Wonderful Copenhagen

When you read this, it might be too late! The deadline for enrolment in this year's Annual General Meeting in Copenhagen was 15 March! However, never give up. If you want to participate, please use the contact information later in this article to enrol.

Overview
The objective is to create an active AGM with emphasis on some of the maritime aspects of Denmark and her capital, Copenhagen. The time will be spent on activities rather than on transport by bus. Therefore are we logistically located in the centre of Copenhagen and all activities are reached by short walks or by waterbus.

The programme is from Friday 27 April to Sunday 29 April midday with optional extras Sunday afternoon and Monday 30 April.

Main AGM Programme
Friday the traditional welcome takes place at Hotel Strand, which is located very close to Nyhavn (New Harbour) with its wealth of attractive restaurants and shipping history on display.

Saturday is an active day sailing the old schooner Maja from Copenhagen, through the harbour and up through Øresund which separates Denmark and Sweden. We will go up along the Danish coast and over to the small Swedish island of Ven.

Everybody is invited to participate as crew or you can take the option to just sit back and enjoy the views, coffee, wine or beer.

In the evening Maja is moored close to the hotel and while we change clothes at the hotel Maja will get dressed up too, for the gala dinner aboard.

Sunday we hold the AGM itself at the Royal Naval Museum. The AGM will take place in the museum on the Canon Deck, full of maritime artefacts. After the AGM itself we have a guided tour of the museum.
AGM optional programmes

**Sunday afternoon**

After the AGM we can walk through the renovated 'Holmen' in Copenhagen, an area, which formerly belonged to the Navy, and dates back to the second half of the 17th Century.

It now homes a mix of cultural and educational institutions and mixed with residential buildings and free trade. The most impressive addition is the new opera house.

We leave the area by waterbus and exit at Nyhavn (New Harbour) where we have lunch at one of the old Copenhagen taverns. After lunch we have a guided city walk, which will take us through some of the key attractions of Copenhagen.

**Walsted Boatyard**

The second optional activity is to visit Walsted Boatyard. **Monday morning** we drive from Copenhagen to the small island of Thurø.

On our arrival at Svendborg, close to Thurø, we have lunch and thereafter we visit the Walsted Boatyard. Aage Walsted bought the site in 1949 and has since then built close to two hundred boats, mostly sailing yachts, quite a few of which are S/S designs.

**It might not be too late to join**
You can contact the AGM organiser, Steen Riisberg via e-mail ssagm2007@btopenworld.com

or phone +44 (0)1256 862 108

or go the our Web site www.s-and-s-association.org, where you will find all the information under ‘events’.

**Hot news**

Patrick has extended the deadline for nominations for the Global Regatta Challenge Cup so there is still time to get your nomination in.

Remember, to enter, your yacht must have participated and been placed in a nationally recognised race of at least 18 nautical miles round the buoys. You need to send your entry including details of the name of the race, the organising body, the length of the course, elapsed time, corrected time, TCT and a list of the results and participating yachts as drawn up by the organising body or yacht club to "Patrick Matthiesen"

patrick@matthiesengallery.com

Check out page 5 for the write up on last year’s winners. Visualise yourself in Mr. Smith’s position and get your entry in now.
Bracing Days
Maarten Dudok van Heel

I was born in the Netherlands and raised in a sailing family. In 1937 my grandfather and his brother had a yacht designed and built by de Vries Lentsch, an enormous 18 m yawl named “Tromp II.” The design was probably influenced by the lines of Sparkman & Stephens and especially those of Cees Bruynzeel's Zeearend. Then before I was born, my father had the 24 ft yawl “Amuthe” built. She was designed by W. de Vries Lentsch jr. (the son) and I believe the she was greatly influenced by the S&S designs Dolphin and the 22' Sailmaster. So what chance did I have? As a youngster I was already infected with the S&S virus.

In 1973, when I was ten years old, my father bought a real S&S, an Aqua 30 built by the Aquafibre Yard of Lymington, UK, which he named “Saskia”, after my sister.

