

SPARKMAN & STEPHENS 45 FT NEW YORK 32 1936 - SOLD



Specification

SIRIUS

SPARKMAN & STEPHENS 45 FT NEW YORK 32 1936

Designer	Olin Stephens	Length waterline	32 ft 0 in / 9.75 m	Engine	Yanmar Diesel 2014
Builder	Henry B. Nevins New York	Beam	10 ft 10 in / 3.3 m	Location	Italy
Date	1936	Draft	6 ft 7 in / 2 m	Price	Sold
Length overall	45 ft 3 in / 13.8 m	Displacement	20 Tonnes		
Length deck	45 ft 3 in / 13.8 m	Construction	Mahogany on oak frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

The New York 32 always had a hard act to follow the legendary Herreshoff designs as the New York Yacht Club club boat but over the years in every type of race, these boats have exceeded expectations – evolving from the iconic designs of DORADE and STORMY WEATHER, the 32s were the expression of a trend with their reduced sail area, easy sections and outstanding sea-keeping. SIRIUS after an extensive restoration by Cantiere Navale in Argentario in 2006 has nevertheless retained almost all of her original detail; her period Merriman deck fittings and her interior fully retaining its classic 1930s ambience. Under new ownership in 2013 the boat has since been totally optimised to classic race using the services of Sparkman & Stephens New York to make sure she sails as she would have done in the 1930s – in every sense from sail plan to trim – and the race results say it all !



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ACCOMMODATION AND DOMESTIC EQUIPMENT

The interior of SIRIUS is wonderfully true to her period – her restoration keeping the varnished mahogany panelled bulkheads, carefully painted white deck heads and varnished solid teak sole for which Nevins were famous. Not to comment here on the attention to detail of fittings, hatches, catches, lamps, brass work and glass would be missing out on the elements that maintain her 1930s character and make SIRIUS a very special yacht.

From the sliding hatch in the coach roof 6 companionway steps descend to saloon

- 2 x Beige button back leather settees, port & starboard
- Stowage outboard in glass fronted lockers
- Gimballed table on centreline
- Butterfly skylight hatch over
- 3 x Opening ports
- 3 x Deck head lights
- Navigation instruments behind mahogany panel above stbd settee aft
- Fiddled panelled chest of drawers fwd to stbd
- Deep hanging locker to stbd with isolator panel concealed within

Head compartment to port

- Opening port
- 1 x Deckhead and 1 x bulkhead light and paraffin lamp
- Vanitory mirror
- Manual WC
- Ceramic basin H&C
- Shower

Door to Galley to port

- 4 x Opening ports and small hatch in deck head fwd part of trunk cabin
- Ceramic sink with original taps
- Small camping gas 2 burner hob in container
- Shelving for plates and crockery
- Top loading fridge across to stbd

Focsle

- Access to foredeck by hatch in deckhead
- 2 x single berths
- Extensive stowage for sails, lines, sheets etc
- Flag locker
- Original “paid hands” fold away basin

Coming aft through the saloon and past the companionway steps to

Double master stateroom

- 2 x berths; one each side with stowage under
 - Desk on centreline
 - Vanitory mirror
 - Access to lazarette P&S
 - Compass in deck head
 - Barometer
 - Small butterfly hatch in deck head
 - 2 deck head lights
 - 2 bulkhead lamps
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Specification

CONSTRUCTION

- Philippine mahogany on white oak frames with Everdur fastenings
- Steam-bent oak frames on 8 inch centres

- Ply deck sheathed and painted
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HISTORY

The 1930s were characterised by sailing fever, even with the Great Depression, Americans continued to invest in yachting. The members of the New York Yacht Club (NYYC) wanted to cross oceans and compete in offshore regattas including the Newport to Bermuda – this was impossible in the club’s boat of the time, the NY 30. The ladies also complained about the lack of space below deck; the criticism was “too much sail to go to sea without a seaman and too little space to accommodate one”.

