



The Wave

Newsletter of the Sparkman & Stephens Association

Edition 3 - February 2003



Acting Chairman Foreword

Today, I had a phone call, a very pleasant one, from the other side of the world. Tom van Oudgaarden is a Dutchman, who sailed after his retirement to New Zealand and stayed there, living on the boat. But now he had bought a house, sold the boat and acquired a pretty S&S Swan 36'. He found my name via the website and wanted to become a member. We were chit-chatting about boats and sailing, when it turned out that Tom had been on board together with Rod Stephens on the first trail sail of my Sail Master 45'. Or I should say; on board of the first one, I've got the last one built at Gusto in Schiedam: hull number five. He had written an article about it in 1962. He told me that Rod immediately started to drill the Dutch crew; who were "merely" workers from the big shipping yard, normally building big ships and cranes. It's funny how small pieces of information trickle in through the years. I once met a woman who told me that she practically had lived part of her youth on board of my boat. She immediately ducked under the table and showed me the dent in the wood caused by the "swinging" table, since long replaced by another design. I always enjoy pieces of the history unveiled.

Hope to see you all at AGM.

Rob Snoeks

A Sad Story

Medemblik, The Netherlands

Mid January a fire destroyed three S&S yachts in their winter storage in Medemblik, Holland. Two of them belonged to members of the Association.

De Razende Bol, an S&S 34', a not unfamiliar name in racing, winning several years in a row the "Verbonds Bezem" in IMS-6 class was owned by Jacob Miedema. *The Bon Marché*, a She 33' was owned by a young couple, which only recently gave birth to their son named Jesper Olin. Nothing, except for the mast of *De Razende Bol*, was left over; just small heaps of glass fibers. Both families were devastated by the accident.



Firemen putting out the fire at the Medemblik Yacht Service, January 21st 2003.

AGENDA AGM

Location: The Royal Naval Club
Portsmouth
Date/Time: Sunday 16th March at 10.00.

- Apologies for absence.
- Minutes of the last Meeting held in Venice on 17 February 2002.
- Matters arising from the Minutes of the last Meeting.
- Acting Chairman's Report.
- Hon. Secretary's Report.
- Hon. Treasurer's Report - the accounts: subscriptions: euro cheques; US \$ payments to NYYC mailbox etc.
- Hon. Newsletter Editor's Report.
- Hon. Wooden & Metal Hull Secretary's Report.

-Election of Officers:

- A/. Chairman
- B/. Hon. Secretary
- C/. Hon. Treasurer
- D/. Hon. Editor
- E/. Hon. Secretary Wood and Metal Hulls
- F/. Hon. Secretary GRP

-Motion: financing local activities

4. Officers To be changed in:

- V Where there are ten or more members within a region, as defined by the Committee, the Hon. Regional Secretary may regulate the Region's own finances and retain part of the subscriptions for regional activities and purposes, to a **maximum of 20 percent.**

Programme for 2003/04.

- A/. Outline Programme
- B/. Proposal for location of Annual Dinner and AGM
- C/. Global Regatta - Confirmation that the award shall this year be for Inshore racing this year.
- D/. Discussion re "sub-clubs" in relation to S&S activities or designs.
- E/. Other events.

Any other business including:

- A/. Clothing.
- B/. Association Tie.
- C/. Flags.

AGM 14-16 MARCH

2003 S&S AGM Portsmouth / Cowes

Last call for our AGM. Have you booked your place? There are only 5 spaces left. It is going to be a spectacular event in The Prospect Museum Court and on HMS Warrior in Portsmouth. (Visit www.hmswarrior.org) and Portsmouth Tourist Board www.visitportsmouth.co.uk The Tourist Board website provides links for Isle of Wight.

Portsmouth / Cowes and the whole Solent area are steeped in Maritime history and well worth an few extra days to visit the Museums, vessels such as HMS Victory and Mary Rose. All the harbours can be toured by visitors launches and nearly all the areas are accessible by walking. Including the three Isle of Wight ferries which go from Portsmouth, one (ours to AGM lunch). The foot passenger ferry goes to Ryde which has a London Underground Train from the end of the pier to Sandown Bay. The third ferry is, I believe, the last passenger Hovercraft in service which also goes to Ryde and connects to the IOW bus network.

