

SPARKMAN & STEPHENS 37 FT RORC ONE-TONNER 1968 - PROJECT



Specification

GOLONDRINA (EX OJALÀ)

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Designer	Sparkman & Stephens	Length waterline	26 ft 8 in / 8.14 m	Engine	Volvo Penta MD 2030 29 hp
Builder	Cantiere Carlini, Rimini	Beam	9 ft 11 in / 3.02 m	Location	Italy
Date	1968	Draft	6 ft 2 in / 1.89 m	Price	EUR 42,000
Length overall	36 ft 11 in / 11.24 m	Displacement	6.55 Tonnes		
Length deck	36 ft 11 in / 11.24 m	Construction	Mahogany on laminated frame		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

GOLONDRINA's beautiful simplicity perhaps belies her superb provenance as an offshore racing thoroughbred and Mediterranean champion from a period over 50 years ago when, as OJALÀ, she and her Sparkman & Stephens cousins were blazing a trail internationally, demonstrating the viability of separating rudder from keel. In direct descent from the UK "Terrible Twins" ROUNDABOUT and CLARIONET, Chris Bouzaid's RAINBOW II from New Zealand (One Ton Cup winner 1969, and runner up 1968), the Swan 36, and hull design sister of 1972 Mediterranean One Ton champion VOLONTÉ, OLAJÀ was Mediterranean One Ton champion in 1970 and 1971, and won her class in the 1971 Giraglia. As GOLONDRINA she has been with the same family since 1972 as a cherished cruiser, and since the early 1990s a regular entrant and winner at Vele d'Epoca di Imperia. The timing couldn't be better with a new division being promoted by CIM in the Mediterranean for vintage RORC and IOR Rule yachts - in particular One Tonners. GOLONDRINA is priced at a realistic level because she is now in need of an extensive refit.



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REFITS

2018

- Rebuilding skeg at rudder shaft
- Replacement of all seacocks
- Repainting of mast, boom and spinnaker pole

2014

- Hull stripped back to bare wood

- WEST SYSTEM Resins treatment and re-varnishing.

1988

- New teak deck
 - Hull stripped back to bare wood
 - WEST SYSTEM Resins treatment and re-varnishing.
-

Specification

HISTORY

Sparkman & Stephens Design No. 1922

“When asked by his friends if he was going to fulfill his dream of owning a sailboat, Charles Holland always answered ‘hopefully’. These friends were Argentinian so that came out as ‘ojalà’. The dream was fulfilled...” Livorno Daily Photo blog, 2013

Her commissioning owner was 50-year-old Charles Holland, the Milan based Englishman brought up in Argentina who founded and built the success of what has become the world’s largest hearing aid manufacturer, Amplifon.

Holland had settled in Italy after the Second World War, having served there with the British Special Operations Executive (think James Bond) and the Canadian ‘Devil’s Brigade’. Much of this activity was so secret, and Holland so modest, that many close to him didn’t realise until the UK archives were de-classified in 2006 – five years after Holland’s death.

The builder, Carlini, was a Sparkman & Stephens Mediterranean favourite; under the supervision of Rod Stephens the build quality was second to none. OJALÀ was twice One Ton Champion of the Mediterranean, in 1970 and 1971. In 1971 she also participated in the Fastnet Race, and back in home waters was 1st in that year’s Giraglia.

But racing yacht design, at least to achieve a competitive rating, was moving apace late 60s/ early 70s. With an eye on the 1973 One Ton Cup at Porto Cervo, Sardinia, Holland commissioned the aluminium hulled IOR One Tonner OJALÀ II from Sparkman & Stephens which his family still owns. OJALÀ (I) transferred to present ownership as GOLONDRINA in 1972; remarkably she has subsequently only sold again within the family of her second owner.

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GOLONDRINA returned to racing in the early 1990s with the rise of Classic regattas. Her prize list from 1994 to 2007 is impressive:

