SPARKMAN & STEPHENS 40FT SLOOP 1965 - SOLD



Specification

SUNSTONE

SPARKMAN & STEPHENS 40FT SLOOP 1965

Designer	Sparkman & Stephens	Length waterline	29 ft 0 in / 8.84 m	Engine	Yanmar 3GM30F Diesel
Builder	McGruer & Co Ltd., Clynder	Beam	11 ft 6 in / 3.5 m	Location	New Zealand
Date	1965	Draft	7 ft 2 in / 2.18 m	Price	Sold
Length overall	39 ft 9 in / 12.11 m	Displacement	10 Tonnes		
Length deck	39 ft 9 in / 12.11 m	Construction	Carvel mahogany and teak on laminated afrormosia		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

SUNSTONE represents a fascinating moment in time in yacht design that may never have been bettered. The first Sparkman & Stephens separate skeg-hung rudder design, and, of course, they got it right first time; a centreboarder development of the FINISTERRE yawl type that satisfied Olin Stephens much more with her greater depth of hull and displacement, and windward and heavy weather ability. In fact, all round ability, very well proven throughout her life as a consistent race winner and world girding cruiser. Especially under the ownership for the past almost 40 years of Tom and Vicky Jackson whose legendary exploits were awarded the Blue Water Medal of the Cruising Club of America among other plaudits, whilst keeping SUNSTONE very authentically and respectfully pure to her fabulous provenance.

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Specification

OLIN STEPHENS'S COMMENTS

In 'LINES' by Olin J. Stephens (Godine 2002)

"The plans for DEB (now called SUNSTONE) show a boat that has probably had the widest spectrum of usefulness of any designed by S&S. The original owner's first wish was for a boat with a limited draft that at the same time could have a little water in the bilge and still be knocked down without getting water up onto the berths and lockers. He was willing to use a centerboard and the final dimensions came out as noted above. Intended strictly for cruising, she was built of wood by McGruers at Helensburgh on the Clyde for Eric Baker.

"DEB's beam is about that of other centerboarders of her length, but her depth of hull and consequent displacement is greater, and her wetted area is no less. The deep hull virtually eliminates the possibility of remaining inverted if rolled over. The fact that the rudder is separated from the keel and centreboard suggests that she was the first S&S design of that type and a precursor to the more racing-orientated boats that followed. In the hands of her present owners, Tom and Vicky Jackson of Southampton, England, who have lived on board and are now taking her on a world cruise, she also had a spectacular racing record. Undoubtedly, they are expert at making her go, but her consistent winning record under a variety of rating rules and conditions has amazed all who have witnessed it. As though proving a point, she was dead last in the 2000 Bermuda Race but came back to win her class in a rough Sydney-Hobart Race. For me, this demonstrates the importance of a combination of winning factors over any one single feature. Despite DEB's well-known racing and cruising success, her hull form has few, if any, parallels."

In 'HEAVY WEATHER SAILING' by Adlard Coles (editor Peter Bruce)

"Among S&S designed centerboarders, SUNSTONE seems a good example of a centerboarder suited to heavy weather sailing."

Specification

OWNERS' COMMENTS

Here's what you don't get with SUNSTONE. There is no pressure water, no shower, no hot water, no water-maker, no generator, no freezer, no electronic autopilot. Nor do you get all the maintenance which goes with most of these items of equipment. Here's what you do get with SUNSTONE. You get the opportunity to add your history to that of a unique yacht, which is robustly constructed, well maintained, a delight to sail and will always take care of you no matter what the conditions. You also get the pleasure of hearing daily in the languages of as many countries as you visit, "Nice Boat!"

SUNSTONE is a delight to sail. She is beautifully balanced and easily driven despite her heavy displacement. Many centerboarders have less than sparkling windward performance. This is not true of SUNSTONE, while she is also quick on a reach. Because her skeg-hung rudder is well aft, SUNSTONE is much more responsive and maneuverable than most long-keeled classic yachts. Though she does not have any current handicap rating, SUNSTONE has been officially weighed and measured for IRC. She has also been computer measured and inclined for IMS and so should easily be rated for ORCi. SUNSTONE has had an excellent racing record spanning 30 years under IOR, IMS, IRC and PHRF.

Specification

PROVENANCE AND HISTORY

Sparkman & Stephens Design No. 1786
McGruer & Co. Yard No. 611

Many owners of FINISTERRE types accepted the shallow draft and centreboard as followers of fashion, but for this very special yacht's first owner, Yorkshire yachtsman Eric Barker, it was a necessity: to extend sailing possibilities from his Royal Yorkshire Yacht Club yachting base at

In 1969 Barker commissioned the 47ft de Vries Lentsch steel cruising ketch MOEG, and DEB moved to a new and happy life on the Irish Sea to become one of the leading lights in the increasingly vibrant Irish Sea Ocean Racing Association (ISORA) events under two ownerships from a Holyhead, North Wales base. First by Solomon "Solly" Parker of the Royal Anglesey Yacht Club. Then, from 1974 as DAI MOUSE III (from the mouse aboard Dylan Thomas's Wales-located Noah's Ark in his poem 'Prologue'), by David Hague

Bridlington's sheltered, but drying harbour. His earlier yachts, including the Peter Brett (of Rival fame)-designed Dee 25 DEBORAH (1954), and the S&S Finisterre Yawl KIFF (1958) were, remarkably, self-built. But for DEB, as she was launched, Barker went to McGruer & Company on the Firth of Clyde, a yard well used to working to Sparkman & Stephens' exacting specifications.

