



SPARKMAN & STEPHENS  
ASSOCIATION

**NEWSLETTER** December 1998

**In this issue:**

Olin at Imperia

Cruising notes from Pitcairn Island

Barcelona report

International 8-metres

Winning 'Prospect'

Annual General Meeting

Stainless steel rigging failures

Global regatta reports

Regional news

London Boat Show rendez-vous

*Annual General Meeting*

The next AGM will take place on 20 February 1999 in London at a venue and time yet to be determined. Please put the date in your new diary if there is any chance of you attending.

The Committee is reviewing the case for a small increase in annual subscriptions and ways of collecting them more efficiently. One possibility being discussed is to offer an alternative to annual subscriptions such as paying for five years in advance for the normal cost of four years. If you have views on such matters, please communicate them to Mark Weaver or Terry Sprake.

*Olin at Imperia*

*Vele D'epoca, Vele Da Amare*



Photo: Matteo Salamon

#### Our Chairman reports:

"The Classic Yacht, The Yacht To Love", was the title appropriately adopted for the Tenth Imperia Classic Yacht Regatta 1998, the most important event of its kind in Italian waters. Thanks largely to Patrick **Matthiesen's** initiative and with the agreement of AIVE (the Italian Association of Vintage Yachts) it was decided to dedicate this prestigious event to Sparkman & Stephens yachts during Olin Stephens' 90th year.

During months of negotiation and hard work Patrick, in partnership with Matteo Salamon, our Hon. Regional Secretary for Northern Italy, collaborated with Tim Killingback, the General Manager of ICYA (the International Classic Yacht Association) and Assonautica di Imperia to ensure that the Regatta succeeded in becoming a fitting tribute to the genius of Olin and Rod Stephens. In this task he was also assisted by Howard Pierce, archivist of S&S Inc, New York, Hood Sails of Italy and Luigi Lang, the Secretary of AIVE.

Midway between Cannes and Genoa, Imperia is the capital **of the province of the same name on the Italian Riviera** and ideally situated for such an important event. So, on the morning of September 11th, most of the 104 participating classics gleamed in Mediterranean sunshine along the quays of Porto Maurizio, its Genoese harbour. Ashore, amidst chaotic scenes of exhibition preparations, our S&S battle flag fluttered bravely above a large marquee in which Matteo and Patrick strove against the odds to get everything in place before the opening ceremony that evening.

The Sparkman & Stephens marquee was the focus of much attention - and rightly so. Over the preceding months Patrick had painstakingly assembled 90 exhibits which he and Matteo had tastefully mounted around the perimeter, starting with the 1929 *Manhasset Bay One Design* (Sparkman & Stephens Design No.1) thence selectively to *Sleigh Ride* (Design No.2625) built in 1996. Half-models and drawings had been loaned from the S&S New York office, the Yacht Club Italiano, the Italian Navy, the

Royal Thames Yacht Club and others. Among the photographs were Rosenfelds and 35 magnificent colour prints by Franco Pace.

All the significant exhibits were captioned with Patrick's very scholarly bilingual notes, each detailing the main design features, development history and subsequent racing victories of the vessel illustrated. A good example, under a half-model of *Nyala*, was headed "International 12 Metre Class, 1938 to 1985", which included Sparkman & Stephens' historic record in defending the America's Cup. In front of this central feature was a video of the film starring *Dorade*, the 1929 Design No.7, the first truly modern ocean racer, which won both Transatlantic and Fastnet races in 1931 with Rod Stephens at the helm.

On the water the Sparkman & Stephens fleet predominated, with most of the 19 S&S yachts, including members *Dorade* and *Bonita*, moored abreast on their own pontoon - except for the large Italian Navy S&S yawls *Capricia* and *Stella Polare*, berthed in their own corner. Whilst the wind rarely reached 20 knots, storms of force 10 and more blew up across the water around Sardinia and Corsica and piled up the sea sufficiently high to cause two races to be cancelled.

Rewarded for their efforts, Patrick and Matteo crewed for Olin in the magnificently renovated *Dorade*, which came first across the finish line in her class in all the remaining events. Closely following was Roger Sandiford's classic Fifer, *Solway Maid*, skippered into first and second places on corrected time in her class by Iain McAllister with Tim Killingback in charge of the foredeck, Roger and me pulling strings aft and Pipe Major John McDonald playing us into harbour after the finish.

A great deal of homage was paid to our President, who was the event's principal guest. Olin frequently made himself available in the S&S marquee and was understandably revered by all. Many well-known designers, builders and owners attended his crowded press conference and amongst the answers to their many questions the overriding message was "I don't like modern designs based solely on speed; there are more important criteria. If a boat looks good, it is good and will go well." This sentiment went down very well amidst the unarguable evidence surrounding us in the marquee and on the water outside.

Our marquee was fortuitously next door to the Mount Gay Rum hospitality tent and just a few steps across the quay from the cockpit of *Solway Maid*. Consequently it was no problem to keep an eye on things and it was, indeed, a very successful operation that was enjoyed by all - including Olin, who was in great form and particularly appreciative of Italian cuisine.

-- \*\* --

In a subsequent letter to Patrick Matthiesen, Olin Stephens wrote:

"It has been hard to come down to earth after Imperia. I was not bothered by all the signatures and photos. Being a rock star (and having a retrospective show) for a little while was not too difficult. It's tempting to take it all seriously. Have to tell myself that would be a mistake.

You and Matteo were both terrific with all your care and hospitality, for which I can't thank you enough.

Your comment about Dorade vs. Inverness makes me aware of a sort of progression, not necessarily progress, that has taken place over my considerable time, but extending before and after; as all things change, so do boats. I suppose a human must be part of it, unconsciously. You see it as you look at paintings. The new has a harder edge, but is not necessarily tougher. That was part of Imperia for me."

--- S & S ---

### *International Eight Metres*

Several International Eight Metre racing yachts were designed by Sparkman & Stephens both pre and post-war. Shown below is the beautiful and still successful Iskareen (S&S Design No. 275, dating from 1938) owned by Ralph Reimann of Toronto and photographed by John Lammerts van Bueren. John is Executive secretary of the International Eight Metre Association, Gasthuisstraat 4, 4161 CC Heukelum, Holland, Phone: (+31) 345.619788, Fax: (+31) 345.616905. Email: [eightmetre@ixs.nl](mailto:eightmetre@ixs.nl). The Association's website is at <http://www.yuscu.fi/eights>.