To replace the NY 30, in 1936 Commodore W.A.W. Stewart organized a

NY 19 moved to the Mediterranean on 2005. After extensive restoration by Cantieri Navali dell' Argentario she was raced in 2007 and 2010 with the following results;

- 1st in class at Antibes 2007
- 3rd in class Regates Royales 2007
- 3rd in class Argentario Sailing week 2007
- 2nd overall Panerai Yacht challenge 2007
- 1st in class Argentario Sailing Week (2010)

competition for the design and construction of the Club's new boat, calling the best naval architects: John Alder, Luders, Ford & Paine, W J Roue, Belkar & Paine and Sparkman & Stephens. The instructions were a waterline no less than 30 feet, accommodation for 4 guests and one crew and the Scantling Rules of Lloyds.

Olin Stephens was chosen and Henry B. Nevins Shipyard of City Island offered to deliver all the boats within 1 year – on completion of the 20 boats the tooling was destroyed as required by the NYYC. According to the magazine, The Rudder, “the club did not want a crowd on the starting line and, above all, if the class were enlarged, the boats could end up in undesirable hands.”

The boats were given sail numbers 1-20. SIRIUS originally named DOLPHIN bore sail number 19 and has always been NY 19. The first owner was Henry Sturgis Morgan, of the famous banking dynasty and the founder of Morgan Stanley, another leading investment bank. He was a prominent yachtsman, Commodore of the NYYC and Chairman of the America's Cup committee, winner also of the Astor cup and the Kings cup. It was he who had named NY19 DOLPHIN BUT after him NY19 was renamed AWAY and finally SIRIUS. From the late 30s to the 1970s, NY 19 was raced extensively on the east coast of the USA. She raced several times in most of the toughest races on the east coast, including Miami-Nassau, Annapolis-Newport, the Lipton Race and Newport-Bermuda.

In 2013 / 2014 under new ownership, and after a refit with classic racing in mind at the Cantieri Navali dell Argentario, NY19 was raced extensively with further excellent results;

2013

- Winner of Vele d'Epoca in Naples
- Class winner at Argentario Sailing week and Regates Royales at Cannes
- 2nd in class at Voiles de St Tropez and Antibes
- Winner of the Cannes -St Tropez Regatta

2014

- Winner of the Copa del Ray at Mahon;
- Winner of the Sparkman & Stevens Regatta
- Class winner at Regates Royales at Cannes, Vele d'Epoca at Imperia and Vele d'Epoca at Naples
- 3 rd in class both at Antibes and Voiles de St Tropez

Specification

RIG, SPARS AND SAILS

Bermudan sloop rig

- Sitka spruce double spreader mast with diamonds and original Merriman fittings
- 4 x Halyard winches
- Spinnaker pole track on fore edge of mast
- Sitka spruce boom
- Spinnaker pole mounted on blocks port side fwd

Sails

- Racing mainsail 2013 Zaoli
- Cruising mainsail 2013 Zaoli
- Light Genoa 2013 Zaoli

- Light Genoa 2014 Zaoli
- Medium Genoa 2013 Zaoli
- Medium Genoa 2014 Zaoli
- Heavy Genoa 2013 Zaoli
- Jib 2006 Olympic
- Large spinnaker 2013 Zaoli
- Small spinnaker 2006 Plus
- Old gennaker 2013 Zaoli
- Large gennaker 2014 Zaoli
- Small gennaker 2014 Zaoli
- Swedish main sail 2008 Zaoli

Specification

DECK LAYOUT EQUIPMENT AND GROUND TACKLE

From Bow

- Varnished mahogany toe rail
- Bronze stanchion bases
- White painted deck
- Bronze stem head fitting with fairleads P&S
- Forestay load cell
- Bronze anchor windlass
- Delta aluminium anchor c 60 ft / 20 m chain and c 100 ft / 30 m rope
- Raised foredeck hatch
- Bronze shroud turnbuckles with leatherwork covers
- Iconic NY 32 trunk cabin with varnished sides and bronze ports
- Raised hatch at fore end of trunk cabin with halyard bag fitted also as cover
- Mast with dorade box vents both sides
- Varnished teak handrails running fore and aft over coach roof both sides
- Butterfly skylight hatch
- Hallmark wide side decks for ease of crewing
- 3 x sockets for alternative jib car block positioning set in each side deck
- Main companionway hatch sliding under bronze cover offset to stbd aft end

