



SPARKMAN & STEPHENS  
ASSOCIATION

**NEWSLETTER** October 1997

***Annual Dinner: Saturday, 15 November 1997***

Venue: the Royal Naval Club and Royal Albert Yacht Club, Portsmouth, UK. A booking form for the dinner has been sent to European members; please return them promptly if you have not yet done so. But if you live further afield and happen to be in the UK around that date, contact the Hon. Sec. directly. Overnight accommodation is available from a number of your committed committee members. We'd love to see you!

***Future Events***

**London Boat Show, January 1998.** S&S Rendez-vous at 12.00 on Thursday 8th, at the Pantaenius Stand. **Annual General Meeting, 7th February 1998** in Portsmouth. Please send any agenda items, motions or reports to the Hon. Chairman in good time. **Olin Stephens' 90th birthday: 13th April 1998.** A number of ways of marking this prestigious occasion have been talked about, but your Chairman would welcome news of those under active consideration or planning. In San Francisco Bay the **Master Mariners' Regatta, May 23, 1998** is considering having a special class or trophy for S&S yachts among the 100 or so classic sailing vessels that participate.

***The Hon. Secretary writes ...***

**The S&S Symbol** It has been brought to my notice that the SS symbol displayed on our Association's burgee and tie has caused offence to some of our European members because of its similarity to the badge worn by the most unpleasant of their wartime guests. Our design was originally copied from the bows of a well known S&S yacht and it was thought at the time that, reproduced in gold on a black background, it would very suitably symbolise the prestige and importance of our Association. It is quite understandable that the sight of our burgees and house flags fluttering in many European marinas could cause embarrassment to our members and we should therefore consider how best we might resolve the problem. The simplest solution could be to change the symbol from SS to the logo used by Sparkman & Stevens, which is a stylised form of S&S. This matter will be brought up at the AGM on Saturday February 7th, for decision by the membership and in the meantime I would like to receive any comments you may have on the subject. Please also send me as soon as you can any other points you wish raised at the AGM. Clive Egginton, Hon. Sec.

***1997 Global Regatta***

### ***Report from the Netherlands***

The idea of the Global Regatta is perfect, but the timing is disastrous. In this modern world going on holiday means working very hard to get all the work finished before you can trot off and when you come back it takes several weeks to read through the post and E-mails, apart from all the work you have to catch up on. So the real motivation for the Dutch region letting the rest of the world have a fair chance of winning the Matthiesen Trophy was - lack of time to get things organised. Nevertheless, we had a very good meeting. The idea started at our last regional meeting when Hans Ketterings and his girlfriend joined the Association. He is the proud owner of the 52' classic yawl ***Baccarat*** (1953; S&S design number 1047). He mentioned that he was happy to invite the whole Dutch regional membership to sail with him for a change some time. So when I got in a time squeeze, I phoned him and proposed a quite different set-up for our Regatta. It worked out fine; we had lovely weather and joyous company. After a small setback - we ran out of coffee, which is near disastrous for the Dutch - we set sail from Scheveningen for a trip on the North Sea. At first the wind was somewhat lacking, but that made it possible to set every square foot of sail. The more sails were set, the more clothes came off. Soon our skipper, clothed in only a tiny tanga, could not resist jumping overboard. However, by this time the boatspeed had slowly climbed to 6 knots and he had a hard time to hold on to the rope. We navigated back to coast in the finest tradition of Dutch seamanship, the GPS (a Stone-Age model) being unable to get a bearing faster than we could find the way to port. By now the wind had become a little bit stronger and the speedometer went up to 8.5 knots, evidence of a nice long waterline! The day finished with a meal in the cockpit, prepared by the girls. Some sort of goats-cheese delight with honey from the oven, Italian pasta and a very abundant salad, finished with several bottles of Navarra, made a very fine dinner party. The day finished with speeches and handing over the trophy (for a few months) until the new winner of the Matthiesen Trophy is known. Again we had a perfect, although completely different, Regatta. Rob Snoeks.