- 1994 – 1st Vele d'Epoca di Imperia
 - 1995 – 1st La Nioularge, Saint-Tropez
 - 1996 – 1st Vele d'Epoca di Imperia
 - 1997 – 1st Trofeo Mario Formenton, Porto Raphael
 - 1997 – 2nd San Pellegrino Veteran Boat Rally, Porto Cervo
 - 1997 – 1st Campionato invernale del ponente ligure
 - 1998 – 1st Vele d'Epoca di Imperia
 - 1999 – 2nd Trofeo Mario Formenton, Porto Raphael
 - 1999 – 2nd Prada Veteran Boat Rally, Porto Rotondo
 - 1999 – 1st Trofeo Carlini Race
 - 2000 – 1st Vele d'Epoca di Imperia
 - 2000 – 1st Trofeo Luigi Durand De La Penne, La Spezia
 - 2001 – 1st Trofeo Mario Formenton, Porto Raphael
 - 2001 – 1st Trofeo Luigi Durand De La Penne, La Spezia
 - 2003 – 2nd Trofeo Luigi Durand De La Penne, La Spezia
 - 2004 – 2nd Vele d'Epoca di Imperia
 - 2004 – 1st Trofeo Luigi Durand De La Penne, La Spezia
 - 2006 – 2nd Vele d'Epoca di Imperia
 - 2007 – 2nd Trofeo Luigi Durand De La Penne La Spezia
-

Specification

CONSTRUCTION

- Mahogany planking on laminated frames
- Teak laid deck on plywood substrate
- Rudder and skeg separated from keel

- Short fin keel with trim tab
 - (Trim tab improves downwind capability)
-

Specification

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

GENERAL & FROM AFT

- Teak laid deck on marine plywood substrate
- Raised, capped varnished mahogany toerail
- Stainless steel stanchions and guardrails
- Barient and Lewmar winches

AFT

- Stainless steel pushpit
- incorporating backstay chainplate
- Stern light
- Custom stainless steel quarter fittings
- incorporating mooring fairleads, cheek block padeyes & pushpit anchor
- Mahogany and teak laid lazarette hatch
- Alloy mooring cleats port and starboard
- Ensign staff socket

COCKPIT

- Attractively shaped S&S style coaming sweeping over trunk cabin
- Teak laid benches port and starboard at deck level
- Varnished mahogany margins
- Stowage under
- Teak laid sole
- Tiller with trim tab controls at rudder head
- Teak laid bridge deck with alloy mainsheet traveller and car
- Engine panel
- Throttle control

TRUNK CABIN

- Varnished Mahogany uprights
- Painted plywood roof

- Companionway hatch with louvre washboard
- Danforth-White Constellation steering compasses port and starboard
- Compass guards
- 4 x Line winches and associated traditional cleats port and starboard
- Instrument repeater over hatch garage
- Mahogany hatch over saloon
- Varnished grabrails port and starboard
- Mast position
- Dorade box and cowl to port over WC/ Shower compartment
- Sliding mahogany and plexiglass forehatch

SIDEDECKS

- Headsail sheet tracks at rail with cars
- Rail mounted sheaves aft
- Deck mounted headsail sheet track and cars
- Primary winches on stainless steel pedestals port and starboard

FOREDECK

- 2 x Alloy mooring cleats
- Custom stainless steel stemhead fitting
- incorporating mooring cleats; bow roller; pulpit anchor
- Stainless steel pulpit

GROUND TACKLE

- Bruce anchor
- Galvanised anchor chain
- 12 V Vertical drum windlass

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

- Accommodation sleeps up to 5 persons
- 4 x Steps down to sole
- Ship's electrical panel aft of companionway steps
- Lifteraft stowage

PILOT BERTH TO PORT

- Also chart table seat
- Stowage outboard and under

FORWARD FACING CHART TABLE TO PORT

- Stowage outboard and under
- Sailor radio set
- Raymarine autopilot interface
- Deckhead light over
- Chromed opening port

GALLEY TO STARBOARD

- Galley to starboard
- Stowage outboard and under
- Aft facing stainless steel sink under bridge deck
- Fresh water electrically pumped to faucet
- Sea water manually pumped to faucet
- Top loading fridge
- 2 x Burner gimbaled gas hob
- Bridge deckhead light

- Chromed opening port

SALOON

- Settee berths port and starboard
- Stowage outboard
- Engine space partly recessed in sole; drop leaf table over
- Bottle stowage in table
- Hatch in deckhead
- Code flag stowage port forward bulkhead
- Ship's clock and barometer
- Chromed opening ports port and starboard
- 2 x Deckhead lights

FORWARD TO ATHWARTSHIPS WC/ SHOWER COMPARTMENT

- Marine toilet, shower and stainless steel Pullman sink to port
- Stowage outboard to port
- Hanging locker to starboard

FORE CABIN/ PEAK

- 2 x Pipe cot berths
 - Stowage
 - Chain locker
 - Sliding forehatch in deckhead
 - Chromed opening ports port and starboard
-

