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Sparkman and Stephens 34

£19,500 GBP

United Kingdom

Freshly painted brand new genoa 2019.

Manufacturer/Model	Sparkman and Stephens 34
Name	Pennant
Designer	Sparkman and Stephens
Year	1974
Category	Sail
Status	Available
Price	£19,500 GBP
Price comment	Freshly painted brand new genoa 2019.
Lying	Argyll, United Kingdom

Specifications

Length overall	10.13 m
Length waterline	7.45 m
Beam	3.07 m
Draft	1.85 m
Hull	GRP hull with external lead fin keel
Keel	Fin keel

Propulsion

Engine	Yanmar 3GM-30F. 3 cylinder marine diesel engine producing 27hp. (1992) Fully serviced 2019.
Fuel	Diesel
Fuel capacity	140 litres

Accommodation

Drinking water capacity	208 litres
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Description

The Sparkman and Stevens 34 (S&S 34) is every part the classic yacht, with eye catching lines and good sailing performance while being well mannered - there is a lot to admire. Built in the early period of mass GRP yacht production the boats were substantially built and the interiors finished in the same style as the traditional timber designs which went before. This quality of build has stood the test of time well. The boats now offering great value for money.

In just her second ownership since being built PENNANT has been much loved throughout her life. Benefitting from having been fastidiously maintained and boasts a historic service log which will be an invaluable reference going forward. Freshly painted she is offered with a full inventory, highlights including:

Topsides professionally painted with International Paints Perfection Pro (2019)

Antifouled July 2019

Furlex roller reefing system. (2009)

New roller reefing genoa, with foam luff. Not used. Crusader Sails (2019)

Engine serviced and engine seacock replaced. (2019)

Tender and outboard included within inventory.

Lying afloat and in commission, she is in sail away condition. Available for viewing by prior appointment.

HISTORY OF THE DESIGN

The S&S 34 was conceived shortly after Olin Stephens designed the 1967 and 1970 Americas Cup victor Intrepid which interestingly was the first 12 Metre to have a separate rudder and keel, an innovation the S&S 34 retained. The design was commissioned in 1968 by a British yachtsman by the name of Michael Winfield. His boat Morningtown was a 36 foot wooden one tonner designed for RORC racing, it impressed him so much he asked Sparkman and Stephens to prepare plans for a production boat. The S&S 34 was the result. The first boat produced was Morning Cloud which went on to win its class in the Sydney Hobart in 1969.

Stephens recounts Winfield, "He set up shop in England, I'm not sure how many he built, a dozen or so, but he was not an experienced boat builder, and he didn't continue the work. The moulds and tooling were sold to some other builder there, and they built a few more there."

Thus Winfield & Partners sold one of its two molds to a boatbuilding concern called Aquafibre who continued production until 1974. These hulls were often finished by other boatyards. Some boats found their way to the US where they were sold as the Palmer Johnson 34.

However it was in Australia that the S&S prospered. Downunder, the second set of Winfield molds were owned by Swarbrick Brother Yachts in Western Australia and between the years of 1969 – 1984 the three Swarbrick brothers Tom, Terry and Harley built 34 boats. The company eventually failed under bankruptcy and the molds were then sold to Maybrook Marine of NSW in 1986 who produced a further 4 boats over the following three years. The molds were then stored until 2003 when they found their way back to Western Australia by way of Mike Finn of Cottesloe Yachts, and under consultation with Sparkman and Stephens, boat production was adapted to use the latest in foam sandwich with vacuum infusion technology. These new "Constellation" class boats sold by Cottesloe Yachts were introduced in 2004

and are in current production, built by an all new Swarbrick company called Swarbrick and Swarbrick, owned by Tom Swarbrick's son Glenn. These new boats are 25% lighter in the hull, are physically stiffer, and exhibit better impact strength.

In total, between 50 – 100 boats were built in the UK and Glenn Swarbrick reports 126 boats coming off the mould in Australia, of which 3 are of the latest "Constellation" class boats built with the latest foam-sandwich GRP technology.'

Extract from Sparkman & Stephens 34. By W.L. April 2016. www.bluewaterboats.org

WHAT THE MAGAZINES SAID

'Designed in 1968 by Olin Stephens – the most noted yacht designer of his era – this 34-footer has a stack of world firsts and inter-national race trophies to its name. S&S34s have won the Sydney-Hobart, Fastnet, the Round Britain & Ireland, and Round Ireland races and, most importantly, proved themselves as fast, reliable long-distance cruisers. Remarkably, for a design of its age, S&S34s are still in demand, with new boats being built by Cottesloe Yachts and Swarbrick & Swarbrick in Western Australia.....'