***Report from Southern England*** In celebration of our Association's conception at the 1st Cowes Classics event in 1993, ***Mornings End, Revid, Petimento*** and ***Scheherezade*** foregathered in Cowes Yacht Haven for the 1997 Cowes Classics Rally, together with over 100 classic yachts, under a cloudless summer sky and a gathering afternoon sea breeze. Clearly the weather gods had relented, following the frustrating conditions they had produced earlier for Cowes Regatta Week. Having be-flagged our boats and donned our No.1s, we climbed to Northwood House where we were most hospitably entertained at a welcoming reception, hosted by the Isle of Wight County Council. Much drinking and scuttlebutting went on as we strolled around the lawns meeting old shipmates. Back in the town we dined in one of our favourite hostelries before retiring to the beer tent to clean our palates and take a little exercise on the dance floor. With new-found friends, civilised partying continued aboard ***Mornings End*** until we were rudely screamed at from a little wooden gaffer pleading sleeplessness. Next morning we were awakened by judges seeking candidates for the 'Concours d'Elegance', for which we clearly did not qualify. There followed a 'Cruise in Company' which somehow developed into an informally vague race during which, in recovery mode, we happily trailed around buoys until our enthusiasm was restored by a few hairs of the dog and by welcome zephyrs heralding the after-lunch sea breeze. Remarkably, most of the fleet finished in the same place and the small S&S contingent anchored together in Osborne Bay for a lengthy, convivial lunch. Back in harbour we attended a briefing for the following day's Red

Funnel Race which James Jermain delivered very amusingly, stressing, amongst other more orthodox sailing directions, that "protests were discouraged and any yacht daring to submit one would be instantly disqualified". Clearly a 'fun' race. After *Mornings End's* extra guests and crew had been dutifully collected from the mainland ferry we all joined the party on Norris beach where great fun was had by all around a magnificent barbecue with live music and frothing plastic glasses. It was a glorious evening with the water lapping on a sandy beach as the sun set and the moon rose on Queen Victoria's beach hut. We later learned from our hosts that the Royal beach hut was not so much a large Gothic bathing machine as a changing room for visiting Government ministers and other dignitaries whom Her Majesty refused to receive in Osborne House unless they were properly attired in full court regalia! Next morning the sun beat down again on a barely ruffled sea as we crept out to a mercifully late start. The trick was to motor uptide of the Royal Yacht Squadron line, as there was no way one could recover from a premature start. The 70-strong racing fleet ranged from Thames barges and large clipper-bowed schooners and cutters down to under 20-foot gaffers. Ages ranged from the end of the 19th century to the 1970's. Divided into 4 classes, it was still a handicapper's nightmare, but somehow we were allotted TCFs. A wide selection of sails drifted across the start more or less as their class flags were dipped and, as happens in 'Fun' races, most of us were seriously tweaking away with apparent nonchalance. Having rounded the windward mark, progress to the mainland shore was painfully slow and those of us who had clawed our way to the front of the fleet fell slowly behind the more sensible boats who had dropped their lunch hooks to more comfortably await the turn of the tide. Just as we were about to do the same, serious wavelets heralded a new breeze from astern and soon with kite flying we rapidly regained lost ground to the sounds of the hurried clearing away of plates and glasses, rattling anchor chains and spinning halliard winches. With a light following breeze, the entire fleet funnelled towards the last turning mark. Pandemonium seemed inevitable as the acres of sails on the great gaffers completely blanketed the spinnakers of the smaller racers in front. The log-jam moved like an inseparable juggernaut towards the buoy amidst an orchestration of clangs and bumps, altercations, occasional screams and a lot of panic-ridden instruction. We were mainly concerned with *Tigris*, a 65' Victorian gaff cutter who announced her presence when her battering-ram bowsprit appeared over our stern. Having avoided running us down, she manoeuvred herself along our port side. Our sighs of relief quickly subsided when we realised that she was about to jibe her enormous mainsail. Fortunately, four very large and strong men held back her 30', tree-like boom, thus preventing it from scything away a few masts, including our own! Whilst this was going on, HMS *Victory's* little white cutter had got itself stuck across our bow and, in trying to extricate itself, had somehow inserted its foremast and lugsail between our drooping spinnaker and pole. It took some time and effort to untangle us and, having done so, the cutter's helmsman doffed his straw sailor's cap, smilingly thanked us and said "I think it's time we got the engine on chaps", at which his uniformed, four-man crew raised their oars in salute and rowed away . . . . .

