



## SPARKMAN & STEPHENS ASSOCIATION

### NEWSLETTER January 1997

#### *Annual General Meeting, Saturday, 25 January*

Venue: the Royal Naval Club and Royal Albert Yacht Club, Portsmouth, UK. Times: lunch 1200; AGM 1400. Please notify Clive if you are a last-minute candidate for lunch.

#### *Annual Dinner and Prizegiving, November, 1996*

The Annual Dinner and Prizegiving was held at the Royal Naval and Royal Albert Yacht Club, Portsmouth on 16 November with 37 members and their guests attending in formal/glamorous rig. Sir Peter Johnson was Guest of Honour. During an entertaining speech that touched on many matters of interest to members and relevance to their boats and their designers, Sir Peter announced the winning entry for the 1996 S&S Global Regatta. Among a strong field of entries from Finland, Southern England, South West England and the Netherlands, the winner was Rob Snoeks' account of the Dutch and German Regional Regatta, held at Hoorn on the IJsselmeer. Volkmar Abert from Germany, attending with his wife, was presented with the new and splendid **Matthiesen Trophy** by Sir Peter. Rob Snoeks' account of the Hoorn regatta is included in this Newsletter - sadly without some very atmospheric colour photographs. Members interested in reading any of the other accounts from Finland, Southern England and South West England should ask the appropriate Regional Secretary to send them a copy. During his speech of thanks the Chairman announced the imminent arrival of David Dicks in *Seaflight* at Fremantle almost as he spoke and went on to announce the Committee's decision to mark David's achievement by making him an Honorary Life Member of the Association. Neil Millward gave further details of David's voyage - faxed a few hours before by Dick Newnham - and the assembled gathering raised their glasses to toast David Dicks.

#### *Future Events*

**Global Regatta, 1997** Now is the time to be thinking about regional regattas for 1997 and how you can wrest the Matthiesen Trophy away from its present proud owners! In England the Southern and South Western Regions are holding a combined regatta during the *Yachting Monthly Cowes Classic Yacht Rally*, commemorating the Association's conception at this event four years ago. The Rally lasts from 13 to 17 August and will be based entirely in West Cowes this year, giving a better focus to the social events. Entry to the Cowes Rally is to be more restricted than previously, concentrating on wooden boats built before 1970. However, there will be places for proven classic yachts of other materials and members of the S&S Association have been assured that they will be welcome. Participation has been negotiated with *Yachting Monthly* in two alternative forms. Owners may apply for registration with

the Cowes Classic Yacht Rally as normal; the £95 fee includes 4 nights' berthing at Cowes Yachthaven, the race organisation, plus tickets for 2 crew at two social events. Alternatively, members may register through the S&S Association on an individual basis at £20 per person, entitling them to the social events plus the race organisation; this should be done via Clive Egginton. The S&S Global Regatta Race will be run alongside other races on Friday, 15th August and other events are planned for the days either side. Anyone wishing to register with the Cowes Rally should apply as soon as possible. No money is needed at this stage, but early entry is strongly advised. Application forms are available in January's *Yachting Monthly* or from the publishers by telephoning 0171 261 6040. ***Dutch Classic Yacht Regatta, 24-27 July 1997.*** Europeans planning this year's sailing programme should remember that we have been invited to take part in this prestigious biennial event *en masse*. It starts with a feeder race on 23 July, the Classic Passage Race, from Harwich to Hellevoetsluis, the venue for the Regatta. Hellevoetsluis is a most attractive small city, built on the seaward end of the Haringvliet, largely in the 17th century, as a Dutch naval base. The Haringvliet is now non-tidal and easily accessed from the North Sea via the lock through the Stellendam or via numerous inland routes from Rotterdam or Amsterdam to the north or Flushing to the south. So far Chris Bedford (***She Too***), Don Whistance (***She***) and Terry Sprake (***Mornings End***) have expressed their intentions of forming the core of a British S&S Association presence and there are plans for pre-feeder races starting from Brixham, Cowes and Dover on passage to Harwich. Other UK owners who are interested in participating should contact Terry Sprake.

### ***Expo '98 Round the World Rally***

The S&S Association's banner is being carried around the world during the next 18 months by Folke West's Blue Magic, the last Swan 65 to be built (in 1989) by Nautor Swan in Finland and recently refurbished by them. Indeed, the refurbishment was so recent that it was touch and go getting her from Finland in late December to Portugal for the start of the Rally in Lisbon on 4th January. This was achieved through ice and gales by a combined British and Finnish crew including Justin Olley (son of David and Juliet, Scheherezade) as mate. In Lisbon Blue Magic, formerly Chulsimba, was named and blessed by the Finnish Ambassador's wife in the presence of the Mayor of Lisbon, who next day officially started the Rally off the Monument to the Discovery. Folke took Blue Magic into the lead around the first mark on the initial leg to Madeira, 520 miles away. The fleet of 24 yachts is carrying the message, "The Oceans - a Heritage for the Future", around the world as a contribution to the Expo '98 exhibition in Portugal next year. Folke, a documentary film-maker, has a camera-man with him and footage of the Rally from the four corners of the globe will no doubt appear on European television screens in the coming months.