RIG AND SAILS

RIG	- All by North Sails
- Proctor aluminium mast (1972 - replacing the original wooden mast)	- 2 x Mainsails
- Aluminium boom (1992)	- Roller genoa
- Aluminium spinnaker pole	- N° 1 Genoa
	- N° 2 Genoa
	- N° 3 Genoa
SAILS	- Storm jib
	- Trysail
	- Spinnaker

Specification

MECHANICAL ELECTRICAL AND TANKAGE

MECHANICAL	- Battery charger
- Volvo Penta MD 2030 3 cyl 29 hp diesel engine	
- JPROP 3-bladed feathering propeller	TANKAGE
	- Steel fuel tank 50 L
ELECTRICAL	- 2 x Steel fresh water tanks, total 160 L
- 2 x 12 V batteries	

Specification

NAVIGATION AND COMMUNICATIONS

NAVIGATION	- GPS
- 2 x Danforth-White Constellation steering compasses	- Raymarine autopilot
- Autohelm wind, log and depth	
	COMMUNICATIONS
	- Sailor radiotelephone

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





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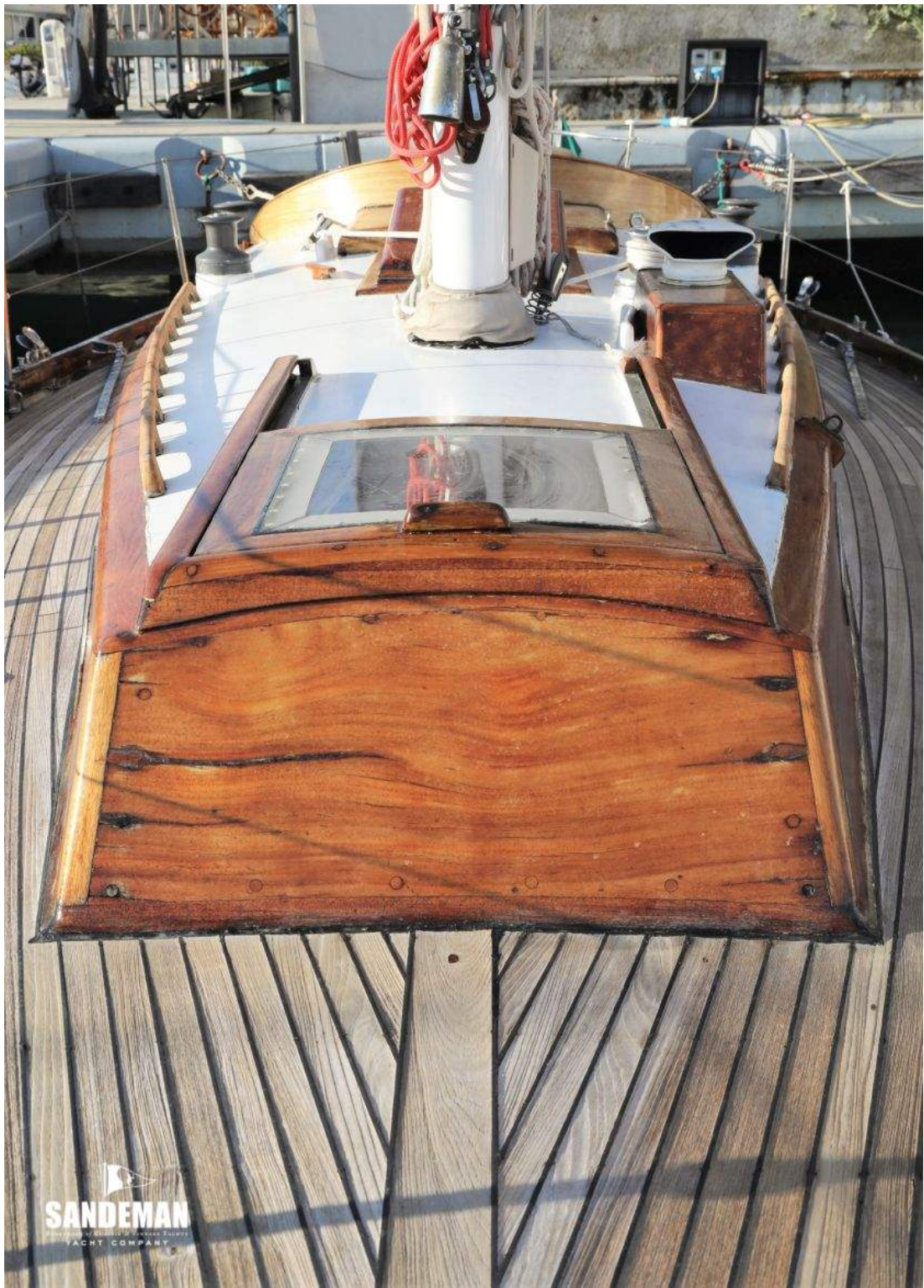


