

SPARKMAN & STEPHENS

INCORPORATED

NAVAL ARCHITECTS - MARINE INSURANCE

YACHT & SHIP BROKERS

79 MADISON AVENUE, NEW YORK, N.Y. 10016

Telephone Murray Hill 9-3880 . . . Cable Sparstep

20 July 1982

Mr. Alfred Grauaug
17 Thomson Road
Claremont, 6010
Western Australia

Dear Mr. Grauaug:

I hope that I will be able to adequately answer the questions that you raised in your recent letter to us regarding the S&S 34. I have been working with several of the S&S 34 owners as well as with the Swarbrick Brothers in an attempt to increase the competitiveness of the boat. As you are probably aware, we have recommended modifications to the keel and rudder that have resulted in what we feel is a good increase in boat speed as well as improved steering characteristics.

Regarding the rig modifications that have been discussed, these were essentially done in conversation with Ron Langman in Melbourne and I am afraid that nothing was ever recorded on paper. I can, however, give you the dimensions that I would recommend today as being the most favorable for the boat. I am enclosing a copy of the original sail plan for the boat which shows rig dimensions as follows:

I - 40.04ft.
J - 13.04 ft.
P - 35.04 ft.
E - 12.54 ft.

The increase of the rig height to 42.9 ft. seems to be about right for this boat as it gives a better trade-off between sail area and rating. The short rig S&S 34s are obviously very fast for their ratings in heavy air but have not been able to complete in light air. The taller mast, as I am sure you are aware, has proven to be much more successful. Using an I of 42.9 ft., I would recommend the following dimensions:

I - 42.9 ft.
J - 13 ft.
P - 37.9 ft.
E - 11.75 ft.

These rig dimensions necessitate a little more rake in the spar to

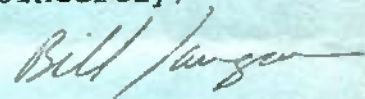
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keep the balance right but overall should prove to be very fast. We are at present recommending fairly long boom lengths in comparison to what we were doing say two years ago in an effort to improve reaching speed and it seems to be especially effective on the older designs like the S&S 34.

I hope I have adequately answered your questions - good luck in your new position as President of the S&S 34 Association - and with your sailing this coming season. If there is anything else I can do to be of service, please don't hesitate to contact me.

Best regards.

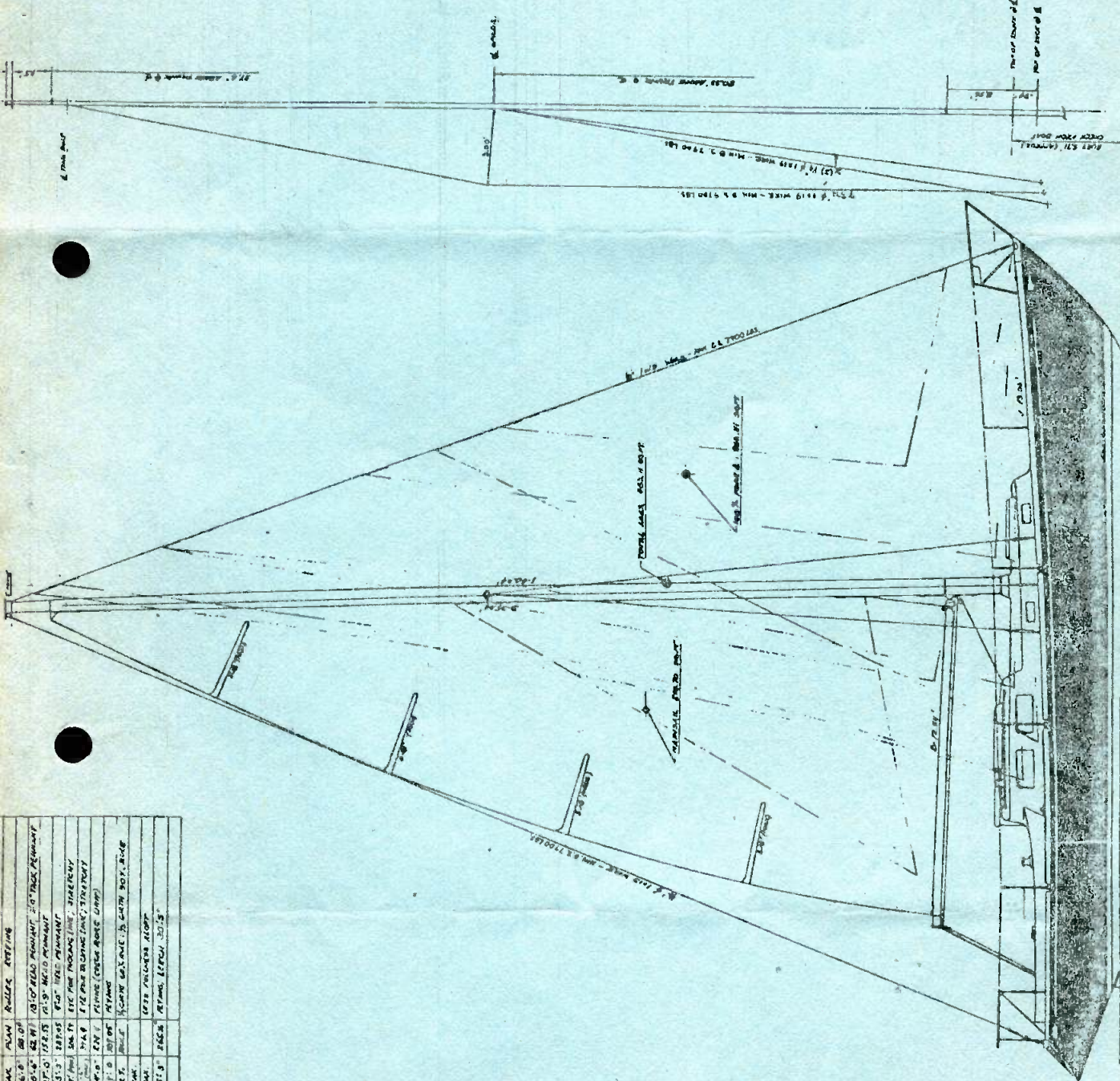
Sincerely,



M. William Langan

MWL:vm
Enclosure; Mini print Sail Plan #1959

ITEM	QTY	UNIT	DESCRIPTION
1	1	EA	MAIN MAST
2	1	EA	HEADSTAY
3	1	EA	FORESTAY
4	1	EA	MIZEN MAST
5	1	EA	MIZEN HEADSTAY
6	1	EA	MIZEN FORESTAY
7	1	EA	SPRIT
8	1	EA	SPRIT HEADSTAY
9	1	EA	SPRIT FORESTAY
10	1	EA	SPRIT BRACE
11	1	EA	SPRIT SUPPORT
12	1	EA	SPRIT RIGGING
13	1	EA	SPRIT RIGGING
14	1	EA	SPRIT RIGGING
15	1	EA	SPRIT RIGGING
16	1	EA	SPRIT RIGGING
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98	1	EA	SPRIT RIGGING
99	1	EA	SPRIT RIGGING
100	1	EA	SPRIT RIGGING



DESIGN NO. 1234
 BILL OF MATERIALS
 SHEET NO. 1 OF 1
 SCALE: AS SHOWN
 DATE: 10/15/2023
 DRAWN BY: J. SMITH
 CHECKED BY: M. JONES
 APPROVED BY: R. BROWN