SPARKMAN & STEPHENS / SANGERMANI 56 FT SLOOP 1969/2022

Specification

PATRICIAN TIGER

SPARKMAN & STEPHENS / SANGERMANI 56 FT SLOOP 1969/2022

Designer	Sparkman & Stephens	Length waterline	41 ft 0 in / 12.49 m	Engine	Volvo Penta MD32A 6-cylinder 106 hp diesel
Builder	Cantieri Sangermani	Beam	14 ft 0 in / 4.26 m	Location	Italy
Date	1969	Draft	8 ft 6 in / 2.6 m	Price	EUR 250,000
Length overall	55 ft 11 in / 17.05 m	Displacement	18.55 Tonnes		
Length deck	55 ft 11 in / 17.05 m	Construction	Carvel mahogany on laminated oak		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

If the appetite for 1960s and 70s classic yachts is increasing – which we believe it is – PATRICIAN TIGER is an intoxicating mix, her fine breeding screaming at you, even tied to the dock! To a Sparkman & Stephens design when their New York office had all the answers, and built in wood by Sangermani when their work was at its beautiful best. Her close sisterships were potent Admirals Cup racers for the Italian team which hints at the performance of this boat as a stylish cruiser-racer. She enjoyed a passionate 2019-2022 restoration in Holland: re-decked; all systems renewed; new rig and sails – all striking a nice balance between authenticity and ease of sail handling. In 2026, a return to the Mediterranean under her own sail power saw PATRICIAN TIGER winning the Sangermani Open Class at YC Sanremo's May celebration of 130 years of the famous Italian yard.

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RESTORATION 2019-2022 AT ZAANDAM, NETHERLANDS

- Plank repairs/ replacement in mahogany
- 1 x Broken laminated frame replaced
- 10 x Framed doubled in laminated oak
- Repairs to horn timber, laminated oak
- New teak laid deck on original and new sub-deck
- New rudder as copy of previous
- New Dorade boxes
- New painted aluminium mast and boom by Neutmast BV
- New standing and running rigging
- Naval architecture consulting by Arthur Pelzer
- New Quantum sails
- Complete refit and overhaul
- Engine completed overhauled and zero-houred (2021)
- New electrical systems
- New NKE navigation instruments
- New upholstery
- Completely designed inventory

Specification

HISTORY

SPARKMAN & STEPHENS DESIGN NO. 1963
CANTIERI SANGERMANI BUILD NO. 172

Apart from their famously auspicious start, it may be impossible to define any one seminal point in the storied legend of Sparkman & Stephens. In living memory, the decade mid-1960s to mid-1970s saw rapid changes in yacht design often led by Olin and Rod Stephens and their skilled associates, and by the products of their drawing boards on the racecourse. Not only were their designs - to the RORC and CCA Rules evolving to the IOR Rule - from this period highly successful, they also retained and redefined the artistic element of yacht design; Olin Stephens's favourite designer of the past, George Lennox Watson, once described this as "the poetry of naval architecture".

Olin and Rod Stephens handpicked their builders, and Rod famously monitored build progress intensely. In the dolce vita Italy of the 1950s to 1970s, Sangermani in the Mediterranean and Carlini in the Adriatic were more than up to the job, producing a fleet of cruiser-racer masterpieces for an increasing audience of successful men who had caught the offshore racing bug.

This exquisite sloop was Italian tractor and tracked vehicle industrialist Giuseppe Vender's third Sparkman & Stephens/ Sangermani experience, beginning in 1959 with the 52 ft motorsailer PATRICIA. The beautiful 71 ft cruiser-racer yawl PATRICIA (II), now ROSALÙ, followed in 1963, taking part in the 1964 and 1965 editions of the Giraglia Race before Vender, perhaps really more cruiser than racer, decided she was too big to sail short-handed and replaced her with PATRICIA III, now PATRICIAN TIGER.

In her early seasons PATRICIA III enjoyed some keen racing, in particular against near hull sister, Alberto Raffaelli's Carlini-built TARANTELLA (S&S Design no. 1961), but after about 1971 she slipped of the regatta radar when Vender perhaps reverted to cruising. In 1976 she was sold to Austrian-American-Italian Norbert Tieger, renamed PATRICIAN TIGER, and spent many years based between Santa Margherita Ligure and Ibiza. In his later years Norbert Tieger kept her at Santa Eulalia, Ibiza where she remained after his death aged 91 in 2012, until rescued by her present owner in 2018. She was trucked to Zaandam in late 2018 for the thoroughly deserved restoration described above.