Photo: John van Bueren

**8-metre wanted!** If anyone knows of an eight-metre that might be for sale, please contact Patrick Matthiesen.

--- S & S ---

### *London Boat Show Rendez-vous*

The rendez-vous for members and friends visiting the 1999 London Boat Show will be on 14 January at 1200 at the Pantaenius stand. Do come along if you are visiting the show.

### *Cruising notes*

Nick Philp writes from *Scalpay of Rhu* (S&S 34), anchored off Pitcairn Island:

Having worked for three years on the boat, I finally decided it was time for the Pacific.

The first year of the three was really in Antigua, doing an osmosis job on *Scalpay's* bottom. I then made a quick trip down to Bequia and on to Trinidad where, after returning to England for 2 months, I set to respraying the topsides and deck and replacing all of the exterior teak, rails, cockpit combing etc.

At the beginning of '96 I was back in Antigua, having spent Christmas & New Year in the Grenadines, to start work on the boat's interior. For Easter we returned to Bequia, where, in 30kn winds *Scalpay* was untouchable: we took 4 first places (Cruising II and single handed). I was so pleased to have *Scalpay's* name alongside Andy Anderson's (*Balzones Trois*), the S&S 34 that we raced in Bequia against *Mornings End* when Terry Sprake was there. Andy is, of course, no longer with us - *Balzones* having been found sailing on her own in Venezuela (the ever present risk of single handling).

Back then to Antigua for the Classic on *Stormy Weather* and Race Week on *Scalpay* with both Paul Adamthwaite and Richard Street in the crew. Unfortunately I had chosen the wrong class to race in (at the last minute) and we only managed 6th in class. The cruising class would have had us in the money, if not a 1st place. However, owners make these daft decisions!

After race week I came back on *Stormy Weather* for the Glandore Classic followed by Brest '96 where I joined *Mornings End*. The rest of my summer included the Falmouth and Fowey Classics followed by a return trip to Glandore, past the Fastnet rock, to Skull and Baltimore aboard the schooner *Mary Bryant*, then back up to Brighton with David Bean on *Morning Flight* - a truly S&S season.

Back in Antigua in October '96, I continued working on *Scalpay's* interior (I had no idea how long it takes) while helping a friend with his woodworking business. Once again it was Bequia for Easter where (due to our previous year's success) we found ourselves back in Cruising I, racing with the likes of *Stormy Weather* and *Petit Careme* from Trinidad. Admittedly we did not have the wind (or crew) of the previous year and had to settle for sixth place.

I also spent the hurricane season in Bequia (from August onwards '97), painting and varnishing *Scalpay's* interior. "Unfortunately" at the end of September I was offered a job, setting up colour printing of the local daily newspaper. It was great fun actually and I spend 3 months working (in reality 6 day/nights a week instead of the proposed 2/3) and consequently did not get down to Trinidad until the New Year to haul out.

Having decided that if I didn't make the Pacific this year, I probably never would, I got down to the preparations with only 2 days off in 3 months. Two months on the hard saw a new feathering prop fitted on to a new shaft and the tiny Yanmar single cylinder engine moved forward 8", giving more saloon space. The mast came out - luckily, as the mast step was loose and the hull beneath required reglassing. The forward bulkhead was beefed up and resecured and the mast bulkhead extended right across the bottom of the heads doorway.

I added a new chain plate and baby stay forward - to take strain off the forward lowers - plus a 2nd furling roller on a 2nd headstay with a 160% light genoa.

Another month on the dock saw the galley almost completed and reupholstery throughout.

I now felt that the boat was just about ready and luckily managed to arrange for Mathieu Abiven (a friend from Brittany), whom I had raced with on *Stormy Weather*, to fly out to Martinique after Easter for the forthcoming Pacific crossing.

Once again it was Bequia for Easter. There I did the first race on *Prospect of Whitby II*, which was ironically the same race/boat combination as my first race as a skipper - in Bequia in 1988. (This was the *Prospect* that had raced against *Morning Cloud* in 1969!). I relaxed, rather than racing *Scalpay* (which was now very overweight with provisions and extra gear).

I made one quick trip to Antigua for final provisions and goodbyes, picking up Mathieu in Martinique en route, and to race the Classic Regatta on *Dione*, the 1905 Fife 54' sloop (originally a gaff cutter or ketch). By the end of April we were ready to leave. We slipped around to Jelly Harbour (to avoid the Race Week hangovers and layday) and then off to Panama. The end of the month saw us through the Panama Canal and heading for Galapagos. Luckily the proposed price increases for the canal transit did not apply until 1st June, so our fee was about \$380 US instead of a flat \$500, rising to \$1500 over a couple of years.

Galapagos was also a pleasant surprise, as stopping there (Academy Bay in Santa Cruz Is.) is no longer a problem. Thirty-day extendable visas are now given, with a charge of \$50 US for immigration and approximately \$70 US for each 10 days to the Port Authority. Although not cheap, the money goes towards the National Park and the extended stay allows time to take in one of the really spectacular weird animal tours (which cost about \$65/day including boat, food & accommodation on board).

We were off then for the 2700 mile leg to Pitcairn (I calculated it incorrectly at first) and it took *Scalpay* only 18 days - a respectable 150 miles per day. She really loved the 20-35kn SE trades and romped along with her new twin furling heads'ls, or spinnaker in the light bits.

Anchoring at Pitcairn Island is, however, a bit awkward and often very roly - half a mile from the shore in 70 feet of water. However, the island is quite spectacular and beautiful and the 57 inhabitants are extremely welcoming.

While here we have been taken ashore daily by means of a wild longboat ride which includes surfing through the tiny harbour entrance, a hard swing to port behind the harbour arm before the following wave catches you, and picking up the crane hook which hauls the boat up on to the dock. The departure is even more exciting, the last trip requiring one of the bigger, railway-launched boats to crash out through the waves.

Anyway, we will leave early tomorrow for Gambier Island, Tahiti, Cook Island, Tonga and, God willing, New Zealand for Christmas.

All best wishes for Christmas & the New Year to everyone at the S&S Association.

--- S & S ---

### *XIV Trofeo Almirante Conde De Barcelona For Classic Yachts:*

Matteo Salamon reports:

None of the organisers of the XIV Trofeo Almirante Conde De Barcelona expected such a large number of boats at Palma de Mallorca. From the 19-21 August, there were in fact almost 90 classic yachts, nearly all wooden, lining up for the start of the three challenge races. The atmosphere was certainly enriched by one of the most beautiful regatta sites in the Mediterranean, Palma, where every day, with almost tedious precision, a strong wind from the south picks up a little after midday and reaches 20/25 knots during the afternoon, dropping off in the evening when the racing is over.