The S&S34's rapid rise in popularity was mainly thanks to one of Winfield's first customers. Former Conservative Prime Minister Sir Edward Heath, a relative newcomer to sailing at the time, was so impressed by the design at the 1969 London Boat Show that he ordered one. Later that year he won the gruelling Sydney-Hobart Race on board her, and became only the second Briton to win the event in its history. And so began the S&S34's distinguished racing career. For the next four years, S&S34s dominated the winners' podium in the Sydney-Hobart and many other international events..... Under sail the S&S34 puts on a reliable and often exciting performance. They're renowned for being wet boats, particularly to windward, yet in heavy weather will be satisfyingly sure-footed and carry their sail well.....'

Below they offer generous accommodation, and good standing headroom throughout. The positioning of the engine well forward, just behind the mast, adds to the sense of space and helps keep the weight in the centre of the boat.....'

For its time, the S&S34 was very advanced, yet it has since proved itself to be an enduring design, and a classic cruiser-racer that is hard to beat. Single-handed S&S34s have an impressive track record for single-handed sailing. In 1981-82, Australian Jon Sanders became the first person to make two consecutive circumnavigations on board his S&S34 Perie Banou.....'

Extract from Sprakman & Stephens 34. By Vanessa Bird. www.classicboat.co.uk

'Over 40 years on, the S&S 34 is still a quick boat. The hull is easily driven and by the numbers only 20hp is required to drive the boat at hull-speed, however owners report less in practice.

When the boat was introduced the S&S 34 was regarded as having exceptional speed to windward and in heavy weather. Even today the boat is hard to beat to windward in more than 10 knots, in fact owners have reported throwing in tacks of 80 degrees.

Her 50% ballast ratio results in a stiff boat, with the first reef thrown in at hefty 25 knots of wind. As the boat heels, the waterline length increases significantly; according to Olin's design spec, the optimum angle of heel is 23.5 degrees, but don't expect a dry ride, the S&S 34 is a wet boat like most Sparkman & Stephens designs of that era.'

Extract from Sparkman & Stephens 34. By W.L. April 2016. www.bluewaterboats.org

CONSTRUCTION

Hull

Single piece GRP hull moulding constructed in the traditional heavy lay-up, hand-laminated method.

Hull topsides professionally re-painted in Emerald Green, using International Paints Perfection Pro system. (2019)

Fin and Skeg configuration below the waterline.

Bolt on external lead ballast keel.

Skeg hung rudder.

Underwater hull blasted and epoxy coated in 2012 by Dickies of Bangor.

Underwater hull freshly antifouled with white boot top July 2019.

Deck

Single piece GRP hull moulding constructed in the traditional heavy lay-up, hand laminated method. Finished externally in the original gelcoat.

Stepped deck configuration with increased headroom aft in way of galley

Moulded toerail with teak capping rail.

Teak grabrails.

SPARS AND RIGGING

Mast head sloop rig.

Keel stepped, single spreader anodised alloy Kemp mast with alloy boom.

Furlex roller reefing system for genoa (2009)

Stainless steel standing rigging, shrouds replaced 2006, forestay replaced 2009.

Spinnaker pole

Rod kicker

WINCHES

Primary Winches - 2 x Harken 44, 2-speed self-tailing.

Halyard Winches - 1 x Harken 2 speed. 1 x Knowsely.

Spinnaker Winch - 2 x Knowsely.

SAILS

Mainsail - Dacron, partially battened. Ratsey & Lapthorn. (2013)

Roller Reefing Genoa - Dacron, foam luff and UV strip. Not used. Crusader Sails (2019)

Spinnaker

Storm Jib

GROUND AND MOORING TACKLE

Main Anchor - 35lb CQR on 60m 5/16" galvanised chain rode.

Kedge Anchor - 25lb CQR on chain/warp rode.

Anchor Windlass - Simpson Lawrence Hy-Speed manual type.

Mooring Warps - Selection

Fenders - Selection

ON DECK

The GRP deck moulding is a single piece moulding including the coachroof structure, decks and cockpit. Still finished in the original gelcoat the moulding is finished with non-slip texture panels on the side decks.

Teak capping rail.

