

SPARKMAN & STEPHENS 37 FT ONE TON SLOOP 1967 - SOLD



Specification

SUNMAID V

SPARKMAN & STEPHENS 37 FT ONE TON SLOOP 1967

Designer	Sparkman & Stephens	Length waterline	0 ft 0 in / 0 m	Engine	Universal Atomic 4 Cyl 30 HP petrol engine
Builder	Clare Lallow, Cowes	Beam	10 ft 2 in / 3.1 m	Location	United Kingdom
Date	1967	Draft	6 ft 3 in / 1.9 m	Price	Sold
Length overall	36 ft 9 in / 11.2 m	Displacement	7.25 Tonnes		
Length deck	36 ft 9 in / 11.2 m	Construction	Carvel mahogany on oak frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

Still in very original trim – and we believe structurally sound, SUNMAID V is an exciting prospect, needing a refit to put her in sailing condition. For the aficionado what she really deserves is the full appreciation of this unspoilt starting platform for an immaculate restoration – taking into account also the quality of her original build and that she has not been sailed hard for many years. The excitement is in all original fittings and that near sister CLARIONET wiped the board in her class at the British Classic Yacht events in Cowes this summer.



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HISTORY

Two boats were built to this RORC One Ton Cup design - another example of further development of the CLARIONET design #1857 featuring the separate skeg and rudder in vogue at the time. SUNMAID V was built of wood by the Clare Lallow yard in Cowes and launched in 1967. She was very substantially built both for the sake of her rating but also drawing from the experience of ROUNDABOUT – in retrospect thought to have been too lightly built and with no noticeable advantage on performance.

Owen Parker, the sailing master on the Sunmaids developed twin pole gybing and the use of separate spinnaker winches during his time with Guy Bowles. In the mid 1980s the McIntyre twins asked Owen Parker, with whom they had always kept in touch, for his advice on upgrades that would be best for SUNMAID. He recommended and organised the self tailing winches for all sheets, the head foil and sails to be by North Sails. Otherwise SUNMAID has been kept as original as any teething problems had already been ironed out in the development and build of these boats.

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CONSTRUCTION

- Honduras mahogany 1 3/8th inch carvel close seamed planking from a single tree
 - White oak frames and spruce stringers
 - Bronze chain plates - which run right down to the keel.
 - Teak laid deck over marine ply
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ACCOMMODATION AND DOMESTIC EQUIPMENT

- Entering by sliding hatch and companionway steps down the accommodation from aft has
 - 2 x Quarter berths
 - Navigation station to port with instruments and chart table with drawers under
 - Galley to stbd 2 burner hob, sink
 - Stowage under cockpit as engine is mounted centrally in saloon.
 - Main cabin has 2 berths with lee cloths, lockers outboard
 - Drop leaf table
 - Head fwd to port; original Baby Blake, hand basin and six ducats and oblong glass light prism over
 - Hanging locker to starboard
 - Fore peak with pipe cot over sail storage
 - Glass lights in the coach roof, perspex hatches and a prism over the head make for good light below
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RIG, SPARS AND SAILS

- Mast and spars are gold anodised aluminium
 - Mast itself is a tapered section believed by S and S / Sparlite Racing Division
 - Twin spinnaker poles
 - Main sail
 - Genoa
 - Jib
 - Spinnaker
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DECK EQUIPMENT AND GROUND TACKLE

- 2 x Anchors with chain and warp
 - Halyard and sheet winches
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MECHANICAL ELECTRICAL AND TANKAGE

- Universal Atomic 30 HP 4 cylinder petrol engine, renewed 1982

- Feathering propellor

- Fuel tank

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NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- B & G wind speed, direction, close hauled and log instruments with repeaters in cockpit

- 2 x Constellation steering compasses

- Icom M55 VHF

- Seafarer echo sounder; repeater in cockpit

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.