During the early summer of 2026 PATRICIAN TIGER sailed the long way back to the Mediterranean, to Sanremo, Italy, to participate in at Raduno Sangermani 1896-2026, a regatta celebrating 130 years of the Sangermani yard. She was winner of the Sangermani Open Class.

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Specification

CONSTRUCTION

- Post 'INTREPID-type' deep fin and skeg hung rudder hull
- Trim tab on lead an antimony keel
- Carvel mahogany planking on laminated oak frames
- Marine ply web hanging knees at each frame/ beam joint
- 12 mm Teak laid deck (2022) on original marine ply substrate + 2 x 4 mm new ply
- Teak superstructures

Specification

DECK LAYOUT, EQUIPMENT, AND GROUND TACKLE

SUMMARY
- Teak laid deck
- Varnished coveringboards
- Teak toerails
- Stainless steel stanchions and guardrails
- Gates port and starboard
- Stainless steel pulpit and pushpit
- Varnished teak superstructures
- Mostly original/ authentic hardware

FROM AFT
- Custom chromed open and closed fairlead fitting at quarters
- Chromed ensign staff socket
- Chromed mooring cleats port and starboard
- Flush lazarette hatch with tiger motiff
- Stern light

COCKPIT
- Capped, raised coaming
- Teak laid on ply sole
- Aft of helm has angled sole
- Emergency steering point in sole
- Spinlock throttle control
- Engine panel
- USB charger point
- Leathered bezel stainless steel wheel
- Trim tab control inner wheel
- Steering pedestal/ binnacle
- C. Plath steering compass
- Protective stainless steel bar over
- Lewmar mainsheet traveller and car
- Andersen 40 self-tailing mainsheet winch
- 2 x Barient 30 chromed primary winches
- 2 x Barient 28 chromed secondary winches
- Stainless steel anti riding turn sheet guide
- Teak laid fore and aft benches
- Flush teak laid hatch at bridge deck; large locker
- Sailtec hydraulic rigging control
- Companionway
- Sangermani plate
- Stainless steel sprayhood frame
- Sparkman & Stephens spray rail over as continuation of coaming

COACH HOUSE
- Galley companionway offset to starboard
- Dorade box with chromed cowl
- Dorade box with 2 x chromed mushroom vents; 2 x chromed custom vents
- 9 x Alloy port lights (7 x opening)
- Grab rails port and starboard
- Barient 30 chromed winches port and starboard forward
- Associated teak cleats

SIDE DECKS
- Chromed Lewmar genoa tracks
- Original/ authentic chromed/ Tufnol sheaves/ cars
- Spinnaker pole stowage to starboard

MID DECK
- Snatch sheaves port and starboard
- Staysail sheeting tracks and blocks port and starboard
- Barient 26 chromed halyard/ line winch to port
- Barient 26 chromed self-tailing halyard/ line winch to starboard
- Dorade boxes with chromed cowls port and starboard

MAST POSITION
FOREDECK
- Sliding sail handling hatch over sail bins
- Raised forehatch over forecabin with dorade box forward
- Custom stainless steel stemhead fitting
- w. recessed mooring fairleads
- 2 x bow rollers
- Anchor lock
- Port and starboard nav lights
- 2 x Chromed mooring cleats
- Inner forestay position

GROUND TACKLE
- Lofrans SX 3.5 1,700 W 12 V DC reversing anchor windlass
- independent vertical gypsy and drum operation
- remote control
- Galvanised Delta anchor
- 100 m of 10 mm galvanised chain
- Spare anchor

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

SUMMARY
- 10 berths in three cabins plus saloon
- Teak interior joinery throughout
- Varnished teak soleboards
- White painted deckhead
- Oatmeal upholstery throughout

DOWN 7 x STEPS FROM AFT COMPANIONWAY

AFT CABIN
- Semi-quarterberths port and starboard
- Stowage under and outboard
- Rattan door hanging locker to starboard forward
- Opening ports port and starboard
- 2 x Reading lights
- 2 x Deckhead lights
- 2 x Deckhead lights

WC/ SHOWER COMPARTMENT TO PORT
- Manual toilet
- Shower with teak grating
- Stainless steel custom sink
- Mixer tap
- Stowage under and outboard
- Mirror
- Bulkhead light
- Opening port

FORWARD TO SALOON
- Settees to port and starboard
- 2 x Pilot berths outboard port and starboard
- Stowage outboard of settee backrests via rattan doors

