing She 36, *Moyna Claire*. (The latter was up for sale, but the Baileys still count as having two S&S boats at the same time.)

Not to be outdone, Guiseppe Gazzoni has added *Stormy Weather* to *Dorade* and must certainly top the list of members in terms of S&S-designed waterline length. Some of us can't find enough time to sail just one boat!

A lesson learnt

Volkmar Abert's 1983 logbook reads thus:

26th June

Arrive at Dover from Dunkerque, together with Dutch friends.

The weather: cloudy, warm, light NW wind.

Anchor *Happy* in the Outer Harbour at the Small Craft Anchorage with bower, a 35 lb CQR, 10 metres of chain and 20 metres of 1-inch nylon rode.

Our Dutch friends in *Silent Watch*, their long-keeled motor-sailer, anchor with all chain.

Row ashore in our inflatable and get pretty wet in the swell, but nevertheless spend a nice evening at the RCPYC.

27th June Warm, sunny and calm. Go by bus to Ramsgate. Both boats lying quiet at anchor. Back in Dover, we have a few pints and sandwiches at the RCPYC. The weather forecast for June 28 is N to NW 4-5, no gale warnings. Will get up at 0530, bound for Newhaven.

28th June About 2am: Wake up suddenly to a slapping noise and a rush of water along the hull. Wake my wife, climb up into the cockpit and have a look around. All quiet and dark, except the street lamps ashore and at the Ferry Terminal. No wind!

Go forward to the bows to have a look at the anchor. A terrifying picture awaits me: the nylon rode leads aft below the hull and is as tight as the forestay. Now, I notice that *Happy* is adrift and rapidly approaching the Ferry Terminal. Fortunately, there seems to be no other anchored yacht in our way.

Try to start the engine (nonsense?!), and when it at last fires, attempt to move ahead and turn slowly. After several rotations, and a time that seems endless, the anchor rode gets loose and I can weigh the heavy CQR. Anchor again at approximately the old spot, ask my wife to go back to her berth, and keep anchor watch in the cockpit until morning.

Lessons learnt:

a) *Happy*, in spite of her moderate fin and skeg, had wrapped the nylon rode - due to several changes of the tide - around her keel, and had pulled the anchor out of the ground.

b) In tidal waters, especially if it's calm, it is highly advisable for a fin and skeg yacht to anchor exclusively with chain.

c) I should have anchored at once with the kedje after she went adrift, instead of starting the engine (or shouldn't I?).

At Newhaven we bought 30 additional metres of chain as substitute for the nylon rode and never got into trouble again.

Around Alone at 17

Extracts from Jesse Martin's reports

February 23rd, Position: 49°10 S, 90°41 W.

The week started with a rescue deep in the Southern Ocean for Isabelle Autissier. She was about 1000M away from me and I had a bit of a giggle when some media thought I was involved with the rescue. It would take me about a week to reach her. I wonder how these ideas start?

A few days ago I altered the steering gear and pointed *Lionheart's* bow towards Cape Horn for the start of my descent. It has become cold and I still have to go further south. I received a report from my weather adviser telling me there was a BIG low heading my way. Thankfully he meant BIG as it covered a large area with winds no more than 45 knots. However, a second low has formed behind it and I got a message today telling me to slow down and head south as much as possible. I've got the storm jib up and doing 4-5 knots. As I get closer to the Horn this will increase as there is up to 3 knots of current going with me.

March 2nd, Position: 56°01 S, 74°34 W.

I'm only a few days away from the Horn and the wind has died to 10 knots. On Friday night I lay my head down for a rest just as it was getting light. It had been blowing 40 knots and the seas were moderate, but I was going in the wrong direction so I hove to. Two hours later I was woken by a knockdown. I had received small ones through the day but this was a full-on lefty in the jaw. I must have passed the 90 degree point as objects were lodged in places that seemed to defy gravity. Later that day I spoke to a competitor in the Around Alone race who was 180M closer to the Horn than I was. He had 50 knots, gusting 70 knots, and was getting knocked down by 12m waves. I now know why Cape Horn has such a bad reputation. I'm trying to get out of here as fast as I can.

March 9th, Position: 51°37 S, 54°51 W.

The day before rounding Cape Horn was one of the most memorable days of my life. I went outside as the sun was starting to rise and, to my delight, I was being escorted by dolphins. I watched them race each other as the forgotten warmth of sunlight made me feel human again. Then, when I turned around to look behind me, I was blown away by the sight of a rainbow. It was unbelievable, the perfect lead-up to rounding the Horn. I sat and took it all in with an iced coffee in hand, while the chill of the morning air seemed to magnify the sights around me. The wind slowly faded out during the day and I was up all of the next night, partly because I was keeping the boat going, but mainly because I couldn't sleep. Then, as the sun rose to another clear sky on the second day, I caught a glimpse of Cape Horn's unmistakable shape. I never thought a rock could look so beautiful. It took me all day in the varying winds until I finally rounded the Cape in mid-afternoon. I was a bit sad for some reason.

March 16th, Position: 44°11 S, 50°10 W

I had another knockdown and this time, once we were upright again, I discovered half of the objects from the other side of the cabin lodged under my mattress. The frame supporting the solar panels has now got a kink in it, but nothing that I would call a problem. I had a treat yesterday when I heard the blowing of some whales. They were passing about 100 m or so to starboard. I got a winch handle and kept tapping on the winch to attract them over. A few diverted from their course and one swam right under my rudder. I think they might have been pilot whales, but I'm not sure.

March 23rd, Position: 37°25 S, 37°15 W

Even with my binoculars and a strict watch system I haven't been able to spot any Brazilian women sunbaking on the beaches. The closest I've come to anything from Brazil was a man-of-war jelly fish. The headwinds I encountered swung around a few days ago and it seems I've passed out of the roaring 40s and the conditions are dying down. The easier way of life means I have to start getting into some school work, though. Already the halfway point is creeping up on me.

March 30th, Position: 26°27 S, 32°44 W

I know I've been hanging out to add some marine life to the menu, but my encounter this week was a bit more than I bargained for. I was lying in my bunk listening to the BBC World Service when all of a sudden there was a loud thud which threw the tiller pilot off its attachment. I quickly jumped up and re-attached the steering, when I looked behind and saw what had caused the thud. I had collided with a large whale which was swimming after me about 10 metres away. The poor thing must have gotten quite a shock when sunbaking at the surface, but to tell the truth I wasn't really concerned about him. Reports of yachts that had sunk when whales continually barged at them for no apparent reason mixed with my thought that at least this whale had an excuse for being mad. I was relieved when he let me continue. He went back to his partner and I to my bunk, thankful that there was no damage, considering I was travelling at top speed.

April 6th. Position: 21°15 South, 30°00 West

If it wasn't for the wind, which picked up last night, I may very well have gone crazy out here. I had three days of the most pathetic breeze, which turned the sea to an oily desert. The sun continued to beat down, following me around the boat as I tried to hide in the shade. It was a different way to experience the ocean all right. I noticed how many small man-of-war jellyfish were floating around with their air sacks on the surface of the water. I also saw some more pilot whales and had a visit by a curious turtle, but the most excitement came when I pulled in my first fish, on Good Friday, of all days! I was drifting so slowly that the lure was as deep as it was far behind me and I hadn't even noticed the baby dorado that was hooked.

Thanks to the Melbourne Herald Sun for publishing the original reports.

Communicating with the Newsletter

Contributions to the Newsletter are always welcomed, may be edited, and are especially encouraged in electronic format. Please send them to Neil Millward; contact details below.

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