Experience of the North Seas billows immediately outside Bridlington's harbour walls will have had an influence on the design - she's stiff and safe in heavy weather - and Barker's increasing participation in racing offshore, with KIFF having been a regular competitor in Royal Ocean Racing Club Class II events, including the Fastnet Race in 1959.

Although described in detail by Olin Stephens in his 2002 retrospective book 'Lines' as "intended strictly for cruising", nevertheless Barker was as much an accomplished racer as a cruiser. In DEB's third season she was RORC Class II(b) 1967 Points Champion, including finishing 4th from an outrageously competitive 27-boat Class II(b) fleet in that year's Fastnet race to George C Kiskaddon's San Francisco-based S&S sled, SPIRIT, Dick Carter's fin-keeled RABBIT II and Piet Vroon's Frans Maas-designed TONNERRE DE BRESKENS. Her next Fastnet appearance would be under different ownership in the ill-fated 1979 edition.

of the Royal Dee Yacht Club. Notable events under Hague included: 1978 ISORA Wolf's Head Trophy winner (top boat on the Irish Sea), and starting but retiring from the tragic 1979 Fastnet Race.

It was from Hague that present owners Royal Ocean Racing Club and Royal Cruising Club members Tom & Vicky Jackson took over custodianship in 1981 and she became SUNSTONE. Their subsequent racing and cruising exploits are now the stuff of legend and listed in detail elsewhere here. Such was the level of her 1980s and 1990s racing success by any standard, that she was rarely out of the yachting press in the days when the magazines and mainstream national newspapers were the only place such news was to be found. Of course, there was also that extra element that only a beautiful, bright finished mahogany, veteran yacht winning over the modern products of the petrochemical industry can engender. Even during their ocean wanders, since 1997 (see below) the Jacksons couldn't resist entering SUNSTONE in races and regattas along the way - and winning them. SUNSTONE is still and will always be a winner - of yacht races, and hearts and minds.

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Specification

CONSTRUCTION

Built to Lloyd's 100A, SUNSTONE's robust construction and splining has allowed her to keep her brightwork finish as well as her fair hull shape

- Carvel planked 1 1/4 in Honduras mahogany
- Close-planked and splined
- Long plank scarfs bridging 2 x frames
- 4 x Garboard planks of teak
- All frames (on 9-10" centres) large section, laminated afrormosia
- Composite longitudinal "spine"
- Wood keel laminated with no scarfs
- Central section floors stainless steel bolted to mast step/ centreboard case
- Very long stainless steel mast step
- Tied to centreboard case which lies under saloon sole
- Unballasted stainless steel centreboard
- Stainless steel centerboard case extends through lead keel to form shoe under it
- Afrormosia knees and other floors
- Silicon bronze screws and stainless steel bolts
- Bronze hull strapping from the chainplates diagonally down to the rabbet
- Coach house sides are solid 1" teak, through bolted to carlin and deck beam ends
- Coachroof is ply, covered with resin impregnated cloth and painted
- Raw teak over plywood deck (renewed 2000)
- Teak bulwarks and covering board
- Ash deck beams
- Skeg and rudder of laminated afrormosia with stainless steel strapping

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Specification

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

- Raw teak laid deck on plywood
- Varnished teak covering board and bulwark
- Raw teak capping rail
- Stainless steel pushpit, stanchions and pulpit
- Stainless steel guardrails

From aft

- Stainless steel mooring fairleads at taffrail port and starboard
- 2 x Stainless steel mooring cleats
- Stainless steel mushroom vent
- Stainless steel brackets for wind vane self-steering
- Brackets at pushpit for outboard motor and gas bottle
- Stainless steel post at pushpit for radome and nav antennae
- Aft deck lazarette locker
- Varnished teak, raised and wide-capped cockpit coaming
- Deep cockpit with sole of laid teak on ply
- Raised helm area aft with radiused foot supports
- Comfortable steering position seated or standing
- 2 x Lewmar 43ST self-tailing secondary winches
- Lewmar chromed bronze headsail track and cars at capping rails
- Lewmar chromed bronze inboard headsail track at side decks
- Harken Big Boat headsail track and card at side decks

- Teak sided cabin trunk
- Coach roof covered with resin impregnated cloth and painted
- 6 x NFM stainless steel opening ports
- 1 x Luke bronze opening port (heads)
- Raw teak grab rails port and starboard
- Companionway hatch garage to port
- Raw teak box containing worm drive centreboard lifting winch
- Lewmar 60 smoked glass hatch over aft stateroom
- Dorade box/ cowl to starboard
- Reefing and controls jammers and Lewmar 40ST self-tailing winch to starboard
- Chocks for liferaft cannister
- Lewmar 60 smoked glass hatch over saloon
- Mast (keel stepped)

- Whitlock Cobra direct mechanical linkage steering system
- Gives excellent 'feel' as large wheel and direct mechanical linkage to the rudder
- No wire or chain
- Large stainless steel wheel leathered steering wheel
- Sole hatch access to steering gear
- Locker seats port and starboard with raw teak and raw laid teak tops
- Passage between port coaming and house to offset-to-port companionway
- Mainsheet traveller track
- Stainless steel boom gallows (removable for racing)
- Instruments at aft cabin trunk
- Stainless steel winch plinths outboard of coaming port and starboard
- 2 x Lewmar 55 primary winches (3rd direct drive gear removed, but can be restored)
- Stainless steel cleats port and starboard
- Cabin heater flue fwd of mast
- 2 x Dorade boxes/ cowls
- Babystay padeye

