



SPARKMAN & STEPHENS  
ASSOCIATION

**NEWSLETTER** October 1999

Editor: Neil Millward

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### **Olin Stephens flies in for the Annual Dinner**



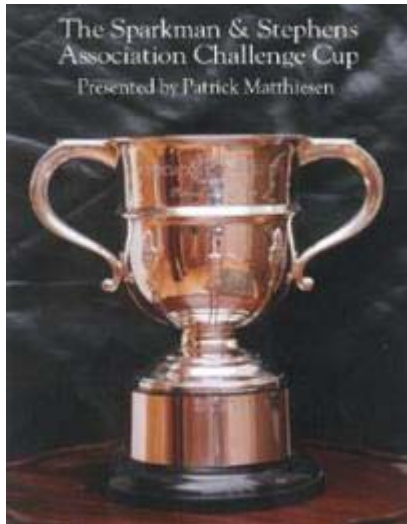
**Olin in a reflective moment during the Annual Dinner in Rotterdam.**

**... and is presented with the S&S Challenge Cup for services to yachting**



**Baccarat moored in the Veerhaven**

Nearly 50 members attended our Annual Dinner and AGM in Rotterdam in late January — and a great time was had by all. Thanks to Rob Snoeks, his family and other Dutch members, a full weekend's entertainment was laid on and the whole programme ran like clockwork.



We started with a Welcome Party in the historic wooden Harbourmaster's Office in the Veerhaven on the Rotterdam waterfront on the Friday evening. Drinks, refreshments and a general atmosphere of Dutch bonhomie greeted those who had travelled from Germany, Ireland and Britain. Thanks to the generosity of the **Royal Huisman Shipyard**, the drinks lasted well into the late evening so that only the most ardent feasters went on to a local Surinam restaurant. Overnight, some members enjoyed the frugal delights of the nearby Seamen's Hotel, while others basked in the warmth provided by the stove aboard Hans Kettering's beautifully restored 52' yawl *Baccarat*, moored within sight of the Harbourmaster's Office. Celtic harp and guitar music lulled us gently off to sleep. (Continued on page 3 ...)

## Highlights of the AGM

The AGM was held on Sunday, 23 January after brunch in the Library of the Hotel New York, formerly the headquarters of the Holland America Line. About 20 members attended, including our President, Olin Stephens. We were later joined by Hans Zuiderbaan (Offshore Racing Council) and John Lammerts van Beuren (International 8-metre Association)

Mark Weaver reported that membership had risen to 266, an increase of 56 since last year. He asked all members to check their details in the Yearbook and notify him of any inaccuracies or changes. It was agreed that displacement and more accurate information on a yacht's home berth be included.

Neil Millward reported the establishment of the **Association's website** and the publication of three **Newsletters** during the course of the year, now with with colour printing on the front page. One member's yacht had been sold privately as a consequence of an advertisement in the Newsletter and the member in question had been delighted to pay the Association an Introduction Fee of 1 per cent, rather than a much larger broker's fee. Neil also reported some hopeful discussions with brokers that might lead to the Association earning introduction fees on the sale of other S&S yachts through the website. The meeting welcomed these developments and urged members to submit photographs and other material for the website.

No officers of the Association resigned and a motion that they all be re-elected was carried unanimously.

Volkmar Abert and Albrecht Peters offered to arrange the **next Annual Dinner and AGM in Hamburg** and this proposal was accepted gratefully. The most likely time is January or February 2001.

**Global Regatta 2000** - Patrick Matthiesen asked for suggestions as to how the Association's Challenge Cup (pictured on page 1) should be awarded in forthcoming years. Members are invited to submit their **suggestions to Patrick by the end of March**.

The following motion, amending clause 3(ii) of the constitution, was carried unanimously:

*An Honorary Life Member may be appointed by the President or by a unanimous decision of the committee of the Association. Honorary Members may be appointed and removed by the committee by majority decision.*

Following this, the President, Olin Stephens, appointed **Jesse Martin an Honorary Life Member** of the Association in recognition of his record-breaking solo, non-stop, unassisted circumnavigation aboard *Lionheart*, his *S&S 34*. This was greeted with acclaim by all present. Jesse joins Sir Edward Heath, Mitch Gibbons Neff, and David Dicks as Honorary Life Members.

Another motion, that the term 'overseas member' be removed from the Constitution, was also carried unanimously. This will have the effect of bringing **subscription rates** for UK members up to the level of those in all other countries when they next become due for renewal.