Stainless steel stanchions, pulpit & pushpit rails with stainless steel guard wires

Double stemhead roller

Substantial forward cleat mounted centrally on foredeck

Teak grabrails along coachroof

Twin dorade vents, either side of mast aperture

Side decks running from cockpit coaming forward

Teak slatted cockpit seating with hardwood grating on sole

Moulded coamings port and starboard

Primary winches mounted on stainless steel plinths outboard of coaming

Cockpit locker under starboard seating, small locker under aft seat

Gas locker mounted on pushpit rail

NAVIGATION INSTRUMENTATION

Depth Sounder - NASA Clipper

Wind Instrument - Navman 3150 (intermittent operation)

GPS - Furuno GP32

Repeater - NASA Clipper GPS repeater in cockpit

Handheld GPS

VHF - Icom M323 DSCVHF with cockpit loud speaker

Handheld VHF

AIS - NASA AIS Engine (Receiver) with dedicated display

Autopilot - Raymarine STX-5 Tiller Pilot

DOMESTIC EQUIPMENT

Freshwater System - Twin stainless steel water tanks. Combined capacity 205ltr. Fully pressurised cold water system with faucets in galley and heads. Hot water pipe work in place however no means of heating water currently.

Galley Stove - Nelson Spinflo gas cooker. (2016)

Marine Toilet - Jabsco Compact Manual. (2012)

BELOW DECKS

Below decks the boat has been fitted out in the traditional style with stout joinery work of teak on beech framing, finished in a gloss varnish. Clever use has been made of space throughout the interior to maximise storage space.

The stepped coachroof design adds useful head room in way of the galley and chart table.

Forepeak - Laid out in the traditional fashion it provides two single berths in a V-formation. Bunks are of a good length. Bin type lockers provided beneath bunks with overhead lockers outboard and storage nets forward.

Heads - Bi-fold doors separate the heads from the forepeak and saloon when closed off, opening up the compartment to the full width. Head compartment itself is on the portside with a forward facing marine toilet and ceramic sink outboard. A hanging locker is provided outboard to starboard.

Saloon - The layout of the saloon is a non-standard with the engine box located centrally at the forward end and drop leaf saloon table immediately adjacent. The passage forward is on the starboard side of the engine box. Bench type settees are provided along port and starboard side, both converting to berths when required. An additional pilot berth is provided outboard of the port settee. Storage within the saloon is provided in a selection of lockers outboard of the seating, a large locker is discreetly hidden on the main bulkhead also neatly shelved.

Nav Station - Immediately to port of the companionway steps is the aft facing chart table with dedicated navigators seat allowing easy communication with those in the cockpit. Instrument displays are readily to hand with chart storage provided within the table and additional cave lockers outboard. A sizable storage space is provided aft of the chart table.

Galley - Located opposite the Nav Station the galley is appointed with gas cooker, stainless steel sink and basic worktop space. Secured storage is provided outboard for crockery with further storage beneath the worktop.

GENERAL EQUIPMENT

Manual Bilge Pump - 2 independent pump

Battery Charger - Ctek MXS smart charger

Wind Generator - Ampair generator with mounting pole and regulator, not currently installed.

Battery Voltage Monitor - Reads both banks

Mains shore power extension lead - 2 x 25m cables

Liferaft - Seago 6 person. Aboard however overdue servicing.

Tender - 4 person inflatable dinghy. Electric and manual inflation pumps and own anchor.

Outboard - Honda 2hp, 4-stroke.

Radar Reflector

Horseshoe Buoys - x2

Boarding Ladder - Rope type with weighted lower rung.

Outboard Storage Bracket - On pushpit.

Spares - Large selection.

ENGINE AND STERNGEAR

Located forward in the saloon the engine is concealed within an engine box immediately aft of the main bulkhead.

The box dismantles readily to provide excellent access around the engine for servicing purposes.

Yanmar 3GM-30F. 3 cylinder marine diesel engine producing 27hp. (1992)

Fully serviced 2019.

Engine intake seacock replaced 2019.

Aquadrive unit fitted on stern shaft.

Conventional shaft type sterngear with fixed 3 blade prop. (2015).

Ambassador 'Stripper' type rope cutter

Stainless steel diesel tank, 140ltr capacity

Ships Batteries

Engine / Domestic Battery - 110Ah lead acid. (2017)

Spare Battery - 110Ah lead acid. (2015). Isolated from main system and usable as either domestic or engine battery in emergency.

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In this case we are acting as brokers only.

The Owner is not selling in the course of a business. whilst every care has been taken in their preparation, the correctness of these particulars is not guaranteed. The Purchaser is strongly advised to check the particulars and where appropriate at their expense to employ a qualified Marine Surveyor to carry out a survey and/or to have an engine trial conducted which if conducted by us shall not imply any liability for such engine on our part.

This vessel is offered subject to prior sale, price change, or withdrawal without notice.









