

SPARKMAN & STEPHENS/POUL MOLICH 61 FT SLOOP 1962 - SOLD



Specification

JONATHAN (EX KLEM IV)
SPARKMAN & STEPHENS/POUL MOLICH 61 FT SLOOP 1962

Designer	Sparkman & Stephens	Length waterline	42 ft 0 in / 12.8 m	Engine	Ford Mermaid 125 hp Diesel
Builder	Poul Molich, Hundested, Denmark	Beam	14 ft 3 in / 4.34 m	Location	Netherlands
Date	1962	Draft	8 ft 4 in / 2.54 m	Price	Sold
Length overall	60 ft 8 in / 18.49 m	Displacement	26.5 Tonnes		
Length deck	60 ft 8 in / 18.49 m	Construction	Carvel mahogany on oak		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

Designed and built by perfectionists for a perfectionist, JONATHAN was born lucky as the fourth of Danish shipping magnate Mærsk Mc-Kinney Møller's KLEMs. But it took another forty years for her supremely comfortable and speedy long distance cruising potential to be realised in present ownership during which she has completed four trans-Atlantics, cruising extensively on both shores; always two-handed - plus cats. An ongoing programme of short-handed sail handling upgrades makes this beautiful yacht with immaculate pedigree an elegant and spacious choice for a couple or young family, while recent line honours victories at Antigua Classic Regatta show her potential on the race course.



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HISTORY

Sparkman & Stephens Design No. 1629

Speaking just before her father Arnold Mærsk Mc-Kinney Møller's death at the age of 98 in 2012, his youngest daughter, Ane Mærsk Mc-Kinney Uggla, inferred that he must have demanded a powerful but safe and comfortable family yacht. In KLEM IV that's exactly what he got; fast too, of course: S & S never did slow:

"He is a man who defies things and he defies the elements when he sails. I could feel this as a child. If the weather was hard and our crew on board said it was time to trim the sails, my father would say, 'No, now we rig a bigger headsail.' Should we sail over the Skagerrak and severe weather was forecast, our crew would say that we probably should wait with putting out to sea, but my father was ready to go. He has to be challenged."

With his yachts - all eight between c1944 and 2009 named KLEM (from the first name initials of his first two daughters, Kirsten and Leise, his wife, Emma, and M for Mærsk; Ane was born too late to be included in the name series, but got her name on the tender) - Danish shipping and industrial magnate Arnold Mærsk Mc-Kinney Møller (1913-2012) seemed to find communion with his fearless seafaring forbears, and otherwise unattainable time together with his family.

Brought up sailing aboard his father A.P. Møller's 65ft cruising schooner KARAMA II, and from 1930 on her very different successor, the William Fife III-designed, Thornycroft Scandinavia-built International 10-Metre (10mR) racing yacht KARAMA (formerly The King of Denmark's RITA IV), Mærsk Mc-Kinney Møller's personal yacht ownership story began in the USA during 1940s exile from his Nazi-occupied homeland.

The first KLEM was a centreboard cruiser moored near the family's wartime home at Rye, New York. Long after their return to Denmark, it would be to Manhattan, New York, that Mærsk Mc-Kinney Møller would return in 1961 to commission the design of his fourth KLEM, now JONATHAN, from Sparkman & Stephens.

KLEM IV was built by Poul Molich's Hundested Bådbyggeri, north west of Copenhagen, as was her predecessor, the 1952 Bjarne Aas-designed International 10.5-Metre Cruiser/ Racer KLEM III, now better known as SNIPE IV. And as was A.P. Møller's Bjarne Aas-designed 12-Metre C/R KARAMA III (later NORDLYS) in 1957.

Molich's reputation for quality of build, attention to detail, and creating from scratch almost every single part of the vessel, except for compass, cooker and engine, was second to none. However, the two men had apparently fallen out with each other over KLEM III, and it is said that Molich secured the order because his was the only quality yard in Denmark with spare capacity at the time of build.

Such was the atmosphere between these two strong-willed perfectionists that as KLEM IV's build progressed, two owner's representatives creating daily snagging lists were constantly following the work. This didn't help in improving the relationship, but delivered a perfectly constructed boat.

