



## SPARKMAN & STEPHENS ASSOCIATION

## NEWSLETTER May 1997

### *Annual General Meeting, 25 January 1997*

Full minutes of the AGM were circulated to members during April. The following developments have occurred on matters raised at the Meeting: **Photographs and drawings in the Newsletter** The purchase of a scanner has been investigated, but found to require a higher specification computer than that currently owned by the Editor. It is, however, intended to increase the use of drawings and photographs in future Newsletters by normal reprographic methods. You can help, as Patrick Matthiesen has in this issue's article on the Tartan 41, by enclosing suitable black-and-white graphic material with your items for the Newsletter. Also, if anyone has or sees a spare copy of any books containing drawings of S&S designs would they please let me know. **Yellow cards** The new version has been printed and distributed with the Minutes. Further supplies can be obtained from Clive. **New members** Over 30 have joined since AGM, bringing the total to over 210.

### *Future Events*

**Global Regatta, 1997** Regional Secretaries have recently been reminded by letter of the urgency of organising their local regattas for 1997. If you haven't heard yet what they are planning, or seen it in the previous Newsletter, why not give them a call and make a suggestion? The Matthiesen Trophy awaits your winning entry. **Dutch Classic Yacht Regatta, Hellevoetsluis, 24-27 July 1997.** The organisers of this Rally have now clarified the eligibility rules for participating yachts as follows: "Yachts have to be Classic, design-wise as well as construction-wise. This means classic lines and classic materials (solid wood or iron/steel)." Yachts made of GRP, even if of classic design, are not allowed to join the races for the Dutch Classic Yacht Rally Cup. However, Harm Ploeger, the organiser, tells us that GRP etc yachts of classic design will be welcome in Hellevoetsluis, will be moored separately from the 'real' classic yachts and, if enough attend, will have separate races organised for them. Similar rules will apply to the Harwich-Roompotsluis Feeder Race. Those interested in attending can get further information from Harm Ploeger in Amsterdam, tel./fax +31 206713893; e-mail haplolhe@worldaccess.nl.

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

**Fazer Blue Magic** and **Beija Flor**, both **Swan 65s**, continue their enviable warm-water circumnavigation as part of the Expo 98 Round the World Rally. Direct news from our under-cover reporter, Justin Olley, has been sporadic, even sparse. But occasionally someone from World Cruising Ltd. breaks off from stroking giant turtles or spotting blue-footed boobies to update us through the world wide web. Sea-lions and whales entertained the fleet on its approach to the Galapagos Islands and one of

the fleet caught a 150lb blue marlin (returned to the sea, of course). After the Marquesas it was Tahiti, where some of the fleet may have been tempted to follow the example of Benoit Soullignac, who stopped briefly in 1970 and has stayed ever since. *Fazer Blue Magic* currently holds 3rd position after 8 legs.

### ***Luxury Charter***

Those of you with deep pockets may relish the thought of chartering the 67' ketch *Voyager*, built by Abeking and Rasmussen as *Palawan IV* in 1972 for Tom Watson, the former chairman of IBM, with the proceeds of the sale of a small Picasso. Skippered by Andrew McMaster and based at English Harbour, she accommodates 4 very comfortably for \$8,500 per week. And that includes the cost of the central heating.

### ***Overheard in a famous Yacht Club***

Corinthian Owner (innocently), "Why is it that *S---* does so well in offshore racing like the Commodore's Cup?" Yachting Professional, "Well obviously her rating is an anomaly, she must get a massive age allowance." C O, "But couldn't it just be that she's a great design and sailed well?" YP, "Oh yes, she's sailed pretty well, but there are a lot of professional sailors sailing faster boats better. But *S---* has just got this massive handicap advantage because she's 30 years old. I really think she's put British yachting back years, 'cos people just aren't going to commission new boats if they see a 30-year old boat winning races all the time." C O (mystified) "Oh, so the handicapping system is supposed to favour new boats so that people will keep on building them, is that it?"