- Side deck spinnaker pole stowage port and starboard
- Lewmar 70 smoked glass foredeck hatch
- 'Solent' stay attachment for smaller headsails
- Nilson 2200 anchor windlass (vertical capstan and gypsy)
- Substantial double stainless steel bow rollers (removable for racing)
- 45lb CQR bower anchor stowed on deck with chain attached
- Fortress FX37 kedge/ secondary anchor
- 60m/ 197 ft 10mm high-test chain
- 10m/ 33ft 3/8" short link chain
- 3.6m/ 12' 1/2" short link chain
- 90m/ 180ft 16mm double-braid nylon rope

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

The offset hatchway gives space for a proper aft cabin; relatively unusual on a boat of this size and age.

- Four + one steps down companionway ladder to accommodation
- Lower step is box for engine start battery
- Solid 3/4in/ 19mm teak and holly sole

NAV STATION
- Forward facing chart table
- Low level light and flex chart reading light
- Instruments, radios and radar display
- Ship's isolator panel
- 1 x Alpenglow white/red light

ENGINE BOX
- To starboard (on centreline) with fiddled top and galley sink
- Hand pump fresh and salt water pumps
- Engine panel over
- 1 x Alpenglow white light

GALLEY
- To starboard and passage to aft stateroom
- Original Paul Luke Heritage gimballed 3 x burner LPG hob and oven
- Lockers outboard, fwd and under
- 1 x Alpenglow white/red light over cooker
- 1 x Festoon bulb light in deep locker aft of cooker

AFT TO AFT STATEROOM
- Large berths port and starboard
- Upholstered banquettes port and starboard
- 1 x House battery stowage under port banquette
- Large sideboard between with sink and hand pump tap
- Fiddled top surface
- Bookshelf
- Drawers under
- Stowage lockers aft
- Stowage under berths
- Modern smoked glass hatch in deckhead
- 1 x Alpenglow deckhead light white
- 2 x LED berth reading lights

FORWARD TO SALOON
- Traditional arrangement with pilot berths outboard and above settees port and starboard
- Pilot berths presently used as stowage areas - no mattresses
- Stowage under settees and berths and in bilge
- Drop leaf saloon table stows folded around mast
- Seats 6 for dining
- Dickinson floor mounted diesel heater
- 2 x Bookshelves forward
- Car hi-fi and speakers
- Modern smoked glass hatch in deckhead
- 1 x Alpenglow 9w deckhead light white
- 2 x Swivelling halogen reading lights port and starboard

PASSAGE FWD OFFSET- TO STARBOARD
- 2 x Hanging lockers to starboard as designed
- Fwd hanging locker is now the chain locker
- Aft hanging locker partially taken up by windlass motor

WC COMPARTMENT TO PORT
- Raritan toilet
- Stainless steel basin with hand pump
- Stowage forward and outboard
- Small holding tank
- Space for a larger holding tank if desired
- 1 x Festoon bulb light

FORWARD TO FORECABIN
- Bright finished hull sides
- 1 x Pipe cot
- 1 x House battery to port
- 2 x small globe lights
- 12V (also 220v via transformer) Waeco portable fridge
- Sail stowage
- Original laminated tiller

Specification

RIG, SAILS AND CANVASWORK

RIG

Spars

- Double-spreader anodised aluminium mast (1992 - replacing original aluminium mast)
- 2 x Lewmar 43ST mast winches
- Slab reefing boom with three internal reef lines and outhaul
- 1 x Lewmar 40ST reef winch
- Detachable stainless steel boom crutch
- 2 x 4" Dia spinnaker poles, slightly longer than J; fit to mast cups

Standing Rigging

- Stainless steel wire standing rigging
- Replaced on a rolling programme
- No wire older than 9 years
- All terminals Sta-lok
- Forward lowers can be replaced by a 'babystay' for racing
- Easily removable 'Solent' stay for non-overlapping headsails

Running Rigging/ Sail Handling

- 20:1 Harken coarse/fine cascade mainsheet system
- Harken Hi Beam Mainsheet Traveller and car with 6:1 tackle
- 24:1 Harken double-ended cascade boom vang system
- 16:1 Harken Magic box mainsail outhaul
- 2 x Harken Big Boat genoa cars
- 4 x Lewmar bronze sheet cars for inboard and outboard tracks (original equipment)
- 2 x Harken fiddle blocks for spin sheets
- 1 x Harken backstay adjuster (12mm pin/winch handle operated)
- 1 x Harken Solent stay adjuster (12mm pin/winch handle operated)
- 1 x Harken Roller furling system (size 2)
- 8 x Spinlock clutches on mast
- 6 x Spinlock clutches for reef pennants, etc
- 1 x Spinlock clutch for furling line
- Spectra sheets and guys for all sails as required
- Spectra halyards, 2 x headsail, 2 x spin, 1 x Solent stay jib
- Spectra boom topping lift
- 2 x Spin pole topping lifts
- 2 x 12mm Full boat length spectra jackstays
- 1 x 12mm Spectra cockpit jackstay
- Various blocks and cam cleats for sail controls and leads