The maiden voyage was to Scotland via Norway. Thereafter, summer cruises with the family in Danish waters would always include Svendborg and the South Fynen Archipelago, or across the Kattegat to Sweden and Norway; such are the wonderful possibilities from a Copenhagen base. She also took part in the Sjælland Rundt race, and it is said that in the season Mærsk Mc-Kinney Møller never missed an after work opportunity for a sail on "The Sound" off Copenhagen.

By 1979 it was time for a 5th KLEM, a fibreglass Sparkman & Stephens-designed Swan 57, but the beautiful, wooden KLEM IV must have been hard to part with as it wasn't until 1982 that she passed into the ownership of West Germany-based Swedes Sven and Jutte Wårme who operated her as the charter yacht SEALORD out of Travemünde.

In 1985 she returned to Denmark as JONATHAN FLYER to operate dining charters from Skovshoved Harbour north of Copenhagen as an extension to owner Jørgen Olsen's nearby restaurant. Between 1992 and 1998 she was owned by Olsen's lawyer, Kaj Andreassen, as a private yacht again and used for diving and sailing cruises, particularly in Swedish waters, and annual participation again in Sjælland Rundt, often against two Molich-designed near sisters, the Danish Navy's sail training yawls SVANEN and THYRA.

Under present Netherlands ownership since 1998, and with her name shortened to JONATHAN, she has received significant structural and practical upgrades by ships carpenters Rutger, Blanka and André ten Broeke detailed elsewhere here, all the time with a view to making this fine yacht a practical, short-handed, long distance passage-maker. And that is what she has done, efficiently, speedily, safely and elegantly for the past two decades.

Highlights have included crossing the Atlantic four times, visiting the America's and the Caribbean; voyages to the Baltic, France, Spain and Morocco, the Channel Islands and the Isles of Scilly; and around England, Ireland and Scotland. JONATHAN has along the way won classic regatta 1st prizes at Plymouth, Fowey, Brest and Douarnenez, won the Plymouth Concours d'Élégance, and participated in Antigua Classic Yacht Regatta.

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Specification

REGATTA RECORD UNDER PRESENT OWNERSHIP

- 2018 & 2017 - Antigua - Runner up (line honours); winner concours d'elegance
- 2014 - La Coruña: Runner up and line honours
- 2006 - Rotterdam - Winner
- 2004 - Svendborg - Day winner

- 2001 - Plymouth - Winner concours d'elegance
- 2000 - Douarnenez - Winner
- 2000 - Brest - Winner
- 2000 - Fowey - Winner
- 2000 - Plymouth - Winner
- 1998 - Risør - Day winner

Specification

RESTORATION/ REFIT

- Major 1998 refit
- Outer stem, breast hook and a deck beam replaced
- Most of the deck and a few hull planks renewed
- Change to deck hatch configuration
- 2 x Single berths in the owners cabin changed to present arrangement
- All mahogany panelling and joinery refined
- Glued clinker ply dinghy built to the original drawings
- Generator and modern means of nav and comms installed
- Sailing and anchor handling systems installed for two-handed sailing

Specification

CONSTRUCTION

- Mahogany carvel planking phosphor bronze fastened
- Oak, teak and mahogany longitudinal frame
- Laminated white oak frames
- Plywood/ solid teak-laid composite deck
- Teak deck structures