As a family we sailed weekends and had our holidays on board "Saskia" and in those days she was a real “American S&S” eye catcher. My father raced here and when he had to sell for health reasons, Saskia's new owner went on to race her even more frequently and I became a crew member. When it was time for me to buy my own boat, a friend and I bought an S&S Sailmaster 22 daysailer, called “Juffrouw”. With her centerboard she was the ideal sailing craft for our Dutch Waddenzee (lovely tidal waters in the North of Holland).

But life doesn't stand still. And with a growing family a 22 ft daysailer became a bit cramped, so we started looking for a bigger boat with the same characteristics as “Juffrouw” and of course it had to be an S&S. This was not an easy job. In Europe, in my opinion, most yachts built during the 1960’s-1970’s were influenced by the IOR racing rules (narrow ends and deep fin keels), as you also can see in the popular S&S 34. There are very few useful centerboarders available. So, I was unable to find the right boat in Europe and to have one built was not really an option. For awhile we were boatless. . .

Then light at the end of the tunnel. I read an article by George Colligan about the Tartan 34 Centerboard in the S&S Association's newsletter "The Wave"!

The Tartan 34 seemed to be an S&S Sailmaster 22 - but with an LOA of 34 feet! Unbelievable. That article changed my (our) sailing life! I contacted George Colligan and I stayed in touch with him for 2 years, asking him anything and everything about the boat. Lots of searching, false starts and raised hopes took us through Rubicon, Aponivi, Vixen and Dawn Piper. Finally, finally, finally a marriage - the family Dudok van Heel and Bracer. And as with any marriage there was alot of planning before the wedding day and the time we could all be together - read about the ups and downs on the Tartan Web site at:

http://www.tartanowners.org/resources/bracer/bracer.phtml

New Australian S&S 34 triumph

The new vacuum bagged 34 with the 'Heath Tall Rig' as designed for the Sydney-Hobart Race and Mk 2 keel profile is proving extremely fast. The S & S 34 Association of Western Australia claim it is 600kg lighter than the original and back to the original design weight and that it is also stronger. Locally one of the new boats has beaten the "IRC specific" Beneteau First 34.7 on 3 out of 3 races this season (under IRC).

There would seem to be scope for this re-incarnation to compete in European waters.
2007 Pacific Coast Rally

Two options proposed

Jonathan Flack

Option 1 – Victoria –
Toffino, BC Canada

Clayoquot Sound and the cruising grounds near Tofino, BC are among the most breathtaking on the West Coast of North America. A world UNESCO biosphere reserve, the area boasts one of Canada's most prized nature reserves, the Pacific Rim National Park. Unlike the tranquil northeastern coast of Vancouver Island along the famed Inside Passage, the Pacific coast is wild and exposed with hundreds of miles of rugged isolated coastline.

We are proposing Clayoquot Sound as the location for the inaugural Pacific Coast Sparkman & Stephens Association Rally. Members with an interest in participating in the event should contact the North American Secretary for the Pacific Northwest at the e-mail address above.

Objectives of the rally and cruise are to stimulate interest in seamanship among our members, improve navigation skills and improve handling of small vessels in offshore and nearshore conditions. We wanted to provide an opportunity for owners to venture to a destination they would not normally choose to cruise alone in the company of a larger group.

The schedule is in our opinion too short, but we hope this taste of the Pacific Northwest coast will bring many back for more.

Proposed dates are from September 9-20, 2007.

Tofino & Sounds
Tofino in Clayoquot Sound is located on Vancouver Island, British Columbia, Canada. Clayoquot Sound includes extensive ancient coastal temperate rain forests, rivers, lakes, marine eco-systems and beaches, it also includes part of Pacific Rim National Park Reserve, Strathcona Provincial Park, and several other protected areas. Clayoquot Sound contains the largest area of intact temperate rainforest left on Vancouver Island.

Option 2 Victoria, BC Canada, Juan Islands, Canadian Gulf

A less challenging but beautiful option to the first proposed itinerary is a cruise through the San Juan Islands and Canadian Gulf Islands. This location was chosen as venue for the Cruising Club of America's fall cruise in 2005.