A proposal was also carried to stage an event on the US North East Coast in 2004 to celebrate the **75<sup>th</sup> anniversary** of the founding of Sparkman & Stephens Inc. Patrick Matthiesen agreed to take this idea forward.

## **Books about S&S**

There are now 3 books about the Stephens brothers and their designs:

- *"You are first", The Story of Olin and Rod Stephens of Sparkman & Stephens, Inc.* by Francis Kinney. Dodd, Mead & Co., New York, 1978. ISBN 0-396-07567-3. This book is out of print, but has recently been obtained second hand through amazon.com for a modest \$19 plus postage.
- *The Best of the Best: The Yacht Designs of Sparkman & Stephens*, by Francis Kinney and Russell Bourne. W.W.Norton, New York & London, 1996. ISBN 0-393-02495-4. Price \$75 (£50 in UK). This book has recently become out of stock at major booksellers, but is now being reprinted in the USA by W.W.Norton, the publishers. Stocks should become available in March 2000 in the USA and in April or May in the UK. Presumably internet booksellers will restore it to their catalogue. We will put a link to one of them when it's available.
- *All this, and sailing too!* by Olin J. Stephens, Mystic Seaport Museum, Conn., USA, 2000. ISBN 0-913372-89-7. This latest book on Olin and Rod, an edited autobiography by Olin, can be ordered on-line direct from the publishers at:

[http://store.mysticseaport.org/redirect.html\\$product.id?501](http://store.mysticseaport.org/redirect.html$product.id?501). on by writing to them at 75 Greenmanville Avenue, PO Box 6000, Mystic, CT 06355-0990, USA. S&S Association members are entitled to a 5 per cent discount if they quote their Association membership number in the "additional delivery instructions" field on the Mystic Seaport order form. The discounted price outside the US with postage by surface mail is \$50.

## **The Rotterdam Weekend (cont.)**

Saturday morning saw us assembled at the Rotterdam Maritime Museum, where we welcomed by the Director. Split into groups, we were given two guided tours. One was around the early steam-driven ram-ship, the *Buffet* - splendidly restored after many years as a floating naval barracks. The other tour concentrated on the Museum's displays on the history of boat and ship construction. Both tours were well received.

Then it was on to lunch in the nearby offices of Hans Kettering, overlooking the oldest part of the port of Rotterdam. Here, over an extended buffet (nice touch!) provided by the Snoeks family, members poured over photographs of each others' yachts, while Olin Stephens answered technical questions from all quarters. Line drawings of *Laughing Gull* (Design no. 844 of 1949) competed for attention with the lunch.

The afternoon's entertainment was a harbour cruise aboard *Blue Bird*, a steel motor yacht designed by G L Watson and which participated in the Dunkirk evacuation of 1940. After a welcome toast from Hans Kettering, we toured a fair section of the enormous port of Rotterdam, some members opting for the comforts of the luxurious saloon or the bridge, while the more hearty types stayed on deck and enjoyed the fresh January breeze.

Five o'clock saw the first arrivals for pre-dinner drinks at the Royal De Maas Yacht Club. They must have changed very rapidly! Gradually the bar filled up and the everyday sailing stories turned into epics of seamanship and survival. Those with a racing interest were escorted to the venerable case containing the **Admiral's Cup**, won for the first time by the Netherlands in 1999.

The memorable dinner was punctuated by toasts. First from Rob Snoeks, a speech of welcome to all those who had travelled to the Netherlands and mostly especially to Olin Stephens who had arrived that morning from the USA. In his gracious reply, Olin thanked Rob and his colleagues for a most enjoyable weekend and presented him with a copy, hot off the press, of *All this, and sailing too!*, his autobiography. Subsequently toasts were drunk to the Queen of the Netherlands, the Queen of England, and – well it all gets a bit hazy after that ...

A bracing water-taxi ride across the harbour was Sunday morning's cure for any excesses of the night before. Breakfast in the library at the Hotel New York was more a brunch. Finally at around 11 o'clock we cleared the tables and got down to the

serious business of the AGM (see earlier report on page 2). With the business swiftly despatched under the guidance of our Chairman, Terry Sprake, no-one was in a hurry to leave, the extended 'thank-yous' to Rob and his colleagues were sincerely meant, and we all relished the prospect of a equally enjoyable weekend in Hamburg next year. Hope you can make it!

For those with internet access, some photographs of the Annual Dinner weekend can now be seen on the Association's website at: [www.nmillward.fsnet.co.uk](http://www.nmillward.fsnet.co.uk) .

A fuller record of the event has been posted on the Netherlands Region site at:

[www.spdev.demon.nl/SnS](http://www.spdev.demon.nl/SnS).