PASSAGE FORWARD VIA DOUBLE DOORS
To port
- Navigation station
- Navigation and communication equipment
- PC screen with keyboard
- Heating control
- Fold up navigator seat
- Opening port
- Deckhead light
- Chart reading light
To starboard
- Ship's electrical panel
- Hanging locker

FORWARD TO LOBBY AREA
- Starboard companionway - 8 x steps down from coachroof
- Galley to starboard
- WC/ Shower compartment to port
- Grabrail at deckhead

L-SHAPED GALLEY TO STARBOARD
- Stainless steel and teak surfaces
- Force 10 gimballed gas cooker with 3 x hob burners and oven
- Stowage under and outboard
- Top-loading fridge with 12 V DC compressor
- Vitrifrigo 65 L 12 V DC front opening fridge under sink
- Stainless steel sink with hot & cold water supply
- 4 x Opening ports
- Saloon table offset to starboard
- Rattan door hanging lockers forward to port and starboard
- Grabrails in deckhead port and starboard
- 4 x Deckhead lights

PASSAGE FORWARD TO STARBOARD OF MAST
- Dedicated sails and lines stowage bins port and starboard
- Stainless steel rails
- 2 x Pipe cots outboard to port and starboard
- Grabrails at deckhead port and starboard
- Sliding hatch in deckhead
- 2 x Reading lights
- 2 x Deckhead lights

FORWARD TO WC COMPARTMENT
- Semi en-suite
- Door closes to give wide WC compartment
- Talamex manual sea toilet
- Fold down stainless steel sink
- Further door forward to forecabin
- Hanging locker to starboard

FORECABIN
- Double berth
- Stowage under
- 2 x Reading lights
- Rattan fronted hanging locker
- Access forward to chain locker
- Forehatch in deckhead

Specification

RIG, SAILS, AND CANVASWORK

RIG
- Masthead 2 x spreader rig (2022)
- Neutmast BV painted aluminium mast and boom
- Low-friction batten cars on mast track
- Antal clutches at mast
- Antal spinnaker pole track at leading edge
- Chromed spinnaker pole cup
- 2 x Andersen self tailing winches on mast
- Vang strut
- Stainless steel rod standing rigging
- Hydraulic backstay, vang, cutter stay and outhaul adjustment
- Manual Reckmann genoa furler
- Dyneema running rigging and halyards
- Adjustable Lewmar mainsheet track and car forward of helm pedestal
- Polished stainless steel deck gear
- Checkstays
- Genoa sheeting tracks and inboard jib sheeting tracks
- Removable inner forestay
- Spinnaker pole with track on mast
- Jockey pole

SAILS
Quantum Sails (2022)
- Dacron fully-battened mainsail
- Dacron furling genoa
- Hank-on staysail
North Sails
- Gennaker (2014 - as new)
- Windseeker

CANVASWORK
- Pram sprayhood for companionway
- Awning
- Mainsail cover
- Helm pedestal cover

Specification

MECHANICAL, ELECTRICAL, AND TANKAGE

MECHANICAL
- Volvo Penta MD 32 A 6-cylinder diesel engine producing 106 hp (1976/2021)
- Engine completed overhauled and zero-houred (2021)

Victron 12/3000 3 kW inverter with control
Alternators:
- 12 V DC 80 A Engine-mounted alternator for charging service battery bank
- 12 V DC Engine-mounted alternator

- Engine hours since rebuild c.100
- Velvet reduction gearbox
- Engine control via single lever control
- Freshwater cooling with heat exchanger and raw water intake and strainer
- Shaft drive with stainless steel shaft and bronze p-bracket
- Max-Prop 3-bladed feathering propeller

ELECTRICAL
Voltage systems:
- 12 V DC Primary domestic system
- 12 V DC Starting circuit
- 220 V AC via inverter shore power
Battery Banks:
- 12 V DC Engine start battery
- 9 x 65 Ah 12 V DC service batteries
- joined in parallel to supply 585 Ah @ 12 V DC
Charging / Inverter:
- Victron Phoenix 12/50 50 A 220 V AC automatic battery charger
Shore Power:
- 220 V AC shore power

TANKAGE AND ASSOCIATED
Fresh Water:
- 600 L in 3 x 200 L stainless steel tanks
- Pressurised hot & cold water system using Jabsco 12 V DC pressure pump
- Water heated by engine driven calorifier
- with 220 V immersion element in Isotherm 60 L hot water tank.
- Thermostatic mixer taps supplying galley and both heads.
Fuel:
- c.300 L in stainless steel tanks
- 50 L Day tank with fuel filter system
Holding Tank:
- Black water holding tank