SAILS

- 2 x Mainsails
- 1 x North Norlam fabric, triradial
- 1 x North Nordac, cross-cut
- 1 x Racing Genoa - North kevlar 135%
- 1 x Racing No 3 - North kevlar, battened
- 1 x Cruising Genoa - North Norlam 125%
- 1 x Cruising Blade - North Norlam, battened (regulation heavy weather jib)
- 1 x 1.5 oz Spin - Banks
- 1 x .75 oz Spin - Banks
- 1 x .5 oz Spin - Banks
- 1 x Storm Jib - McWilliam - old but serviceable
- 1 x Storm Trisail - McWilliam - old but serviceable, with its own mast track
- (both storm sails have been used effectively in storm conditions)

CANVASWORK

- Companionway hatch fold-down pramhood
- Boom sail cover

Specification

MECHANICAL, ELECTRICAL AND TANKAGE

MECHANICAL

- Yanmar 3GM30F Diesel engine
- Shaft drive
- 2 Blade Flexo-fold geared folding propeller
- 5.5 kts cruising speed, 6.5 kts max

ELECTRICAL

- 95 amp Alternator with Sterling smart charger
- 1 x 100 amp/hr AGM engine start battery
- 2 x 200 amp/hr AGM house batteries
- Split diode

TANKAGE

- 90L (20 Imp gal) Main diesel tank
- 55L (12 Imp gal) Aux diesel tank
- 2 x 110L (25 Imp gal) Water tanks
- 1 x 22L (5 Imp gal) Holding tank
- 2 x Tiptoe fresh water footpumps
- 1 x Whale double-acting fresh water footpump
- 1 x Fynespray salt water handpump
- 2 x 4.5kg LPG bottles

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

The B&G 690 instrument system gives not only wind, speed and depth information, but also performance information based on the boat's polars and waypoint information from the GPS.

- 1 x GPS Garmin 128
- 1 x SSB - Icom 700Pro with tuner and backstay antenna
- 1 x VHF - Icom 402 with masthead antenna
- 1 x AIS Transceiver - Icom with separate GPS and VHF antennas
- 1 x AM/FM Radio/Amp & cabin speakers
- 1 x Radar - Furuno 12 in radar dome
- 1 x Tricolour Nav light (white masthead light not currently wired)
- 1 x Steaming light
- 1 x Bicolour bow light
- 1 x Stern light
- 1 x Portable anchor light for hanging forward

Not included in Inventory, but available separately by negotiation:

- Monitor wind vane steering unit

Specification

SAFETY

- 1 x 2000 gal/ 9000 L/ h Electric bilge pump with float switch
- 2 x Henderson 15 manual bilge pumps (one below, one on deck)
- 4 x Fire extinguishers
- 2 x Horseshoe liferings
- 1 x MOB light

Not included in Inventory, but available separately by negotiation
- Liferaft 4-person Crewsaver cannister type (2017)

Specification

REFITS

Unlike many classic yachts of her age SUNSTONE has received consistent attention to her fabric and equipment throughout her life. That maintenance and her original robust construction have meant that no extensive rebuilding or refastening has been required. There have been no hull modifications.

The unballasted stainless steel centreboard originally gave a draft of 9ft 8in/ 2.95m. For rating reasons under IOR, a removable stop was put in to reduce this to 7ft 2in/ 2.18m. This reduced weather helm and still gave outstanding windward performance.

The top of the rudder originally came level with the waterline. To increase efficiency, a fillet was added to the top to bring it near the hull, making it more like later S&S rudders.

- 1996 Minor changes to cockpit configuration for comfort and ergonomics

Specification

OTHER EQUIPMENT

- Various long 20mm braided nylon mooring ropes
- 4 x Inflatable fenders with covers

Specification

RACING RECORD 1982-2012

Racing Record (only significant placings - BCT = Best Corrected Time)

1982
- 1st BCT Overall & Class – Pattinson Cup (EAORA)
- 1st BCT Overall & Class – Houghton Cup (EAORA)
- 1st BCT Overall & Class – Walton Trophy (EAORA)

1983
- 1st Class – Cervantes Trophy (RORC)
- 1st BCT Overall & Class – Pattinson Cup (EAORA)
- 1st BCT Overall & Class – Walton Trophy (EAORA)
- 1st BCT Overall & Class – Plymouth-Douarnenez Race (RORC)

1984
- 1st Class – Jane's Cup (EAORA)
- 1st BCT Overall & Class – Walton Trophy (EAORA)

1985
- 1st BCT Overall & Class – Pattinson Cup (EAORA)
- 1st BCT Overall & Class – Sunk Race (EAORA)
- 1st BCT Overall & Class – Channel Race (RORC)
- 1st Class – Fastnet Race (RORC)
- 1st BCT – Brighton to Fecamp Race (BMYC)
- Season's Points Championship Class (RORC)

1986
- 1st Class – Cervantes Trophy (RORC)
- 1st BCT Overall & Class – Loujaine Cup (RORC)
- 1st BCT Overall & Class – Morgan Cup (RORC)
- 1st BCT Overall & Class – Howth - Holyhead (ISORA)
- 1st BCT Overall & Class – Two Inshore Races ISORA Week (ISORA)
- 2nd Overall – ISORA Week (ISORA)
- 1st Class – Two Inshore Races West Highland Week
- 2nd Class – West Highland Week
- Silk Cut Yacht of the Year

1992
- 2nd Overall – Easter Challenge Regatta (RORC)
- 1st Division – Cervantes Trophy (RORC)
- Member of English Team - Commodores' Cup (RORC)
- 1st Class – Cowes-Cork Leg, Round Britain and Ireland Race (RORC)
- 1st Class – Round Britain and Ireland Race (RORC)
- Silk Cut Yacht of the Year

