



SPARKMAN & STEPHENS ASSOCIATION

NEWSLETTER December 1999

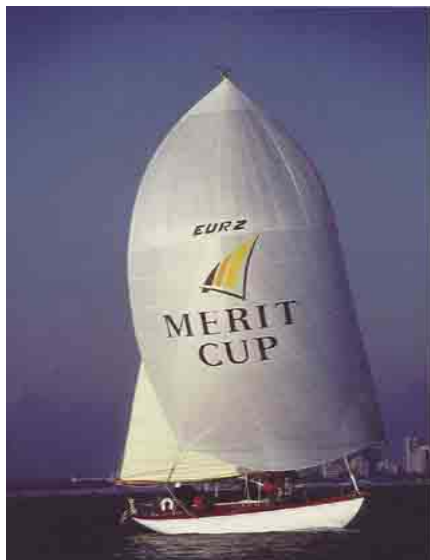
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*'Ice Fire', with a borrowed
spinnaker! (see Regional News)*



Our Annual Dinner venue --

*Celebrations all round after
the Cowes Classics Rally*



See **Southern England** report.



Annual Dinner & AGM

Our Annual Dinner and AGM take place on **21-23 January 2000** in Rotterdam and the weekend promises to be entertaining and well-attended. It starts with a Welcome Party in an historic wooden building at the Veerhaven on the Rotterdam waterfront on the Friday evening. Saturday morning features a talk on Dutch Boat Building by the Director of the Rotterdam Maritime Museum and then a harbour cruise in *Blue Bird*, a steel motor yacht designed by G L Watson and a participant in the Dunkirk evacuation. The Annual Dinner kicks off with drinks at 5 pm in De societeit de Maas, one of the Netherlands' oldest yacht clubs. Dress: formal.

Sunday morning's breakfast at the Hotel New York will be preceded by a water taxi ride and followed by the AGM.

The cost of the Dinner alone is *f*75 (approximately £22 or \$35) excluding drinks, up to *f*200,- for all events. Cost is per person and excludes hotel costs. With sufficient notice our Dutch hosts will try to arrange overnight accommodation, either at the homes of participating members or at *f*128 per couple in the nearby Seaman's House, if desired.

If you intend coming to the Annual Dinner and have not already booked, contact Rob Snoeks, our Regional Secretary for the Netherlands, by fax (0031 30 2541146) or email (snoekspa@tref.nl).

Rob will need to know a) the names of those attending, which events they wish to attend, whether they wish to have accommodation arranged for them and their rough times of arrival and departure. No money is required at this stage.

Further information on the events and venues is available on a specially-commissioned web-site: <http://www.spdev.demon.nl/SnS>

(precise upper and lower case required).

Your Association joins the World Wide Web !

The Sparkman & Stephens Association now has its own website at <http://www.nmillward.fsnet.co.uk/>. Developed initially by a fledging web-site designer on the promise of a sail on an S&S yacht, the site has now been taken over by your Hon. Newsletter Editor and will be improved and updated as his emergent skills and time allow. The site contains:

- A home page, giving an outline of the origin and purposes of the Association
- A Gallery of photos, currently organised into: Members' boats, Classic S&S Designs and People and Events
- Committee members and contact details
- An Archive of past Newsletters
- How to Join the Association
- For Sale and Wanted
- A list of related sites.

Please send material for any of these pages and suggestions for modest expansion of the site to Neil Millward. Photographs of members' boats and of regional events would be especially welcomed. Any format can now be accepted.

Around Alone at 17

Jesse Martin completed his record-breaking solo circumnavigation on 31 October aboard *Lionheart*, his S&S 34, after an 11-month voyage. Jesse now holds the world record as the youngest to sail around the world non-stop, solo and unassisted. The record is registered with the World Sailing Speed Records Council. Jesse sailed up through Port Philip Bay, Melbourne, amongst a huge flotilla of boats to Sandringham Yacht Club, where family, friends and thousands of supporters welcomed him. A congratulatory e-mail from the S&S Association committee was among many others to reach him on his first few days ashore.

The whole sequence of Jesse's weekly bulletins to the world can still be viewed on his web-site: <http://www.venturebeyond.com.au/>.