Specification

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

- Teak laid deck
- Raw teak toerails and covering boards; varnished taffrail
- Bronze stanchions
- FROM AFT
- Bronze fairleads port and starboard
- Bronze stern light
- 2 x Panama fairleads at toe rails
- 2 x Bronze Herreshoff pattern mooring cleats
- Barient 35 bronze warping winch
- Raised teak laid hatch access to lazarette
- Bronze mushroom vent
- Bronze mainsheet traveller off aft cockpit coaming
- Raw wood mainsheet blocks
- Large, deep cockpit with extensive stowage
- Bronze steering pedestal/ binnacle mount
- Constellation steering compass
- 7-Spoked ship's wheel (mirroring the Mærsk house flag?)
- 2 x Bronze LVJ 51S S-T mainsheet winches at cockpit coaming quarters
- 2 x Bronze LVJ 51S S-T runner winches at cockpit coaming
- 2 x Bronze LVJ 141S 24V S-T 24 V electric headsail winches at cockpit coamings
- Raised laid raw teak seating at helm position; lockers under
- Slatted raw teak “park bench” forward cockpit seating, well sheltered
- Stow away cockpit table
- 1960s S & S style teak doghouse
- Engine instrumentation at port doghouse bulkhead and instrument repeaters
- Doghouse roof aft extension offers shelter
- Double doors and sliding hatch companionway
- Ship's bulkhead style lights under extension roof
- 7 x Windows
- Bronze genoa tracks port and starboard
- 2 x Cars port and starboard
- 2 x Bronze screw in padeye sockets port and starboard
- 2 x Bronze fold down swim ladders port and starboard
- Teak handrails port and starboard
- Dorade boxes port and starboard with stainless steel cowls
- Varnished gas locker
- 6 x Deck prisms
- Solar panels on deck
- Butterfly skylight
- 2 x Smaller butterfly hatches
- 2 x Dorade boxes; 2 x stainless steel cowls
- Original alloy single spreader mast
- Alloy spinnaker pole stowed up mast leading edge
- 3 x Halyard winches
- Bronze Panama fairleads with rollers mid deck port and starboard
- Wood spinnaker pole stowed in teak deck chocks
- Bronze Panama fairleads with rollers fwd deck port and starboard
- Forward cabin trunk with sliding forehatch
- 1 x Dorade box with stainless steel cowl
- Bronze Panama fairleads with rollers port and starboard
- 2 x Bronze large Herreshoff pattern mooring cleats
- Barient 35 Bronze warping winch
- Muir 24 V VC 4000 anchor windlass (2018)
- Bronze Panama fairleads with rollers port and starboard
- Bronze stemhead fitting
- 75 lb COR anchor on bow roller with 100m 13 mm chain
- Fortress FX 55 secondary/ kedge anchor
- Furlex headsail furler

ACCOMMODATION AND DOMESTIC EQUIPMENT

As KLEM IV the original arrangement was for two professional crew forward, with the galley forward and only a bulkhead serving hatch to the owner's accommodation. In 1985 the galley was moved aft and the original port saloon traditional pilot berth arrangement was changed to the present dinette with settee/ pullman berth to starboard. These alterations were undertaken by Aarhus boatbuilder Lars Aaby to designs by Torben Rix.

- Mahogany carpentry throughout
- Accommodation for up to 10 in 4 cabins
- Down 3 x Companionway steps to doghouse
- Companionway ladder removable

RAISED DOGHOUSE AREA

- Navigation space, quarter berth, galley and heads
- 7 x Fixed windows
- 2 x Deckhead lights

GALLEY TO STARBOARD

- Stainless steel sink
- Mixer tap
- Saltwater foot pump
- Built-in 115 L/ 30 Gal Front-loading Refrigerator
- Eno 2 x burner hob, and oven
- Crockery racks; lockers outboard and under
- 2 x Under side deck lights over galley

NAV STATION TO PORT

- Full size chart table
- Chart drawers and lockers
- PC and keyboard (Yacht Control and Navionics)
- 2 x GPS
- Radar display
- VHF & HF Radios
- CD Player
- Quarter berth outboard to port
- Ship's isolator panel
- Chart reading light

WC and SHOWER COMPARTMENT TO PORT

- Jabsco manual toilet
- White aluminium inset basin
- Mixer tap

- Mixer shower
- 24 V Ventilator
- 1 x bulkhead light
- Deep Hanging/ wet gear locker to starboard

DOWN ONE STEP TO SALOON

- Stainless steel grab rails port and starboard
- L-shaped dinette to port
- Double leaf mahogany dining table
- Seats 8-10
- Settee to starboard. Back rest lifts for 2 x wide berths
- Book cases and lockers to port and starboard
- Drinks cabinet
- Butterfly hatch in deckhead
- 4 x Deck prisms
- 2 x Deckhead lights
- 3 x Bulkhead lights
- 2 x Reading lights
- 24 V Ventilator

FORWARD VIA SLIDING DOOR TO OWNERS' CABIN

- Re-designed by André ten Broeke
- Double ships berth to port
- Drawers and lockers under
- Hanging locker to starboard
- Bureau to starboard and banquet
- 1 x Desk light
- Book shelves and lockers
- Butterfly skylight in deckhead
- 2 x Deck prisms
- 2 x Reading lights
- 1 x Deckhead light
- 24 V Ventilator

FWD VIA SLIDING DOOR

- Hanging lockers to starboard
- WC Compartment to port (toilet removed)
- Ceramic basin with hot and cold taps (presently not connected)
- Lockers
- 2 x Deck Prisms
- 2 x Deckhead lights