Olin Stephens has just sent me another email stating he is looking forward to the AGM week end. So far the response has been most encouraging. We have members coming from Italy, Sweden, Netherlands, France, Finland, Germany, USA, Canada and of course UK. Founder members Clive and Margo Egginton "Revid" in Carribean have been in touch and send their best wishes. Peter Frech of "Dorade" is hoping to be with us. Many secretaries from around the world have been in contact sending their regards for the AGM.

With such a successful event we will need a great deal of help from every-one, I will issue a final joining letter to all guests just prior to the AGM week end. Is there anything you would like added to our AGM ?

Waiting List: any member who wants to now make a new booking, for all events, please advise me soonest and I will advise as soon as there is a place.

David & Juliet Olley
Tel/fax +44 (0)1489 572283
Mob 0788 75 46 515
Email : olleydolphins@btoopenworld.com



"Warrior"



Winsome at Cowes

About three men in a boat, or about an interrupted journey onboard Carly III in November 2002

After having owned a S&S-designed IW-40 for almost 10 years, I bought an old Swan 43, built in 1969. The design, with its hull lines from the wooden boat era and its flush deck, pleased my eye, to tell the least, and brought the impression of a little ship, ready to go anywhere. Also, she had proven racing records.

However, soon I realised that the new boat lacked the immense strength of the IW-40, that had once, in an October storm, taken me with ease through weather conditions, that had forced the car ferries between Helsinki and Stockholm back to port at that same occasion.

As a consequence, I started a major reinforcing and refurbishing project on my new boat, that would last for three winter seasons. The very extensive reinforcement of the hull and its structures added lots of weight, and thus the project ended by also installing a taller rig and additional keel weight.

The main part of the project was done at a small, well-reputed yard, specialised in refurbishing yachts, situated in the city of Kokkola, on the coast of the Gulf of Bothnia, at latitude N 63° 50'.

The project was to be completed by early September 2002, but was delayed by two additional months, because of the rigging works, done by a sub-supplier. The Autumn was exceptionally cold, by mid-October we had night temperatures down to minus 15 degrees C, also in South Finland and the inner bays had already started to freeze. Arriving home from a one weeks business trip to Switzerland, with temperatures equivalent to nice Summer weather here, it felt as quite a change to get onboard Carly III in Kokkola next evening. The temperature was far below what you find in your refrigerator and the harbour area and the adjacent bay was covered by 5 cm of ice! But it was nice to be onboard again, the heater was running, and there is always something special about the first night in your old bunk!

The crew consisted of Peter, a friend of mine, and Gustav, a local boat builder. Gustav joined us next day at noon. I was happy to have him with us, as he was familiar with the whole coastline of the Gulf of Bothnia, having spent his youth fishing there, with his father and other family members, all fishermen or pilots. It is really quite tricky area to navigate, because of its shallow ground filled waters. Nasty seas in a blow as well.

We set the main sail while still moored to the jetty. The main was a brand new Doyle laminate, and this combined to temperature below 0 degrees, made the sail so stiff, that handling was really difficult. I realised that reefing at these temperatures could really be a problem, also as the amount of line available had not been sufficient while rigging, thus we had just one line for reefing. Not very reassuring for a shake-down cruise in November!

Moorings were eased in the early Sunday afternoon, but I felt a bit reluctant to move through the 5 cm thick ice by motoring. Gustav assured that only the bottom paint would suffer, for the epoxy beneath it would not be a problem. Off we went, Peter, weighing 100 kilos +, jumping up and down on the pulpit, trying to get the boat pitching, thus helping to break the ice. You will not see any ice after this, Gustav assured, as we got out of the bay and out on ice-free waters.

