**Principal Characteristics**

LENGTH OVERALL: 32’-9”
LENGTH WATERLINE: 30’-4”
BEAM: 7’-10”
DRAFT: 6’-2”
DISPLACEMENT: 8,500 lbs
SAIL AREA: 378 sq. ft.

**NYMPH**

DESIGN NO. 0897-43

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**NYMPH**

S&S CLASSIC GLOOM
Rebirth of Design 97:
Sparkman & Stephens Recognize the Legacy of Olin J. Stephens II

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New York: Although Olin Stephens had retired from the firm he co-founded twenty-eight years ago, he had been actively collaborating on a design with the S&S design office leading up to his death in September, 2008.

The project had its genesis in 2003 during the production of the Olin Stephens book “Lines: A Half-Century of Yacht Design by Sparkman & Stephens, 1930-1980,” which presented 50 of Olin’s favorite designs from that period. Knight Coolidge, who wrote the book’s preface, asked Olin if perhaps there was one classic S&S design that stood out as one that would be worthy of modernization. Olin selected design number 97, sailing yacht Babe, as a good candidate.

Babe was a fairly modern boat for her time with a long waterline for her length and of fairly light displacement. The lines of the original yacht, wrote Yachting magazine in 1935, “show a boat of stable form and with fairly generous lateral plane. The rig is modern and the cabin plan simple.” Babe was 30 feet, six inches overall, and 25 feet, one inch on the waterline. She had a beam of 7 feet, ten and a half inches and drew 5 feet, four inches. She displaced 11,200 pounds and had no engine. She was designed and built for a Miami yachtsman to race in the Miami-Nation and St. Petersburg-Havana races, where she excelled. She had minimal accommodations with a small galley and two trunks in berths in the saloon, and pipe berths in the forepeak. With racing as her mission, she had a comfortable, spacious cockpit.

Although some preliminary drawings were created, the idea never really got off the ground and lay dormant for a few years, until Knight brought it up in a conversation with Terry McClinch, the new owner of Boothbay Harbor Shipyard. Terry took an interest in the project, and offered to finance the design and promote the boat as a production yacht. Coolidge contacted Stephens, and the project was underway in earnest in early 2008 in collaboration with Olin. Boothbay Harbor Shipyard plans to build a number of the yachts, and the project name has been changed to Nymph, per Olin’s instructions.