1993
- 1st Division – Myth of Malham Race (RORC)
- 1st Class – Morgan Cup (RORC)
- 1st Overall IMS Nationals (RORC)
- 1st Class – Channel Race (RORC)
- 1st Division – Fastnet Race (RORC)
- 1st Cordon Rouge Trophy (RORC)
- 1st Division – Cowes-St. Vaast (RORC)
- 1st Division – St. Vaast-Solent (RORC)
- Season's Points Championship, Class (RORC)
- Consistent High Performance, Division (RORC)
- Season's Points Championship IMS Division (RORC)
- IMS Yacht of the Year (RORC)

1994
- 1st BCT Overall & Class – Easter Challenge Regatta (RORC)
- 1st Division - Warsash Spring Series (WSC)
- 1st Division & Class – Cervantes Trophy (RORC)
- 1st Division & Class – North Sea Race (RORC)
- 1st BCT Overall & Class - Morgan Cup (RORC)
- 1st Division & Class – Cowes-St. Malo Race (RORC)
- 1st Class & 2nd Division – Channel Race (RORC)
- 1st BCT Overall – Armada Race – Plymouth to San Sebastian (RWYC)
- Season's Points Championship CHS Class (RORC)
- Season's Points Championship IMS Division (RORC)
- CHS Yacht of the Year (RORC)
- IMS Yacht of the Year (RORC)

1987
- 1st Overall – Two races BMYC Commodore's Cup (BMYC)
- 1st Overall - BMYC Commodore's Cup (BMYC)
- 1st Class – Cervantes Trophy (RORC)
- 1st Class – Morgan Cup (RORC)
- 2nd Overall & Class – Channel Race (RORC)
- 1st Class – Fastnet Race (RORC)
- Season's Points Championship Class (RORC)

1988
- 1st BCT Overall & Class – Channel Race (RORC)
- 1st Class – De Guingand Bowl (RORC)
- 1st Class – Cowes-St. Vaast (RORC)
- 1st BCT Overall & Class – Solent – Le Havre Race (RORC)
- 1st Division – Navigator's Race (JOG)
- Season's Points Championship, Class (RORC)

1989
- 1st Class – Warsash Spring Series (WSC)
- 1st Division – Cowes - Deauville Race (RSrnYC)
- 1st BCT Overall & Class – Cowes – Ouistreham Race (RORC)
- 1st BCT Overall & Class – Cowes - Cherbourg (RORC)
- 1st Division – Navigator's Race (JOG)
- Season's Points Championship IMS Division (RORC)
- Season's Points Championship, Class (RORC)

1990
- 2nd IOR Division – Spi Ouest, La Trinite
- 1st Division - Warsash Spring Series (WSC)
- 1st Division – Cervantes Trophy (RORC)
- 1st IMS Nationals Inshore Race (RORC)
- 1st BCT Overall – Long Offshore Race – John Brown International Regatta
- 1st Team Overall - John Brown International Regatta – Member RORC Team
- 1st Division – Cowes-Ouistreham (RORC)
- Season's Point Championship IMS Division (RORC)

1991
- 1st Division – Easter Challenge Regatta (RORC)
- 1st Division – Cervantes Trophy (RORC)
- 1st Class & 3rd IMS Overall – Fastnet Race (RORC)
- 1st Division – Solent-Le Havre (RORC)
- 1st Division –Le Havre-Solent (RORC)
- Season's Points Championship IMS Division (RORC)

1995
- 1st Division – Easter Challenge Regatta (RORC)
- 1st Division – Cervantes Trophy (RORC)
- 1st Division & Class – De Guingand Bowl (RORC)
- 1st Overall – Brixham-Santander Two handed Race (BYC)
- 1st Class – Fastnet Race (RORC)
- 1st Division & Class – Cowes-Cherbourg Race (RORC)

1996
- 1st Class – Myth of Malham Race (RORC)
- 1st Division – De Guingand Bowl (RORC)
- Selected for English Team – Commodores' Cup (RORC)
- 1st Division – Channel Race (RORC)
- 1st Class – Three Inshore Races, Commodores' Cup (RORC)
- 1st Team Overall – Commodores' Cup – Team Member (RORC)
- Best Individual Boat Point Score – Commodores' Cup (RORC)

1997
- 1st Class – Channel Race (RORC)
- (Departed UK on World Cruise)

1998
- 1st Class – Antigua Classics (Antigua)

2000
- 1st IMS Division C – Sydney-Hobart Race (CYCA/RYCT - Australia)

2003
- 1st Division – Southern Straits Race (WVYC – BC, Canada)
- 1st Division – Neha Bay Race (Swiftsure Event) (RVicYC – BC, Canada)

2005
- 1st Division One Inshore Race – Semana de Vela (Isla Bella YC, Brazil)

2006
- 1st Division – Spring Regatta (FBYC – Simonstown, RSA)

2008
- 1st Overall & Class PHRF & IRC– Round North Island Two-Handed Race (SSANZ – NZ)
- 1st IRC & Two Handed Overall & PHRF Class – Round White Island Race (RAYC – NZ)

2012
- 1st Overall & Class PHRF & IRC – Leg 2 Round NZ Two-Handed Race (SSANZ – NZ)
- 2nd IRC - Round NZ Two-Handed Race (SSANZ – NZ)

Specification

CRUISING RECORD AND AWARDS

"Sunstone has been the ocean crossing home of Tom and Vicky Jackson since 1997 during which time they have become known as one of the great 'Cruising Couples'. First across the Atlantic, then the Pacific to New Zealand and Australia. In 2003 it was back across the Pacific to cruise the west coast of the USA and Canada, including Alaska, then 2004 took them down south to Mexico, Galapagos and Cape Horn. Via the Falklands they headed to Cape Town and on to New Zealand, arriving back there in 2007. A circuit of to Pacific was the focus in 2010 and 2011. Tom and Vicky have been editors of The Royal Cruising Club's Roving Commissions, and contributed to many RCC Pilotage Foundation publications."