Adding revs in the engine, a strong shaking was felt from the propeller shaft. Only at full ahead the shaking was diminished to an almost normal vibration level. This meant much above normal fuel consumption. We had already determined not to sail upwind as long as the temperature would remain below zero degrees. Spray over deck could turn the head sail furling device to a piece of ice, making furling impossible. I was happy that we had an upper and a lower removable cutter stay and my old Hood dacron genoas 2 and 3 with hanks. This canvas would also be less stiff to handle. Definitely better options in these circumstances. We continued motoring through the archipelago, happily enough not frozen yet. The alternative would have been to set out to open sea at the light house of Tankar, aiming for Kvarken. This area, is the narrowest part of the Gulf of Bothnia between Finland and Sweden, and you really have to keep clear for the buoys, also in the open sea. After having passed the Kvarken area, you can set straight south and cross the sea until you arrive to the archipelago some 220 miles further South. But sailing would not be feasible, as long as the wind was against us, if the temperature would remain below zero degrees. And for motoring there would not be fuel enough for the passage, as we had to use full throttle, to avoid vibrations. Thus we would have to continue to motor through the archipelago and following the coast line, until the city of Kaskö. This would cut the open sea passage to about 150 miles. We would hope for the wind direction or the temperature to change more favourable.

After about 15 miles of narrow passages between the islands and skerries, the waterway turned out to a less sheltered area. We got first spray and then even green water on deck, washing all that dirt and rubbish away, that had blown down to deck from the jetty to in port. Perfect!

The choppy sea reduced speed from 7.4 to below 6 knots. This meant that we would run short of fuel even sooner than expected.

After some additional 12 miles, and just before dark, we entered to the port of Mässkär, an island with a former pilot station outside the city of Pietarsaari. Except to us, there was a fishing vessel in the small harbour.

Starting to prepare the dinner, we found out that the pressure pump did not bring us any water. The fault was not possible to track. No water in the bilge, could there be ice somewhere in the plumbing? Or a failure in the pressure pump? I have always thought that you should avoid electric devices as much as possible onboard. For next summer I will fulfil my plan to complete the pressure pump with a manual one. But seawater enough around for the macaroni, and other stuff for drinks!

Next morning we managed to get 10 litres of fresh water in a canister, enough for coffee and tea for some days. And there is so little salt in the seawater here, that you can use it for cooking and washing. We hoisted the new roller genoa before leaving port. But the laminate was really stiff, probably also due to the temperature that remained below zero. We tried to avoid dropping sheets or mooring lines in the water, if wet, they would be stiff. Out at sea the sun was shining and we hoped that the temperature would rise above zero later during the day.

The wind was light and from ahead, so we continued motoring to make progress. This day we would continue through the archipelago, and we would spend also next night in port. But before dark tomorrow, we should be out on sea and start the passage making.

We motored along the coast outside the cities of Pietarsaari and Uusikarlepyy under blue skies, but the spray was freezing on deck, making it very slippery and dangerous to move on. After 20 miles we passed the Stubben light house on Lillskäret, and the course went closer to the islands again. An other 20 miles further, and the passages got really narrow between small skerries and islands. Here you really have to steer precisely between the green starboard and red port signs. Keeping strictly to the indicated channel, you have at least 3.6 mts of water under your keel, but even some ten metres aside, and you will hit the ground! The scenery was beautiful, clear water, small skerries and larger islands, covered partly by snow.

In the afternoon the sun had dried the deck, very nice! At 17.30 we passed under the Replot bridge that connects that big island to the mainland. The chart indicated bridge height 24 mts, so we should have almost 3 mts allowance, good enough!

The sun was setting, and we would still have some 20 miles to cover to Bergö, the island we had planned to reach for the night. There it should be possible to get fuel.

But Gustav was not happy to continue, as the channel is very narrow, and missing it with just a few meters could get you aground. He didn't regard even the GPS precise enough for navigating in dark in these waters, so there was no reason to argue about that. Thus we decided for a small island, Kopparfuruskär, instead, less than 10 miles outside the city of Vaasa. I was not that happy, having covered just about 60 miles today. We would not be in Pohja, our port of destination, on Friday night proceeding like this.