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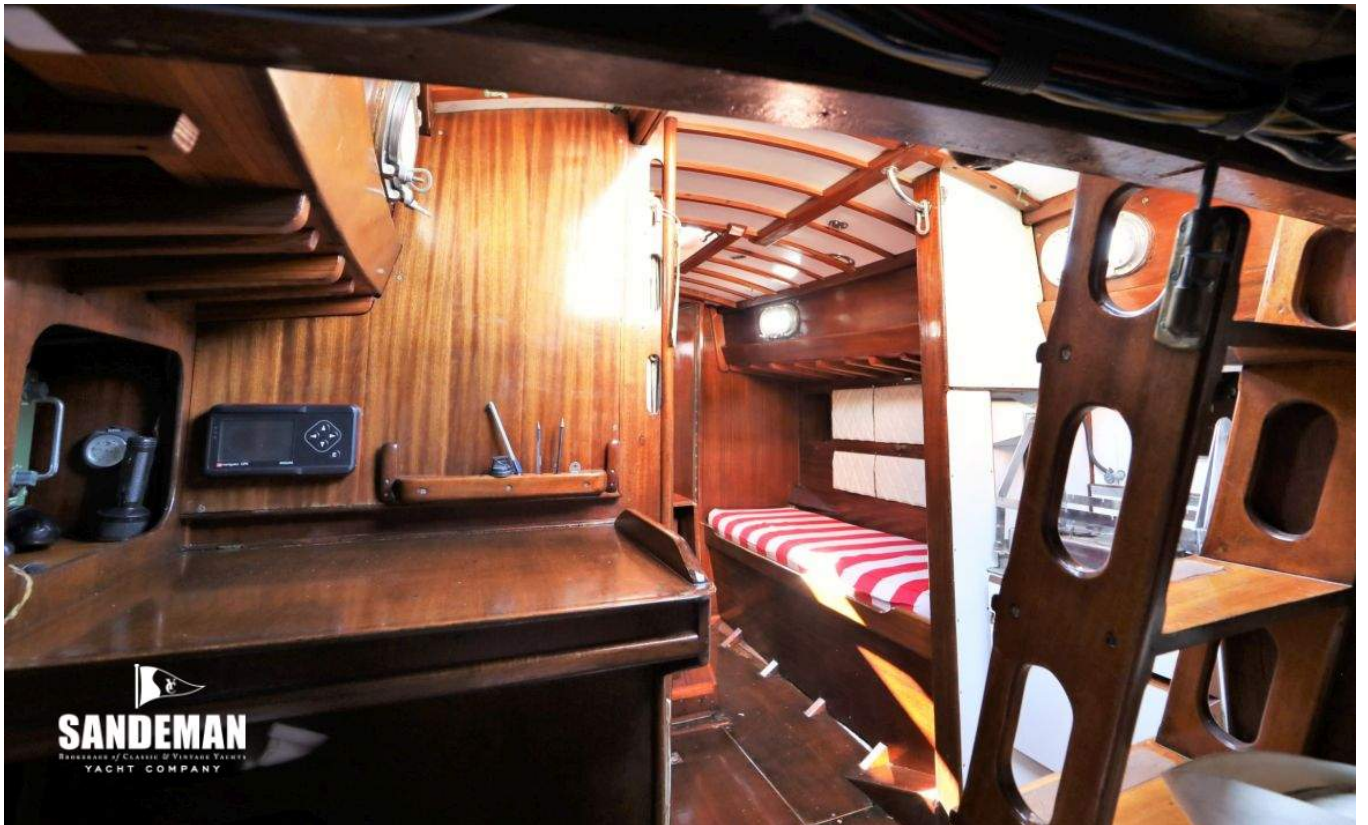

