



SPARKMAN & STEPHENS ASSOCIATION

MEMBERS' YEARBOOK



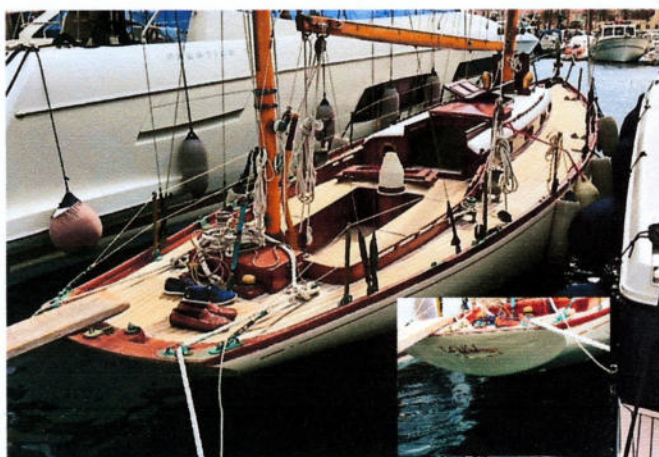
2023

Svenholm's Trip from the Baltic to the Mediterranean Sea

The story of *Svenholm*'s sale began in France in 2019, because that's where S&S enthusiast Pierre Gauthier was looking for a boat designed by Sparkman & Stephens. In his search for S&S yachts, he found a number of S&S yachts on the website of the used boat portal Yachtworld, including the original *Loki* and also *Svenholm*, both of which belong to the so-called "LOKI-Class" yachts.

The prototype of the "LOKI-Class" was designed by Olin Stephens in 1947, design 619. The first yacht was launched in 1948 and its owner, Dr Pinchot, christened the boat *Loki*. The shipyard then built a sister ship and both yachts were avidly sailed, were successful in regattas and also undertook long sea voyages, which were reported in magazines and books. This led to a growing interest in these yachts. In 1952 S&S revised the original plan and this became design 1001. This was the birth of the "LOKI-Class", because the German shipyard Heidtmann in Hamburg got an order to build 10 LOKI-Class Yawls. At the same time one LOKI-Class yacht was built in Germany and one in Denmark, so that a total of 14 yachts of this type existed.

The original *Loki* was berthed in Italy in 2019 and that is where Pierre inspected her.



Original Loki in Italy 2019

However, the condition of the yacht did not meet his expectations, so that *Svenholm* was considered as a sister ship, alongside some other S&S yachts. Due to the corona pandemic that has been rampant worldwide since the beginning of 2020 and the restrictions in force in Europe at that time, it was very difficult or impossible to arrange an appointment to view *Svenholm* in Arnis in northern Germany. It was not until August 2021 that an appointment was made at the winter berth in Arnis. Pierre brought along his friend, who himself owns a classic boat that was actually built in Arnis in the 1930s, because four eyes see more than just two!

The survey of *Svenholm* was positive, so the discussion moved onto topics such as transport (by land or waterway), the desire for a berth in La Ciotat in South France (which could only be applied for and allocated for 2022), contract terms such as contract language, as well as further storage in Arnis until the start of the 2022 season. Pierre promised a quick decision and as promised I received an email confirmation from Pierre two days later that he would like to buy the boat on the terms discussed. I was pleased that *Svenholm* would now be in good hands that appreciated her value and so I agreed to the sale.

The first step was to draw up a purchase contract for a Second Hand Vessel in three languages, German-English-French. The purchase contract was signed after almost 14 days. So *Svenholm* got a new owner, Pierre Gauthier. Since I had taken on the responsibility of arranging *Svenholm's* transport to La Ciotat I first obtained some offers for land transport to France. The most important ship data must be given in advance, such as ship type (long keel), overall length, beam on centreline, transport height (bottom of keel to upper edge of superstructure, including winches) - important for tunnel and bridge passages - and mast length. The offers included the transport of the yacht on a special transport vehicle, acquisition of special permits, motorway tolls and CMR transport insurance only up to a certain amount (CMR is an international agreement on cross-border transport - convention relative au contrat de transport international des marchandises par route). Crane costs in the loading and unloading port and the costs of traffic control measures such as police escorts were not included.

I chose the company GLOGAU-Yachttransporte because the company had very good references and was well known in the yachting scene. The order was placed in autumn 2021 and additional transport insurance was also agreed because the value of the boat was higher than the coverage of the CMR transport insurance included in the contract. All the other details were then finalised in spring 2022.

After determining the transport, the entry in the German ships register was deleted, the ship radio station deregistered from the German Federal Network Agency and I negotiated with the yacht insurance company as to whether the new owner could take over my yacht insurance with a

high no-claims discount. Since Pierre is a French citizen, the insurance company required a current condition report, which I then commissioned. After receiving the report, the insurance company then made an offer, which was relatively unfavourable compared to Pierre's French provider, so in the end Pierre decided to use the French insurance company.

In the spring of 2022, the details for the transport from Arnis to La Ciotat were then determined with the company GLOGAU:

- 1) The loading of *Svenholm* was scheduled for May 6, 2022
- 2) Grödersby, opposite Arnis, was the loading port, because there is a crane available at all times and the port facility is sufficiently large and also paved, so that the truck can manoeuvre better there.



Loading in Grödersby/Arnis

- 3) The 17m long mast was packed well for transport with bubble and plastic wraps, still loaded with standing and running rigging.
- 4) Company GLOGAU had instructed its agents in France to release the route for the journey, i.e to obtain the necessary permits and to inquire with the respective traffic offices whether construction sites are planned on the

route during the time of transport. Furthermore, it was necessary to clarify whether any bridges and tunnels to be encountered corresponded to the height of the boat, as well as determining how the travel time should be aligned (i.e. day and/or night travel).

- 5) Permits for heavy transport have to be applied for in good time. Annual approvals for these transport dimensions are available for France. Fortunately, an escort with BF2/3 vehicles (BF2/3=special vehicle, which can display several traffic signs and is equipped with a yellow all-round light, radio, telephone and special equipment) and a police escort was not required for our transport.



Svenholm ready for France

- 6) The transport took place via Luxembourg and from there on a direct route via Nancy and Lyon to La Ciotat on the Cote d'Azur.



Map data (C)2023 Google, GeoBasis-DE/BVG
From Arnis to La Ciotat (1640 km)

- 7) Since the transport took place within the EU customs documents were not required.
- 8) Unloading in La Ciotat took place three days later with a travel lift.



Arrival in La Ciotat



Launch by travel lift

Due to there still being travel restrictions because of the corona pandemic, after consultation with

Pierre, I had to forego accompanying the transport to France and being present at the launch, including rigging the mast. To help Pierre, I made a special *Svenholm* Manual with over 30 pictures and information about the specifics of this classic boat. As you can see, everything worked out very well, because after a week I got the first picture of *Svenholm*, who is now proudly cruising in the Mediterranean Sea.

Hauke Bruhn, Germany
Pierre Gauthier, France
Svenholm



Cruising in the Mediterranean Sea

In August 2022, Pierre took part in the classic regatta "Les Voiles Classiques de Sanary " with *Svenholm*. A few days later I got the following email:

I have to share with you the many congratulations I received last weekend at Sanary Regatta. Svenholm was officially declared the most beautiful boat and the credit is all yours. We raced on Saturday and Sunday and won both regattas in our group.

Now we know we made the right decision and we both are happy and satisfied.