Surprisingly, very little damage was suffered by the fleet and, with the westerly breeze filling in nicely over the young flood, we set off smartly to recover lost ground, yet again. It was a great leg to the finish and with my crew expertly handling our reaching kite, we crossed the line second in our class of 36 starters. However, on handicap, we were placed 24th. After a satisfying late lunch, tied to a mooring buoy in Cowes Roads, we returned to the marina where our modest S&S fleet had been joined by a new S&S member, *Black Delta*. A pleasant evening started with aperitifs aboard

*Scheherezade*, followed by a pub dinner. Next morning the whole fleet left the marina to take up their positions for the 'Parade of Sail'. The sun blazed down and a light north-easterly breeze conveniently set in to help proceedings. Led by our flagship *Victor*, a Thames sailing barge (vintage 1895), followed by *Elise* (a 1912 Fife schooner) we kept station, line astern, as we dipped our ensigns to the Lord Lieutenant standing on the Royal Yacht Squadron's battlements. Thence we sailed westward to Thorness Bay where we anchored in two long lines for the review by the Lord Lieutenant, who steamed past in a motor yacht whilst we dutifully expressed our thanks 'in an appropriate manner'. In most cases this seemed to be by making a lot of nautical noises whilst waving silly nautical headgear. It was all great fun and wound up with a S&S eating, drinking and swimming party. The evening started in an extremely civilised fashion with a Royal Thames YC cocktail party, hosted by Martin and Jean Clucas aboard their 8-ton 1937 Gauntlet *Mitten*. This was followed by the Yachting Monthly Reception and Prizegiving, ashore. A jolly James Jermain was Master of Ceremonies and well-deserved prizes were presented for the best-presented yachts and the winners of the Red Funnel Cowes Town Regatta. Happily, *Mitten* won a Highly Commended award for 'Best Presented Small Bermudian Yacht', as well as a prize for First in Class 2 of the Red Funnel Race. The Ratsey & Lapthorn Editor's special award went to the period-clad crew of HMS *Victory*'s cutter for their outstanding contribution to the rally. Then, much to our surprise, *Mornings End* was awarded a special prize for "artistic and entertaining seamanship" whilst untangling ourselves from Nelson's cutter. Appropriately, the trophy was a T-bone steak which was magnificently cooked and gratefully consumed aboard *Mornings End*. The full S&S party gathered aboard *Revid* for drinks and our final rally dinner of Italian and Chinese take-aways, followed by a special S&S celebratory cake, beautifully made and presented by Margo Egginton. Next morning we left for our home ports in drizzly rain. But until then we had been blessed with beautiful Mediterranean weather during a most enjoyable rally, for which we are grateful to the gods of the weather, Yachting Monthly, the Red Funnel line, Ratsey & Lapthorn and even the Lord Lieutenant.