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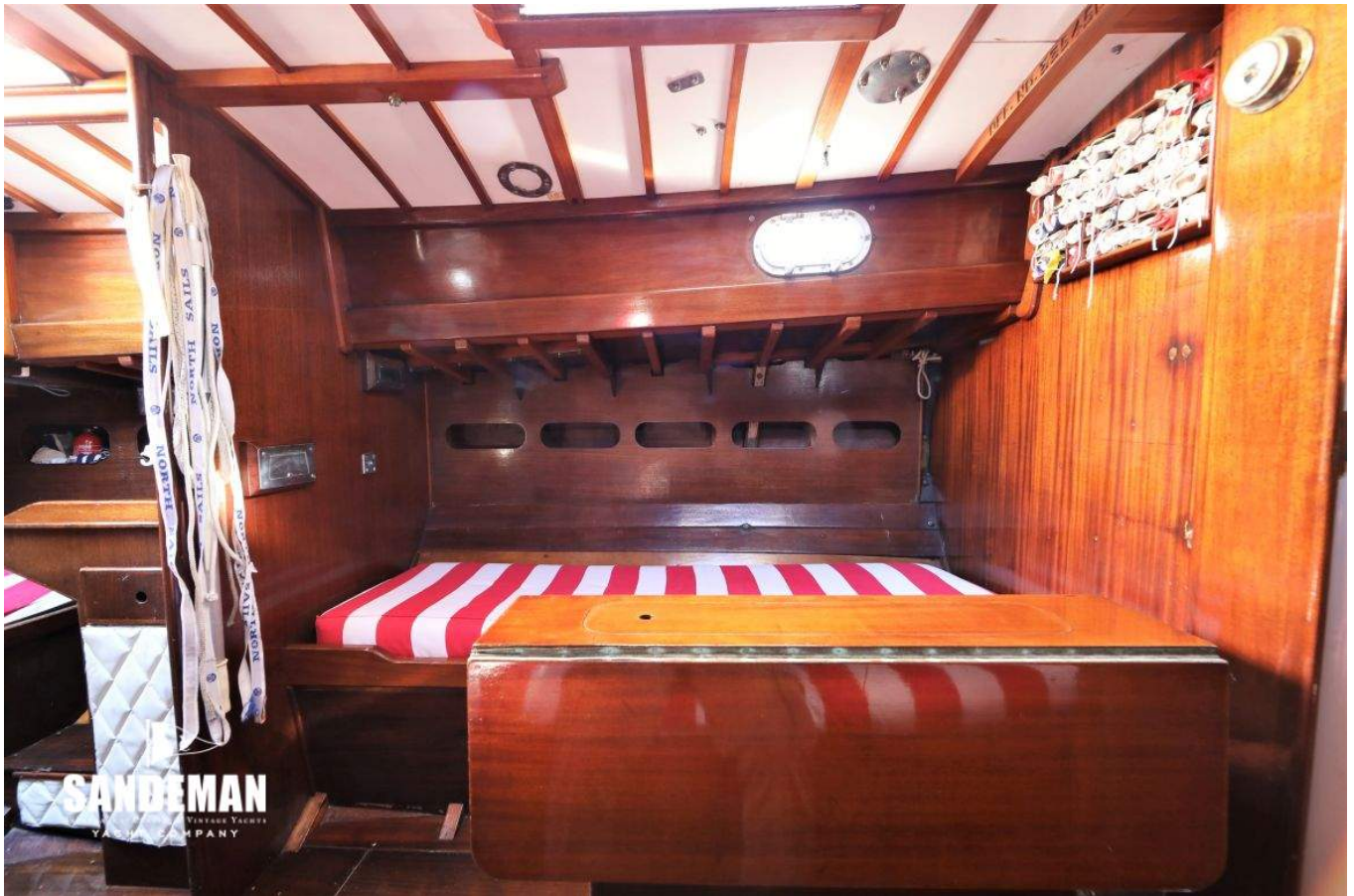