## Regional News

### France

At least six Association members are planning to take their yachts to the great biennial rally of classic yachts in Brest this year. They include *Baccarat* (Hans Ketterings), *Cotton Blossom* (Hal Sisk and Kevin Crothers), *Oho* (Nicolas Pougnet), *Palynodie II* (Herve & Marie Elies) and *Wervelwind* (Rob Snoeks). **Brest 2000** takes place on 13-16 July. The Chairman's S&S battleflag, flying in the rigging of *Mornings End*, should be plainly visible among the 1000 or so other boats expected at the festival.

Two weeks before that, on the weekend of 29 June to 2 July, Olivier de Carné (a new member with a *Sagitta 35*, *Yallah V*) is organising a regional rendez-vous in **Benodet, S. Brittany**, just around the corner from Brest. The event is being promoted by the Yacht Club de l'Odet and members (and prospective members) are invited to attend. A website will be established to publicise details of the programme. In the meantime anyone interested can contact Olivier by telephone on +33 6 07 81 30 56;

by fax on +33 2 98 57 24 44; or email: [Olivier.DeCarneTrecesson@wanadoo.fr](mailto:Olivier.DeCarneTrecesson@wanadoo.fr). For anyone with indecision about attending this event, Benodet has a restaurant that serves scallops that are worth sailing at least 200 miles for in a stiff breeze.

**Postscript: We have just heard that Olin Stephens has accepted Commodore de Carné's invitation to attend this event.**

### Australia/USA

Some items transcend national boundaries, so excuse the confused heading. It all started when Brian Caldwell emailed the committee from the USA, asking their advice on the suitability of an unmentionable non-S&S design for a solo, non-stop circumnavigation. Brian, it should be added, already has a solo circumnavigation to his credit, briefly holding the record for the youngest such adventure before David Dicks snatched it away. While Brian's suggested vessel had a notable record as a

seaworthy 32-footer, we could only applaud his alternative suggestion of an S&S 34. Encouraged by the evidence we provided on the S&S 34, Brian was next heard of, a week or two later, scouring the yachting centres of Australia for such a yacht. A few weeks later he had bought one, *Stray Bit*. Now for the newsworthy bit ...

Brian is organising a **Solo, Non-stop Round-the-World Race in S&S 34s**. It starts on 28 September, 2001 and the course is Fremantle - Bermuda - Fremantle. Entries are invited. For further information see Brian's website at:

<http://holoholo.org/caldwell>. We'll keep you posted on the plans and entries as they emerge.

## USA

The Museum of Yachting is hosting the 2<sup>nd</sup> Annual Sparkman & Stephens 12 Meter Regatta at Fort Adams, Newport, RI, on June 24, 2000. The **North East US Region of the S&S Association** will hold a rendez-vous for all S&S yachts, both members and prospective members, at the same event. Members are also invited to attend 'by land' if they cannot attend with their yacht.

The event will be modeled on last year's successful Regatta at which twelve 12-metres, three of them S&S designs, held a series of races in Narragansett Bay. Olin Stephens, the Guest of Honor, sailed on *Courageous* (S&S Design no. 2085), along with the 1974 Americas Cup winning skipper, Ted Hood. *Columbia* and *Northern Lights* were also there.

If you can't get there with your own yacht, why not enjoy a day crewing on a 12-meter? The cost is \$350 for the sailing, lunch, bar and dinner/dancing. A dinner/dancing ticket is also available for \$75.

Dockage will be available at the Museum or at the State Pier, Fort Adams; both are for a nominal fee, but on a first come, first served basis. For dockage or moorings contact Matt Gineo at The Museum of Yachting, 401-847-1018. For racing on a 12 meter, contact Tom Rowe at Newport Yacht Services, 800-234-7720. In either case mention that you are a member of the S&S Association. To attend the S&S Association rendez-vous contact Steve Kloeben (*Cresta III*), on 203-775-6625; or [skloeben@aol.com](mailto:skloeben@aol.com).

Ben and Dianna Emory have recently had a major refit done to their *Stevens 47 Minerva*, mostly by Bennett Brothers Yachts of Wilmington, North Carolina. Fifty-six of the class were built during the 1980s by Queen Long in Taiwan. The quality of the design of these powerful cruising sloops, rugged construction of hull and rig, commodious accommodations, and excellent value for money have made them popular. Many have been refitted a number of times and put many miles under their keels. The book *The Best of the Best* includes plans, a photo, and a write-up of the *Stevens 47* on pages 224-7, as well as commentary about the design in the Introduction. Ben learned much about the class during research prior to purchase and gained many insights into innumerable details during the many months of refit, subsequent sea trials and cruising. He would be happy to share this knowledge with others who are interested. His e-mail address is:

[bemory@acadia.net](mailto:bemory@acadia.net).