In the afternoon, when the sun had started to get low, humidity on deck started to freeze again. When entering the small bay of the island, the water was already covered by a layer of ice, just some centimetres of thickness though. But weather forecast had promised night temperatures down to minus 10 degrees, even on the coast, which seemed likely, as the sky was clear.

Getting ashore, the ground was completely covered with a cover of 5 to 10 cm of snow. Beautiful! But too dark for a walk around the island.

While Peter was preparing the dinner, I checked the fuel level. Just 20 ltrs out of 150 left in the tank. Obviously, having to use full throttle is very fuel consuming. We filled the tank with the 40 ltrs I carry in spare canisters. We would have to rise very early, to get to Kaskö tomorrow, where we could get fuel and buy more spare canisters for the open sea passage. Also from Kaskö there would still be about 140 miles to cover before reaching the archipelago south of Rauma. And from there about 80 to the yard in Pohja.

During the dinner the Eberspracher heater started to sound strange. I tried to calm the crew, whose expressions in the face changed simultaneously with the sound of the heater, by telling them that they would not notice the temperature, once asleep. But I noticed that this was not the right sort of approach, so I tried a new bottle of wine instead. It seemed to help a bit for a while! But soon I understood that the bar onboard was too poorly filled to sort the problem. After a while the heater stopped. Obviously there was a fault with the fan, and the heater overheated, thus blowing a fuse. Later on deck, Peter, whose sailing experience is limited to the cruises he has done on Carly III, told me that he really enjoyed this sort of adventure! But obviously the crew was not willing to continue, unless I got the heater fixed.

During the early hours I had evaluated the possibilities to continue the voyage. Peter had to be back home on Thursday night, and if we had to repair the heater, we would obviously easily lose two more days before we could get out on sea. There would not just be time enough for that, as we still had some 250 miles to cover, and more than 100 of those in narrow archipelago channels, too risky at night with a reduced crew. And if we would continue, and for some reason or another, would encounter more technical problems, then there would not be many

ports of call, where lifting and land transport could be arranged. Only reasonable option would be to go to Vaasa, the biggest city on the coast, and get land transport arranged from there.

I told my decision to the crew when they waked up, we left at 07.00 a.m. My proposal to hoist sails was not supported, as Vaasa was less than 10 miles away, and the decision was made to interrupt the voyage. When the engine was started, to our big surprise, the vibrations were down to normal level again! But not good enough, as the heater problem still remained. When approaching Vaasa, we saw that the whole seafront was frozen for miles! No possibility to get to the marina Gustav had proposed. But the channel to the commercial port was open. From there we continued a bit further ahead, to the port used by the Authorities.

Gustav got on a bus home, and I started to arrange for a land transport back home. I got the transport arranged already for the following day, and the permission to lift the boat in the commercial port. In the afternoon Peter helped me to get sails away, the genoa was impossible to fold on the narrow pontoon to suit in its bag, we had to fold it as a tarpaulin and leave it on deck. The main we got in its bag, with lots of snow though! Peter left in the afternoon, and I started to prepare the boat for lifting the rig. Later at night the kind customer official and a friend of his passed by. As they noted that there was no heating onboard, they helpfully arranged electricity for a electrical heater.

Next morning I motored to the commercial harbour for lifting the boat. I was in contact to the yard in Kokkola for some technical advice. They kindly proposed to send their service car with two men to help for lifting and loading. In the commercial harbour the wind pressed the boat under the jetty construction, so I had to keep the boat clear by hand for four hours. So I was happy when the men arrived, as I had had no possibilities to make the final preparations. At 14.00. the lorry arrived, the loading was finished at 19.00 hours. The lorry and boat arrived to the destination at the yard at 04.00 next morning. I arrived at 07.00 to Helsinki by train, and when getting to the yard three hours later, the boat stood already in the hangar. I climbed up in the cockpit, sat down and closed my eyes for a while. I waked up when a man from the yard, one hour later, entered the boat. In the same evening it started to snow heavily.