STEP UP TO FORECABIN TRUNK

- 4 x Berths
- Sail stowage
- Raised forehatch in deckhead
- 4 x Windows in trunk
- 1 x Deckhead light
- 2 x Reading lights

FOREPEAK

- 220 V Genset
- Chain locker
- 1 x Deckhead light

RIG, SAILS AND CANVASWORK

RIG

- Conventional 7/8 sloop/ cutter rig

SAILS

- 1 set of spreaders; jumper struts
- Original aluminum mast, boom
- Original pull-down spinnaker pole on mast track
- Bronze LVJ 71S self-tailing main halyard winch
- 2 x Stainless steel Barient 26 winches for genoa and spinnaker halyards
- 2 x Bronze LVJS self-tailing winches at boom: reefing and topping lift
- Wood spinnaker pole; teak deck chocks (2007)
- Standing rigging 2007 to 2015
- Removable inner forestay
- Furler D headsail furler

- Fully-battened main with 4 slab reefs (UK Sails 2008)
- No 2 Genoa 120% (North 2010)
- Asymm spinnaker with sock (2002)
- 'Storm' jib (UK Sails 2008)

CANVASWORK

- Removable bimini awning with mountable flaps port, stbd and aft
- Award winning design by André ten Broeke
- Shade tree tent
- Boom mainsail cover
- Covers for forward doghouse, butterfly hatches and dorade boxes
- Spray dodgers on life lines along cockpit
- Winter tent

Specification

MECHANICAL, ELECTRICAL AND TANKAGE

MECHANICAL

- Ford Mermaid 125 hp Engine
- Direct drive 1 ½ in stainless shaft, 3 blade prop
- Stuffing box on shaft
- Diesel generator 220V 3.5 kw Next Gen (2016)

- 12 V/35 Mastervolt alternator
- 24 V/50 Victron alternator
- All lights LED
- Webasto Air Top Evo M diesel hot air heater 2014
- Vent outlets throughout accommodation

ELECTRICAL

- 12 V circuit for navigation and communication
- 24 V circuit for pumps, winches, autopilot, lights and central heater
- 12 V alternator on engine
- 24 V alternator on engine with Balmar charge controller
- 12 V 110 Ah start battery 2017
- 2 x 12 V 110 Ah service batteries
- 24 V from 2 x 160 Ah Mastervolt batteries (2017)
- Portable 12 V and 24 V solar cells
- Flexible double set (2014-2016)
- Non flexibel (2008)
- Refrigerator works on 12 V and 24 V
- Mastervolt transformer for 220 V and 110 V shore power

TANKAGE ETC

- All through hulls bronze sea cocks with ball valves
- 600 L/ 158 Gal diesel in 2 tanks
- 650 L/ 172 Gal fresh water in 2 tanks
- Disconnected 3rd fresh water tank of 650L/ 172 Gallon
- 40 L/ 11 Gal boiler on shore power and engine heat exchange (2018)
- Jabsco toilet (2011)
- Jabsco 32605 24 V shower discharge pump (2014)
- Dometic TW 24 V macerator pump (2016)
- Black water tank 132 L / 35 Gal
- Whale Gulper 220 24 V fresh water pump (2015)

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Original Constellation Steering compass on bronze pedestal
- Handbearing compass
- Yachtcontrol system and plotter on Navionics at nav station
- Raymarine ST60+ system wind, speed, depth in cockpit (2010)
- GPS Garmin 120XL
- Simrad AP20 Autopilot with Whitlock 24 V drive unit to quadrant
- Active AIS Citrix Graphene (2014)

- ICOM M421 VHF in nav station +
- Handheld Standard Horizon VHF
- SSB SYSTEM: Icom 7200 receiver, Pactor 4 modem DR-7X00
- 19 m Backstay antenna (2014)
- JRC 1000 Radar (doesn't function)
- Pioneer CD/ Radio
- Top, stbdd, port and aft running lights (steaming light doesn't function)
- 2 x spreader lights

Specification

SAFETY

- 8-Person liferaft: Jangada Insuflavel (2019)
- Sea anchor
- EPIRB McMurdo G5 (2016)
- 2 x Auto inflate and 6 x non inflatable life jackets (and at least 6 extra off boat)
- 24V 5 Amp Viking Power Vacuum bilge pump 22 L /5.8 Gal p/m (2014)
- Automatic bilge pump control switch
- 24 V 44 Amp panel switched bilge pump