Amongst the vessels assembled there were some of the grandest yachts in the world, including *Velsheda*, the 39.5 meter J Class, built by Camper & Nicholson in 1933, at present the property of an English ship-owner, Simon Bolt. After a victorious season of Caribbean regattas, he had brought his beautiful craft to Europe, to the delight of our Mediterranean eyes.

At Palma there were naturally many boats carrying the Spanish flag and an impressive number of Italian yachts who had endured the unpleasant crossing of the Gulf of Leone to participate in the XIV Trofeo Almirante Conde de Barcelona. Their discomfort was amply compensated during the Regatta, with Italian yachts taking 4 first places. The overall winner of the Regatta was *Dorade* (Sparkman & Stephens Design No. 7, 1929), winner of the Gran Trofeo Conde de Barcelona, who also took the Class 1 prize. *Capricia* (Sparkman & Stephens Design, 1963) of the Italian Navy, skippered by the captain of Corvetta, Paolo Saccenti, was first in Group 6 (large classic ketches).

The day after the Regatta, all the boats that had participated in the Trofeo sailed past a Naval corvette with members of the Spanish Royal Family aboard. In the evening, the prize giving took place in a magnificent castle which dominates the bay of Palma. King Juan Carlos of Spain did not hesitate to complement all the winners and to be photographed with them.

After the Palma Regatta, *Dorade* continued to lead the ICYA European Grand Prix rankings and finally confirmed her dominance of the series with two firsts and two second places in the Régates Royale at Cannes. At the ICYA Prizegiving Dinner held near St Tropez in late September, she was awarded the new Spirit of Pen Duick Trophy, presented by Eric Tabarly's widow Jacqueline in his memory.

(Matteo (email: Salamon@iol.it) is now writing regularly for the leading Italian magazine, "Yacht Digest" and would welcome contributions on S&S wooden boats.)

### *Regional News*

#### **US East Coast (North)**

David Virtue, our new Regional Secretary describes his season:

The highlight of an excellent season sailing the beautiful coast of Maine on *Aura*, my 32' S&S designed and custom built wood cutter, was finally attending the **Eggemogin** Reach Regatta held on Aug. 1. After years of having business obligations conflict with the regatta, I decided to attend and money be damned. It was a most enjoyable two days of socializing and a valiant if mediocre attempt at racing on *Aura*'s (my) part. One of the awards given was a Sparkman & Stephens trophy which was for S&S designed sailboats. It was won by *Windalier*, the 58' S&S yawl, built in 1961, and owned by Andrew Nixon.

Later in the season I attended a presentation by Olin Stephens at the Essex Peabody Museum in Salem, Massachusetts. Olin talked about the evolution of yacht design from the late 19th century onwards, about his early introduction to sailing and the evolution of his designs, from *Dorade* and *Stormy Weather* through to his involvement in the America's Cup. It was most inspiring to be in the presence of such an icon of American yacht design. Olin's modest presence certainly belies the wonderful things he has accomplished and experienced in his long and brilliant career.

Finally, one of my goals as a new member and Regional Secretary is to help increase the membership over here by making it easier to join the Association and to purchase house flags, etc. It's only fitting that there should be a sizable membership on the US East Coast where the S&S story started.

- - -

### **Eggemogin Reach Regatta**

Bob Scott reports:

Splendid day and a 20-knot downwind start from Naskeag Harbor. Ninety three boats took part with the greatest number in our class, which started first. We did a Vanderbilt start, reaching along the line until we saw a hole, and crossed a few seconds late. We popped the chute and got into third position behind the 1930's Olympic gold med-winning 8-metre *Angelita* - a new boat except for her ballast keel and name - and a Starling Burgess equally new boat with carbon-fibre spars and everything to go with them. *Falcon* caught and past them both by the first mark, taking first position. The wind died and our heavy spinnaker collapsed on the next reaching leg. The other two overtook us with the aid of light-air sails. Then the wind came back to 15 knots and *Ticonderoga* passed us (and that's OK with me any day!). Moments later Joel White's W-Class *Wild Horses* (76ft overall) roared past like a freight train. Just before the finish line Steve White's 55-square metre, *Vortex*, passed us. *Falcon* was 6th across the finish line and third in class on handicap. I was particularly pleased that we did particularly well against essentially new boats, "*Big Ti*" being the exception. *Windalier*, an S&S yawl, in another class won the S&S Trophy. Other S&S yachts were *Madrigal* (46ft yawl), *Therapy* (40ft yawl), *Crackerjack* (35ft sloop), *Aura II* (32ft sloop), *Blitzen* (55ft sloop), *Welcome* (33ft sloop) and *Viking* (32ft sloop).

A general invitation to S&S boats is extended for the 1999 regatta.

--- S & S ---

### **US East Coast (South)**

Robert C Pemberton, our new Regional Secretary for the US (East Coast, South), currently owns *Patricia's Eagle*, a 1965 Chris Craft *Capri 26* designed by Sparkman & Stephens. In fact the Capri 26 is only one of 10 S&S designs built by Chris Craft between 1963 and 1976. The other designs were: Capitan 26, Pawnee 26, Capri 30, Shields 30, Cherokee 32, Sail Yacht 35, Caribbean 35, Apache 37 and Comanche 42. Robert helped to found in 1997 the Chris Craft Sail Boat Division of the Chris Craft Antique Boat Club to bring owners of these classic boats together and also to establish a photographic and historic archive on their production, history and current status. With membership in excess of 145, the Division burgee flies on boats both in the US and elsewhere. Robert is publisher and editor of the Division's quarterly newsletter, *The Helmsman*, and says that while these smaller S&S designs are not well known, even in the sailing community, the Chris Craft company built them to the same level of quality as they did their powerboats, and they are as good or better than any of the production fiberglass boats built in the 60's and early 70's.

### **Western Australia**

Dick Newnham's recent newsletter from the S&S 34 Association details a healthy programme of activities for their nearly 30 boats. He has details of an S&S 34 for sale: "with the latest and fastest hull and rig combination".