Conclusions

The voyage from Kokkola to Pohja, which was planned to be done in 5 –6 days, was interrupted after just two days at sea, and just about 100 miles out of 350 were covered. What went wrong?

Mainly two things, both mainly depending on the continuous delay of the rigging work

1. The boat was not properly prepared for this sort of cruising.

The new rig and sails were never tested before we set out. Spare halyards were missing, there was just one reefing line to use, and at least the diagonal intermediate shrouds would have needed adjustments. When preparing for lifting the mast, I even found that a split pin from the cap shroud turnbuckle was missing! The pull line for the head sail furler turned out to be too short. The new main sail was far too stiff for proper use in prevailing temperatures. We should have had the old dacron main, although much smaller, with us.

When sailing in low temperatures, head sails on hanks are more reliable, the furling device and its line can easily freeze, leaving you in real problems when shortening sails. Also take care not to wet down your sheets and halyards, if possible.

We should have returned to port, for repairs or control, immediately (even if on Sunday) when the propeller vibration appeared.

Sailing can turn dangerous when the deck starts freezing, at least you should creep, not walk up-right, on deck, with your lifeline always secured. In these conditions it is more save to motor against the wind, and avoid going on deck. Spray can also freeze on your sails and fall down on the boat. Thus you need a reliable engine, strong enough to make head way against the sea. But with very low temperatures and heavy weather you should not go out on open sea at all, if there is a risk that the ice could start to build up on the boat.

We should have had repair parts for the heater (as it turned out to be a must). Personally I would have lacked of skills to repair it. If really dependent on a heater, you should choose a more reliable one, like a Tilley stove for instance. For fresh water you should not depend on a pressure system, or then at least carry enough spares in canisters.

2. The crew was too small

Don't set out with a too small or inexperienced crew, if somebody has to leave earlier than planned, this should not cause you to interrupt your journey. In our case, we would have had a bigger crew, but as the start of the voyage was continuously postponed, they had of course other professional commitments.

Weather

The weather was exceptionally cold this year. As we were southwards bound, I thought that winds from ahead would have, although probably being strong, brought temperatures far above zero. If the weather would be cold, I esteemed we

would have had northerly winds. We were very lucky, not to have encountered storms at this period of the year.

Unless to say, you need warm clothing. Water spray at just 3 –4 degrees C feels chilly!

Ice

From the start, I was reluctant about sailing in ice. In Kokkola we really had 5 cm of ice, on some spots perhaps even a bit more. But for less than 1 mile. I had read about a sister ship having sailed to Spitzbergen and Groenland, and having been in the ice there (Down Denmark Straight, E. Newbold Smith). And Carly III has today 7 extra layers of fibreglass above the waterline and several more further down. The hull did not get any damage at all, apart for the bottom paint, that was worn away on the waterline, leaving unaffected epoxy beneath. The log impeller was broken immediately when we set out, we should have taken it away before starting..

But the ice had also built up in South Finland during the week. A Baltic 42, that arrived to the yard just some days before Carly, got the rear edge of her rudder blade laminate so badly damaged by ice, that the rudder had to be taken away for repairs.

Personally, I would not recommend to sail in ice in GRP-boats, I would go for steel instead.

When approaching the inner waterways, or planning to get in to a port of call, check the ice situation beforehand, if possible.

We did not reach our destination, but we spend some most enjoyable and memorable days at sea. And the land transport to the yard was also a bit shorter from Vaasa than from Kokkola.

Fredrik Ekström

S&S 34 ASSOCIATION of Western Australia

From their newsletter the following report:

The Australian-based mould of the S&S 34 has been acquired by Cottesloe Yachts of North Fremantle. It is intended to build new S&S 34s.