Over on the West Coast, Bob Millett is delving into the history of his 65' yawl Olinka (built as Baracuda II in 1953 to S&S design no. 876). She was built by the Bengt Plym yard in Neglingvaret, Sweden, where she remained until the 1960s. Bob was lucky to be able to talk to Rod Stephens about her history soon after buying her and learned that she was one of the first private yachts to be tank tested by S&S. He would appreciate any information about Plym the builder, or Barracuda (Olinka) in the 50's and 60's in Sweden. Recently she was used in the HBO movie "Rat Pack", featuring as Kennedy's yacht. Bob's revised contact details are: +1 949 548 6010 , work: +1 949 5481945, Fax:+1 949 5481872, Email: [millett@home.com](mailto:millett@home.com)

Robert Pemberton reports revived activity among the Chris Craft Sailboat Division, whose members now number over 80. He is planning a rendez-vous in conjunction with Opsail 2000 in New London, CT on 12-15 July.

## Canada

From May 2000 Gary Magwood will be offering paying guests historic cruises in Eastern Ontario aboard his restored S&S 36' wooden sloop, *Inward Bound*. Built in Buenos Aires in 1962, *Inward Bound* enjoyed a successful racing career in the South Atlantic, subsequently moving to Lake Ontario via the Caribbean. Gary has accumulated over 10,000 ocean sailing miles in the past ten years. He owned and chartered a classic 1923 Edwardian Day Launch on the River Thames in England in the early eighties. "Sailing and history are natural partners," says Gary. "I look forward to sharing my experiences with interested folks." Gary can be reached by mail: PO Box 935, Madoc, Ontario K0K 2K0 telephone: 613-849-1976; or email: [zabwood@kos.net](mailto:zabwood@kos.net)

## Cruising Notes

From *Revid* (S&S 31' Delta 94)

Clive and Margot Egginton

Five and a half thousand nautical miles have passed under our keel since we left Gosport, England, last August, and it's gone so quickly. I still have to pinch myself to realise that, after all the talking and planning, we are actually here. 17°07.64N 61°53.2W, Deep Water Bay, NW Antigua to be precise.

Along the way we have come across some S&S members' yachts, namely *Moon Cloud* in Lisbon, now in the Mediterranean, and *Johari* in the Cape Verde Islands. We heard that *Kara* was in Antigua, but we missed her.

Our crossing from the Canaries via the Cape Verdes started off splendidly - true downwind sailing with twistle-yard set - we hardly touched the sails or wind vane. The mainsail cover was on the whole time. With winds from the N-NE of 20-25 kn

and decks dry, we were able to have the hatches open most of the time and the bimini awning up to keep us cool and protected from the sun. I'm glad I took the trouble to set it up properly before we started. The colour of the sea as we headed south was a marvellous deep blue. It was here we started to get flying fish coming on board. You have to duck sometimes, as they would certainly give you a rude knock if one caught you unawares.

The journey down to Porto Grande had its moments, particularly when our towing generator stopped working. A very important bit of kit these days, with the many power-hungry gadgets we have on board. I eventually found out that the regulator was the problem. So it was bypassed and we were back in business, giving the usual 6-7 amps. Unfortunately it did not last, as we then had a minor broach and the rope and turbine detached itself from the back of the generator and disappeared. The 30 metres of 15mm rope and the turbine are now lying in 2000 metres of water. My own fault, I should have tied the rope on, instead of using a clip.

São Vincente is an old Portuguese colony and a little run down, but with very friendly people. Everything was there, somewhere; one just had to ask to find it. A lot of other yachts were arriving and leaving, as it was the middle of November. The talk amongst the yachts was when to go and where. Most of them went off in little groups. We decided to go alone and on 23rd November we set off to cross to Barbados, a distance of 2080 nm. It could have taken 17 days, but it didn't.

The whole of the crossing was slow: 40 % of the winds were below 5k; 40 % below 10 kn; the rest 15-25 kn, with the SE the most prominent and even some SW and West. Squalls came on a regular basis, with one vicious squall, which I monitored on radar, being 10 miles across. It had winds in excess of 40 kn and horizontal rain. A big one did catch us unawares. It was pitch dark, of course. The twistle-yard was up and so was the awning. The squall backed the windward sail and broke the end of the twistle-yard. With the pole flying about ready to do major damage, it took a time to get things down. Even after the sails were rolled up we were still crashing along at 6½ kn. So we left the wind vane to itself and went down below, watching the radar for further squalls. Revid was dry and comfortable below.