The rally would start in Victoria BC during the weekend of the Victoria Classic Boat Festival. Many of the participating yachts will be at the festival making it a perfect choice for the initial rallying point for the cruise. Victoria offers customs clearance making arrival for American flagged vessels fairly painless.

For more information, go to the S&S Association Website


Support for Australia

Krissy MacKintosh, the proud owner of Sirocco, ex. Tasmania, built in 1939, is now the Regional Secretary for New South Wales and the Eastern Australian Seaboard.

Krissy and her husband, John, have been sailing timber classics for the last 15 years and have owned Sirocco, a derivative of the NY32, for the last 5. Much of that time has been spent restoring her to her former glory. She was built in Hobart, Tasmania for the huge sume of 6,000 pounds - at that time this was enough to build a mansion! She did four Sydney to Hobart races in the 1970s and was a feature of the Sydney racing scene before returning to Tasmania where she languished for the next 20 years until Krissy and John found her and brought her back to life.
Challenge Cup Award 2005-6

The Sparkman & Stephens Global Regatta Award for 2005 was contested by three final entries received from The Netherlands, the USA and Germany.

1. Sasha (Albrecht Peters: design 1988, a 42' sloop built in 1970) in the Visbyseglingarna 2005 Visby-Stockholm race. She achieved a corrected time of 22.49.56 with a margin over the next placed boat, the Int.12 metre Trivia of 7.3%. The following S & S designs also participated in this race which was over a course length of 106 miles: Carly Swan 43, Johanna III Swan 36, Adelfe Swan 36, Ingrid, Swan 36, the large yawl Ilderim. Sasha’s was a very well deserved win as she suffered a dismasting in 2005.

2. Winsome (Harry Heijst: design 2121 41’9” aluminium sloop built in 1972) in the Rolex Fastnet Race of 608 miles - Harry was the winner of ORC Class 2 with 69 competitors and the first boat past the Needles leaving a J105 in his wake. The winning margin, on a corrected time of 4-16.44.19, was 1.22%. Harry had quite a year – 3rd RORC IRC Championship overall, 2nd RORC IRC Class 2 and 2nd in the Channel race.

3. Hiro Maru (Hiro Nakajima: design 1973 Swan 43 built in 1969) in the 71st edition of the 238 mile Vineyard Race from Shippan Pt-Plum Gut-Block Island-Buzzard’s Bay-Block Island-Stamford Harbor. The race was initiated in 1932. Hiro Maru won Class 3 PHRF 2 beating a J105 on a corrected time of 34-24-31. Hiro also won the ‘Bounding Home’ category for the best time by a vintage boat, and formed part of the Best Vineyard performance by a three boat team (with Xanadu and Tenacity III from the Stamford YC team). The race was hotly fought, starting off in a 15k SW breeze which freshened to 20-30k after nightfall.
A member’s thoughts

Jonathan Flack – referencing earlier committee correspondence

have a few thoughts on these and other matters, however I think it’s appropriate to first recognize the enormous effort Patrick has put for these past few years to maintain the Association through his continuing efforts on the Yearbook, Website, membership maintenance, etc.

As Hervé Eliès has pointed out, the Yearbook has been the almost single-handed effort of Patrick for some time and he deserves our thanks for all the time and energy he has provided. I do believe that without Patrick's persistence we would likely not have an association as we see it today. That said, I think that it's clear from Patrick's original correspondence that his ability to continue at this level is increasingly effected by outside commitments and it is probably time that we as the officers of the Association begin to discuss how we should move forward as there is going to be a great deal of work required to fill this impending vacancy.

We have a number of things that we should begin discussion on in order to prevent a slow loss of overall interest in the Association by the general membership. First and foremost the question; does the structure of the organization as it exists today accurately reflect the needs of the members and does it provide the most efficient structure for achieving the goals of the Association whilst offering opportunity to all of those who would like to participate to this end?

The answer may be affirmative, however I think it is always good to ask these questions every few years just to sanity check ourselves.

