

SPARKMAN & STEPHENS LOKI CLASS SLOOP 1953



Specification

SVENHOLM

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Designer	Sparkman & Stephens	Length waterline	25 ft 11 in / 7.9 m	Engine	Nanni Diesel, 3 cylinder, 21 HP
Builder	Hans Heidtmann, Hamburg	Beam	9 ft 6 in / 2.9 m	Location	Germany
Date	1953	Draft	5 ft 7 in / 1.7 m		
Length overall	38 ft 1 in / 11.6 m	Displacement	8.4 Tonnes		
Length deck	38 ft 1 in / 11.6 m	Construction	Triple laid mahogany on oak frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

SVENHOLM - ex HOBBOY was built in 1953 by Heidtmann in Hamburg to the well known Loki Class cruiser / racer design by Sparkman & Stephens. Professionally reconstructed in 1994, she is a solid and seaworthy cruiser; well equipped for family cruising and racing. SVENHOLM represents an easy to handle, beautiful pedigree classic in impressive condition.



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## HISTORY

Some dozen plus boats in this distinctive and popular class of S&S yawls were built; the first two LOKI and CHANCE in the USA – and believed still sailing. The majority were built in Germany either by Abeking and Rasmussen or as in this case by H Heidtmann in Hamburg - and both yards of renowned quality. The Loki class engendered a particular feeling in Olin Stephens to the extent he included it in his book “Lines” and we take the liberty of quoting the section verbatim:

“Loki is one of our custom designs whose basic lines have been used for a number sister ships, possibly six. The original boat was beautifully built of wood in in 1947 by Albert Lemos for a client who wished to cruise at sea with a small crew in a handy boat that was a smart sailer. As such, Loki became one of our smaller long distance/racers. Both Loki and several sisters have made long cruises in both the Atlantic and Pacific Oceans. Loki won her class in the 1950 Bermuda race and others of the class have been successful in racing under various rules. If Loki's lines are in any way exceptional, it is primarily in her generous D/L ratio of 472, which to my recollection is the highest among S&S designs. The shape and balance of the ends seems normal and characteristic of our lines in general. She steers with a tiller and under power she is driven by a propeller in an aperture between deadwood and rudder. The yawl rig was chosen for ease of handling and shortening sail. The fractional head rig goes to about main mast height, although some of the later boats were built with masthead rigs. The accommodations provide a galley and icebox / chart table aft, a main cabin with transom berths amidships, and V berths in the forward stateroom.”

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## CONSTRUCTION

- |   |   |
|---|---|
| - Original carvel planked hull totally reconstructed in 2001/ 02                        | - 16 mm teak deck planking on 12 mm plywood over oak beams; new laid in 1994                  |
| - Given 3 layers (+45°/-45°/0°) 4 mm mahogany using vacuum process                      | - Oak floors, deadwood, stainless steel ring frame, rigging, interior in mahogany new in 1998 |
| - Stainless steel fastened and edge glued to oak ribs                                   | - Approx. 3.5 ton lead ballast  |
| - Original trunk cabin given 3 layers (+45°/-45°/0°) 4 mm mahogany using vacuum process |   |
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## DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

- |   |  |
|---|--|
| From aft  | - Bridge deck  |
| - Deck fittings in stainless steel                                  | - Trunk cabin with washboard and sliding hatch access to accommodation below |
| - 2 x Fairleads; one each side                                      | - Andersen ST40 two speed winch on coach roof aft to port                    |
| - Open aft deck over transom  | - Instrument repeaters mounted over coach roof in centreline console         |
| - Guard rails rising to stanchions leading forward each side        | - Varnished teak hand rails each side on coach roof                          |
| - Lazarette hatch hinged aft  | - Fwd hinged skylight hatch in coach roof                                    |
| - Mooring cleat each side   | - Genoa tracks on deck outboard inside rail                                  |
| - Main sheet track  | - Mast   |
| - Raised cockpit coaming aft and to sides rising to trunk cabin fwd | - Mushroom vents each side   |
| - Self draining cockpit with grated teak sole                       | - Fwd hinged skylight hatch in coach roof                                    |
| - Hinged tiller   | - Foredeck   |
| - Teak bench seating each side over stowage lockers                 | - 2 x Mooring cleats   |
| - Engine controls   | - 2 x Anchor and 10m chain +50 m rope  |
| - Chart plotter screen display on demountable board                 |  |

- 4 x Andersen ST46 two speed winches on pedestals outboard

- Pulpit

- 2 x Fairleads

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### ACCOMMODATION AND DOMESTIC EQUIPMENT

- Sleeps 5 in total
- Sliding hatch and companionway steps down over engine casing

#### Galley

- Marine stove to port
- Shelving aft and lockers outboard

#### Navigation

- Pilot berth to stbd aft
- Chart table and nav station fwd
- Comms and electric panel

#### Saloon

- 2 x settee berths
- Shelving and lockers outboard
- Drop leaf table on centreline with bottle store inset