- Can be switched to be anchor hose or deck hose pump
- Original bronze Edson 638 hand bilge pump 1 Gal per stroke (serviced 2016)
- Shaped iron emergency tiller
- Safety flares, rockets, smoke canisters
- 3 x Fire extinguishers in lazarette, toilet and forepeak

Specification

OTHER EQUIPMENT

- Hypalon Caribe RIB 2.70 m/ 9 ft (2016)
- 4-stroke Suzuki 6 hp outboard motor
- Mahogany 9 ft/ 2.7 m glued clinker ply dinghy
- Dinghy stows upside down over the aft butterfly skylight
- Mercury 3.3 hp 4-stroke outboard motor; stowage in forepeak
- Extra gas locker bin for 2 x USA cylinders
- Extensive mechanical and electrical spares

Specification

CREDITS

- Sailing photos: Tim Wright
- Vintage photos: Lars Hansen - Politiken
- Ane Mærsk Mc-Kinney Uggle quotation:
from 'Mærsk Mc-Kinney Møller:
et personligt portræt af Danmarks største erhvervsmand'
by Thomas Larsen & Finn Mortensen (Gyldendal)

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/POUL MOLICH 61FT SLOOP 1962

Specification
GALLERY




















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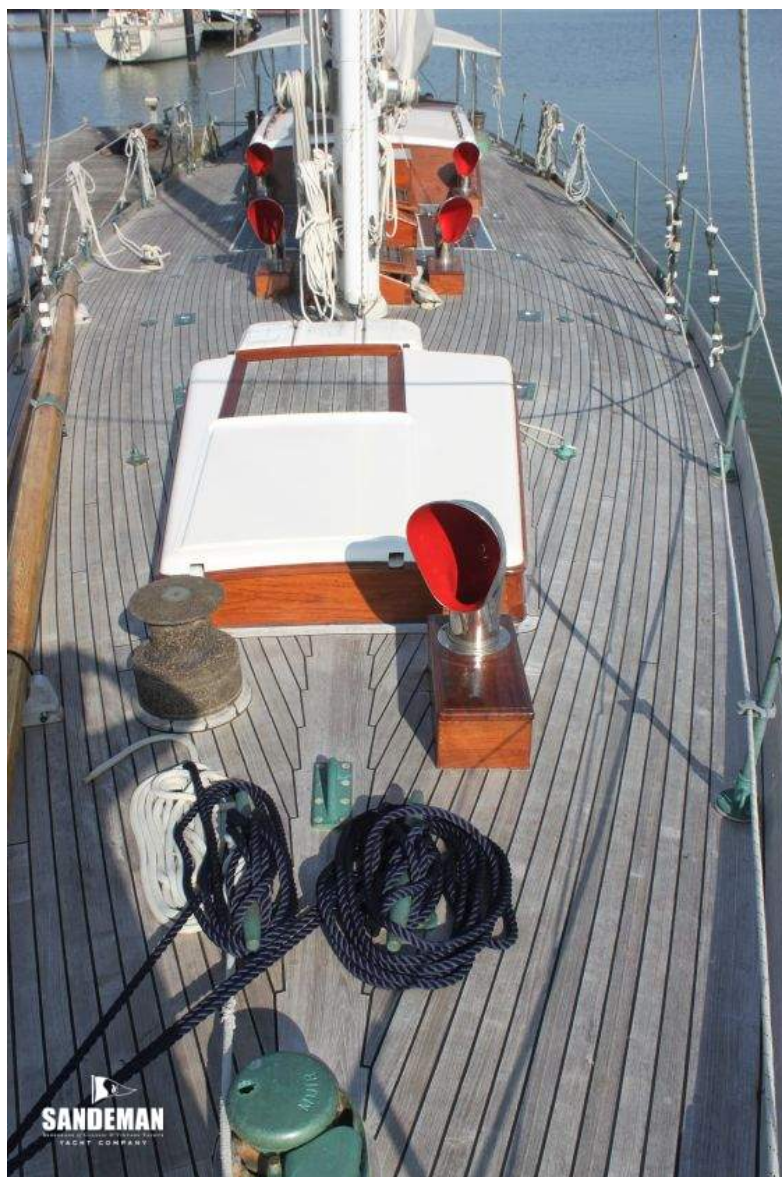








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