

SPARKMAN & STEPHENS 43 FT SLOOP 1963



Specification

CLARION OF WIGHT
SPARKMAN & STEPHENS 43 FT SLOOP 1963

Designer	Sparkman & Stephens	Length	29 ft 10 in / 9.1 m	Engine	Volvo D2 40 HP 2015
Builder	Clare Lallow, Cowes	waterline		Location	France
Date	1963	Beam	10 ft 6 in / 3.2 m		
Length overall	43 ft 6 in / 13.26 m	Draft	6 ft 11 in / 2.1 m		
Length deck	43 ft 6 in / 13.26 m	Displacement	10 Tonnes		
		Construction	Teak and mahogany planking over oak frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

CLARION OF WIGHT was built in 1963 at Clare Lallow in Cowes to designs by Sparkman & Stephens. She was thought at the time to be very light and of the original 10 tonnes displacement, 4 ½ tonnes was in the lead keel. In her launch year she was selected for the British Admirals Cup Team, going on to win the Fastnet race with the British team winning the Admirals Cup - she proved herself a magnificent all-rounder! CLARION was launched as a state of the art offshore racer, thankfully at time when beautiful boats were still a by-product of the designer's quest for speed and interiors could still be friendly and accommodating - she remains much loved by her owners and certainly fast enough to hold her own in a modern or classic fleet. For many her name and pedigree will speak for themselves.



• SANDEMAN YACHT COMPANY •
• Brokerage Of Classic & Vintage
Yachts •

www.sandemanyachtcompany.co.uk

SPARKMAN & STEPHENS 43 FT SLOOP 1963

Specification
HISTORY

Her first owners Messrs D Boyer and D Miller, having raced her successfully, sold her on to Sir Maurice Laing, who had the keel hung rudder replaced by a skeg mounted version, the original reduced to a trim tab, subsequently locked off. Sir Maurice is noted for introducing Ted Heath to offshore racing aboard Clarion of Wight; competing in the Cowes-Dinard Race. Ted must have enjoyed the experience as he then bought his first MORNING CLOUD, another Sparkman & Stephens design. In 1971 in the ownership of Dr R. O'Hanlon CLARION OF WIGHT competed again in the Admirals Cup, this time in the Irish Team.

Having admired her for her lines in Poole Harbour but quite unaware that CLARION had been one of the most successful British racing yachts ever, Brian and Yvonne Turner bought her in 1992 from Christopher and Pamela Hare. Brian and Yvonne themselves went on to compete in the 1996 Ostend Heligoland race and then the 1997 Fastnet, in which they were narrowly beaten by Cetewayo. In 1999 they were overall winner of the Gt.Yarmouth to Terschelling Lutine Trophy. Reports of this event had CLARION described by the yachting press as "The Veteran British Yacht". She was first of the classic yachts in the Millennium Round Ireland Race. CLARION has continued to be a worthy racing boat in her current French ownership

Specification
CONSTRUCTION AND FINISH

- | | |
|--|---|
| - Carvel mixed hardwood planking over oak frames | - Self draining cockpit |
| - Lead ballast | - Below decks 90% original |
| - Teak laid swept deck coach roof & cockpit | - Professionally sheathed with Cascova below the water line during 1970s - antifoul painted |
| - All through hull fittings, floors & mast step of bronze | |
| - Bronze straps from shroud plates extended to the floors & keel | |
-

Specification
DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

- | | |
|--|---|
| From the bow | - 2 x Dorade boxes with chromed cowl vents |
| - Bow rollers and fairleads | - Spray hood |
| - Pulpit | - Sliding hatch and removable boards access accommodation |
| - Guard rails running through stainless steel stanchions both sides to pushpit aft | - Coaming descending from trunk cabin each side and aft of cockpit |
| - 45 lb galvanised CQR main anchor & chain and Danforth kedge anchor | - Bridge deck to cockpit |
| - 2 x mooring cleats | - 2 x Lewmar 48 bronze 2 speed ST secondary winches on pedestals outboard |
| - Stainless steel mushroom vent over forecabin | - 2 x Antal 52 bronze 3 speed ST primary winches on pedestals astride coaming |
| - Electric low profile anchor winch with foot switches | - Main sheet track on narrow bridge |
| - Dorade box with chromed cowl vent on deck fwd | - Navigation repeaters in bridge facing helmsman aft |
| - Fore hatch | - Trefoil helm wheel in pedestal with steering compass binnacle |
| - Trunk cabin with raw teak decking coach roof | - Engine controls to stbd |
| - Sealed windows in trunk cabin sides | - Well and seat aft for helmsman |
| - Spinnaker poles stowed on deck each side | - Fairleads set in cap rail each side mooring cleat |
| - Dorade boxes with chromed cowl vent to stbd | - Stainless steel pushpit |
| - Mast with 5 winches including new bronze ST main halyard winch | |
| - Skylight hatch | |
| - Teak handrails on coach roof each side | |
| - Stowage for life raft on trunk cabin centreline | |
-