Terry Sprake **Report from Finland** On August 23rd seven S&S yachts were circling outside the Merenkävijät Yacht Club island, Särkä, waiting for the noon radio signal. At the signal the small armada crossed the line and started reaching along the shores of the city of Helsinki, westward bound for the Club Pavilion of Esbo Segelforening on Pentala Island, some 12 miles away. Finding the first mark involved some confusion as the cardinal buoy had been changed to a lateral one! Jan Lindgren's *Swan 36 Alma* rounded first, followed by Olli Martio's *S&S 6.6 Inkeri*. The wind was blowing Force 5 and on board *Mermaid* (an *IW40*) we took in the first reef as the boat started to heel. Tacking was tight and there were several starboard/port meetings in the narrow channel. Gentlemen's manners outweighed the right-of-way rules on most occasions. With most of the competition ahead of us, we would have much ground to recover, having the highest handicap in the fleet. The three *S&S 6.6s* rated 1.08-1.09, the three *Swan 36s* 1.13 against our 1.19 rating in the LYS rule. Close reaching against Ådholmen, the positions remained unchanged, Antti Muuronen's *Swan 36 Adelfe* having taken the lead. After Ådholmen the whole fleet had to start tacking again. Matti and Seija Hihnala had heavy work grinding our 60 sq m genoa, competing against Vesa Viitanen's well-performing *S&S 6.6 Felicia* Mikko Kaila and his wife Benita also proved good sports on their *Swan 36 Cantana*, sailing alone with their 5-year old son Victor. On the *S&S 6.6 Marinella*, Eero Nuotio had to reef down his mainsail as the sail's lower panel blew apart. On the last reach from Långgrundet to Pentala we had some heavy gusts, increasing our boatspeed to 8 knots,

but *Adelfe* was too far ahead to be caught before the line and took line honours. After the race the fleet was joined by 3 other S&S yachts: *Boo-Hoo*, an S&S 40 which Göran and Maija Olofsson had partly built themselves back in 1965; *Aranne*, a *Finncraft* 38 (Arno and Anna Luomanen); and *Tuullikki*, another S&S 6.6 (Keijo and Tuija Pösö). The Luomanen's was the farthest participating yacht, having sailed more than 50 miles from their home port that day. During the evening dinner was enjoyed on the club pavilion verandah and the regatta results declared. Winning yacht on handicap was *Inkeri*, followed by *Adelfe* and *Felicia*. After dinner the second competition was held. Ten questions on S&S history were posed, ranging from dinghies to America's Cup defenders, boatbuilding etc. The Olofssons excelled by getting every single answer right, their knowledge gained during an active sailing life dating back long before the war. Sunday morning the crews spent having a nice walk to the beautiful lake in the middle of Pentala Island. After the walk and some further socialising, sails were hoisted and the yachts sailed homeward bound. The first on-the-water **Finnish S&S Regatta** had been a success, orchestrated by the Weather Gods who had provided us with fresh upwind sailing where every participating yacht had proven the excellence of her design. Fredrik Ekström

### ***Other Regional News***

**Eggemoggin Reach Regatta, Maine, USA** This year's regatta featured a special S&S class at the suggestion of Andy Nixon, owner of *Windalier*, who donated the trophy. Eight yachts competed, ranging from the newly built 30' *Ghost* up to the 58' *Windalier*. The race was won by *Madrigal* (A Boardman), with *Ghost* (Rockport Marine) second. The 1998 Regatta will similarly have a special S&S Class. **South West England** Bill Vallis has uncovered the fact that a number of moulds used by South Hants Marine in the 60s and 70s to produce various S&S *She* designs have been traced to a well-known English yachtbuilder. Anyone interested in following in the path of Glyn White, who recently moulded a new *She* 36 in Cornwall, should contact Bill for more information. Bill's *She* 27, *Sheree*, featured in an up-beat report of the Plymouth Classics in July, where a local reporter revealed that he had fitted her out some 25 years ago, remarking that she was the "smallest yacht ever to leave the drawing board of the legendary American designers Sparkman and Stephens" and adding that she had once featured on the cover of TV Times for a yachting programme he was presenting. *Sheree* has recently be given back her original name of *Shereefa* by Bill and his wife Hilary. **Sweden** Swedish sailors were given a good flavour of the history of S&S designs this year in their main magazine, "Sailing" under the title, "The Fairy Tale of S&S". But the main event of the summer was the annual Round Gotland Race, starting on 28 June. In contrast to some other years, this became an entirely congenial sail with moderate winds from the right directions nearly all the way around the 346-mile course. Hakan Spangmark sailed his *Swan* 36 *Ingrid* to 4th place in the IMS cruiser/racer class, earning her third inscription on the Swan Trophy. **Northern England** Brian Kewley reports that his previous boat *Equity* (S&S30), is being raced very competitively in Dublin Bay by her new owners, Richard McGovern and David Greene. Brian himself is looking for a larger S&S boat to replace his S&S 34 *Rebel*.