- Large uncluttered centre cockpit with large bridge deck and elegant compass and binnacle
- Stowage for life raft
- 2 x Original Merriman primary winches on teak blocks outside cockpit coamings
- Bronze Genoa tracks on toe rails both sides
- Chromed sheave blocks to toe rail
- 2 x Merriman bronze secondary winches for running backstay and spinnaker
- Running backstay with varnished ash blocks protected by leatherwork
- Chromed compass binnacle by bridge deck
- Navigation instrument repeaters in cockpit fore bulkhead with mahogany covers
- Yanmar engine controls fwd to port and instruments hidden by sliding hatch
- Tiller steering
- Varnished boom gallows
- Varnished lazarette hatch with bronze mushroom vent abaft cockpit

- of trunk cabin
- 2 x Main sheet blocks to Nevins No 3 winch at aft end of coach roof
- Small butterfly hatch over aft cabin also serves as access hatchway
- All Merriman ash blocks; those at deck level protected with leather covers

- Mainsheet purchase blocks attached to aft deckhead Bronze mooring cleat on centreline
- Bronze fairleads port and stbd
- Bronze Herreshoff style blocks for backstay to taffrail
- Bronze stern light

Specification

MECHANICAL ELECTRICAL AND TANKAGE

- Yanmar Diesel engine 2014 with charging alternator
- 2 bladed SWP folding propellers
- 12 V Electrical circuit
- 2 x Domestic batteries 12 V 110 V
- 1 x 12 V 80 A engine start battery
- 220 V with 2 power outlets
- Victron Blue Power 12 V 30 A
- 1 x 130 litre stainless steel fuel tank under saloon seating
- 1 x 130 litre stainless steel fresh water tank under saloon seating
- c 25 litre gray water tank and auto pump

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Wilfred O White & Sons Inc original steering compass in binnacle
- Raymarine ST2 90 navigation system incl autopilot
- 2 x Displays; 1 each side
- CD player

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SAFETY

- 1 x 6 Person life raft
- 1 x Rule automatic bilge pump
- 1 x Marco manual bilge pump with long hose

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REFIT 2013 14

- During the winter of 2013 14 SIRIUS returned to Cantiere Navale Argentario for a focussed refit to optimise the boat for classic racing. Works included
- New rudder
- Stripping the hull back, re caulking and fairing
- New sea cocks and skin fittings
- Full Awlgrip paint treatment
- New engine, transmission and ancillaries fitted under close supervision of S&S New York
- New fuel and water tanks
- New electrical systems, batteries etc
- New instruments
- Stripping bright work back to bare wood and full 12 coat varnish system
- Application non slip to deck and coach roof
- Details of these and the full list of lesser works are available.

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ORIGINAL TENDER

- SIRIUS comes with an original Nevins built
- clinker tender with oars and sailing rig