### ***(Used!) Boats for Sale***

The Association has information on the following S&S yachts for sale: Two very exciting vintage wooden vessels are on the market. The first is the 72' *Baruna*, the world-famous yawl built in 1938 and considered by many to be, together with *Bolero*, the most beautiful S&S yacht ever built. Fully restored, after a 5-year programme and lying in southern California, she is on the market for \$625,000, probably one third her rebuild cost. The second is the 64' sloop *Orient*, also launched in 1938. Built and planked in teak at the Wing-on-Shing Shipyard, Hong Kong, she is heavily framed in yacal and is almost indestructible. Her plans have an honoured place in the Mystic Seaport Museum. A 12-metre clone, she was built for the Trans-Pacific Race, in which she was dismasted in 1955, placed second in 1957, Class A, and outright winner, Class A, in 1963, beating even the renowned 73' ocean racer *Ticonderoga*. Together with *Baruna* she formed the test-bed for Barient winches. (Barient derived their name from the first syllable of *Baruna* and the last of *Orient*.) *Orient* was 6th in class in the Trans-Pac in 1965, 4th in 1967 and 11th in 1973. In 1992 she won a friendly race in San Diego Bay against the Japanese America's Cup contender, *Nippon*. Lavishly refurbished and equipped from 1991 onwards, *Orient* is available at \$185,000. Other S&S yachts on the market in the US include: *Nevins 40* Class Finisterre-derivative c/b yawl lying Maine. 40' custom full-keel wooden yawl built 1961, highly equipped, lying Connecticut. 62' custom pilot-house cutter, 1965, with benefit of recent major restoration and system upgrades, lying Maine, \$325,000. 53' custom cutter, the sister ship to *Stormy Weather*, recently upgraded, lying Maine,

£120,000. 38' **Loki**-class 4-berth yawl, built by Abeking & Rasmussen, fully upgraded and in excellent structural condition; a fast and handy vessel whose class proved itself in winning many RORC races in the '50s, lying Maine, \$60,000. 45' mahogany on oak with stainless steel strapping custom yawl, built by Palmer Johnson 1950 (considered one of the two finest builders in the US), recently rebuilt and refitted by original builder, lying Sturgeon Bay, Wisconsin, \$125,000. **Tartan 37** with c/b keel, GRP. Recent barrier coat, fully instrumented and equipped, 1982, lying Connecticut \$64,000. 48' custom aluminium hull, in need of restoration, 1967, lying Rhode Island, \$35,000. 44' **Seguin** class cutter. Classic, fast, robust racer-cruiser, GRP, 1984, \$180,000. 47' **Stephens 47**, three state rooms, air conditioning, recent engine, 1985, lying Florida. 47' **Hyllass** class centre-cockpit sloop, newly refurbished, three state rooms, ex-charter vessel, lying US Virgin Islands, \$195,000. 40' shoal-draft yawl, mahogany on oak and bronze by Matthiesen & Paulsen, Hamburg, 1957, lying Maine. Offers requested. 32' wooden sloop, sleeps 4, in excellent condition and recently upgraded with Atomic 4 petrol auxiliary engine, lying Massachusetts, \$25,000. 30' **Tartan 30**, GRP, built 1976, lying Maine, \$15,000. 47' **Stephens 47**, (two further boats), drastically reduced, world class offshore cruiser with centre cockpit, cutter rig and three state rooms, two heads, GRP, lying North Carolina. 45' **Seguin** in mint condition, lying Maine, \$395,000. 48' Motor sailer, liveaboard, 1972, lying Maine, \$75,000. 43' wooden sloop, in mint condition, 1964, lying Massachusetts, \$100,000. 40' centre-cockpit cutter, GRP, 1987, lying New York, \$121,000. 40' cutter, very fully equipped, in excellent condition, built 1987, 65 hp auxiliary, lying New York, \$121,000. 38' **Aqualady** class sloop, a near identical sister to a **Swan 38**, completely refitted, with comprehensive electronics, GRP, wind generator and rebuilt auxiliary, lying Rhode Island. 37' **Tartan 37**, upgraded, built 1976, GRP, \$49,500. 36' **She 36**, British-built 1980, 36 hp diesel, rebuilt 1995, Furlex, instruments, radio, etc., lying Massachusetts, \$45,000. Is any wooden boat lover interested in saving, or taking on a restoration project to save, one of the LOA 45' **New York 32** class yachts built in 1936 by Nevins? These are superb racing boats, fast even today. There are three on offer: one in California, one in the mid-West and one in the Chesapeake Bay area. For further details on the above please contact **Patrick Matthiesen**, Hon. Sec (Wooden Hulls).