- Oil lamp, clock and barometer on fwd bulkhead

#### Head compartment to port

- Marine manual WC
- Stainless steel wash basin with mixer tap shower head
- Stowage under
- Brass lamp

#### Fore cabin via doorway fwd

- Vee shaped double berth
- Coach roof headroom aft end
- Port lights and hatch in deck head
- Stowage in nets to sides and open locker fwd

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#### Specification

### RIG, SPARS AND SAILS

#### Fractional sloop rig

- John Mast aluminium mast and spars 1995; keel stepped
- All stainless steel standing rigging

#### Sails from Holm Sails in 1995

- 2 x Main sail Dacron 54 sqm
- Furling Genoa Kevlar 56 sq m

- Staysail Mylar 28 sq m
- Storm jib Dacron 15 sq m
- Spinnaker Nylon 95 sq m
- Blister Nylon 75 sq m
- Covers for main sail, furling headsail and cockpit / superstructure

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#### Specification

### MECHANICAL ELECTRICAL AND TANKAGE

- Nanni 3 cylinder 21 HP Diesel new in 2000
- 3 blade folding prop
- 12V DC system
- Fridge
- Cabin lights
- Navigation lights
- CD player
- Shore power / charger
- 12 V engine start battery
- 4 x Service batteries

- Gas stove with oven
- Diesel cabin heater
- Pressure cold water
- 2 x 50 litre stainless steel tanks fresh water; total 100 litre / 22 gallons
- 60 litre / 13 gallon Diesel tank under cockpit
- Safe

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#### Specification

### NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Plath steering compass
- Raymarine C 80 Plotter / log / echo sounder, wind pilot, AIS,

- Icom VHF
- Navico autopilot

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#### Specification

### SAFETY

- Bilge pump
- Fire extinguisher

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#### Specification

RESTORATION / REFIT

- Substantial - as detailed in

the Construction section

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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GALLERY