New S&S 34 yachts would be build using the foam sandwich, vacuum-resin technique perfected in the manufacture of the Volvo 60s. This would bring lightness and strength to new hulls. Furthermore new boats would have the option of either a mark I or mark II keel and rudder assemblage, and the tall or standard height "Jon Sanders" mast. The mark II rudder was recommended for potential racing yachts or cruising where there is likely to be a lot of down-wind travel as that rudder provides greater down-wind control.

Glen Swarbrick – 0419 845 336 email: nlaglenn@aol.com



Glen Swarbrick with the S&S 34 mould(s)

The Wave is a publication of the Sparkman & Stephens Association

Hon. Newsletter Editor: Hans Ketterings
Ass. Newsletter Editor: Johanneke van der Veer

You can send new articles to hketterings@catlogic.com
or to robsnoeks@s-and-s-association-nl.org. (max. 1000 words).

Reports preferably not longer than 300 words; publication of articles is up to the Editor and the Committee.

Publication in "For sale" is according the rules set by the AGM, please include clear instructions and a neat picture in .jpg format.

NEXT EDITION: Summer 2003

Association Business

New WEBSITE launched

The association is proud to present a new format of our website www.s-and-s-association.org. We have designed a theme that is easier to maintain and every last week of the month we will publish additional changes to the content. Stories from members and their boats are welcome and the boats-4-sale section will be updated. If you want to put information forward please mail to info@s-and-s-association.org

Coming soon

We would like to thank all enthusiastic report writers on restorations, cruises and races. Unfortunately not all stories send to us could be placed in The Wave. However we kept all of them in archive to place them on www.s-and-s-association.org before April. Including all the photographic material that was send to us the following stories will be impressive to read:

- ★Salvation of Vixen
- ★Fairwyn's major refits
- ★Sunstone northern adventure
- ★Sinisterre history

Dear Friends,

to you and your marvellous boats, Welcome in 2003!

I met Mr. Pekka Koskenkyla in Cannes, France (the founder of Nautor Swan, as far back as in 1967), a very charming person, who was enthusiastic about the S&S SWAN ASSOCIATION project, and because it has already more than 70 members from all over the world (in just 8 months!!!), he was so pleased about what we are doing that he agreed to become our Honorary President.

So the Board is now composed by:

Pekka Koskenkyla (Hon.President)
Matteo Salamon (chairman)
Nicola Ardito (advisor)
Stefano Cioni (advisor)

The first S&S Swan rendezvous is now scheduled for 5 and 6 September 2003, at the Isle of Elba. For information, people can get in touch with me either by e-mail matteo@salamon.it or by phone (+39 335 66 010 22)

Many thanks, and Fair winds to all of you.

Matteo

Tartan Yearbook

I am working on a Yearbook for the Tartan 34C Owners Association. One part of the yearbook calls for a written tribute to Olin Stephens who has agreed to write the forward. (I will be interviewing him in May.) Perhaps the S&S Association could do a tribute, which does not have to be specific to the Tartan 34 design. We are expecting that the cost of the volume will be about \$50.00 a copy for a run of 200. Of course, the more copies that are printed the lower the unit cost. If there is any interest in the S&S Association for a "subscription" to a specific number of copies for use or distribution I can give you a ballpark idea of what the unit cost would be, over and above the initial 200 copy printing figure. Thanks for your reply.

See the Yearbook outline on the Tartan 34 Owners website
<http://t34.tartanowners.org/>

By the way, one of our Finnish members, Antero and Riitta Järvinen, crossed the Atlantic, taking part in the ARC, with their son Niklas as only crew. Their boat "Tikki", a Swan 43, performed so well, that they had to start reporting to a boat, following up a faster group of boats, as their own class and reporting boat were left so far behind, that they lost radio contact! I got their log from Antero, nice reading indeed!

Fredrik

Latest NY32 matters

-Gentian total rebuild well under way. Two weeks ago she had all new frames/floor/bolts and they were starting planking (most). Keelson and dead wood replacement not required. much of deck replaced. House veneered. House deck/ beams mostly good. mast completely disassembled/ repaired. Paul estimates 8000 hrs and this may not include interior. Sails ordered. The Rogers plan to race her summer 2003.