On the Yearbook; I believe that color is a great advantage and benefit. Regardless of the date we started using color I would love to see color in all the forthcoming issues. There is however the associated costs of producing the Yearbook, which is clearly one of our larger expenses. The inclusion of color certainly adds to the cost even if it is only a minor increase.

Perhaps we can begin to explore inclusion of some advertising from select companies, which provide services, which are of benefit to our members. I can think of many. Morris Yachts, Ratsey & Lapthorn, North Sails, Cantiere Navale dell'Agentario, Sparkman & Stephens, Brooklin Boatyard, Heritage Marine Insurance, Pantaenius Yacht Insurance, just to name a few.

“We need to put together more regional events”

Having just gone through a major 3-year restoration on a Nevins built S&S Yawl I am very well versed in the difficulties in trying to accurately restore one of these yachts. Maintaining absolute historical accuracy is an astonishingly difficult task and I believe there is much that those of us can offer to those who wish to follow in our footsteps. I believe there are a number of people at the various yards in Italy & Maine who can assist in this area as well. Many have been involved in various accurate, prestigious restoration projects over the past 5 years that are well equipped to provide guidance to the membership. Perhaps there is a way to induce someone like Federico Nardi by offering a page in the Yearbook in exchange for sitting on the committee? It's just a thought, but I believe this would be of benefit to both the membership and to the yachts themselves.
I am trying the put together a history of my yacht ‘Bodil’. As she has no logbook or written record, it has been suggested that I use the pages of ‘The Wave’ to ask if any members of the S&S Association might have information that could help with my research.

‘Bodil’ is a wooden ‘Lotus’ class sloop (S&S Design No. 1603), and as far as I know, the only one in Europe. She was built in 1962 by Brandt-Møllers Bådebyggeri, at their yard at Jægerspris, Denmark, for a Mr. Nielsen, an American shipowner based in New York.

She was exported by sea-freight as a bare hull and rigged and outfitted in the New York area under the direction of Mr Per Brandt-Møller, son of the then head of the yard, who also gave the owner his first lessons in sailing. She was given the name Bodil after Mr Nielsen’s daughter. For this information I am indebted to Steen Riisberg of ‘Nik Nak’ who kindly called the yard on my behalf and spoke (in Danish) to Per Brandt-Møller himself.

I believe she remained in America for some 3-4 years. There is a prize plate on the fo’c’sle bulkhead recording her as club champion in 1965 with a club identified only by the initials SHYC. So far I have been unable to locate Mr Nielsen’s family to find out who the next owner was, or how and when ‘Bodil’ returned to Europe. In fact I know very little about her until 1986, when she came into the ownership of Mr Roy Chase, who based her at Burnham on Crouch. He cruised her extensively making trips to the Baltic, one of which involved a leisurely passage across Sweden through the Gota Canal.

I bought her from Mr Chase in February 1992 through the Marine Traders brokerage at Titchmarsh Marina, Walton on Naze. I vaguely recall him saying that he had purchased ‘Bodil’ from a yard in North Wales (Dickies of Bangor?), and that she had had at least two previous owners in England, one of whom was based in the Midlands.

Since 1992 I have kept ‘Bodil’ at Walton and she spends the season on a swinging mooring in the Walton Channel. Inevitably with a wooden boat of her age, the level of upkeep and repair has been pretty high, involving among other things new sails and standing rigging, a rebuilt keel and new keelbolts, a rebuilt cockpit, and replacement toerails. The old Volvo MD7A engine (age unknown) finally died in 2005 to be replaced by a new Volvo 2020.

If anyone has any information about ‘Bodil’ in the period, say, from 1964 to 1986 would they please get in touch. I would love to be able to fill in the story of the missing years of my pride and joy.