### ***New She 36s being moulded in England***

Glyn White of Aquaflume Services in Lostwithiel, Cornwall has recently acquired moulds for the ***She 36*** and ***She 33*** and intends to make one or two high-quality mouldings per year. Aquaflume moulded over 200 yacht hulls in the seventies and Glyn is hoping to have fitted out the first new She 36 in time for the 1997 season. He can be contacted on +44 (0) 1208 873 506.

## ***Grave Injustice to the DUKW in the last S&S Association Newsletter! Some Feathers Ruffled!***

The Editor's apologies are proffered to General Motors Inc., who commissioned Rod Stephens' design for the amphibious DUKW in World War 2. Terry Sprake, our Chairman, commissioned several of the individual craft for service. Notably, says Terry in his polite letter of correction, one of them was used to carry the ashes of Mahatma Gandhi along the river Ganges after his cremation.

## ***Boats for Sale***

The Association has information on the following S&S yachts for sale: ***Magic Venture*** - 52' yawl, mahogany on oak, built 1950, berthed US East Coast. ***Emmy***, S&S 39, maintained by a shipwright and lying in Mallorca. ***Trillium***, Swan 38, GRP, built by Nautor of Finland in 1975, lying US East Coast. Asking price £50,000 Sterling. ***Miyako Dori III***, 55' S&S one-off racing sloop, built in aluminium in Japan in 1975 by Kato, subject to major refit in 1989. Lying California. Asking price \$250,000. ***Quarta Santa Maria***, 83' cruising sloop of composite construction (red cedar, Kevlar and carbon fibre), built in 1993 by Cantieri Sangermani, Italy, and lying in San Remo. Please contact Clive Egginton in the first instance if you are interested in any of these boats.

## ***An account of the S&S Regatta '96 held in the Netherlands (the winning entry for the Matthiesen Cup, 1996)***

***To be there or not to be there?*** I thought holidays were meant to relax, but halfway through mine the relaxation stopped abruptly. Of course it was my own fault; why did I have to mention my thoughts at the A.G.M. in November? My idea for a Global Regatta was greeted enthusiastically, but it also meant that our local part in it had to be organised in Holland and the proposed date would be in the middle of my holidays. That's the reason why, halfway through our holiday in Zeeland, we had to leave our friends and return to the IJsselmeer up North. Our plan was to go via the North Sea and the Noordzee canal to Hoorn on the coast of the IJsselmeer. This would leave us one day spare to organise things. There were still a lot of loose ends, as I didn't seem to find the time even to go on holiday, let alone find spare time to organise things seventy kilometres away! As you will have guessed by now: the spare time changed to a negative value within a few hours! We started early, reckoning with the tide and current that five 'o clock would see us there. The predicted 45 minutes from Vlissingen to the lock out of the Walcheren canal took much longer, and when we should have come into calmer conditions we were met, head-on, by a strong Northerly wind at low tide, stirring up quite a sea over the sand banks. And although you might well consider an S&S 45 footer with several ocean voyages in her logbook a very seaworthy craft, I still think that my decision to ease sheets for the Roompot and the quietness of the inland waters saved the day for the rest of my crew! Later, of course, they said that we could easily have continued, that it was not so rough and cold; but that was only when they looked much happier as we neared the locks. It didn't mean the end of our troubles; there is enough water to go inland up to the North, but it means a lot of locks and bridges. Railway bridges, in particular, take a lot of time, as we were soon to find out. The wind was still good, not too strong but enough to give