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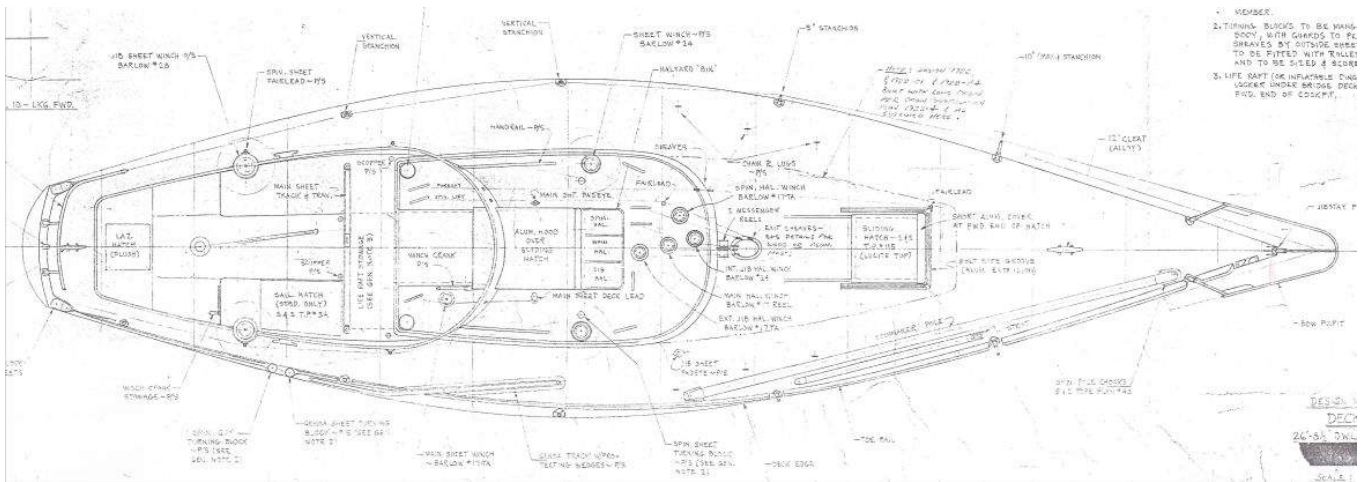
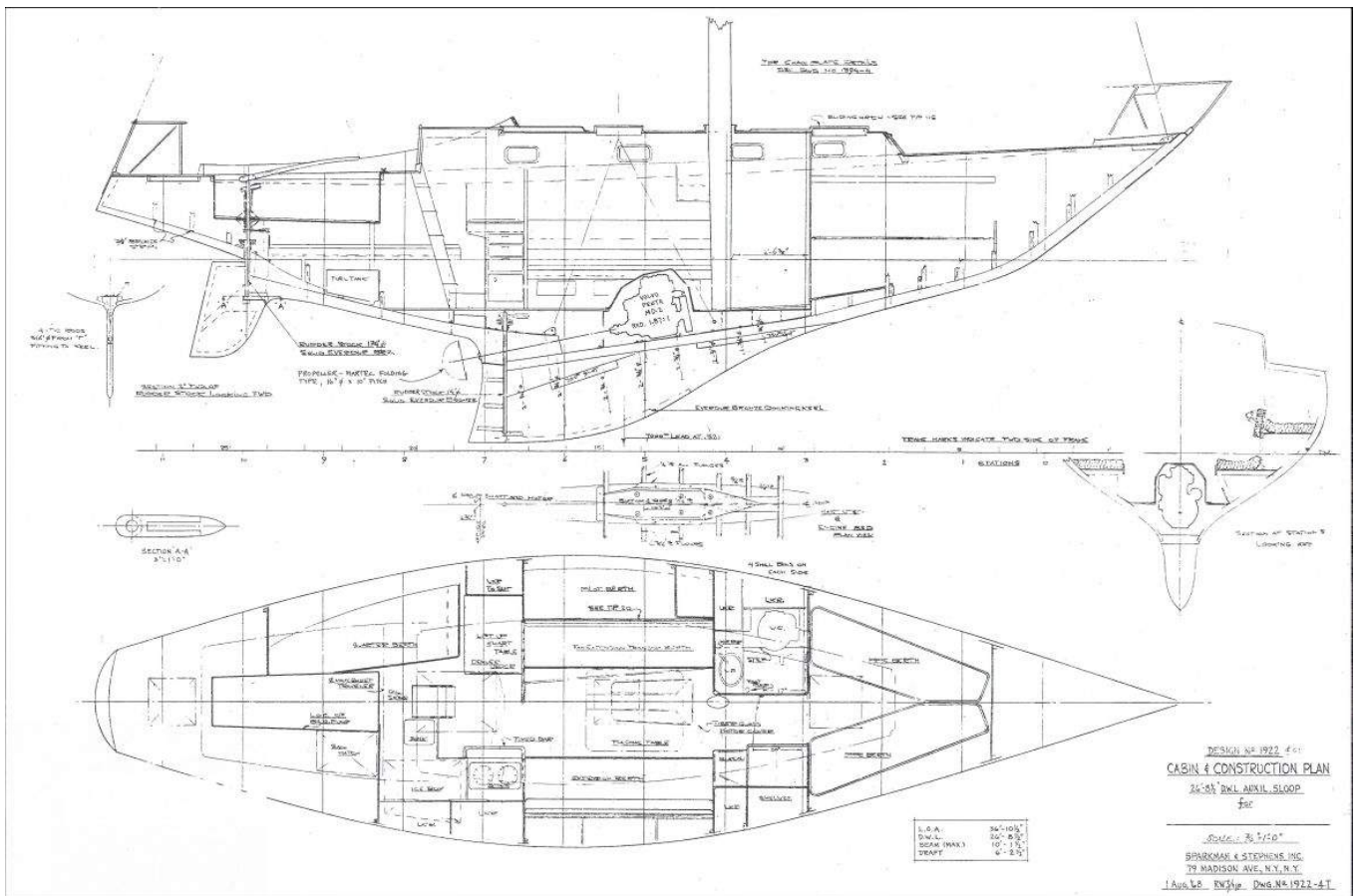