2000
- Rambler Medal (OCC) For a challenging short voyage

2007
Barton Cup (OCC) Premier Award for an exceptional voyage or series of voyages.

2009
- Goldsmith's Exploration Award (RCC)

(Adapted from the Harrison Butler Association website - http://www.harrisonbutlerassociation.com/)

- (For an expedition to, or a survey of, little known or ill-charted waters, landings or anchorages)

2012
- Challenge Cup (RCC) For the most outstanding cruise of any duration
- Goldsmith's Exploration Award (RCC)

2014
- Cruising Excellence Award (Yachting NZ)
- (Annual award for cruising excellence)

2015
- Romola Cup (RCC)
- Blue Water Medal (CCA)

2016
- The OCC Award
- Dulcibella Cup (RCC)
- (Editor's Award for contributions to Roving Commissions)

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.

SPARKMAN & STEPHENS 40FT SLOOP 1965

Specification

GALLERY




GBR
2183
SANDEMAN
YACHT COMPANY


SANDEMAN
YACHT COMPANY


GBR
2183
SANDEMAN
YACHT COMPANY


GBR
2183
SANDEMAN
YACHT COMPANY


SUNSTONE
SANDEMAN
YACHT COMPANY


GBR
2183
SANDEMAN
YACHT COMPANY


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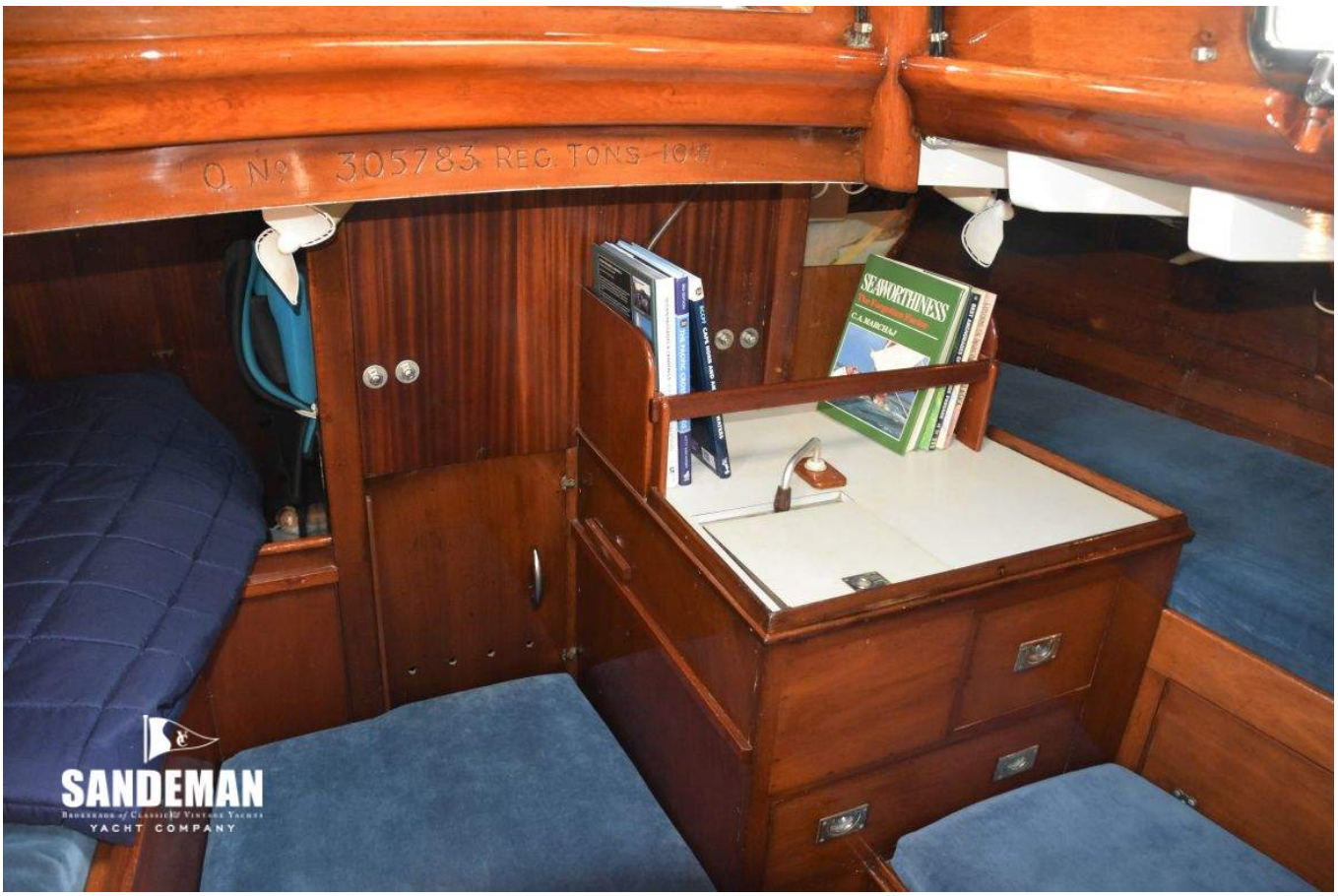