Regional News

Italy

Thirty two vintage and classic yachts turned out for the City of Trieste's Class Yacht Regatta on 18/19 September to race in five classes under the recently modified AIVE rules. Seven were Sparkman & Stephens designs, including *Ice Fire*, *Alnair III* and *Finisterre*. *Ice Fire* (a restored New York 32, pictured on our front page and launched in 1936) was our sole representative in the Vintage Class. *Icefire* and *Finisterre* were built in the USA; the remainder of the S&S boats were locally built by famous yards in the Adriatic.

Just like last year, the weather conditions were fiendishly light - indeed the wind was rarely much over 3 knots from WSW to SW. A good knowledge of local puffs and lifts off the shore- line was essential. In these extremely light conditions one would have thought that the more modern *Alnair III*, built in 1964 and with a LOA of 14.4m, would not only have been faster on corrected time but faster through the water than

her older S&S sister *Ice Fire* at 13.48m LOA. But in fact the boats were extremely evenly matched, confirming once again that except in a strong following wind the old NY 32 design is still a very slippery shape. *Ice Fire* easily led the veteran class, coming 1st overall, while another S&S design, *Louisa*, won the smallest of the Classics classes.

At the end of the season, Alessandro Degano, raced, *Ice Fire*, to win the Adriatic Vintage Championship in November.

Matteo Salamon, our Regional Secretary, has finally found his dream yacht, ***Only You***, a Swan 38 (S&S design n° 2167), built in 1976 by Nautors. She was completely rebuilt in 1997 and hence looks like a new boat. Matteo promises us some action photos early next season. Meanwhile watch our website for some 'in-harbour' shots.

Matteo has negotiated at 10 per cent discount for Association members at <http://www.crocieratotale.com/>, the leading nautical bookshop in Italy. They also have "real" shops in Milan, Bologna and Rome).

Australia

Dick Newnham's latest report includes design sketches for a double bow roller so that he can cruise and race his S&S 34 short-handed, plans for the coming season in Western Australia and rumours of a parallel association emerging in the Melbourne area. There are now apparently 15 S&S 34s in the various clubs around Port Phillip Bay and between them they seemed to have amassed a plethora of racing successes in the region in the last ten or so years. If there were any lingering prospective owners of S&S 34s in the area, we hope Jesse Martin's triumphant return will have settled the issue for them.

USA

Matt Cockburn is currently restoring the 6-metre *Buzzy III* (S&S Design 1151) to join the largest fleet of racing sixes in the US, on the Puget Sound, Washington. You can see some of the photos online at his website at <http://www.6mrnorthamerica.com/> which also features pictures and documentation on a number of other S&S sixes.

Patrick Matthiesen has been on the trail of two S&S designed New York 32s, *Gentian* and *Vitesse*, both suffering from long-term neglect and sold for restoration. Patrick would welcome any information on these boats.

George Moffett has sent us his plans for *Brilliant's* Atlantic coast and European cruise, starting in July and taking in Amsterdam (late August), Portsmouth (13-17 September) and Kinsale (27-30 September). *Brilliant* would welcome Association members aboard at any of these venues. More information on her itinerary is accessible on <http://www.mysticseaport.org/>.

Caribbean

War Baby returned to Bermuda in July this year after 9 years of cruising and racing with a variety of crews under the instructive eye of her owner/skipper Warren Brown. During the nine years she visited 80 countries and ventured as far north as the tip of Greenland, as far west as Croatia, as far south as Campbell Island (500 miles south of New Zealand) and as far east as southern Tasmania.

War Baby was born as an IOR racer in 1973 under the name *Dora IV*, justified her new name, *Tenacious*, in the 1979 Fastnet Race, and has since gone on to notch up some remarkable long-distance cruising achievements under her current name.

Southern England

Clive and Margot Egginton completed their pre-millennial trans-Atlantic crossing in late December aboard *Revid*, their *Delta 94*. A brief email confirmed that life in the Caribbean comes up to their most optimistic expectations. If you want to stimulate them into sending us a slightly fuller report, email them at SYRevid@hotmail.com.