-Tenderley sold at sheriff's auction to Dutch Wharf (I assume no other bidders). Owner told Mitch he has \$36,000 in her-about half yard bills and half legal. No clue what owner plans.

-Ragamuffin: I asked Jeff Bates if he would consider donating her to IYRS and he said yes. I asked Eliz. Myers if IYRS would accept and she said yes. I put the two of them together with suggestion a re-build would be nice for S&S 75th. I hope they are talking. Will check and keep you informed.

Best, Bob

Calander S&S events scheduled for 2003

- | | |
|--------------------------|-----------------------------------|
| - AGM | 14-16 Mrt, Portsmouth, UK |
| - Perros Classic Regatta | 10-14 July, Brittany France |
| - S&S Swan Rendezvous | 5 and 6 Sept, Isle of Elba, Italy |



Ice Fire, also a NY32, competing on the other side of the Atlantic in the Mediterranean.

Eggemoggin Reach Regatta 2002

We had three days of glorious weather and sailing wooden yachts on Penobscot Bay in Maine August 1-3. The first race was the Castine Classic Yacht Race, followed by the Camden Classic Yacht Race and the Egg Reach Race. NY32 Falcon took the lead on day one, but as summer racing in Maine reminds us, there is no place for hubris. She sailed into a wind hole off Mouse Island and watched the fleet go past. Andy Nixon's, Windalier and Peter Cassidy's NY32, Siren, suffered similar ignominy. Barney Boardman's Madrigal, one of four S&S yachts, took a well-deserved (translate lucky) first in the race followed by the Auge Nielsen Snowstar and Herreshoff Gamecock.

Day two, from Camden to Egg Reach, was a sensationally fun off-wind race but the S&S boats did not share much glory. In a continuing study between old and new technology, Falcon did beat two W-46's boat-for-boat. This was particularly interesting because the old boat towed a dinghy and the new boats did not. (Note: dinghy towing in the first two races serves to be both functional and to remind us that the races are for fun. Protests are encouraged provided they are accompanied by a \$5000 non-refundable fee. The committee meets in undisclosed locations at least once a decade, has a party and is unable to remember much.)

On day three Olin Stephens was at the helm of Falcon. He had flown all night from Helsinki, where he had been racing eight meters, and became weathered-in at Boston airport. With luck, he ran across an old friend, Michael Stubbs, similarly stuck in the airport. Olin was determined to race so they rented a car and drove six hours to the Maine Coast arriving at 1:00 AM on Race day. He spent what remained of the night with Michael, former owner of the Herreshoff yawl, Desperate Lark, at his home on Eggemoggin Reach. Predictably, Olin arrived at Wooden Boat in time for the skippers' meeting.

Later, throughout the race, a three way dual for first took place with the Herreshoff P Class Joyant, the Fife Clio, and the S&S Falcon. As we approached the weather mark, Halibut Rock, Falcon managed to glide through a crowd of stalled boats with just enough momentum to prevent her grounding. We raised the spinnaker and took the lead from Clio and Joyant. Olin, at the helm during the last spinnaker leg and impatient with the crew discussing what would be the best tactic, said, "you can talk all you wish but in twenty seconds Falcon is going to jibe." With that maneuver we gained on Joyant, who had re-taken the lead, and finished the race 49 seconds behind her but ahead of all 87 other racers.

Falcon took second in class (Clio won on corrected) and won both the S&S trophies for fastest on corrected and elapsed time. Siren took third place. Other S&S yachts that finished in the top three in their class were Madrigal (second), Windalier (third) and Sinbad (second). Others racing were, Crackerjack, Fifer and Diva. That night Olin awarded the trophies. The Falcon crew symbolically handed her trophies back to him. Racing with this remarkable man were: Bill Kennedy, Mitch Neff, Tom Lunde, Ben Rogers, Susan Wilkes, Belinda Broido, Matt Murphy, Tan Tunador and Bob Scott. It was an honor that none of us will ever forget.

Bob Scott

Castine, Maine August 31, 2002