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



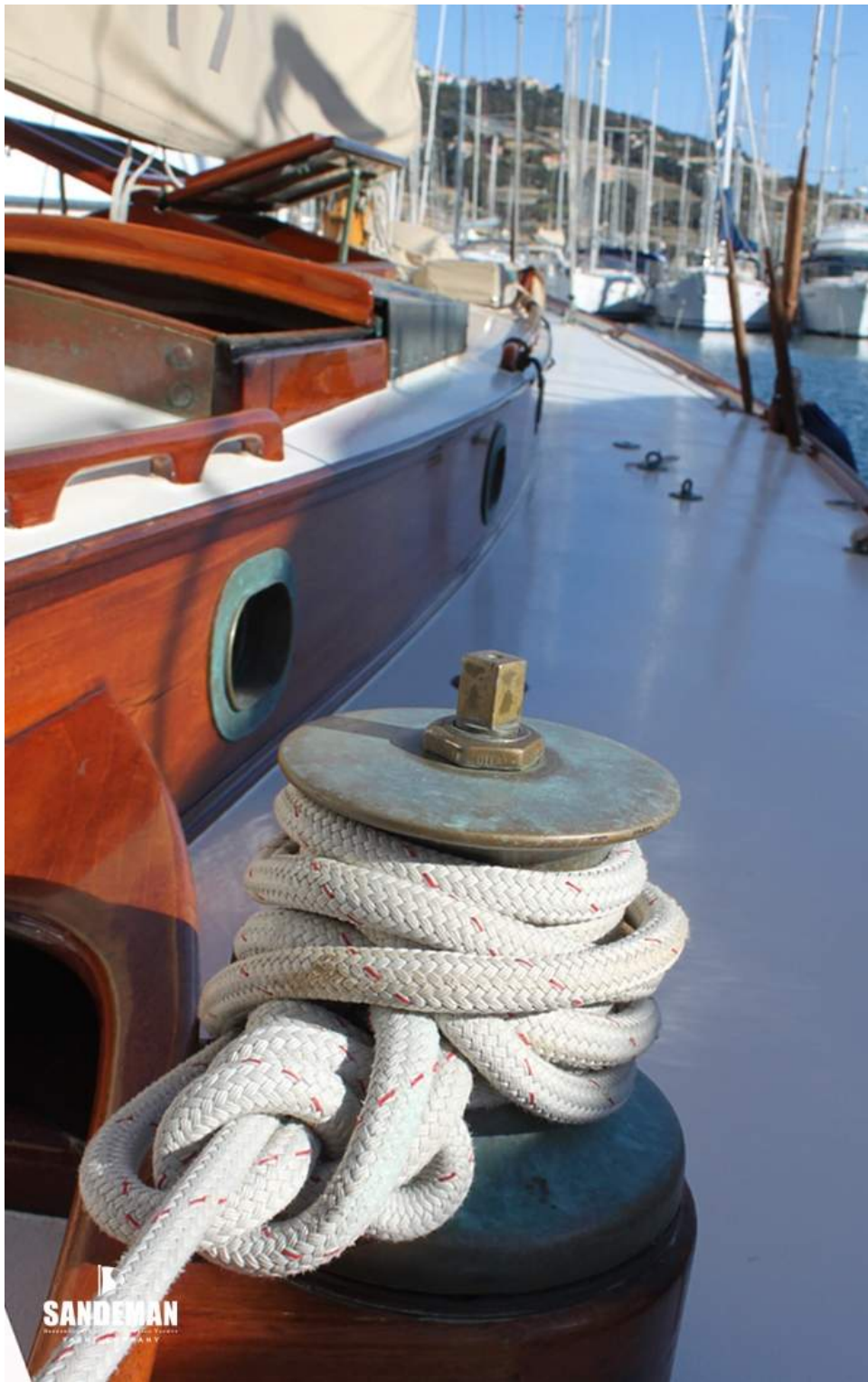





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