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

- Accommodation is for up to six in saloon, fore cabin and two quarter berths aft
- From cockpit over the bridge sliding hatch and steps down to the accommodation below
- Pilot's seat chart table and nav instruments to port
- 12 V Fridge / freezer below the chart table
- Galley opposite to stbd with sink; H&C mixer and cooker
- Half bulkheads forward
- 2 x Single berths up and outboard; one each side with stowage under
- Drop leaf dining table
- Storm force 10 cabin heater
- Full bulkhead and doorway by mast forward

Saloon

- Well lit by sealed windows both sides
- Mainly white décor contrasting with varnished mahogany joinery
- 2 x Settee berths; one each side with stowage under

Head to port

- Blake Lavac sea WC
- Wash basin and shower with pressurised hot & cold water, port side

To forecabin

- Stowage with hanging lockers and drawers opposite to stbd
- Access forward to fore peak with single berth
- Coming aft through saloon past galley and chart table

Quarter berths port and starboard

Specification

RIG, SPARS AND SAILS

- Bermudan sloop masthead rig single spreader
- Stainless standing rigging
- Anodised aluminium mast & boom
- 2 x spinnaker poles
- Aluminium jockey pole
- Dynema main & headsail halyards
- Main slab reefing at mast
- Adjustable backstay
- Reckman double luff groove foil & furler; drum easily removed
- All associated sheets guys & blocks
- Mainsail Tri radial construction new 2008 excellent condition
- Furling headsail tri radial construction; Pentax new Oct 2009
- Tri radial spinnaker good condition
- Reaching spinnaker good condition
- Heavy weather upwind headsail good condition
- Storm jib
- Tri sail
- Spare mainsail good condition
- No1 & No 2 Genoas both in very good condition need converting to luff groove

All sails built as racing sails by Dolphin

Specification

MECHANICAL ELECTRICAL AND TANKAGE

- Volvo D2 40 HP in October 2015 circa 60 hours; 2 lever control in cockpit
- Hydraulic drive all reviewed and refurbished 2015
- Wet exhaust line with new water box new 2015 – boat fume free
- Polythene fuel line new 2015
- Larger dia prop shaft and stuffing box fitted new 2015
- Folding 2 bladed bronze propellor
- 6.5 knots cruising approx 1/3rd to 1/2 gallon per hour
- 2 x 140 AH Batteries; engine start and anchor winch, 1 domestic
- Waeco split charging system
- Switch panel and fuse box
- 12 V Lighting throughout
- Vetus 24 gallon / 110 litre fuel tank and piping with sight gauges new 2014
- 2 x Stainless steel water tanks

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Garmin GPS
- Nasa Clipper GPS repeater
- Navtex (Needs replacement aerial)
- VHF telephone hand set with AIS
- Autohelm Log / speed & wind
- Navigation lights
- Brookes & Gatehouse depth, speed, log & direction indicator
- Clock
- Compass
- Auto Helm autopilot
- Dimmable light to chart table
- Clock and barometer

Specification

SAFETY

- 1 Offshore life raft for six persons 2012 – reviewed 2016
- 2 x Horseshoe lifebuoys & lights 1x Danbuoy
- Firdell blipper radar reflector
- Emergency tiller
- Gas sniffer
- Engine driven Jabsco auto bilge pump
- 2 manual bilge pumps; 1 at Nav station, 1 in cockpit
- 2 x Dry powder fire extinguishers

Specification

MISCELLANEOUS

- | | |
|------------------|---------------------------------|
| - Engine spares | - Mainsail cover |
| - Mooring lines | - Zipped furling headsail cover |
| - Fenders | |
| - Ensign & staff | |
| - Cockpit cover | |
-

Specification

REFIT AND WORKS DONE

- | | |
|---|--|
| Work done from 2014 to 2016 | - All exterior varnish stripped and sanded back before 6 coats varnish applied |
| - New fuel line, | - Electric anchor winch fitted |
| - New exhaust line | - Window frames & winch bases re-chromed |
| - New engine | - Teak capping added to cockpit coaming |
| - New shaft and new stuffing box | |
| - Complete review of the hydraulic drive (taken out of the boat and reviewed in a workshop) | Works in addition to annual maintenance |
| - Cockpit and roof varnishes sanded to bare wood and re varnished in 2016. | - Prop shaft replaced |
| | - Bruntons folding prop fitted new 09 |
| | - Insulated earth starter motor overhauled, insulated earth |
| | - Upgraded alternator replaced 09 |
| Works (mainly on hull) in 2007 | - Exhaust manifold replaced. |
| - Decks removed, ply substrate renewed & epoxied before ½ inch teak deck laid | - Diesel injectors overhauled |
| - Stem head removed and refitted with replacement bronze bolts | - Jabsco engine driven bilge pump overhauled |
| - Replacement fore & centre hatches built & fitted | - Hydraulic pump to prop shaft replaced |
| - Top 2/3rds of transom replaced | - Reckman headsail furling gear fitted |
| - Backstay fitting bronze fastenings replaced | |
| - Some splines to hull replaced | |
-