  
**SANDEMAN**  
BROKERAGE OF CLASSIC & VINTAGE YACHTS  
YACHT COMPANY











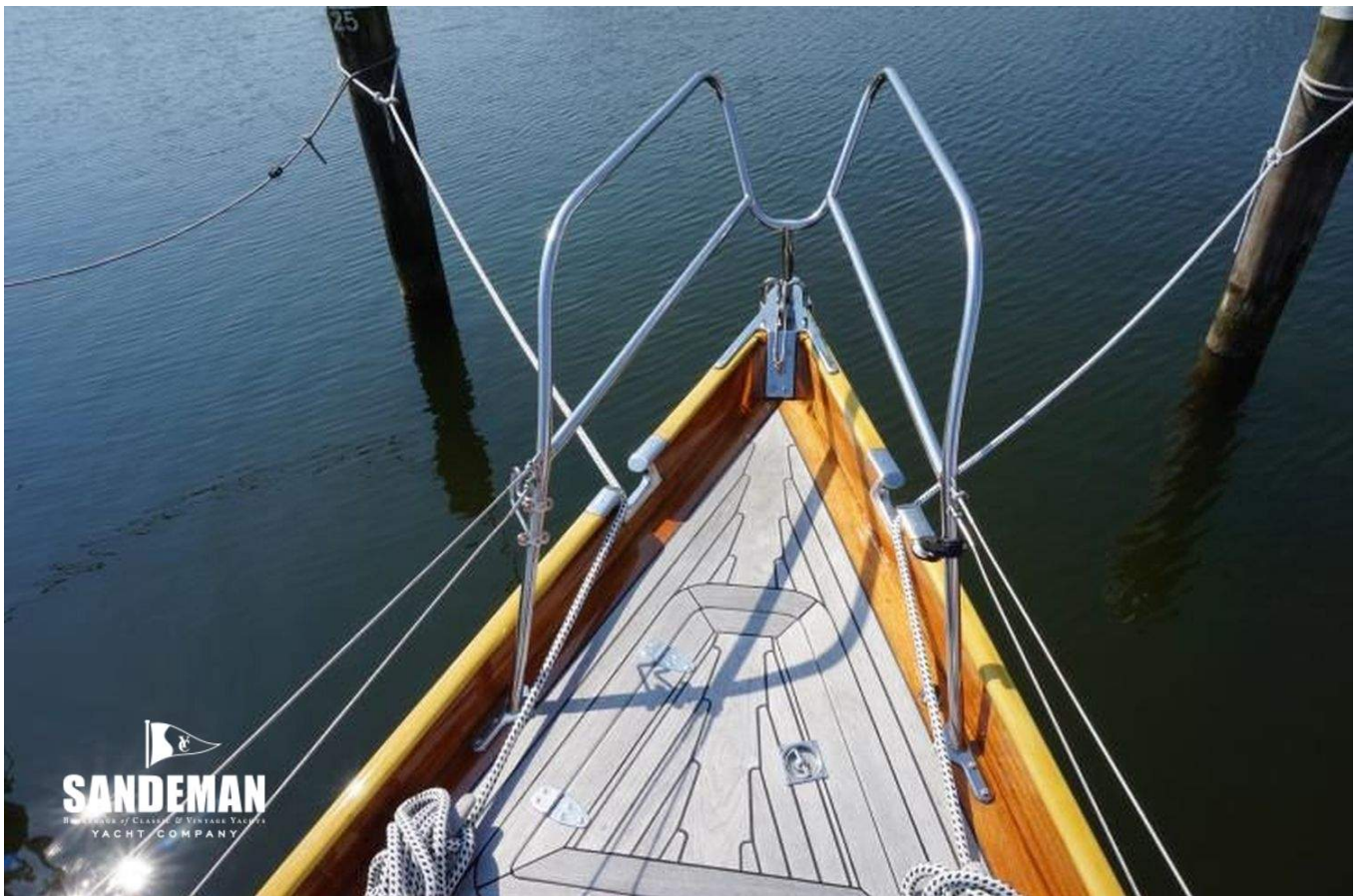






  
**SANDEMAN**  
BOATWORKS OF CAROLINA & VIRGINIA BEACH  
YACHT COMPANY

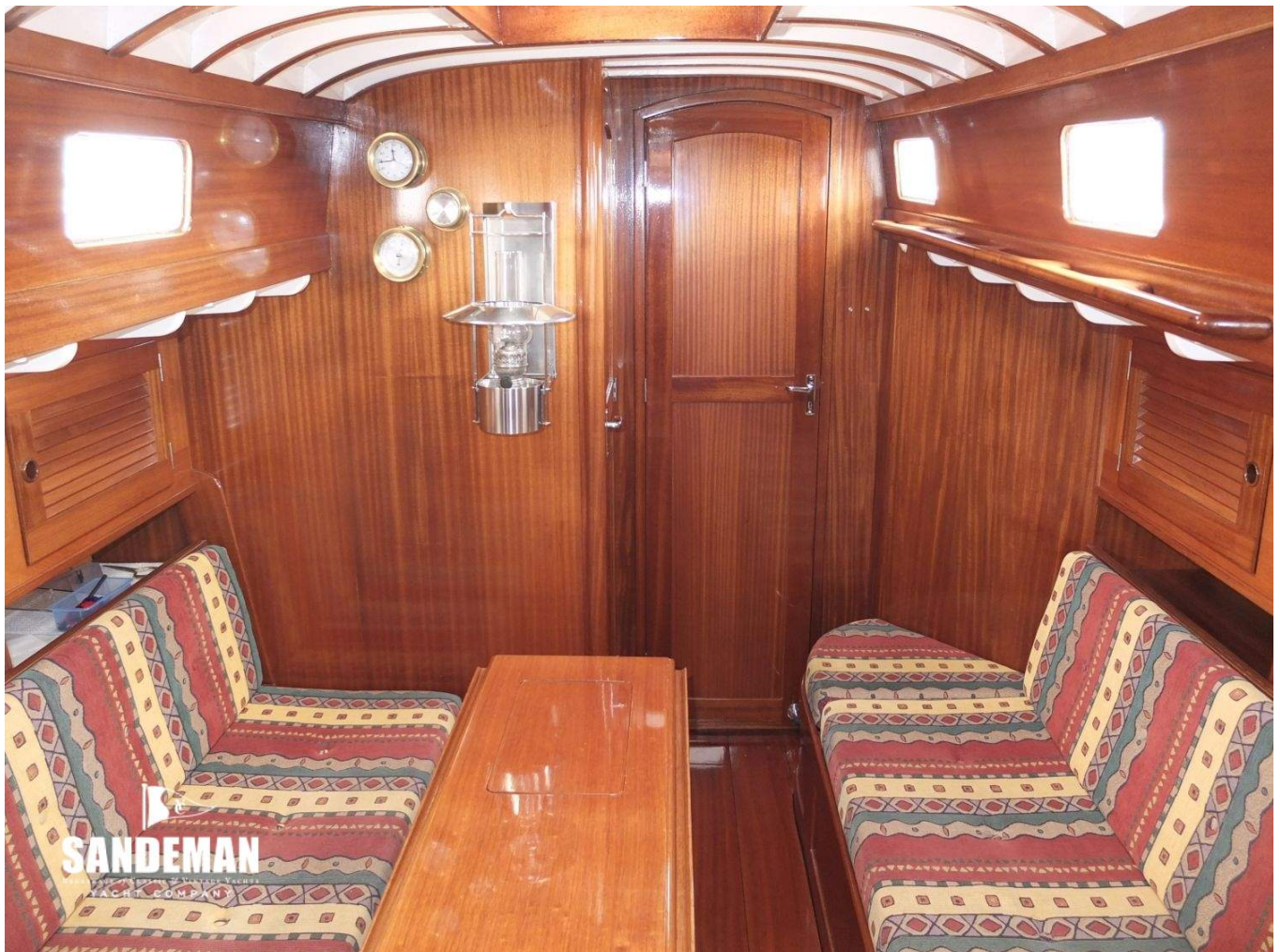






















  
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