### **Finland**

On the 20th of May twenty S&S devotees assemble at The Helsinki Sailing Club's restaurant, the "Blue Peter", to start off the new season. Mr Heinz Ramm-Schmidt, a Grand Old Man in Finnish off-shore racing, was invited to tell us about the birth of Nautor's Swans and about how to succeed in offshore races. The racing record of Heinz Ramm-Schmidt's second Swan, the *Swan 37 Tarantella II* was outstanding: 50 firsts out of the 73 in off-shore races and second in all the rest but three races! The record is unique in Scandinavia, probably also in Europe.

Back in November 1966, Pekka Koskenkylä, the founder of Nautor, arrived unannounced at the office of Heinz Ramm-Schmidt. Without a word, he put a large-scale drawing on Heinz Ramm-Schmidt's desk. Heinz looked at it for a long while in silence. Finally Koskenkylä asked his opinion about it. The spontaneous answer was: "It's a winner!" The boat on the drawing was the *Swan 36*, one of the first yachts with the separate rudder configuration. "It's yours; I know you need a boat". Heinz replied he wasn't purchasing any boat in the first place and, if he was, it would be a boat in the half-ton size, and this was a one-tonner. Koskenkylä replied: "I suppose it's OK if you get one ton for the price of a half!" Heinz was not prepared to sign a contract on that occasion, but arriving home on the evening before Christmas Eve he found Koskenkylä in his kitchen, selling the concept to his family!

When signing the contract Koskenkylä confided that this meant three orders for him, as two other customers had stipulated they would only sign an order if Heinz Ramm-Schmidt would do so first. Rod Stephens had stipulated, besides other conditions, that Koskenkylä would have to confirm at least three orders before he got permission to use the design for production.

The Ramm-Schmidts were due to get their new boat on the first of May, but the boat wasn't finished until Mid-July, in spite of the fact that the family spent all their weekends at the yard, taking active part in the building of the boat.

The lead-up to the launch was long and winding for the first Swan. When casting the 3.6 ton lead keel the concrete mould was too fresh, so that when the lead was poured it collapsed and all the lead flowed on to the ground. When the boat was finally ready for launching, the birch alley on the way to the port was too narrow; the men from the yard finally had to cut down all the trees on one side! More problems arose as the chassis of the home-made trailer broke, probably as a result of the contact with the birches, and the boat fell into the ditch! With assistance of the village blacksmith the boat finally arrived at the port next morning. Almost immediately after leaving the port under sail in heavy wind, the boom and the expensive wind-indicator came loose.

In spite of all the difficulties that appeared to be due to lack of experience of sailing, Pekka Koskenkylä managed to achieve a very high quality of build in a short time. This was due to his capacity of spreading his enthusiasm to his team of skilled workers. The outstanding joinery skills of Rurik Riska in were evident in the impeccable wooden interiors of the yachts. Nautor also made good use of external knowledge. Their US agent, Palmer & Johnson, sent their own man to supervise the quality and strength of the build, contributing in his own personal way. Weighing a hefty 120 kgs, he jumped on all parts he thought looked suspicious and he rejected every item that didn't pass the test! As a result, some items were overspecified and the boats from this period were heavy. Pekka Koskenkylä was a pioneer in modern serial production methods, which kept the manufacturing prices down. Thus the company was reputed to build Rolls-Royce quality at Mercedes prices. But much of the high reputation regarding quality and durability was gained through the co-operation with the Stephens brothers. Rod Stephens himself took part in the first regatta on board the new *Swan 36 Tarantella*. He spent quite a lot of time at the top of the mast with a note-book in his hand. Heinz Ramm-Schmidt learned much about off-shore racing from this event.

Although *Tarantella* was a success she had some faults, being the first of the series. When discussing with Heinz Ramm-Schmidt some major repairs that would have to be done at the yard, Pekka Koskenkylä suggested: "Sell your 36. For the price you get, I'll build you a new 37!" This generous offer was accepted.

The new *Swan 37* superceded the 36 as unbeatable in racing. *Tarantella II* was the first example launched, and an immediate success. Today, 28 years later, we wondered how it was possible for a yacht to be that successful over such a long period of time. Heinz's answer was that you need to be good over-all. Of course, first you need a good design. The importance of a good sail wardrobe is crucial. (In the early seventies you had to purchase your sails from the US, Hood or North, or from Ratsey & Lapthorn in the UK.) The racing sails are only used for racing. And the bottom of

the boat has to be cleaned and polished before every major event. The tasks on board are shared in order to take advantage of everybody's personal skills. Somebody is good at the helm sailing up-wind, somebody else down-wind; somebody is talented at trimming sails etc. As soon as anyone is noted not to perform at 100% concentration, because of fatigue, he is replaced by someone who is fresh. Immediately after the start, everyone who is not needed is sent below for sleep. At night more hands are needed on deck. In day-time boats perform similarly; the differences are biggest at night. Personal equipment is minimized and all spare gear stripped out of the boat. Food and water consumption is calculated in advance. All equipment is concentrated amidships.

Altogether the fighting spirit among a good crew, knowing that everything has been taken into consideration and each person must make their contribution to being the winners - that makes the difference!

Heinz Ramm-Schmidt's speech was appreciated by all, helped with a good portion of humour. Heinz finished by saying that S&S lost their position in the top-end of the results lists in the late seventies and eighties when lighter constructions came on the scene. Olin Stephens could certainly have produced competitive designs, but did not do so because he was not ready to sacrifice constructional strength and sea-going ability for speed.

After the dinner everybody left for home, greatly enthused for the coming season's sailing.

Fredrik Ekström

--- S & S ---

### *Yachts For Sale*

***Skylark***, (S&S Design No. 137) is a classic cruising and racing yawl, built 1937 by F. F. Pendelton Yachts in Wiscasset, Maine, and formerly known as "Ruth S. II" and "Vryling II". Her dimensions are: LOA: 57', LWL: 38', Beam: 12', Draught: 7'7". She is built of Philippine mahogany planking with white oak frames and decked with teak planking. Perkins 4-108 Diesel achieving 8 kn at 2500 rpm. Accommodation for 8. Comprehensive inventory including 24 sails.

*Skylark* is closely related to *Stormy Weather* and has similar numerous racing honours to her name on both the E and W coasts of the USA. She also has a 31,000 mile circumnavigation in her log. Currently viewable in Fort Lauderdale. Price: \$225,000 (negotiable).