All the best,

Jonathan Flack
ij@gmp-vfx.com
GMP Worldwide, Ltd.
Vancouver / Seattle / London

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Second, I think that we need to begin to put together more regional events. We have distinct regions in North America & Europe, which could easily support rallies in conjunction with established existing festivals. Offering awards at Concours events for S&S yachts at these events would certainly pique interest and add prestige to many of these events their organizers are sure to welcome. Our efforts do not need to be great in this area, but working in cooperation with existing organizations could boost the interest in both the association and the yachts with very little effort on our part. It will also offer local members an opportunity to join in local social events, show of their yachts, and see their events reported by the regional secretaries in the Yearbook annually. It could provide a valuable shot in the arm for the local regions and boost to the egos of owners to see their yachts in the Yearbook who would otherwise never have an opportunity to join in one of the major international events.

There are a number of other ideas and I will continue to float them if there is an interest.

In the mean time let’s discuss the merits of these and see what we can do to move the yearbook discussion forward as I’m sure we’ll all agree, the Yearbook is one of our member’s most valued benefits.
Repairing s/v Nimue’s decks

James Koss

James sent a truly comprehensive article on this repair job which due to space could not be fully included. I’ve butchered the story to give you an overview, but have placed the full article and pictures on the S&S Association Website. (Editor).

962, when American Marine, Kowloon, in B.C.C. Hong Kong built Nimue epoxy was not used for adhering glass to her plywood decks. Since then these decks have been exposed to tool, chain anchor and winch handle impact as well as Mexico’s hot sun as well as California’s rain and coolness.

Recently I noticed small lifting sites with crazing of the painted surface. The sites were small but worrisome. If the break in the paint extended to the wood deck underneath I risked rot. To find out I must first to break this seal.

Upon advice from our respected Yacht Club Boatwright I decided to patch the breaks. A big mistake! Advice was to grind and feather each site and then epoxy and glass patch each. Polyester Resin is heat labile. The grinder generated enough heat to keep glass flaking off the plywood instead of being stable and patchable. One makes a big patch from a small fault to avoid heat concentration of the grinder disk.

Big patches for small faults bothered me. Winter intervened and I finally decided this was a stupid choice. I choose to remove all the old glass and epoxy new glass fabric to the raw plywood. I could strip the glass easily using a 4 inch (10 cm) moderately flexible putty knife to separate the glass layer from the plywood. The epoxy patched sites were the only difficulty! I labored to separate these patches. At least I could be confident my final job would stick well. First I needed to remove all deck fittings. Any idea how many there are? I carefully labeled all deck fittings and mounting fittings. Smart!

The deck was in great condition for its 42 years. I was surprised at the excellent condition of the multi-layered ply, Brunzeal I surmise. It was remarkably resistant to damage. A few small Dutchmen were needed at the Merriman flush deck eye pad fittings due to water seeping into the soft pine backing blocks. Water must have run along the soft pine grain rotting sites up and down the backing block.

I replaced these backing blocks, marking where the deck fittings were located, and drilled the proper countersink diameter and depth through the deck into the backing block for each fitting. When I applied the glass it bridged the drilled hole and was easily identified and cut out later. I soaked the exposed wood with epoxy to avoid this damage in the future.

I moved the cockpit gates from amidships to between the cockpit winches. I like this boarding site better. It works with my full boat cover opening. I changed the foredeck mooring configuration as well. Moving the pair of 16 inch mooring cleats, I set them on bronze plates flanking the windlass, already moved slightly aft to a better site. The foredeck ventilator cowl went just aft of this cluster. Repositioning some bronze deck stanchion bases to lie between deck beams rather than being screwed into them, I could place wood and metal backing plates under the decks and widen the load area for these already strong installations.

Laying the glass fabric is a trip. Timing is everything. I choose a laminating epoxy, slightly flexible when cured. Mix is 1:1. Slow setting types make it easier. I rolled small batches of mixed epoxy liquid onto the open and alcohol cleaned plywood. After several layers rolled I allowed it to ‘kick’ (cure). The cured hardened surface needs to be roughened for the high fill epoxy primer which fills minor irregularities. A 4 inch (10 cm) belt sander gave it the ‘tooth’ needed for this grip. One layer after another of this expensive stuff is applied until it seems smooth enough or your wallet feels the bite.