### ***Finnish Region Meeting***

30 S&S enthusiasts met in Helsinki on 15 March for a regional dinner with Eino Antinoya as Guest Speaker. Eino is a legendary boatbuilder and yachtsman in Finland. Now aged 77, he is still actively sailing and restoring boats, last winter completely restoring for his own use a boat he built 37 years ago. He built the first S&S designed yachts in Finland and it came about in 1959 when a famous professor of architecture, Heikke Siren, contacted Eino to build him a new yacht. Siren wanted a yacht built of the very best materials and constructed to the very best design available. Eino understood his needs, one of which was moderate draft, because of the shallow waters outside Sirens' house in Helsinki. Eino's suggestion was a yacht similar to **Finisterre**, which was enjoying wide success at the time. The story of the anxious professor, who had a shed built in his garden for fitting the boat out, his phonecalls to Eino in the middle of the night to tell him his new ideas and concerns, and the frequent surveying visits of **Rod Stephens**, was an interesting and amusing story that ended to the satisfaction of all parties. It was also the beginning of a fruitful cooperation and lifelong friendship between builder and designer. Every single detail

of the construction must stand its load in every condition - that was the lesson that Rod Stephens taught Eino Antinoja. For as long as proper timber was available, Eino continued to build outstanding S&S designed yachts of mahogany. One day Eino was visited by a young man in a rusty old Plymouth Valiant. He wanted to use one of Eino's yachts, *Huh-Mari*, as a mould for a fibreglass yacht he was planning to build. Eino disapproved, as the rights of the design belonged to the designers; but he advised him to contact them direct. The young man later did so and after much negotiatin got his design. This was a variation on S&S Design 1710 and Pekka Koskenkyla founded Nautor and built his first *Swan 36*. Eino went on to build the *S&S 6.6 half-tonner*, the *Antillas 30 and 36*, all in fibreglass. The durability of the construction (and the quality of the design) was demonstrated when one *S&S 6.6* fell from a crane in Sweden through a height of 7 metres. Only the lead keel had to be replaced; there was no damage to the hull or interior. The insurance company sent a reward of SEK 3,000 to the builder and an invitation to dinner when next he was in Sweden! Eino finished his speech to the Regional Dinner by saying that every owner present, by owning an S&S designed yacht, possessed a yacht that was built to last, that preforms better the tougher the conditions, a boat capable of powerful upwind performance. Modern designs were fast down-wind, Eino maintained, but so was a shoe-box, properly rigged! After Eino's warmly received speech, **Fredrik Ekstrom** summarized the Association's aims and activities for the benefit of new members and outlined the plans for the summer meeting of the Finnish Region. This will take place on the weekend of **23-24 August** at Esbo Segelforening, with a race starting from Helsinki. Contact Fredrik for more details.

### ***The Tartan 41***

A number of owners of S&S *She's* and *S&S 34's* often dream of moving upmarket to one of the smaller Swan designs but are daunted by the high resale value of these boats. Valid alternatives are S&S designed boats from the early Tartan range, built in the US, ranging from 22' to 42'. Of these the *Tartan 41* had a remarkable impact on the ocean racing world. Built from 1972 to 1976, when S&S were the dominant design firm, the production run was 86 boats. The 41 was conceived as a flat-out racing boat under the IOR rule and was commissioned by Charlie Britton in order to compete with the first Nautor boats which were being imported by Palmer Johnson Yachts into the US. Thus the Tartan 41 closely resembles the Nautor Swan 43, also by S&S, with flush deck and small deckhouse, good freeboard and moderate ends. But the Tartan was designed to fit more precisely into the new IOR rule. The second series of Tartan 41's, stretched to 42', were re-introduced from 1980 to 1984 with the shoal keel, heavier cruising interior and new larger deck structure, losing some of the good looks in the process. By this time the 42's pinched stern looked out of keeping with current, broader-sterned vessels, while the reverse transom and flush deck of the earlier 41 were decidedly better looking. The Tartan 41 is no longer as fast as a more modern IOR boat such as the C&C 41. Although these designs have similar wetted surface and sail areas, the Tartan is much heavier. The design specifications called for 17,850 pounds on a waterline length of 32'5" (the C&C is 2,500 pounds lighter), but the Tartan is still a fast boat with a PHRF rating as low as 96. To put this into perspective, it is some 15 seconds per mile faster than the first epoch-making displacement cruiser-racer which swept the board - the Ca1 40. In 1972 the Tartan 41 was cutting edge (the early boats were not the easiest boats to handle). A few years earlier S&S had begun separating the rudder from the back of the keel, cutting wetted