us six or seven knots and help us cover a lot of miles that day. Still convinced that we had a chance to arrive on time, we started early next day, with the kids still sleeping. Around eleven o' clock our luck changed abruptly when we were informed by another yachtsmen, sitting at ease on his fore deck behind a fishing rod, that they were working on the railway and that the bridge wouldn't open till at least four 'o clock in the afternoon. This meant not being able to reach the next bottle-neck before closing time! By now I was resigned to going by car to my first S&S meeting. Fancy the organiser of the regatta showing the S&S flag on a 1991 Renault Espace! After sending off the crew for supplies and refreshment in Dordrecht, I started brooding on our situation. If we turned back half a mile and went via De Oude Maas to Europoort (the harbour of Rotterdam) we could be out in the sea again by 22.00 hours, sailing up the coast to Scheveningen. The forecast looked favourable: maybe a bit less wind than a 16-ton yacht needed to sail to windward against the current, but no rough seas. We decided to go for it. My predicted 22.00 hours exit to the North Sea turned out to be exact, but the wind forecast was also accurate and so after two tacks we had to motor-sail to Scheveningen. Only two weeks earlier I had voiced disapproval of chaps coming in late and leaving before the harbour master's office opened, saving them quite a lot of money. But, yes, you guessed right: it wasn't my fault that we could only sleep a few hours so as to be able to use a few hours of favourable current going North. Now the sea showed its other side: it was oily calm and we were able to see some fluorescence, which every time you see it is amazingly beautiful. There was no point in setting any sail and the dying swell gently rolled us from side to side, but not too uncomfortably. At the locks at IJmuiden we only had a one-hour wait and after that the autopilot took us up the canal. We had time to give *Wervelwind* a good wash down and, after a fast crossing of the IJsselmeer on a completely windless and sunny afternoon, we arrived with an hour to spare at the scene of the S&S regatta, berthing against a beautiful wooden S&S yawl dating from 1949. **The Regatta** Already a 26' *Sagitta*, an S&S 30, an S&S 34 and the 41' *Laughing Gull* were at the scene. Later that night another 34 footer with Jacob Miedema, our race officer, came in. Another couple came by car, having just returned home from holiday, and would return by boat the next day after the race. With a new 56' *Huisman*, the 39' wooden *Nantucket* (a sister-ship to *Finisterre*) and a 38' one-off racer, we would be eight yachts all told. Quite a number for the first meeting! But in the end the *Nantucket* and the 56 footer didn't show up. So we sailed the race with six boats and later barbecued with the crews of eight. The regatta started with visiting each others boats and it soon became apparent that the interiors of the boats in particular seemed to reflect the characters of their owners. We all exchanged stories of our boats over drinks, an appropriate way to finish the evening. Next morning we all joined the committee boat out in the IJsselmeer for the race. Earlier, when I had mentioned our S&S Regatta to the previous owner of our boat, he had immediately offered to bring his new motor boat 'Bahari' all the way to Hoorn to act as committee boat. Sitting on his rear deck on that beautiful sunny Saturday morning, the assembled skippers all felt like Onassis. Jacob told us the ins and outs of a sailing race and the course to sail. In the light airs a ten-mile triangular course seemed ideal. None of us being seasoned racing skippers, we all leaned close over the table in great concentration. The start would be at 1215. On board *Wervelwind* things started badly as I managed to run her aground in the harbour. By 1200 hours we still had not set any sail, but nevertheless we managed to make a good start. Now the problem became the lack of wind and I just couldn't trim her to get any speed. So when everybody else tacked I kept my course so that nobody would notice my failure to get any boat speed. Moreover, my nephew had told me that morning that

the spot we were heading for usually had more wind. Later it turned out that I was going in the wrong direction, which everyone seemed to notice but me. I hadn't had time to look for a course to steer, instead I tried hard to get her out of the mud and sail my first "S&S Global Regatta"! When finally the wind picked up a bit I managed to make some headway and, since Wervelwind had been given the highest rating, we had to win back some lost time. From being first over start line, we were now in last position. But whoever determined the ratings seemed to have got ours right and before the first buoy we passed three boats. Again I fouled things up, working hard to prepare for the spinnaker hoist - I hadn't noticed, not having calculated a course to the next buoy, that it was impossible to fly the chute. On the second leg we stayed in third position, but the last leg turned out very interesting. Now with the spinnaker we tried to take the wind from our the boats ahead. But they were very capable and, whatever we tried, we couldn't pass. With only a few hundred metres to the finish we escaped from the dirty wind of a big sailing tjalk and could now come on to a more windward course, gaining considerable speed in the process. After gybing to cross the line it turned out that we were more lucky than our nearest rival, an *S&S 34*, and we finished second behind Jacob, also in an *S&S 34*. Weeks before the race Jacob had said he would win, and so he did! We all anchored close to 'Bahari' for a well-deserved swim. We finished this lovely day with a delicious barbecue ashore, right on the entrance to the inner harbour of old Hoorn. For us it was a beautiful scene and the sight of our barbecue probably made a lot of passing boat crews very hungry. In the results I ended up third and was almost disqualified for going to Enkhuizen instead of the first buoy! In my speech I tried to get away with not having a trophy for the winner by saying that on this day and in this regatta we all had won, one way or the other! And I think everybody agreed! *Rob Snoeks* **Participants: *Fly Past, Happy, Laughing Gull, Librium III, Morning Sight, Pinta-M, Razende Bol, Wervelwind***

### ***Forthcoming Newsletters***

Items of news and forthcoming interest to fellow S&S owners are always welcome. Many snippets come via the Hon. Chairman and Hon. Secretary, but items specifically for the Newsletter should preferably be sent to Neil Millward, 13 Mercers Road, London N19 4PH. You can fax him at his office on + 44 (0) 171 388 0914 or Email him at [n.millward@psi.org.uk](mailto:n.millward@psi.org.uk). If you can send longer items by Email or on a 3.5" diskette in ASCII, Wordperfect 5.1 or Word 6.0 format this would save painful re-typing.

### ***And finally ...***

Good sailing to you all (or good preparations, for those of you currently suffering the northern winter)!

### ***Your Officers and Committee***

President

Olin Stephens

Hon. Members

Sir Edward Heath

|                            |                      |   |
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