Specification

NAVIGATION AND COMMUNICATIONS

NAVIGATION
- Furuno TZT10X plotter (2026)
- Furuno radar (2026)
- NKE autopilot control unit
- NKE multifunction display with speed, depth and wind transducers
- C. Plath, Hamburg steering compass
- Computer chart plotter with monitor
- Hydraulic steering pilot

COMMUNICATIONS
- Standard Horizon Explorer VHF with DSC and AIS

Specification

SAFETY

- 2 x Manual bilge-pumps
- 2 x Automatic 12 V DC electric bilge-pumps with alarm
- Fire extinguishers
- 6-Person life raft (2026)
- Other life saving equipment

Specification

OTHER EQUIPMENT

- Diesel fired hot air cabin heating
- Fusion MS-RA70 Bluetooth stereo system with speakers
- Pasarelle
- Aluminium boarding/ swim ladder
- 8 x Fenders
- Warps

Specification

IMAGE CREDITS

- 1969 : © Bert Richner Archive
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1971 : Uome Mare via Nautipedia

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.

Specification

GALLERY

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TIGER
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SANDEMAN
YACHT COMPANY

NED
5556
SANDEMAN
YACHT COMPANY

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YACHT COMPANY

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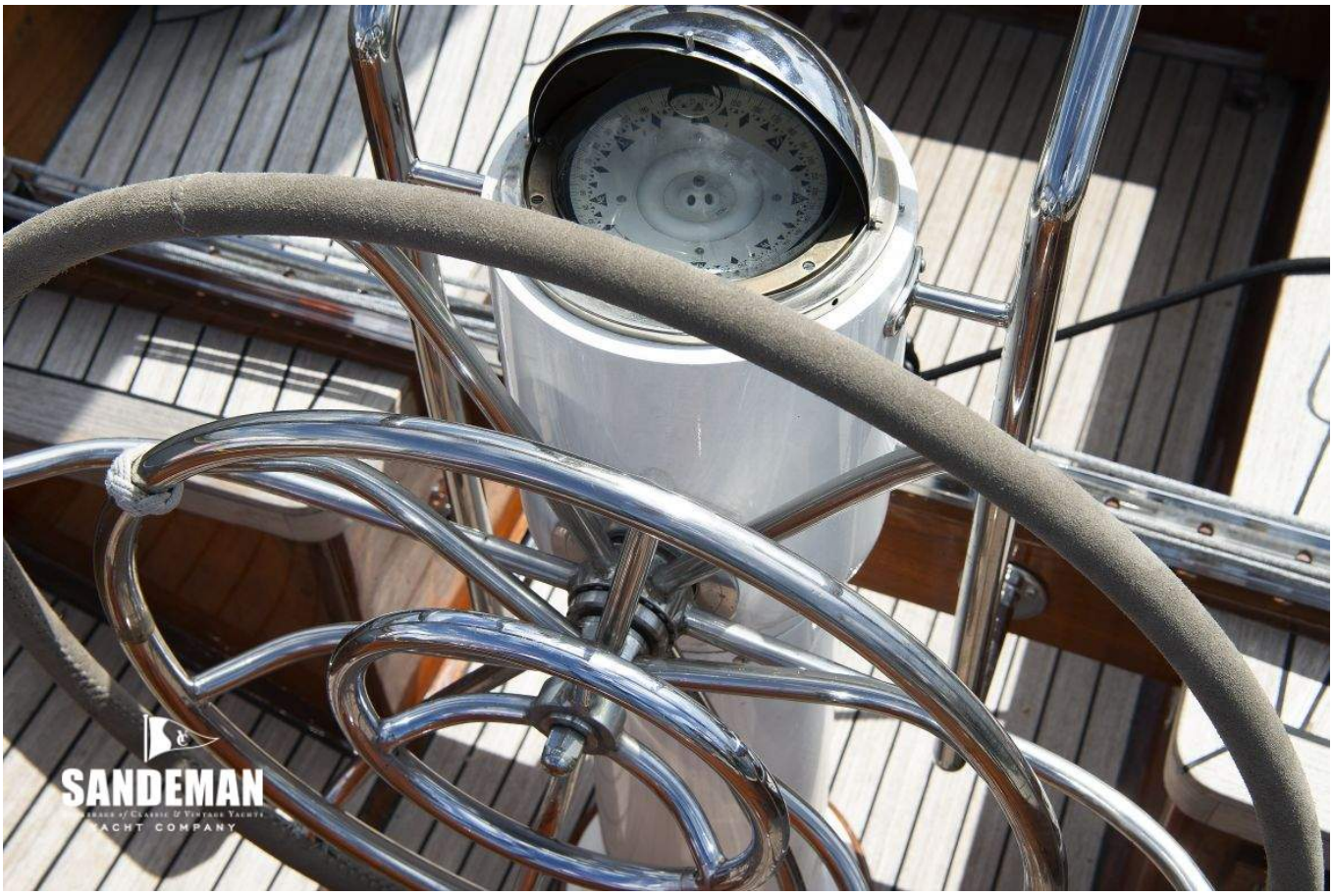
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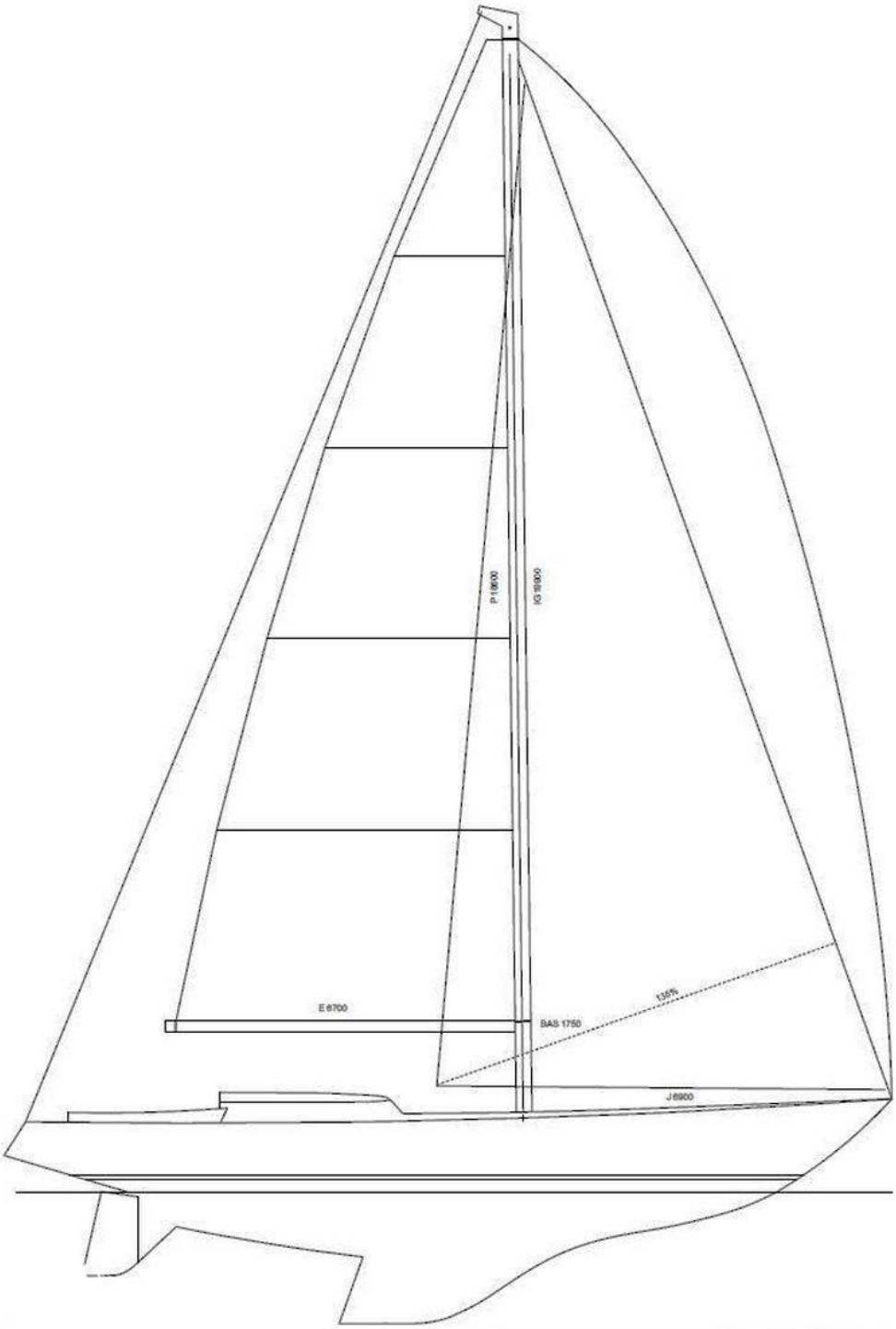

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