area and increasing the lever arm of the aft-mounted rudder while at the same time reducing keel size, making them smaller, deeper and more efficient. However, the early rudder and keel of the Tartan 41 were very small and on a close reach the boat was slightly tender and the rudder was hard-pressed to generate sufficient turning moment, particularly in a puff. Several of the earliest boats were re-equipped by S&S with a lead shoe at the bottom of the keel, weighing several hundred pounds, increasing the draught by 6% and the righting moment by 8%. In 1974 S&S designed a new keel for the boat, which fitted onto the old bolt pattern, making the draught 7" deeper and the boat 700 pounds heavier. This keel was offered as an option from 1974 to 1975, but most of the last 20 boats adopted this profile; earlier boats were retro-fitted. It is therefore important for a prospective purchaser to track the history of a boat, as the differences are subtle. The rig remained unaltered, with a big, heavy bullet-proof mast and single spreader, as favoured by S&S at the time, with single lower in-line shrouds. The size and weight of the rig is the equivalent to that of a 50-footer today and it was designed to be raced extremely hard. The boat was well-equipped for the standards of the day, with Barient 32 primaries, Barient reel halyard winches; most have subsequently been updated with new booms and roller furling. Despite being tender, IMS calculations estimate a 124 degree limit of positive stability, well above the minimum and with the revised keel, tall sail plan and heavy rig, the boat is stiff by contemporary standards. In twelve knots of breeze in calm water the Tartan tacks through 84 degrees, according to IMS predictions (the C&C 41 is estimated to tack through 80 degrees). Under most conditions the Tartan's VMG is roughly a third of a knot slower than the lighter C&C. The original engine was small - the 20 hp Esterbeke diesel. This was later changed to a Farymann. Many have since been replaced by larger engines and since the machinery sits directly under the companionway this is easy to achieve. The original aluminium fuel tank is relatively small at 26 gallons. Tartan boats were ruggedly built and in 1972 GRP construction was not extremely sophisticated. Heavy laminations, rather like the early Halmatic hulls, resulted in the boat tipping the scales 3,000 pounds heavier than designed. During the production run, considerable effort was put into reducing weight: all of the boats have some balsa coring but the amount varies according to the build date. Later boats had changes to the hull layup in order to save weight. Seven stretched versions of this boat were built, known as the Tartan 44. The hulls of the 44 were 20% lighter than the original 41s. The longer waterline and lighter displacement of the 44 resulted in a faster boat downwind. There are actually three hull configurations for the Tartan 41. The original tooling was for a 43-footer with a conventional transom but most were built with a reverse transom to 41 feet. An extension on the back of the hull resulted in the 44. The boats were so well-built that most, despite being twenty-five years old, show no structural problems. The interiors of the original 41s were simple and not particularly lavish and so can benefit enormously from easy upgrading. Although the Tartans' hulls were ruggedly built to similar specification as the Swans, they lack the elegant on-deck and below-deck joinery for which the latter are famous. The deck layouts are typical of S&S functionality, all the leads properly positioned and the winches and hardware adequately sized. Nothing gives the impression of being lightweight, or likely to give way in a blow. There is full headroom in the interior - 6'2" even in the forward cabin. The original water tank, which includes a pressure water system, has a capacity of 60 gallons, but usually has been augmented. The main bulkheads in most boats are teak-faced ply; the furniture is plywood, faced with plastic laminate, trimmed with teak. In the bubble-type deckhouse, which extends over half the main cabin, there is 6'7" of headroom, 6'4" in the galley and