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SPECIALIST CLASSIC & HISTORIC
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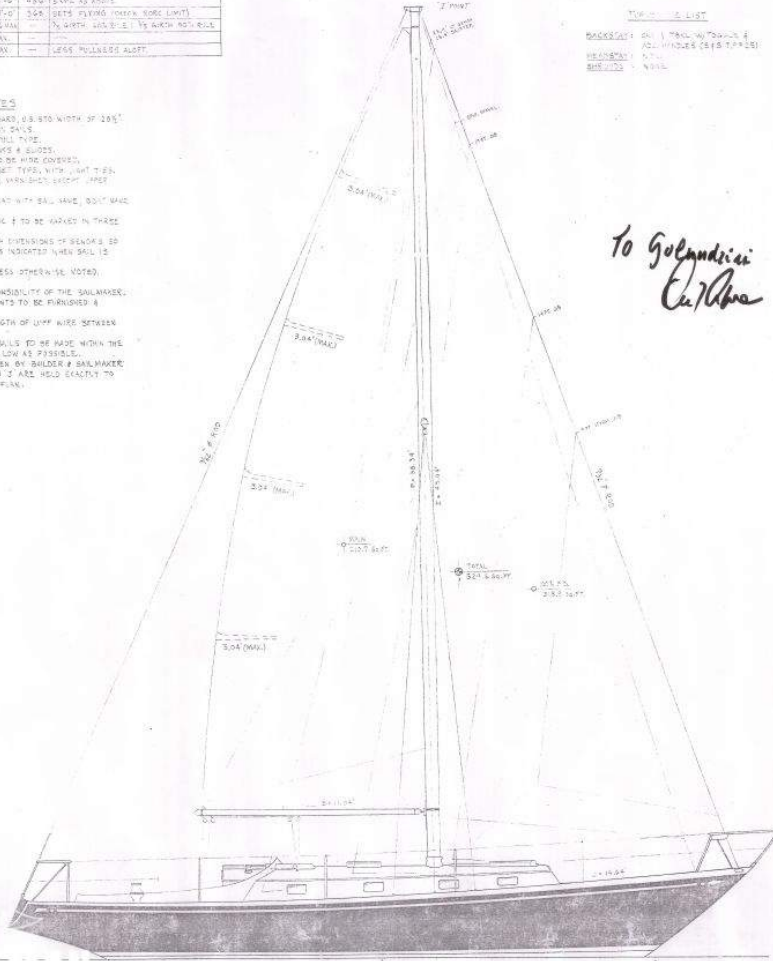
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SPECIALIZING IN THE CARE OF YACHTS
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SAIL	WPN	WLT	FOOT	LUFF	AREA	REMARKS
M. MAIN	150.0	56.5	34.0	PLAIT	283.5	HEAD LUFF TO FIT OVER JIBS (NOT TO BE USED)
J. JIB	15.0	17.0	17.0	PLAIT	42.9	HEAD LUFF TO FIT OVER JIBS (NOT TO BE USED)
SP. STICK JIB	16.00	6.0	1.0	12" x 12"	108	12" x 12" HEAD PANEL, 1" TACK PEN
SP. JIB	30.45	3.0	14.0	18" x 10"	109	18" x 10" HEAD PANEL
SP. STICK	15.00	3.0	14.0	18" x 10"	141	18" x 10" HEAD PANEL
HEAD LUFF	3.0	3.0	14.0	18" x 10"	48.0	HEAD LUFF TO FIT OVER JIBS (NOT TO BE USED)
15.4 FT. LY. GORDON	14.5	1.5	13.5	13" x 13"	43.6	SAVING AS ABOVE
13.4 FT. GORDON	13.4	1.1	12.3	13" x 13"	46.6	SAVING AS ABOVE
SP. JIB	15.0	1.0	14.0	18" x 10"	36.8	SETS FLYING (OVER SORE LIMIT)
STICK SP. JIB	15.0	1.0	14.0	18" x 10"	36.8	7/8" WORTH 1/8" x 1/8" x 1/8" W/ 1/8" W/ 1/8" x 1/8"
SP. JIB	15.0	1.0	14.0	18" x 10"	36.8	7/8" WORTH 1/8" x 1/8" x 1/8" W/ 1/8" W/ 1/8" x 1/8"
1" x 1" BUNKER	1" x 1"	1" x 1"	1" x 1"	1" x 1"	1" x 1"	LESS POLYESTER ADAPT