Southern England Annual Regatta

The following report was submitted as the Region's entry for the S&S Association Challenge Cup on 21 November, 1999:

As it was impossible to change the date fixed for the total eclipse of the sun, James Jermain was obliged to delay the start of the *Yachting Monthly Cowes Classics Rally* by a week. However, despite this inconvenience, tradition could not be ignored and our small S&S Regatta fleet assembled with the other Cowes Classics yachts that had managed to fight their way there in near-gale conditions on Wednesday, 18th August. Later in the day, at the rather grand Civic Reception at Northwood House, we drank with old friends and boasted of the cracking sail that we had enjoyed in getting there.

During Thursday, Kate March from *Clarionet*, having generously 'volunteered' to organize Family Fun and Games, spent the morning hunting the shops for balloons, plastic ducks etc., whilst the rest of us opted for a lazy day in restful preparation for the evening barbecue. It was to have taken place on Norris beach, below Queen Victoria's favourite retreat, Osborne House. However, as the squally weather had been forecast to continue, the venue was changed to the marina. In the event, the weather gurus were confounded and glorious summer conditions returned. Neil and Pam Millward arrived in *Clairella*, hot from viewing the eclipse in Falmouth and three fast passages with overnight stops at Dartmouth and Weymouth. They rafted alongside *Mornings End* just in time to get ready for the party. At the famous Cowes Marina beer tent we rendezvoused with David and Juliet Olley and their son Justin and his new wife Martina from *Scheherezade*, together with Paul and Kate March and daughter Katie from *Clarionet*.

On Friday morning it was evident that a summer high had re-established itself and the morning breeze died slowly as we motored out to the race from the Royal Yacht Squadron's start line. Our enthusiasm was tempered by a warning shot and the hoisting of a postponement flag. Half an hour later we picked up a buoy and with *Clarionet* alongside we enjoyed a beery picnic lunch whilst watching *Clairella* and *Scheherezade* dancing together on a nearby mooring. In the meantime some of the

classic fleet had grown tired of waiting and motored back for lunch ashore. More or less on cue, the afternoon sea breeze ruffled the water, the Squadron cannon were fired, the flags were hoisted and we were in business.

There were three classes, Large and Small Bermudians and Gaffers and we started at 10 minute intervals in that order. The breeze was light, perhaps 5 knots, and the tide favourable. Consequently a fair number of competitors were pushed across the line early. However, it was classified as a fun race and the Race Officers had made it clear that any protestors would be regarded as unsociable and instantly disqualified. Over the much-shortened course *Clarionet* led Class 1 for almost the whole race. *Mornings End* and *Clairrella* both made good starts in Class 2 and were showing well on corrected time at the turning mark, but they both became embroiled in a melée of larger boats at the start of the second and final leg and chose the shallow side of the course to clear their wind. Both misjudged the depth over the Shrape mud and consequently watched in frustration as their lead melted away. *Clairrella*, with six inches less draft (and years of practice sailing off mudbanks on the East Coast) came unstuck first and finished to a gun. *Mornings End* and *Scheherezade* were not far behind. Thus, as expected, our small S&S contingent performed well in quite a respectable Classic fleet, with Paul and Kate March winning the larger bermudian class and Neil and Pam Millward taking second place in the smaller class. In the evening we crowded together on *Clarionet* for our own S&S Association party and a good time was had by all. Afterwards, the *Mornings End* crew dined ashore, with champagne to celebrate the very recent engagement of Tamsin Sprake to Alan Rush.

The Parade of Sail is a traditional high spot of the Cowes Classics and on a glorious Saturday morning the whole fleet gathered in smartly dressed parade order and slowly processed in line ahead with the ebbing tide and all sails and battle flags fluttering in the lightest of breezes towards the saluting base on the Royal Yacht Squadron battlements. Not the easiest of manoeuvres over a following tide but, thanks to judicious use of reverse gear, the S&S flotilla kept perfect station and when the local dignitaries were abeam we dipped our ensigns, raised our glasses and, giving a cheer, waved our funny hats. Quite a parade! And much enjoyed by Mrs Barbara Foster, the enthusiastic and supportive Chairlady of the Isle of Wight Council, as well as the spectators lining the shore. It being such a beautiful day, we sailed on and dropped the lunch hook in Thorness Bay.