nav-station. Most boats have had an additional opening hatch fitted to the forward end of the deckhouse. Aft of the galley and nav-station there is a euphemistically labelled "aft state-room". It is a bit of a 'hole' and on most boats this area is used for sail storage when racing. The boat's interior is well designed for its original purpose - racing. With the exception of the rather coffin-like quarter-berth area, there is lots of volume and headroom. The Tartan 42, of course having a similar accommodation plan, has volumes of extra space owing to the revised deck moulding. The boat's moderately heavy displacement and deep sections result in an extremely sea-kindly motion, and this is a real plum point when either racing or cruising. When looking for a Tartan 41, check for old engines, sails and rigging which may have been used fairly hard. As the fore triangle is large, a new Genoa is expensive, and a fully battened main would be a good idea for cruising. There are usually a number of Tartan 41s on the market in the US at varying prices, from \$50,000 to \$75,000. You buy the boat according to its condition, not its age. Since there were a variety of construction techniques used on the boats during their history, as well as different keels or rudder moulds, the provenance of an individual boat is essential; a check with the factory may be advisable. Tartan, in conjunction with S&S, have produced a number of boats with excellent reputations, such as the 27, 30, 34 and 37, but of them all the 41 is probably the most exciting and it will almost certainly still be around long after today's generation of "hot" ultra-light-build boats have begun to crack up. *Patrick Matthiesen*

## *Committee Profile Number 2*

### ***Dick Newnham - Hon. Regional Secretary, Western Australia and President, S&S 34 Association of Western Australia***

Dick's sailing career started at the age of 16 when someone he was doing a part-time job for suggested he sail with his two sons on a 12-metre Sharpie he was building. They sailed the 46/7 and 47/8 seasons together on a steep learning curve and were selected for the four-yacht team to represent Western Australia in the National Championships in 48/9. But Dick's sailing career was put on long-term hold when he decided to be a farmer and headed for the interior. By 1959 he had made a downpayment on 5,000 acres of part-cleared bush some 300 miles from Perth, later adding another 10,000 acres of adjacent uncleared Crown land and transforming the whole into a worthwhile farm. In 1972 he sold up and moved back to Perth with his wife and family. His first boat soon followed - a Herreshoff 28, **Jindarra**, built in 1956 and of a fleet of 22 on the Swan River. Starting from the back of the fleet in his first racing season in 1972/3, he worked his way up to Club Champion in 77/8 and 78/9. The H28 was sold in March 1979 and Dick put down a deposit to hire the moulds to build an **S&S 34** at Swarbrick's boatyard in Fremantle. Meantime he helped set up the *S&S 34 Association of Western Australia* and ran the first State Championship that April. In May the same year he was on board one of the group of **S&S 34s** that gave Jon Sanders a hero's send-off on his voyage to Portsmouth, England, in his S&S 34 **Perie Banou** to take part in the Portsmouth to Fremantle 150th year commemorative Parmelia Race. Dick told Jon he would sail out to meet him in November when he returned. The next 30 days were Dick's booking for using the S&S 34 moulds, but he could only work on the project at weekends and odd hours in the evenings. With the help of eight friends they moulded the two halves of the hull