Contact: F. Thomas Reese, 513 S.W. 9th Street, Fort Lauderdale, Florida 33315  
Phone: 954-463-4468 Fax: 954-523-7002 Email: gem@escm.com

--- S & S ---

***She 36 - Moyna Clare*** Interior refurbished, oiled teak and re-upholstered. West Epoxy treatment - 1997 Engine: Volvo 25 HP MD 11C overhauled in 97. Folding prop. New boom Z Spar - 98 New Harken furling system - 98. New Parker & Kay Tri

Radial; furling headsail. 11 other sails in good order. New cradle. New teak seating. New Whitlock Cobra steering. Brooke & Gatehouse electronics. Nearly £30,000 spent on her in last 4 years. Outstanding condition, outstanding performance. Probably the best *She 36* afloat. Price: £50,000. Lying at Port Solent, Portsmouth (cheap berth available).

Contact John Bailey - Tel. 01442 240622

--- S & S ---

### **Electronics equipment for sale, ex Swan N43**

A) Neco 892 Autopilot. The complete system, in fully working order, consists of drive unit, compass, power supply unit (11-40 vdc) and control unit (note: this is not the 692 model, but the upgrade 1990 model, with NMEA option). Complete with an extra drive unit, an extra compass and a lot of spare parts. Asking price is £700 or highest reasonable offer.

### B) Complete Brookes & Gatehouse instrumentation.

The B&G configuration in perfect working order, consists of Harrier Mk 5 log with two transducers through shut off valves and a gravity switch. Hecta M200RS echo sounder also with two transducers. Hengist/Horsa A Mk.3 wind system. The analogue displays are: Navstation: Wind direction 360° + wind speed (0-60).

Cockpit: Wind direction 360° + wind speed (0-60) + close hauled angle + depth (0-200 m) + boat speed (0-10 kn). Spares: complete set of 6 analog displays and mast head unit for the wind system. Asking price for the B&G lot is £900, or highest reasonable offer.

Contact information: Henrik Lindblom, address: Framnasgränden 4B, FIN-02230 Esbo, Finland. Phones: +358-9-8038424 (home), +358-9-640160 (office), 358-500-404174 (mobile); faxes: +358-9-8041229 (home), +358-9-641561 (office). E-mail: [h.lindblom@askhl.pp.fi](mailto:h.lindblom@askhl.pp.fi)

### *Stainless steel rigging failures*

The best candidate for Dick Newnham's rigging failure (see "Mast Overboard", S&S Newsletter, March 1998) appears to be stress fatigue, possibly aggravated by crevice corrosion. The following notes on these two forms of metal deterioration are abridged from the Cheoy Lee website: <http://nimbus.temple.edu/~bstavis/moonglow>.

*Crevice corrosion is a common form of failure for stainless steel. "Stainless" is a misnomer, since such steel can pit and corrode when it is wet but tightly covered. This is because it cannot get oxygen to make a protective coat of chrome oxide. These conditions might exist for the insides of a swaged rigging terminal fitting. The normal, high quality marine alloys (303, 304) of 30 years ago, and even the more recent alloy, 316, all are vulnerable in varying degrees to crevice corrosion.*

*Stress fatigue results from repeated changes in tension or compression. Eventually, tiny cracks develop on the surfaces, reflecting this fatigue. Any corrosion in these cracks accelerates the process of deterioration. Stainless steel wire ultimately can suffer from the fatigue of constant pulls.*

*Stainless steel deteriorates from the surface towards the center. If the surface is good, the metal is OK. The surface can be checked with dye penetrants. Polishing stainless steel cleans and seals its surfaces, and improves its resistance to corrosion. When polishing, regular steel tools (such as a wire brushes) should be avoided, as they will force flakes of steel into the surface, where they will rust. Emery cloth wheels are fine for polishing stainless steel, as are special stainless steel wire brushes.*

There is reputedly an excellent illustrated article by Steve D'Antonio in *Cruising World*, June 1998, pp. 73-78 explaining stainless steel deterioration. An article by Dave Gerr about boat metals was due to be included in a new US magazine, *Good Old Boat*, this past summer. The US magazine *Professional Boatbuilder* also carried an article on stainless steel in its August/September 1998 issue.

I have yet to see a technical report that documents the possibility of crevice corrosion occurring on the interface of strands buried in the core of multi-strand rigging wire. If you see something on this please contact me. (Ed.)

### *Winning 'Prospect'*

by Andrew Parker (mast-man on *Prospect*)

One moment defined the excitement of the whole week! In a marquee attached to the charming old headquarters of the Royal Corinthian Yacht Club in Cowes, the prizegiving ceremony for the annual Royal Ocean Racing Club Channel Race had just been held. As the crew of ***Prospect of Whitby***, the 1971 S&S classic Admirals' Cup yacht, we found ourselves clutching the oversized silver punchbowl awarded to the overall winners of that famous race. Dating back to 1928, the trophy's plinth bears witness to the long history of outstanding yachts and yachtsmen who have taken part - such as Tabarly on *Pen Duick*, *Myth of Malham*, Merricks and Walker on *Bradamante*, *Kialoa* and

many more. Most evocative of all, in a strange way, was the name of *Prospect* herself, winner of the race under her original owner, Arthur Slater.

*Prospect of Whitby*, as many will recall, is one of the great names of English yachting. This yacht first bore the name in 1971, the third S&S yacht to do so. Designed by Sparkman and Stephens at the height of their powers, she was commissioned to be the big boat for the 1971 English Admirals Cup team, in which role she was the leading points scorer for the winning England trio. Campaigned by Slater, and subsequently by Sir Maurice Laing, under the name *Loujane*, she holds the unique achievement of winning every RORC race held off the south coast of England, with the exception of the Fastnet. Built in aluminium at the Dutch yard, Royal Huisman, the boat still looks immensely elegant and purposeful today.

How did she come to be back at the scene of her former triumphs? Simply, recognising the potential of such an historic vessel, new owners Tony Cox and Sarah Jane Cook had rescued the boat from near-dereliction, and ploughed time and resources into the first stages of a long-term renovation plan. The initial goal, reached over the summer of 1998, was to qualify as part of the England team for the international Commodores' Cup regatta, held biennially at Cowes in the Admirals Cup 'off year'. Qualifying for the England Red team, *Prospect* took part as the Class C yacht for the squad.