Once more the belt sander, finer grit this time, gives tooth to the high fill primer for the layers of glass to follow. After being wiped with alcohol to remove dust I wetted the surface with rolled liquid epoxy. I placed, and then positioned and smoothed a yard (almost a meter) wide sheet of woven light glass fabric, pre-cut to approximate deck width, onto the sticky epoxy. Athwart ships seemed easier to me. The sticky epoxy held it in place. I poured, spread and rolled more epoxy into the fabric to create a saturated surface. A plastic blade spread this gooey mix. A plank crossing toe rail to toe rail allowed me to climb over the surface being applied and smoothed. Avoid air bubble voids using a flexible spreader, light pressure, and not too much epoxy. You do not want the glass to lift and float. The sticky epoxy helps.

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Masking tape on the house and toe rail protects these areas from being epoxy stained. The glass gets soft and forms well at these joints. This allows a near perfect fit at the deck house and deck toe rail junctions. I don’t ‘think one should roll the glass edge onto either house or toe rail. They work, move, and could crack the glass permitting leaks to penetrate. My biggest error was lacking confidence to cut straight across each overlap, stripping the excess and reapplying the cut edges of the layers to fit flat. Instead I allowed a bit of a roll due to the overlap. In finishing off the deck this is negligible due to the sand non-skid but I wish I had done it anyhow. Once the first layer of glass was down and cured I applied a second layer after the same preparation: sanding and alcohol wipe. The second went better; I was confident and experienced.

I decided on sand for nonskid. I did not use epoxy to seat the sand. I may want to change a pattern and paint is just so much easier to peel. First I painted the water runoff patterns where I wanted a smooth surface the after sand is applied. Two or three coats, lightly sanded make a slick shiny surface. I taped these and used a cat food can to put nice curves where the joins met. Razor sharp edges cut the curves well and look salty too. With the masking tape protecting my ‘water run off patterns’ I rolled paint onto the remaining bare sites, alternating one at a time. I lightly covered the individual squarish sites with sifted sand. Put on less than you think or it will clump.

I used a one pound coffee can with both ends cut out. A plastic insect screen wired onto one end sifted the lumps and allowed controlled application of the very dry sand. Move back now. Leave it alone. Don’t touch anything. It’ll be

Few yachts in the annals of yacht racing have enjoyed records as impressive or lives as long as the 60-foot sloop Running Tide. Ever since she first won her class in the 1970 Bermuda Race, the times have been few and far between when Running Tide hasn’t been in the limelight. And her successes have been no accident. Winning was part of design. The design process was a long one involving the original owner (Jacob Isbrandtsen), crew and designer - guess who? - during the entire project. And now Running Tide has found a home with me. I purchased Running Tide in January 2001. She had been languishing in dry dock in France for two years after her last owner had had to abandon her - due to a death and lack of the funds needed to maintain such a lady.

I fell in love with the beautiful Olin Stephens’ design and knew we were meant to be together. Since owning her I have re-wired, fitted a new engine, mast, boom and central heating, painted the hull and had a new main sail cut. And on top of this I’ve enjoyed 15,000 miles of sailing with Running Tide earning her keep on charters in areas like Tunisia, Malta and Corsica. And of course she has gone back to her roots participating actively in historic regattas.

I count myself fortunate to have met Olin in Antibes. And even more special - since all of us feel so personally proud of our S&S mistresses - was that he said to me "She is one of my favourites". Today I am enjoying my time with Running Tide. But I do see challenges ahead. 60feet is a very big boat and she can be a challenge to handle when the "Mistral" blows. We don’t get any younger do we? And one day maybe Running Tide may go to the US from whence I have already had several offers of a good home. But hey that’s not today and today I am enjoying every day running with the tide with Running Tide.

Continued on page 11
A quarter century aboard 'Sunstone'

Tom & Vicky Jackson

So what is the ideal sailing diet of a 40 year-old, varnished, Honduras mahogany S&S 40 footer: perhaps some gentle, summer coastal cruising and the occasional Classic regatta? Alternatively, how about 9,000 - 10,000 miles a year of ocean cruising from England to Australia and from Alaska to Cape Horn, with a few races against the modern IMS and PHRF hotshots thrown in for interest?