That evening the Cowes Corinthian Sailing Club generously lent their shoreside premises for the Yachting Monthly reception and prizegiving party. We all enjoyed it, particularly as the S&S fleet had been joined by John and Helen Bailey in their newly acquired S&S Swan 41, *Avista*. (They had sailed around on their first serious voyage in *Avista* from the east coast and, like many, were delayed by the bad weather.) The day ended with an excellent supper aboard *Scheherezade* and late next morning we sailed homeward across the Solent in a fresh breeze.

Thus ended the last Southern England S&S Regatta in this millennium. It was a good one and we look forward to many more in the next.

Terry Sprake

S&S Yachts For Sale

For contact details for the owners, call or email Neil Millward, Newsletter Editor (details on final page).

She 31b, lying North Wales, £19,500

This well-found example of the 1976 modification to the 1970 She 31 masthead sloop has undergone much recent internal refurbishment and 99% of recent survey recommendations. Builder: South Hants Marine. GRP, white topsides. Proctor mast; rod rigging fore and aft with wheel backstay adjuster. 5 Hood foresails, Tudor main. Volvo MD6A 11hp. New depth and compass. VHF. 5 berths in 2 cabins with 5' 11" headroom. Main saloon completely refurbished in white panelling with mahogany trim. LOA 30', beam 8' 10", LWL 22', draft 5' 6"

Deb 33, lying East Coast, England,

Built by Tylers in 1972 in GRP, with black topsides and white deck, this 5-berth drop-keel sloop has cruised the Mediterranean and Caribbean. Recent Volvo 20/30 3-cyl 30hp engine. 3 genoas, cruising chute and snuffer, storm jib. Fully-battened main with lazyjacks; storm trysail. Most sails replaced in 1990s. Harken furling. Self-tailing main winches. S&L windlass. ST 50 instruments; Autohelm 4000. Lloyds registered.

40 foot GRP sloop, lying S England, £50,000

Built by Teksoglas in Finland in 1966 to S&S Design no. 1767, this contemporary of the Swan 36 has 7 berths in 2 cabins. Full British Registry, Bukh 36 hp, 3-cylinder diesel with 55aH + 120aH alternators + Smart charger. Taylors 043 cooker, double sink, fridge. Recent 4 year circumnavigation. Lots of gear. Offers.

She Delta 94, lying Belgium, £20,000

This fast and rewarding yacht, with an easy sea movement and perfect manners, is one of 17 Delta 94s (a modified She 31b) built by South Hants Marine and finished by Laird Adams Engineering in Emsworth, England. The owners have cruised her with great pleasure between Lands End (England) and Sweden and are now selling to buy a larger boat for a round-the-world cruise. LOA: 9.5 m; draft: 1.7 m; beam: 2.4 m. Lloyds registered 1978. Sails by Bruce Banks or Devries: No 1 and No 2 Genoas; 2 working jibs ('94 and '78); stormjib ('90); 2 mainsails ('94 and '78); halfwinder ('97). Mast : Kemp, generous rigging; winches: Lewmar. Hoodspray 1997. Garmin GPS 75 , Philips SatNavAP, Sailor radioreceiver, S-55 VHF-FM (25 W-1W), Navtex, Log, Mariner Wind Direction and Wind Speed, Depthmeter, Sestrel compass. Bukh Diesel 20 hp (completely overhauled, March '98.

Wanted

She 33, preferably in Mediterranean.

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It's your Newsletter!

Contributions to the Newsletter are always welcome and Regional Secretaries are especially encouraged to send in items of interest and encourage members in their areas to do so. Electronic format (Word 97) is preferred, but not mandatory. Colour photos and text can be scanned or sent as email attachments in any format. Please email your contributions to Neil@nmillward.fsnet.co.uk, or post to Neil Millward, 13 Mercers Road, London N19 4PH, UK.

The next Newsletter will be published in the Spring. Copy especially welcome by the end of February.

Then and Now



"Giving way to that cursed old tub has lost us three-fifths of a second" (Punch, 1924)

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(Entries in **bold** have new information since the last Newsletter.)