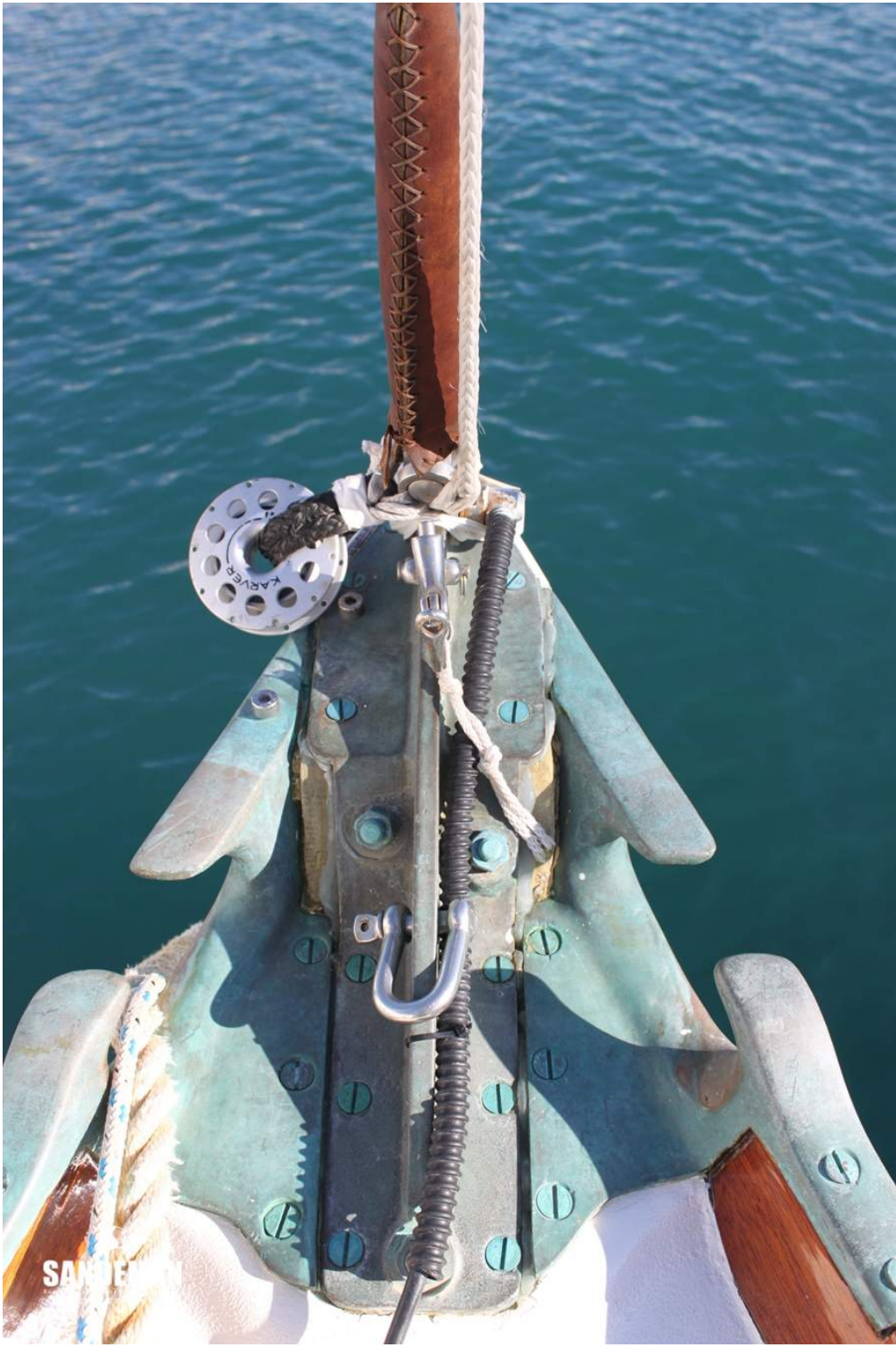


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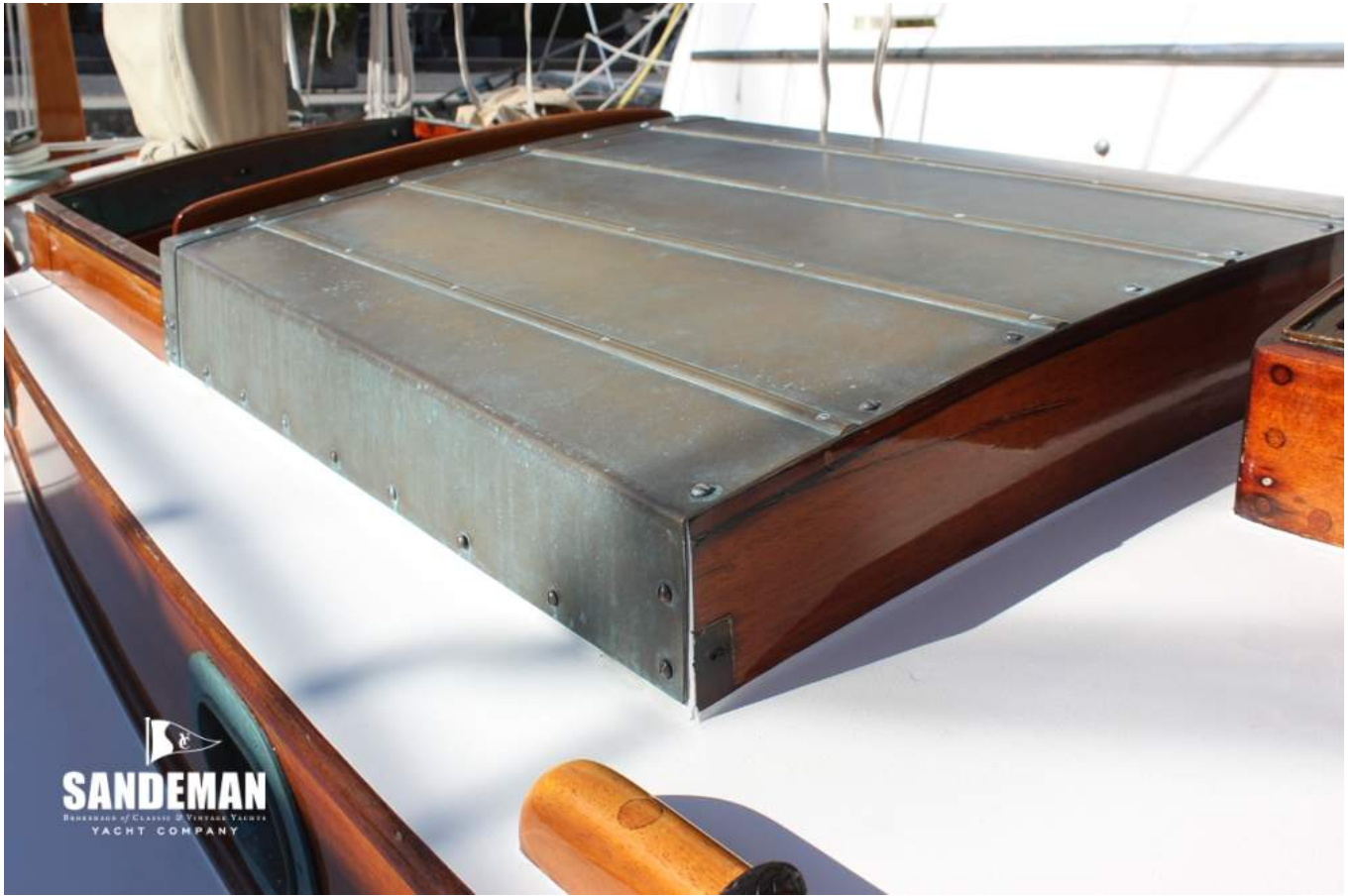