Our boat, 'Sunstone' (ex 'Deb', ex 'Dai Mouse III'), has thrived on the latter diet for the last eight years since we made our bid for freedom and left England on our world cruise. To be fair, she had to work hard enough from 1981, when we bought her, until 1997. During those years she was our full-time home. At weekends she was also a serious offshore racing boat. In non-Fastnet years she gave us some wonderful summer cruises in Northern European waters.

Superficially, 'Sunstone' looks much as she did when she emerged from the yard of McGruer of Clynder in Scotland in 1965. The single-skin, splined, carvel planking is still varnished, the deck is still teak, the spars are still aluminium, though no longer the originals. She gained a wheel and lost her tiller under a previous ownership, but we still keep that original tiller for our emergency steering if the wheel fails. What you can't see is what has kept 'Sunstone' competitive with modern racers and able to cope with all the demands we have made on her.

As the first S&S yacht designed from the outset with a fin and skeg configuration (See "Lines"), she was a revolutionary departure for S&S. Though designed for racing under the old RORC rule in England, she also incorporated many of the design features of successful CCA designs.

The resulting hybrid has heavy displacement, yet low wetted surface and good manoeuvrability from her skeg-hung rudder; low power to weight ratio, but an easily driven hull; excellent reaching power from a low aspect rig, yet good windward ability assisted by a centreboard, inherent stiffness and excellent balance. All these strengths have allowed 'Sunstone' to represent England twice in the biennial Commodores' Cup during the 1990's and to win her class several times in the Fastnet, as well as in the Sydney-Hobart in 2000 and Swiftsure in 2003. Though at her best offshore, in 2005 'Sunstone' managed to win the hot IMS class in the first windward-leeward race at Brazil's biggest regatta, the Semana de Vela at Ilhabela.

If it is S&S design that has kept her competitive, that design and McGruer's craftsmanship have also kept her in one piece during the 125,000 miles we have sailed her. Her construction is exceptionally robust. Keel, knees and frames are all laminated and over-sized on narrow centres. Her floors are stainless steel, as are the mast step, centreboard box and engine bearers. With chain plates running right down to the keel and bronze diagonal strapping, there is a web of metal reinforcement through the central section of the boat, giving the hull great strength and resilience.

So what have been the highlights during 25 years of owning and living aboard such a yacht? On the racing side, the highlights might seem obvious. Being in the victorious English team for the Commodores' Cup in 1996 was certainly one and winning our IMS Division in the Sydney-Hobart in 2000 was another. However, there have been club races in the Bay of Islands (New Zealand) or the Bras d'Or Lakes (Novie Scotia) or Honolulu (Hawaii) that have given us almost as much enjoyment. Any racing in 'Sunstone' is just plain fun!
Commodores in command

For folk who race the Commodores Race out of the Fremantle Sailing Club is one of the events on the racing calendar. And 2006's event, the 26th annual Commodores race, delivered the usual spills and thrills. The race started out under grey sky’s, with a choppy sea and a stiff 20 knot breeze. While the majority of the fleet chose reefed mains and conservative headsails, those racing boys (Swagman and Constellation) tore off on a fast port start with full mainsails. SuperStar followed close on their heals for a while but all three were closed on (and SuperStar passed) at the first mark by Perie Banou III, whose skipper obviously chose to navigate as well as sail. Constellation turned up the heat on the second lap and led the rest of the way to the line. Swagman finished a close second, both boats clearly demonstrating the advantage of the Mark II hull and rudder configuration. Perie Banou was not far off the pace, but lost ground after losing a sail track when spilling a reef in the mainsail on the second last leg. This gave SuperStar a chance to creep close enough to take second place on handicap.