Specification

WORKS TO BE CONSIDERED

- | | |
|---|---|
| - Weakness in the fwd port side cockpit sole - some initial reinforcement has been done | - Hot water tank fed by engine calorifier disconnected when the engine replaced |
| - Autohelm pilot ram needs replacement - pilot works otherwise | - Suspected weakness in pipe inside implies the need to replace the 40 L tank |
| - Painting of hull topsides | |
| - Replacement of foresail cover or fitting anti UV protection on genoa and jib | |
-

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

SPARKMAN & STEPHENS 43 FT SLOOP 1963

[Specification](#)
GALLERY





SANDEMAN
SANDERSON YACHT COMPANY
YACHT COMPANY

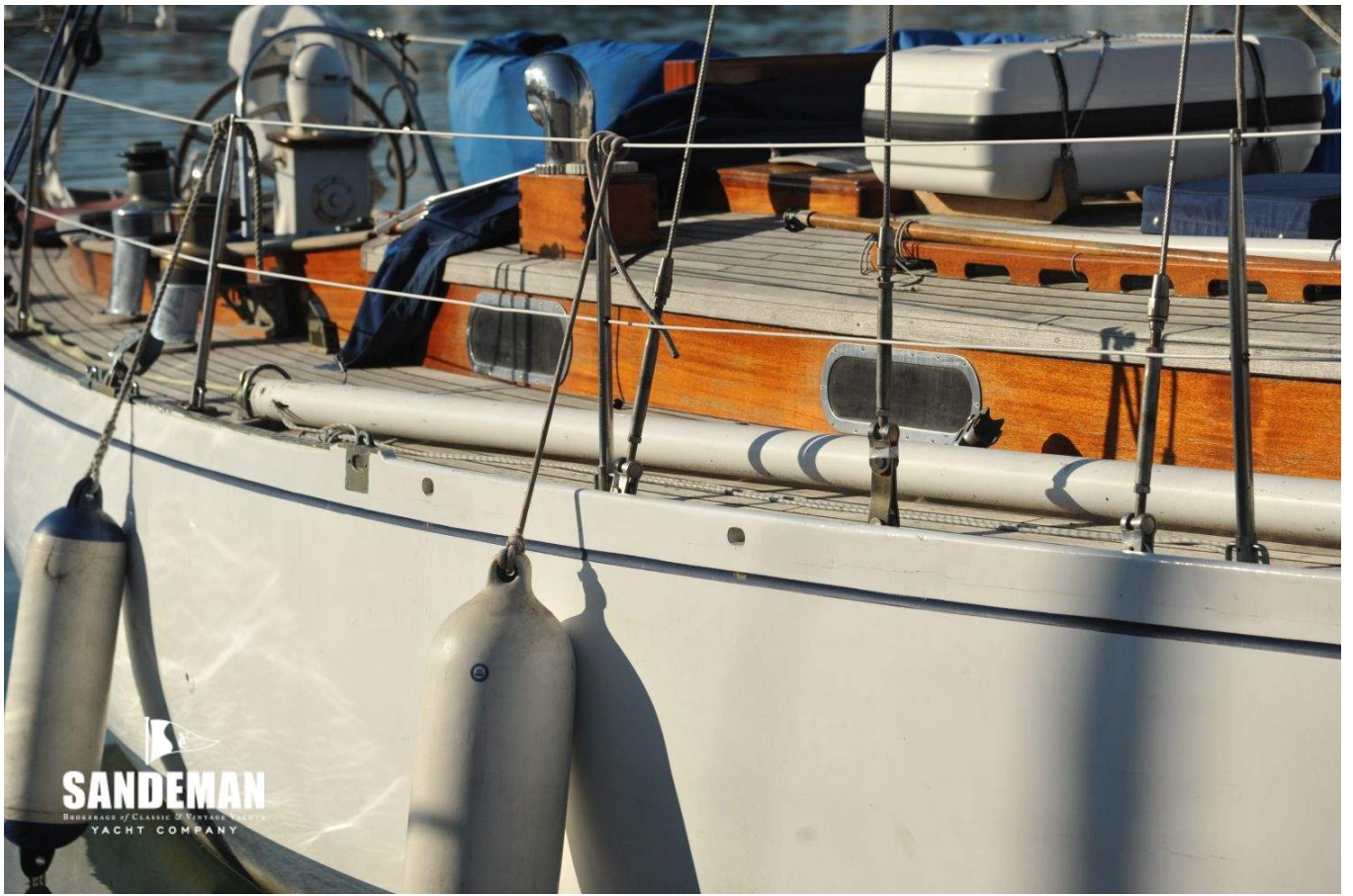












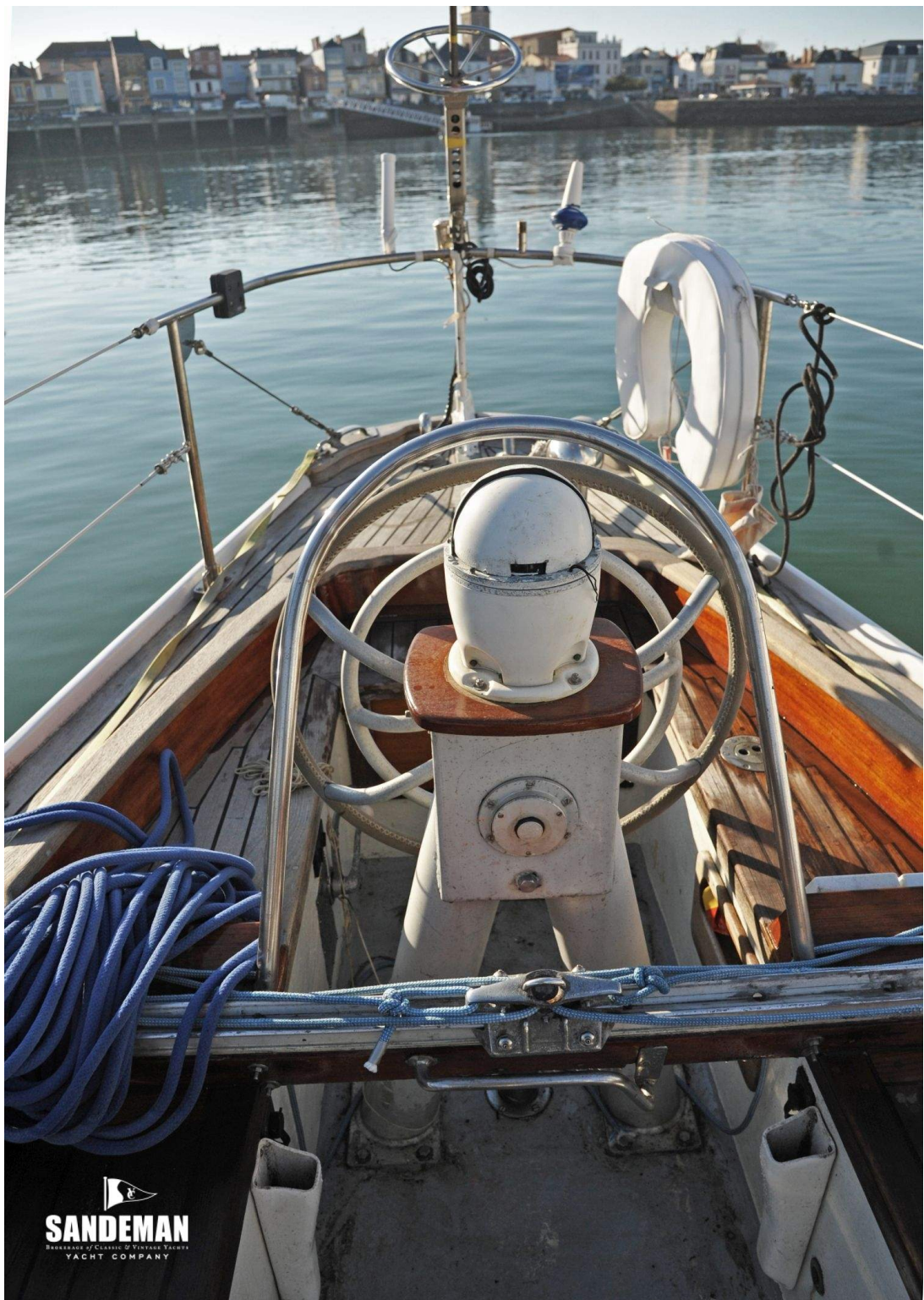

SANDEMAN
HANDMADE OF CLASSIC BRITISH YACHTS
YACHT COMPANY




SANDEMAN
DEALER OF CLASSIC & VINTAGE YACHTS
YACHT COMPANY




SANDEMAN
DEALER OF LUXURY SINGAPORE YACHTS
YACHT COMPANY




SANDEMAN
BOATERS OF CLASSIC & VINTAGE YACHTS
YACHT COMPANY






SANDEMAN
DEALER OF CLASSIC & VINTAGE YACHTS
YACHT COMPANY
























SANDEMAN
BROKERS OF CLASSIC & VINTAGE YACHTS
YACHT COMPANY