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REMEMBER
SANDEMAN
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O. Nº 305783 REG. TONS 10
SEAWORTHINESS
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SEAWORTHINESS
The Forgotten Factor
C.A. MARCHAJ
SANDEMAN
Brokerage of Classic & Vintage Yachts
YACHT COMPANY


CAPE HORN AND ANTARCTIC WATERS
SANDEMAN
Brokerage of Classic & Vintage Yachts
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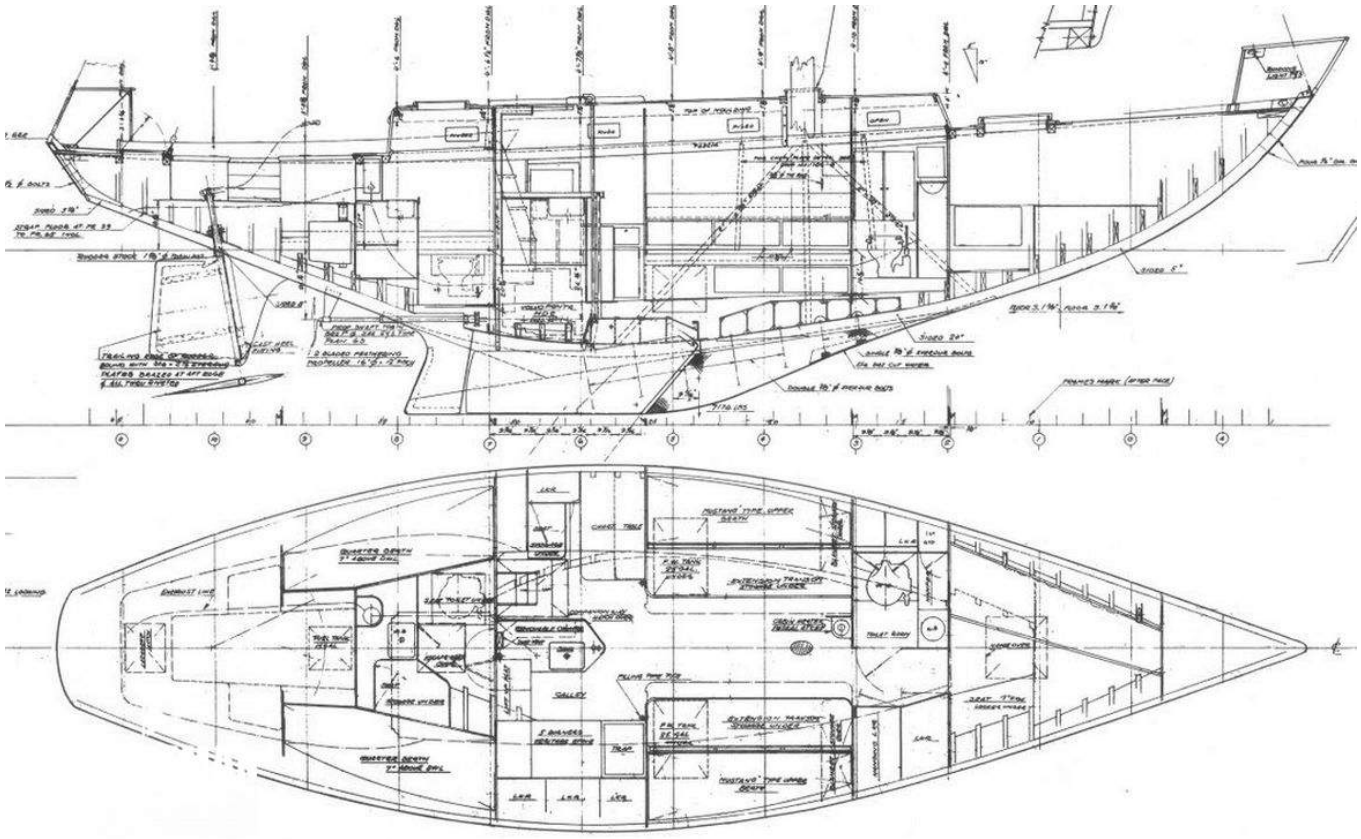