But results are not everything - honestly they’re not! Just as important is the social side of things. And as usual the Fremantle Sailing Club delivered - with an excellent reception prior to the race and well deserved tea and cakes at the presentations. The Commodores and skippers received bottles of bubbly for their efforts and the winning Commodore the Perpetual Commodores Trophy. Andrew Waldby, Swagman, was also presented with the inaugural David & Kathleen Walters Memorial Trophy. The trophy consists a scale model of half a S&S34 hull beautifully mounted to be inscribed with the names of the winning yachts in future Commodores Races.

This was an incredible SS34 event with fourteen boats attending the Commodores Race, thirteen raced whilst Revelle II decided to remain along side - Tony and Mari having just finished a circumnavigation were, quite rightly, reluctant to race a boat that had been their home for the past 18 years.

Check out the SS34 Website (http://www.ss34.org/) for race reports and loads of photos.

Repairing Nimue’s decks continued

OK. Use a shop vacuum backwards, to blow the loose sand which drifted to the adjacent sites back onto where it belonged. I skipped adjacent squares to make application easier.

When I made the complete round of the deck I then applied sand to the skipped squares

I decorated the new entry site between the cockpit winches with the letter N (NIMUE). I taped and curved the letter edges as I did the thin (1 inch=2.5 cm) smooth water way strips. With sand non-skid around it, it is subtle but visible and very nautical. Painting is easy. Vacuum carefully, do not abrade, but do suck up all the loose sand. It is surprising how well the sand adheres to the layer of paint under it. Lightly roll on the color of choice. The first coat should be well thinned to avoid picking off any looser sand particles. Do it again. Do it again, and again, until the grit is right for your delicate parts. Carefully pull the tape and:. You’ve got a waterproof and stronger deck.

Reinstalling all the deck fittings is a task in itself. Congratulate yourself if you were patient and intelligent enough to tape nuts and bolts to their respective parts when you removed them, and labeled all the fittings accordingly. Ever rebuild motor and not do this? One learns! I now have a very attractive and better laid out deck

James Koss
San Francisco Bay Area, USA
Why do we do it?

“Because it intensifies life!”

Quote from Edward Heath’s book ‘Sailing’

The Gourmet’s Galley...

Prawn and cashew nut casserole

This recipe for four people is so easy and really perfect to provide a gourmet surprise in the limited space most of us have in the galley.

Ingredients
450g raw, shelled prawns (frozen is fine)
200ml passata or tinned chopped tomatoes
200ml coconut milk
half tsp salt
2 or 3 drops of Tabasco
1 onion
2 fresh tomatoes
1 green pepper
2 tbsp extra virgin olive oil
Small handful of coriander leaves

Preparation
Combine the thawed prawns with the passata, coconut milk, salt, Tabasco and cashews.

Transfer to a warm pot or saucepan over a moderate heat.
Bring the mix to a simmer. Slice the onion, tomatoes and pepper as roughly or as finely as you like and lay them over the prawns as if they were a lid.
Don't stir them in; let the sauce cook them from beneath. Cover with a real lid or foil and cook for 10 more minutes or until the sliced veg look tender.
Now stir everything briefly, with the olive oil and coriander.
Check the seasoning and serve over boiled potatoes or rice.

Note: This dish is so quick you should have the accompaniment ready before you start.

Sail the Web

Visit our own Website regularly:
www.s-and-s-association.org

The S&S Swan Association maintains this Website which is updates regularly. You will find photos and designs to drool over at:
www.classicswan.org

The S&S34 Australian Association have a fun, regurly updated site that contains details and photos of several S&S34s:
www.hyperea.net/ss34

Bob van der Wilt (S&S34 Morning Cloud) from the Netherlands has a site with some great SS34 photos. The site is in Dutch, but even if you can’t manage the words, the photos make the visit worthwhile:
www.sinar.nl/MorningCloud/MorningCloud.htm

The Tartan Classic Association section which features the Olin Stephen Tartan Designs:
http://tca34.org/portal/index.php

Keep up to date with Leif and the activities of Tarantella II at:
www.tarantella.fi

The Website og the International Eight Meter Association is a must visit for anyone interested in this class. Take a look at:
www.8mr.org

Why don’t you send me your favourite links to share? E-mail me:
kerrycostello@uk.ibm.com