That was where we came in, for the Channel Race represented one of the two 24-hour-plus offshore races that constituted part of the Commodores' Cup schedule. Sadly, the trophy obtained in that race did not signify huge success so far as the regatta was concerned. Overall success under the RORC classes is assessed under the CHS rating rule, not the IMS rule of the Cup itself. Hence, after 27 hours of hard sailing, we found ourselves that bright summer's afternoon with only a fourth place in class to count towards the overall Cup result.

Not that our enthusiasm was dampened - far from it! In keeping with the corinthian spirit of the Commodore's Cup, an amateur-oriented event, most of us in *Prospect's* crew had never represented our country before at any level. Putting the excitement of doing so alongside the wonderful racing that the regatta provided, we were all enjoying ourselves too much to be unduly concerned about finishing out of the medals. The great thing was, though, that *Prospect's* qualities were such as to put us on the podium at the end of the regatta, albeit in third place in our class - but still top British boat for the regatta!

Remarkably, this was not attributable to any particular flukes of the weather. Quite the contrary, for the regatta was sailed over 8 days of very variable conditions, with times of flat calm falling between periods of winds up to force 7. Apart from one inshore race, where the conditions were so unpredictable that the result was a lottery, we never finished lower than fifth in class. This, when most pundits, before the fact, had suggested that we would need heavy airs to compete against the zippy lightweighters that constituted most of the in-class competition.

Everyone on board came away from the Cup with a huge sense of satisfaction - what a feeling it was to be pounding along downwind with a good big kite flying, out in the Channel off the Isle of Wight, a big sea running up behind us in the dark. Imagine for yourself the excitement of tacking through the rain-laden squalls of the final race, under the eyes of the gathering crowds at the Royal Yacht Squadron, to pip the Dutch yacht *Cisne*, an S&S designed Swan, for line honours.

In the end, we have to admit, the yacht takes most of the credit. It is truly remarkable that an old lady like this, after years of hard use, still feels so at home on the race course. Her sea-keeping and handling qualities are of the best. We can't help feeling that the world should look out, when we really learn how to sail her properly!

- - -

PS. Tony Cox and Sarah Jane Cook would welcome inquiries from potential crew on *Prospect of Whitby* for the 1999 season, for which they envisage a full programme of

offshore racing leading up to the Fastnet Race. Contact them on 01273 887 658 or email [tonyc@pavilion.co.uk](mailto:tonyc@pavilion.co.uk).

--- S & S ---

## *Global Regatta Reports*

### **Finland**

The rainy and windy weather, which seemed ever-lasting this summer in Finland (as elsewhere in N Europe) was forecast also for the S&S Annual Regatta. The forecast promised a Yachtman's gale, Force 6 -7 with rainshowers, for Saturday 22nd of August.

The historical surroundings of the seafortress Suomenlinna, situated at the entrance of our capital, Helsinki, were chosen as the base. This year there were many events at the fortress, as 250 years had passed since it was founded. The French also contributed with barrels of gold to finance the project, aiming to close the passage of the Russian Navy westwards. A Russian fleet had burned everything in their way on the Swedish east coast during the years 1718-1719.

As we approached the island fortress on the late Friday evening, there were sails everywhere in sight. Yachts of all sizes and types had just started, or were preparing their start, for the Helsinki-Tallinn Race. As some S&S designs were also seen in the fleet, we thought we would try to avoid arranging our Regatta on the same week-end as this popular off-shore race next year!

Having moored up in the small harbour at Suomenlinna, we tasted some cheese and wine with Pentti Ella from *Louna*, a beautiful S & S 40, while the rain was pouring down. Pentti and his wife Liisa have crossed the Atlantic in both directions in their yacht. *Felicia*, Vesa Viitanen's S & S 6.6 had also arrived on Friday evening. We did not immediately recognize *Felicia* as she had been recoated in an elegant dark-blue colour last winter. Now, on Saturday morning, the Muuronens joined our small fleet in *Adelfe*, the last *Swan 36* to be launched, as late as in the late eighties. The hull, one of the very first ones to be moulded, had been delivered unfinished and was neglected for twenty years! Seija and Matti Hihnala arrived from Turku. Seija was going to sail onboard *Mermaid*, an *IW-40*, and Matti onboard *Louna* during the Regatta.

The rain stopped and the wind was far from being as strong as forecast, only around F4 from East, as the four yachts prepared for the start. The same practice as last year: the line was to be crossed at the twelve o'clock radio signal. *Felicia* and *Adelfe* were first over the line, followed by *Louna*. *Mermaid* was the last yacht to start on the 18 miles course. The S&S yachts all showed their up-wind ability as we tacked past the Kuggensten reef, the first rounding mark, in the company of some other boats that could not point as high.

When everybody had rounded, *Adelfe* had taken the lead, tightly followed by *Louna*. Sheets were eased on the long down-wind leg. Onboard *Mermaid* we gradually caught up the leaders. When passing Rysäkari we were abeam of *Louna*, and not far behind *Adelfe* either. But we had the highest rating and *Felicia*, with the lowest, was doing

well behind us. A heavy rain-shower reduced the visibility for a while, but fortunately not for long.

After rounding the island of Knapperskär, the fleet started reaching towards Helsinki again. *Mermaid* got free wind and took up the lead, while *Louna* and *Adelfe* were competing close to each other. Behind the next island the wind eased and *Louna* managed to slip ahead of *Mermaid* again. *Adelfe* was not many boat-lengths behind, and was thus, because of her lower rating, certainly ahead of both of us on handicap. But what about *Felicia* with the lowest rating?

On the last close-wind reach towards the original start line *Mermaid* was definitely over-canvassed with her large mainsail, but there was no possibility of reefing down on such a short leg without losing ground. The finishing order was *Louna*, *Mermaid*, *Adelfe* and *Felicia*. But who would be the winner on handicap?

All four yachts returned to harbour at Suomenlinna. The Kaila family in *Cantana*, a beautiful *Swan 36*, then joined the S&S fleet. After some afternoon socialising in the yachts, the whole group went for dinner to Café Chapman, named after the creator of the famous archipelago fleet, which was built here at the local naval wharf during the eighteenth century. The Nuotios, Marinella, and Pösös, Tuulikki joined us for dinner in these historical surroundings.

After dinner the winner of the Regatta was announced: the Muuronens on *Adelfe*. Quite a strong performance, especially since skipper Antti had undergone knee-surgery during the same week and had not recovered yet (just getting to the restaurant was quite a strain). His crew consisted of his wife, 10-year old son and their fox-terrier! *Louna* was second and *Felicia* third. *Mermaid* lost on handicap, but is looking forward next year's challenge!