in the first weekend, joined the two halves in the second weekend and cast the deck moulding in the third. During the rest of the winter Dick finished the hull and fitted out, launching *Sulphur* on 6th November. On 25th November Dick sailed out with a crew of 25(!) family and helpers to greet Jon Saunders in *Perie Banou* and Max Sheen in *Blue Bell*, the two S&S 34s in the race from Portsmouth. Only minutes had separated them throughout the race halfway around the globe, and so it was at the finish. Dick's first two seasons with *Sulphur* combined long-distance cruising around Western Australia with increasingly successful offshore racing and Presidentship of the *S&S 34 Association*. The racing culminated in 1981 with the first Fremantle to Bali (Indonesia) Race, a strong-wind marathon of 1,593 miles, mostly upwind in F7 or more, which *Sulphur* covered at an average speed of 6.84 knots. She finished first in class, 14 hours ahead of her nearest competitor, and 3rd overall. (The winner was an *S&S 39, Pilgrim*, now owned by Jon Sanders and renamed *Perie Banou II*). *Sulphur* won one of the return legs and was 2nd on another. Dick's log had recorded 8,372 miles after just 18 months of sailing. In September '81 Dick, alongside 12 other S&S 34s and over 100 other yachts escorted Jon Sanders in *Perie Banou* out of Fremantle for his single-handed double circumnavigation of the world. In October '82 an even larger fleet welcomed Jon home after its successful completion. Jon and his S&S 34 were 420 days at sea, sailed 48,510 miles and broke 12 records. In the mid and late '80s Dick combined rugged long-distance cruising and successful offshore racing with a formative role in the funding and launch of a square-rigged sail training ship for Western Australia. *STS Leeuwin II* was commissioned in July '86 and has since been an accepted and regular sight up and down the coast of WA. Asked to do a second term as President of the *S&S 34 Association* in 1991, Dick realised that 1992 was the 25th anniversary of the design, which Olin Stephens soon confirmed. On 27th December 1992 the Association held an anniversary cruise to Hillary's Boat Harbour, attended by 52 members and supporters. In after-dinner speeches, Terry Swarbrick described his firm's involvement with the *S&S 34* design (of which they built over 100) and Merv Finn spoke of the history of the design and its early owners, including Sir Edward Heath with *Morning Cloud*. Merv had sailed on another S&S 34 in same the same Sydney-Hobart Race (1969) that *Morning Cloud* had won. In 1992 also, Dick returned to the annual S&S 34 Western Australia Championships after a ten year gap - and won! Although many competing boats had 'updated' keel, rudder and rig configurations, *Sulphur* has remained true to her original design. She has now sailed over 35,000 miles. The only major mishap occurred last year when the mast was lost overboard in 30 knots of wind. The standard sea breeze on the W.A. coast is 15 to 25 knots, making the *S&S 34* a natural choice for the region. Dick and his many fellow owners in Western Australia have put that choice beyond doubt. (Many thanks to Dick for his lengthy and fascinating letter, on which this profile was based - Ed.)

### ***Letter to the Editor (A Love Story)***

Dear Sir, My search for my ideal boat took a great step forward in 1988 when I saw an S&S *Sailmaster 22* in Huntington, New York. But sadly the specimen I saw was a gutted hulk. In her bilges were 3 feet of stagnant rainwater and her partially dismantled interior was home to swarms of angry bees. Her foredeck was badly delaminated, her deck hardware had been removed and her once beautiful mahogany coamings and toe-rail were split and rotted. But her hull was sound and even decades of malignant neglect could not hide her beauty. She was everything I wanted in a boat. Seaworthy enough for serious coastal cruising, she was small enough to sail

single-handed. Although less than 17 feet on the waterline, she had four full-size berths, a galley and heads. She had a full keel with centreboard (whose trunk resided unobtrusively below the cabin sole). On deck she had a small self-draining cockpit with bridge-deck. Visually she was classic Sparkman & Stephens. In short, she was perfect. I was in love. Apparently the owner had walked away from her leaving a huge yard bill. The yard was eager to be rid of her, prepared to give her to me for free, but first they had to obtain clear legal title to the vessel. Time passed, and eventually I moved to Seattle, 3,000 miles away. For all I know, she is still sitting there. In September of 1995 a friend called me to tell me that one of his colleagues had a boat for sale - a Sailmaster 22! Rare enough on the Atlantic coast, to find one here on the Pacific was an incredible stroke of luck. She had been sitting on her trailer in a cornfield in Sequim, Washington, for the last 5 years, her owner unable to find the time to care for her. He knew exactly what he had, though, and was looking for the "right" buyer, someone who would appreciate her. We negotiated a price and she was mine! Structurally solid in and out, she was nonetheless in desperate need of Tender Loving Care. My original intentions were to do enough work to stop the decay, get her in the water and start sailing. Eventually, I might even restore her to her former glory, but that was for the future. Well, one thing led to another, and the more I sanded the 30-or-more-year-old mahogany, the better it looked. I started to get carried away. 13 coats of varnish later, I find myself in the midst of a complete restoration. Having now joined the S&S Association I am particularly interested in corresponding with owners of other Sailmaster 22s, and finding sources for traditional bronze fittings. I look forward to hearing from you. Yours truly, Will Dominsky 3022 NE 140th Street #305 Seattle, Washington 98125-3595 USA (email: [bd370@sen.org](mailto:bd370@sen.org))

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