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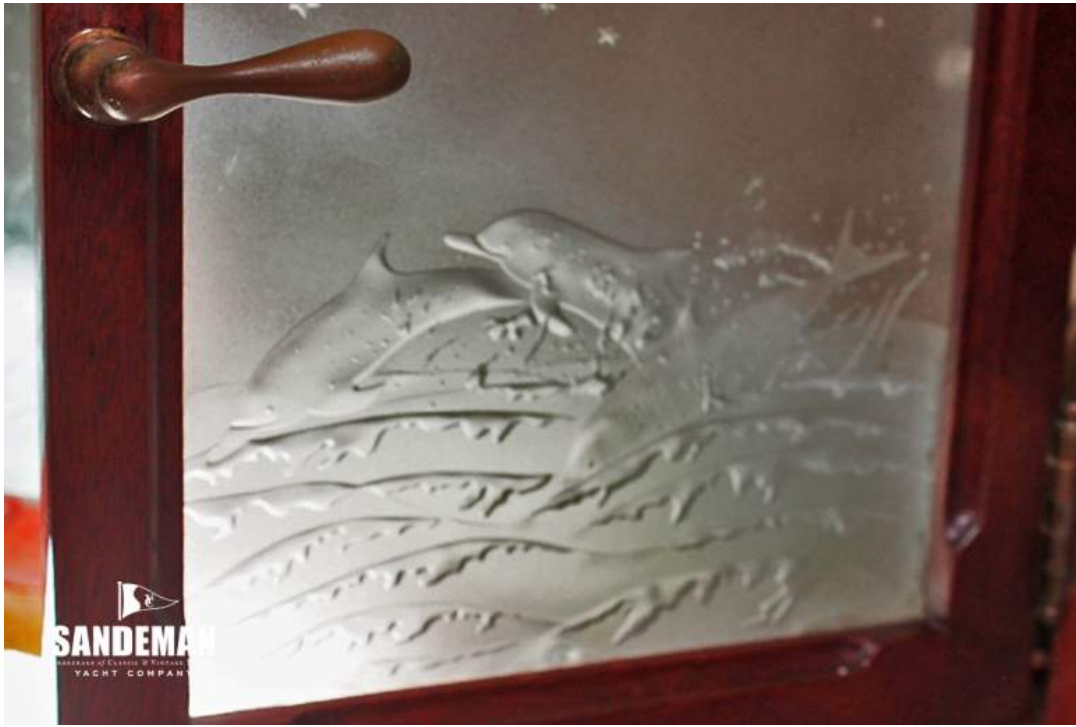