Olli Martio, the winner of last year's regatta, had offered a trophy, the book, *The Best of the Best!* The winner keeps the book until the next regatta the following year, when it goes to the next winner. In case a skipper has won the regatta before, the book goes to the person coming second. What a brilliant idea! The winner gets time to brush up his memory for the next challenge, the quiz. The second and third prizes were bottles of champagne, offered by our enthusiasts from Turku, the Hihnalas. They were applauded merrily when winning the quiz, consisting of tricky questions from a time span ranging from competition in the 6mR-class in the thirties to the 1998 Expo Round the World Rally. The Kailas got as many points, the winner had to be selected by lottery. Thus the bottle they had brought from Turku went back to them! It seems unnecessary to mention that these prizes were enjoyed together outside on deck during the night to a light orchestral accompaniment of carnival sky rockets in all colours and shapes.

Next morning the group took part in a guided tour around the fortress island. The fortress was captured twice in history, by the Russians during the 1808-1809 war, when Finland was a part of Sweden, and later in the Crimean war, by an Anglo-French fleet. Both times the fortress could have easily withstood the attacks; the reasons for the capitulation in the first attack has never been clarified.

The S&S fleet did not have to fire any guns against the old granite walls. We came, we saw and some even won!

Fredrik Ekström

### **The English Southern Region**

#### **Clean Sweep!**

Four stalwart members of the Association met on 28 August with their boats and crews at the entrance to Her Majesty's Naval Dockyard, Portsmouth, to join the International Festival of the Sea, which had unwittingly decided to host the Southern Region S&S Global Regatta. A huge flotilla of some 600 warships, square-riggers, old gaffers, rowing boats and craft of other bizarre configurations had congregated for our arrival, most of them dressed overall and swarming with crowds of officers, crew and onlookers. Entering No 2 Dock in the sort of precise formation that Nelson would have been proud of, *Aceca*, *Clairella*, *Mornings End* and *Scheherezade* took their places proudly among this august company, rafting up together in a concentrated display of classic cruiser-racer talent.

Despite this initial outward display of chumminess, the competitive spirit that lies beneath the surface of many a benign yacht-owner was soon to be revealed. Indeed, such manifestations were even apparent before the arrival of the S&S fleet, *Clairella* having sought unfair advantage by having her bottom scrubbed the day before. Not content with this, she ran her diesel supplies so low in efforts to lighten ship that she ran out of fuel within a cable of the entrance to No 2 Dock. Limping in under mainsail alone, she was rescued by the gallantry of *Mornings End* who passed over a 10-litre can of fuel - and thus herself suffered the charge of attempting to lighten ship to improve her chances in the forthcoming race.

Further pre-race stratagems followed, the most obvious of which was the Saturday practice race that *Clairella* alone entered. This involved motoring 10 miles to Cowes, 'sailing' for 4 hours in no wind and then motoring back to the Festival at Portsmouth. However, despite the lack of testing conditions, a number of valuable lessons were learnt. The main one was that, if there is no wind, it pays to be up-tide of the start line around the time of the preparatory signal. But the chief benefit gained by *Clairella* from this outing was the demoralising effect it had on the other competitors, who thought that Sunday's race was to be a gentlemanly affair with nobody trying particularly hard.

A fine example of the gentlemanly approach was given by *Mornings End* in response to a request for certain rig measurements from the organisers of the forthcoming race, the Old Gaffers' Association. Asked for his J measurement, our noble Chairman submitted a figure representing the length of the foot of his No 2 genoa, thus increasing his handicap by a considerable margin. Even this show of generosity towards those with smaller boats and less racing experience was, as we shall see, insufficient to give most of the opposition a half-decent result.

On *Clairella*, further opportunities to gain advantage before the start of the race were grabbed enthusiastically. Being on the outside of the trot presented an obvious one.

Delaying her departure on the pretence of awaiting a further crew member, she prevented the other three S&S competitors from motoring to the start line in time. This worked a treat - so much so that both *Aceca* and *Scheherezade* crossed the line some 8 minutes late. In addition, the OGA had obviously been co-opted to weed out the faint-hearted competitor. They biased the line so much that every boat approached it on a beam reach, aiming for the same spot; they used a starting sound signal that could only be heard within a few metres of the committee boat; and they neglected to give the signals or timings by radio. The result was a somewhat ragged start, but one allowing the race officers to read each competitor's sail number at leisure as they sailed past in procession.

*Mornings End*, with her veteran skipper and needle-sharp crew, were up to all this and, relying on the flags as the signal to start, crossed the line at the head of the motley fleet of 35 vessels. *Clairrella* found herself blanketed by a 60 foot yawl that seemed intent on running the length of the starting line before heading for the first mark. But, finally drawing astern and then tacking for clear air, she soon found herself enjoying a beat of some 5 or 6 miles in a somewhat shifty force 2, out through the Eastern Solent along the main shipping channel. Others found it less rewarding, for distractions impinged from every side. A 40,000 ton container ship provided *Mornings End* with another opportunity to test the nerve of a merchant navy captain and his knowledge of that cherished rule that "power gives way to sail". This had been found to work when *Mornings End* had inspected the fleet assembled in Spithead for the VE Day 50th Anniversary celebrations. But on that occasion Terry had been wearing his Montgomery beret and full medals, so that, lacking them now, he may have given his hail with less conviction. Soon after, the wake of this passing ship provided a delightful spectacle as several racing powerboats launched themselves into the air as though pursued by Moby Dick.

Back on *Clairrella*, consternation was setting in as the skipper and crew of two got used to the awesome responsibility that comes with being at the head of the fleet. Accustomed to leaving most of the navigation to boats ahead, serious work with out-of-date chart and binoculars was needed to identify the Dean Tail buoy from the myriad blobs on the horizon. A few short tacks and she was around it, with the nearest competitor a good ten minutes behind. If ever there was a time to hoist the spinnaker and nonchalantly tuck into the white wine and smoked salmon sandwiches, this was it!

Two miles later, with lunch cleared away and the gybe mark safely passed, the penultimate leg back to the Horse Sand Fort saw the rest of the fleet beginning to recover lost ground. There was *Aceca* on her first race for many a year, her bright yellow masthead kite gathering the fickle breeze into a concentration of power and speed. Others, too, were pushing to join the fight for line honours. But it was *Clairrella* that rounded the Fort first and headed for the final turning mark a short distance off Southsea beach. Thousands lined the beach and foreshore, totally oblivious of the spectacle that the Old Gaffers' Association had arranged for their enjoyment. So, except for the mild intrusion of one press photographer in an inflatable dinghy, it was with that quiet satisfaction that comes at the end of pleasant sail in good company that *Clairrella* crossed the line off Southsea Castle to take line honours. Her first gun for many a year, and so too with *Aceca* who finished next, not far behind.