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

*Fazer Blue Magic* and *Beija Flor*, both **Swan 65s**, are now well over half way around the globe on their warm-water circumnavigation as part of the Expo 98 Round the World Rally. *Fazer Blue Magic* currently leads the main division of the fleet after 12 legs.

### ***Olin helms Dorade again!***

*Dorade* (Design number 7 of the 2615 S&S designs completed up until 1993) was the 52' yawl built in 1930 under a commission from Rod and Olin's father to promote the fledgling company. The gamble of \$28,000 in depression-era dollars started to pay off when she came 2nd in the 1930 Bermuda Race, but was fully vindicated the following year in the Trans-Atlantic Race from Newport, Rhode Island, to Plymouth, England. *Dorade*, the smallest of the fleet, won by 2 whole days boat-for-boat and 4 days on corrected time. She then capped this triumph by winning the 1931 Fastnet Race. Returning to New York by liner with *Dorade* on board, the Stephens brothers were given an unprecedented ticker-tape parade down Broadway. In autumn 1996 *Dorade* was bought by Giuseppe Gazzoni and shipped by sea to Italy for a major refit in the renowned Cantieri Navali dell'Argentario under the direction of the Chairman, Federico Nardi, using all the original plans which were obtained from the Mystic Seaport Museum and the Massachusetts Institute of Technology. The interior was completely dismantled and most of the original Honduras mahogany planking below the waterline was replaced, along with some of the oak frames. A new 55hp engine was installed (originally there was no engine) and new teak decks laid. The masts (not the original ones, as the sail plan had been altered in 1937!) were repaired and all the original bronze hardware polished and re-installed as it was in 1930. Most importantly, Federico Nardi discarded the wheel steering he found on the yacht and re-installed a 5½ foot (1.7m) long tiller to the original design. Olin Stephens flew to Italy on 5 June this year to see the re-launch of "his" *Dorade* after her refit. After the launch he, and not her new owner, took the helm and sailed this famous S&S yacht in the typical light Mediterranean breeze - over sixty five years after having helmed her in the 1931 Fastnet Race! Later this season *Dorade* took part in the famous Classic Regattas at Porto Cervo in Sardinia and at the Regates Royales at Cannes. She came respectively first and second in her class. During the Cannes regattas I was sailing on board a marvellous Sangermani, the 65' **Samurai**, which finished third on corrected time, just after *Dorade*. It was a very hard race, but finally *Dorade* just beat us, losing to **Eileen**, a 1938 12-metre. During the regatta week *Dorade* was moored very near **Samurai** and I spent my days feasting my eyes on her, finally asking her skipper to show me the interior. That was a surprise. *Dorade* is in first class condition, with all the furnishings restored to what they were when the Minneford Yacht Yard completed fitting her out in 1930. The engine, watermaker, electronics and other concessions to modern life afloat have all been hidden behind wooden panels and are only revealed when required. When closed she looks inside just as she did when Olin's father sailed her in Long Island Sound in the 1930s. Matteo Salamon

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

Henk and Suze Trouw are putting *Flypast*, their GRP S&S 30 up for sale. Built in 1970, with a new engine in 1992, new sails in 1994, hull epoxied in 1996 and chainplates renewed in 1997, she is lying in Holland at an asking price of 59,500 Dfl (approx. £18,300). For further information tel:

++31181399593/fax:++3118199793/E-mail: sailpast@pi.net ***She Fever*** (*She C32*, built 1973) is for sale or exchange, as her owner David Tonge is looking for a bigger boat. Tel. ++ 44 (0) 1204 494377.

### ***Your Officers and Committee***

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