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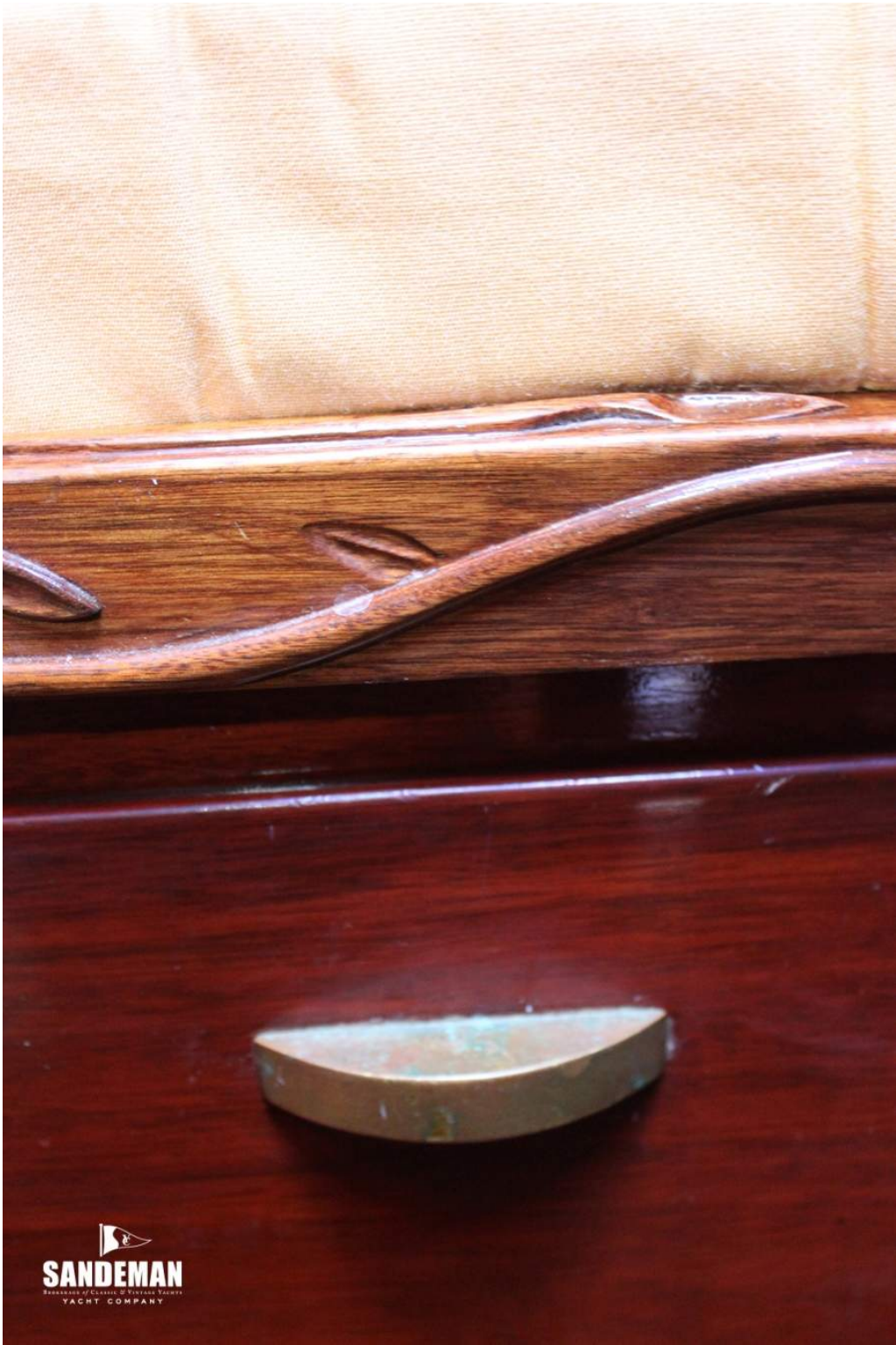
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