But the handicappers always have the last word and this occasion was no exception. In a race that was billed for "Classics" and indeed attracted an entry of over thirty classic yachts, the winner on handicap was later declared to be a 12 foot plywood dinghy built in 1995. Gaff-rigged, of course, and so was the equally modern 19-foot schooner-rigged open day-boat that was placed fourth. But putting these quirks aside, the first four yachts on corrected time were *Clairella*, *Aceca*, *Scheherezade* and *Mornings End*. A clean sweep for S&S boats in a fleet of thirty!

Celebrations were the order of the day and the Festival of the Sea provided the perfect setting. And when it came to the prizes, the 12-foot dinghy was passed over (because she had been a prize-winner the previous day) and *Clairella* was declared the overall winner. Your Hon. Newsletter Editor and his wife/crew were presented with a magnificent pair of *Traser* dress watches, whose luminosity can only be blinked at. Three cheers for the Old Gaffers' Association and the next International Festival of the Sea!

Neil Millward

--- S & S ---

### *Owner's sketch*

#### **A Spark, an Obsession, and a Near Disaster.**

It is amazing how one small, simple action can send a person on a life-long journey, in unplanned directions and to unimagined places. Consider my story of being reintroduced to wooden boats.

I grew up on Long Island Sound in the early 60's and my early years were filled with small wooden outboard boats. By the age of fifteen I had sold my latest boat and cars, school, a career, etc. had led me down different paths. I found myself in a house in the woods of New Hampshire.

One day my then girlfriend brought home a few donated surplus magazines from where she was working. I can't remember what they all were, but one was *Wooden Boat*, a magazine I wasn't familiar with.

The spark. I had had no thought of owning a boat, not since my teens, but I started to think, hum, it might be fun to own a small sailboat. But not just any sailboat, a wooden sailboat. As was evident from the copy of *Wooden Boat*, there was a quiet revolution going on, the revival of wooden boat-building. At one time I had lived in Annapolis, Maryland, a mecca for sailing, and had gone out a few times, but I guess the idea of owning a fiberglass sailboat, with its lack of soul, just didn't appeal to me. I really never gave sailing much thought. Maybe it also had to do with the fact that I was living on \$300 a month as a self-employed long-haired craftsman.

Anyway, there I was, considering my new found interest, and the rest, as they say, is history.

The obsession. First a 15' daysailer, then a 20' pocket cruiser, a Nutshell pram, a Kingfisher shell, another larger Nutshell pram, a Shellback dinghy, a Sparkman & Stephens cutter and on and on. At one time I owned an embarrassing 121' of boats!

The near disaster. One day, as I was sitting on the john, looking over the latest issue of WB, my eye was drawn to this lovely profile of a Sparkman & Stephens designed sailboat in the brokerage section. A phone call and a quick trip to Manchester-by-the-Sea had me climbing a ladder to have my first look at *Aura*.

In the dull light of the shed, as I reached for her wonderful stainless & teak boom-gallows, I knew that, under the 7 years of dust and bird droppings, this perfectly proportioned yacht was just right. *Aura ii*, ex *Sankaty III*, is a 32'3" custom S & S cutter, design no. 2221, commissioned in 1976 and built by Seth Persson, the renowned builder of *Finisterre*. No expense was spared by the the owners. So, there wasn't much of a choice but to buy her and she was moved out of the building where she had been in storage. Ten days later, having sailed *Aura* to her new home, a fire consumed the entire complex where she had sat for those 7 years. On the news that evening, all that was left was open sky and the black hulk of *Aura*'s unlucky neighbor. Certainly if I, as the first buyer, had not purchased her, *Aura* would have been an irreplaceable pile of expensive charcoal.

I shudder to think of what I'd be doing now if I hadn't leafed through that copy of *Wooden Boat*. Probably I wouldn't have had the joys of sailing and owning wooden boats, nor cruising the coast from Maine to the Bahamas as well as the Carribean & Greece and beyond. There would have been no building of my little fleet, no meeting so many nice people along the way, and *Aura* would have been destroyed that September day in 1989.

Thank you, Fates!

David P. Virtue (email: [virtue@ime.net](mailto:virtue@ime.net))

--- S & S ---

### *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.

#### *Your Officers and Committee*

President Olin Stephens

Hon. Members Sir Edward Heath Dick Newnham

Dick Dalmanie David Dicks

Hon. Chairman Terry Sprake 01329 845005

Hon. Secretary Mark Weaver 01895 631882

email: m.weaver@ndirect.co.uk

Hon. Treasurer Clive Egginton 01489 577851 (Tel. / Fax)

Hon. Newsletter Editor Neil Millward 0171 281 2674 (Tel.) 0171 654 1900 (Fax)

email: n.millward@niesr.ac.uk

Hon. Secretary (GRP) Bill Parry 01934 7127668 (Tel. / Fax)

Hon. Secretary (Wood) Patrick Matthiesen 0171 930 2437/1387

email: Patrick@oldmasterslondon.demon.co.uk

Hon. Regional Secretaries:

Australia (except W) Roy Baker

Caribbean Hans Lammers PO Box 614, St John's, Antigua

England (South) David Olley 01489 572283

England (SW) Chris Bedford 01803 854844

England (NW) Brian Kewley 0151 342 3405

Finland Fredrik Ekström ++358 0 2970661

Germany Volkmar Abert ++49 203 358115

Italy (except Northern) Francesco Travertini ++39 965 28983/ 332475

Italy (Northern and Côte d'Azur) Matteo Salamon +390276013142

(email: Salamon@iol.it)

Netherlands Rob Snoeks ++30 510741

New Zealand Douglas Reid ++649 5366660/ 5365892

Sweden (South) Hakan Spangmark ++48 8 307806

Sweden (North) Jarl Swenson ++30 635 74/607 67

US East Coast (N) David Virtue ++1-207-439-8005

virtue@ime.net

US East Coast (S) Robert Pemberton ++1 803 773 2160

Pemberton@sumter.net

Western Australia Dick Newnham ++619 3857325/ 3858098