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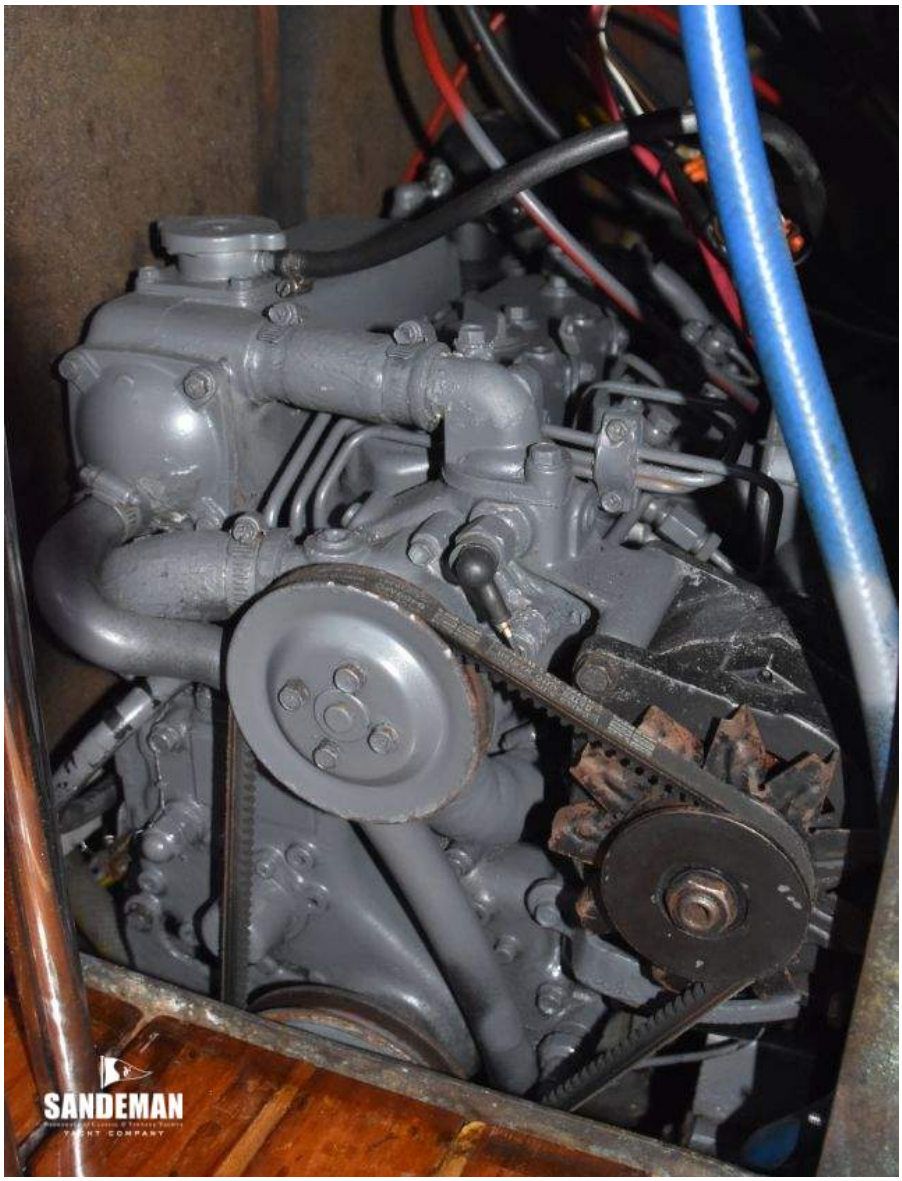

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SUNSTONE
SANDEMAN
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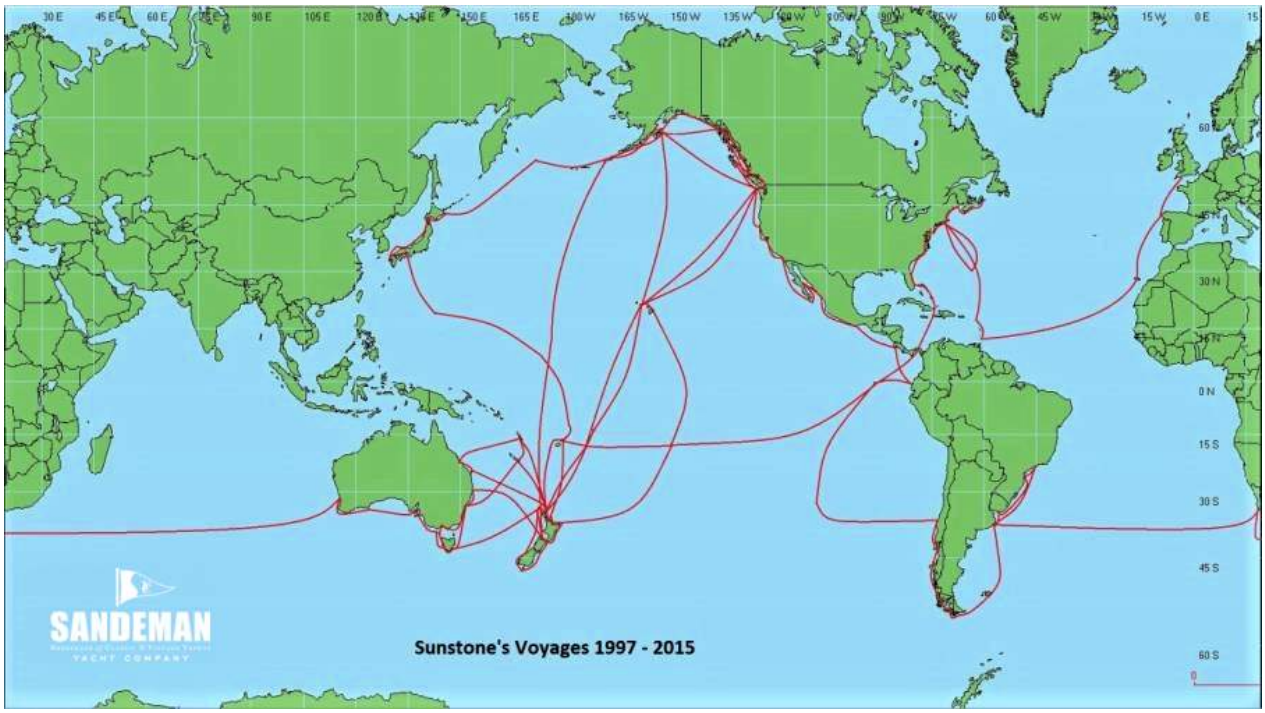



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