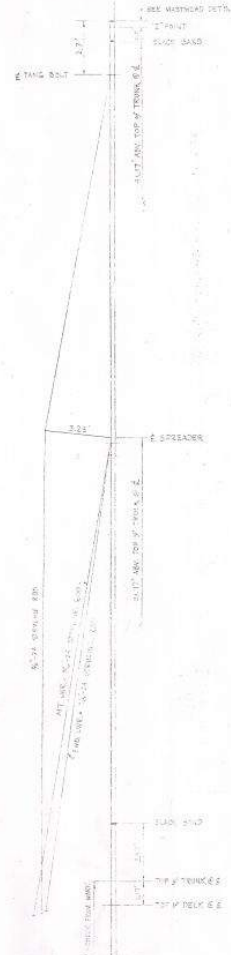
GENERAL NOTES

1. WEIGHT OF MATERIAL IS AS PER HOOKS & RINGS WIDTH OF 100"
2. OPENING LEADS TO ALL SAILS
3. ALL HEADSALLS MADE TO FIT SPOKE HOLE TYPE
4. BOTH HEADSALLS ON ALL HANES & GUIDES
5. RINGS ON ALL LUFF SLIDES TO BE WIRE COVERED
6. ALL SPOKE TACKLES TO BE SHIPSET TYPES WITH LUFF TIES
7. RATTLES TO BE 1/4" HOLE & 1/4" DIA. SPOKE TACKLES TO BE SHIPSET TYPES
8. ALL SAILS TO BE MARKED AT HEAD WITH BALL HANE, BOAT HANE & YEAR
9. ALL SAIL BAGS TO BE SYNTHETIC & TO BE MARKED IN THREE PLACES: DATE & SAILS
10. ALLOWANCE TO BE MADE IN LEAD DIMENSIONS OF HEADSALLS SO THAT SAIL HEIGHT WILL BE AS INDICATED WHEN SAIL IS PROPERLY TRIMMED
11. ALL SAILS TO BE BACON, UNLESS OTHERWISE NOTED (IN "N" COLUMN)
12. SHARP LEADS TO BE THE RESPONSIBILITY OF THE SAILMAKER
13. ALL LISTED HEAD & TACK PENMATS TO BE FURNISHED & SPECIFIED ON BY SAILMAKER
14. HEADSAIL LUFF LENGTH IS LENGTH OF LUFF WIRE BETWEEN CENTERS OF THIMBLES
15. "SOFT" DIMENSIONS OF LARGE HEADSALLS TO BE MADE WITHIN THE SAIL TO BRING THE FOOT AS LOW AS POSSIBLE
16. PARTICULAR CARE SHALL BE TAKEN BY BUILDER & SAILMAKER TO ASSURE THAT 1" TO 1 1/2" ARE HELD EXACTLY TO DIMENSIONS SHOWN IN THIS PLAN



L.O.A. ——— 36'-10 1/2"
 D.W.L. ——— 26'-0 1/2"
 DECK (MAX) ——— 18'-1 1/2"
 DRAFT ——— 6'-0 1/2"

TOP OF MAST LIST
 MASTHEAD: 150.0
 1" TACK W/ TACKLE & ALL WINDLES (21.5 T. TACKLE)
 HEADSALL: 15.0
 1" TACK W/ TACKLE & ALL WINDLES (21.5 T. TACKLE)
 HEADSALL: 15.0
 1" TACK W/ TACKLE & ALL WINDLES (21.5 T. TACKLE)
 HEADSALL: 15.0



DESIGN # 1001
 SAIL PLAN
 26' x 34' SAIL, 15' x 10' JIB, 15' x 10' SP. JIB
 16 JUL 25 BY DONALD G. COLE
 44-8