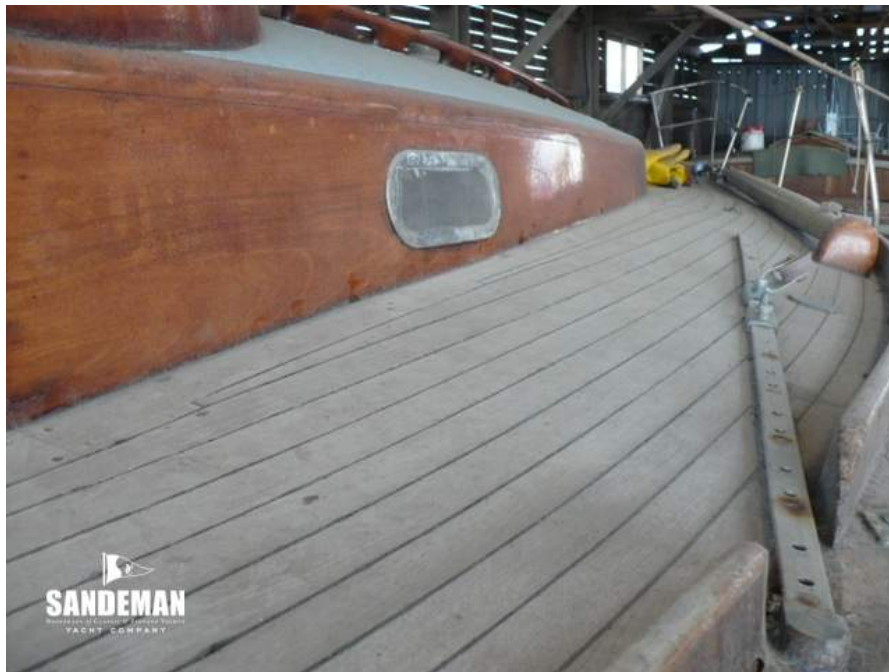
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Specification
GALLERY









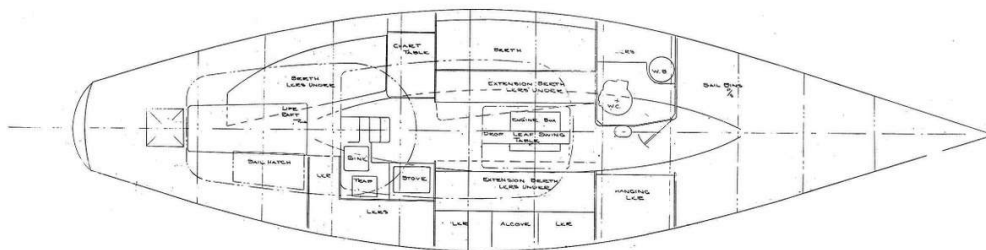
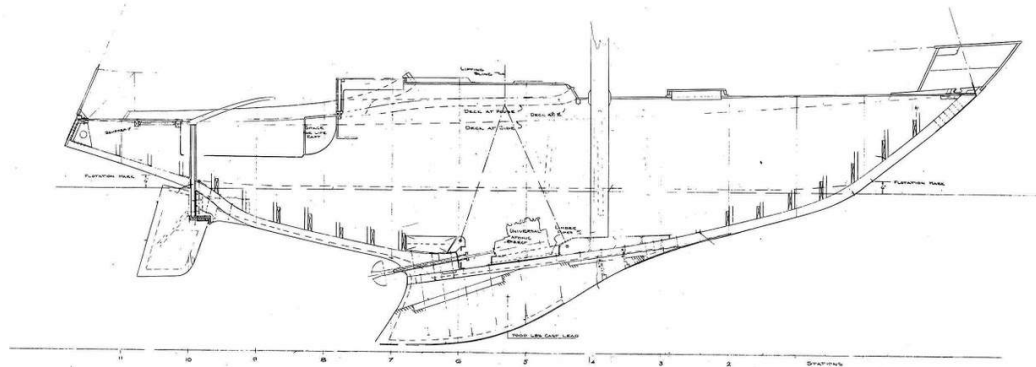












DESIGN N-1894
 CABIN CONSTRUCTION PLAN
 25' 0" DUAL SLOOP
 L.O.A. 35'-0" D.W.L. 25'-0"
 B.E.M. 10'-0" D.E.P.T. 5'-3"
 SCALE 1/4" = 1'-0"
 SARGENT & STEPHENS, INC.
 75 MADISON AVE. NEW YORK 17, N.Y.
 15 AUGUST 1967 K.S.E. K.S. DWS No 1894-ST-11.0