After that episode the awning came down every night, giving me the opportunity to watch the stars. We had regular rain showers - enough for us to do some washing. So drifting along at 1-2 kn, *Revid* looked like a wash-house. At one time our speed was so slow that some onion skins that had just been peeled overtook us.

There were other yachts crossing the Atlantic at the same time as us - someone said 600-700 of them, plus the ARC entrants. We only saw three, which I was quite pleased about. There were reports of close encounters where yachts were not keeping proper watches at night. Some kept no watch at all.

Our trip took 22days 7½ hours to Bridgetown, Barbados, arriving there on the 16th December. We both enjoyed the crossing. Even though we had kept regular 3 hours watches, we both had plenty of sleep and we read a lot and both felt very well. I felt a little sad that it was all over; later on I heard Margo say she felt the same. Nothing



broke on the boat and there were no real traumas. Until we arrived in Barbados, that is.

The Barbados authorities insist on yachts going to the deep water harbour where there is always a swell running. So going alongside the wall, if there is room, is very dangerous for yachts and crew. We were lucky, as there was a large yacht alongside the wall and we moored alongside her. Others were not so lucky and bent some stanchions - even a mast. One yacht refused to go alongside and anchored in the middle of the fairway, stopping all commercial traffic. The authorities were very quick to act then! Not the sort of hassle you want after a long Atlantic crossing.

The anchorage in Carlisle Bay is everyone's dream of the Caribbean: a long white sandy beach with palm trees. The locals are very friendly and helpful. The buses go at a terrible pace, but are very cheap and regular. Arriving before Christmas was a surprise to us as up to then we had not thought about it. Suddenly it was everywhere. The anchorage had 50-odd yachts when we first arrived, but by Christmas that had gone up to over a 100. It's unfortunate that Carlisle Bay has 2 discos that pound away four nights a week until 0400. But despite that we stayed there a month.

Christmas Day was spent on the beach - where else? - with the other crews, re-living our experiences of the crossing. A marvellous day. We saw the New Year in on the same beach with all the fireworks exploding around us. Truly an unforgettable night.

Our prolonged stay was due to waiting for our replacement regulator to arrive from the UK. The time was not wasted. We toured the island on the very cheap buses and visited various people, including Trudi 8P6QM, who runs the Transatlantic Maritime Radio Net. As an amateur radio operator I had been talking to her from when we crossed the Bay of Biscay. My call sign is MØCOA/mm.

The SSB is a great way to keep in touch and get information. I would recommend anyone going long-term cruising to think about getting one. Even on the maritime nets yachts swoop useful information - from medical matters to how to excite a starter motor. Especially useful is to hear where other yachts have been ripped off or had good service.

Our journey up from Barbados to Antigua was hard on the wind, 20-25 kn, with large 4-5 m swells. A wet and uncomfortable sail. We soon found the leak that I'd forgotten about under a stanchion. *Revid* put her head down and got on with it, true to her S&S design. The 280nm sail took us 2 ½ days. We were pleased to get into Falmouth Harbour and dry out.

We find Antigua expensive and full of mega yachts, which keep the prices up. All repair facilities are here and well organised. Falmouth and English Harbours are still safe and secure places to anchor. *Endeavour*, the J-class yacht was in when we arrived and looked wonderful when she set sail. We're not sure if she is going to be around for the Classics in April.

Our plans are to drift down to Trinidad for the hurricane season, staying there until Christmas. We want to find places we like and then go back to them for a longer stay next year. We are really settled into Caribbean ways and loving every minute of our trip. Hope to see many of you out here!

## **S&S Yachts For Sale**

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

### **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).

### **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 invited.

## **Wanted**

**She 33, preferably in Mediterranean.**

**30 to 35 foot S&S yacht, preferably in Scandinavia.**

**45 foot or similar S&S yacht, wooden hull**, (for example a New York 32) preferably for restoration and currently somewhere in the Mediterranean.

## **It's your Newsletter!**

Contributions to the Newsletter are always welcome and Regional Secretaries are especially invited to send in items of interest and to 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 received as email attachments in any format. Please email your contributions to Neil@[nmillward.fsnet.co.uk](mailto:nmillward.fsnet.co.uk), or post to Neil Millward, 13 Mercers Road, London N19 4PH, UK.

The next Newsletter will be published in May. **Items for inclusion** would be most welcome by the **middle of April**.

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