

Sentinel

A classic Sparkman & Stephens 37.

Australian registration # 856139



Photos taken. 27th June 2017



Designed originally for wood construction in 1966, Sentinel, and several other S&S 37's have been built using hand laid fibre glass. She was the predecessor to the famous, smaller, S&S 34 to whom she is very closely related.

sailboatdata.com/viewrecord.asp?class_id=8421

With a moulded keel and big full length stringers, Sentinel oozes strength. The famous Clarionet, Sparkman & Stephens design #1857, was an S&S 37, a sister ship to Sentinel, who, years ago, took out the one ton cup.

<http://www.sandemanyachtcompany.co.uk/details/522/Sparkman---Stephens-37-ft-One-Ton-Sloop-1967/yacht-for-sale/>

I have had a long relationship with this boat, from the late 80's in fact. Her hull and deck were built in Ringwood, Victoria, but she was finished off by her new owner in my then front garden in Mooroolbark, Victoria, before being launched at Warneet in 1990.

Sentinel raced in Westernport Bay in mixed fleets and proved to be a worthy competitor to, supposedly, faster boats. She will glide along happily in light airs but really comes alive when the breeze kicks in. And if anyone wants to take her on to weather in heavy going. Good luck with that ambition! The only other boat that could hang on to her, sometimes, was my own S&S 34.

Sentinel went on to sail to and to cruise New Zealand and the Pacific Islands. But it wasn't all "Pacific" trade wind sailing. She was caught in a serious gale in the Tasman Sea and came through without a scratch. In fact, she didn't even get laid down. (Which happened to my S&S 34 on more than one occasion.)

For the past few years Sentinel has been based in Tasmania. She has cruised Bass Strait extensively and made several trips to Port Davey, in the remote SW. The weather is notoriously fickle down this way where severe gales can spring out of nowhere. Sentinel takes all this in her stride and when you have a great big piece of rock called Tasmania to leeward, in a gale and a big sea, this is when Sentinel's windward ability will be fully appreciated. Have no fear in this boat.

Aside from the original builder of the hull, Sentinel has had one owner from 1987 but now, due to unexpected circumstances beyond anyone's control, Sentinel is now being reluctantly offered for sale.

She has, unfortunately, been neglected for a while so, be under no illusion, there is a bit of work to be done. Having said that, Sentinel is a fully functional unit and can, and does, go out sailing. She's just untidy and in need of more of the TLC she used to have lavished on her.

Who will buy this boat? Sentinel is not everyone's cup of tea. The person buying this boat will be someone who knows what she is. Someone who understands the pedigree of this vessel. Someone who wants a safe, fast, well mannered, forgiving, sea kindly boat. Possibly someone who has long distance single handed voyaging on their mind. Someone who will appreciate all of her many attributes. Someone who is able to plod along and do the work while sailing and enjoying this boat.

What needs to be done? Okay, if I were going to do some serious offshore sailing right now in Sentinel, I would replace the standing and running* rigging and go. Which you will need to do anyway if the rig is to be insured.

*Note: I have just this week replaced the wire main and jib halyards with Spectra because the wire was getting a bit spraggy.

Okay, let's talk about what you get.

You will get a classic Sparkman & Stephens sailboat that has all the basics in place and working. If you want to go sailing tomorrow, go, no problem. In fact I'll take you for a spin. She doesn't look as flash right now as she used to but that doesn't stop her sailing like a witch.

We slipped her in April 2017 and gave her a new cutlass bearing, a new shaft anode and a fresh coat of antifoul. Despite not having been slipped for three years, no other work was necessary.



Vital statistics

Sparkman & Stephens design #1857

RORC One ton.

Most famous examples: 'Rainbow II' (winner of 1 ton cup -1968), and 'Clarionet' in UK.

It is thought that at least 20 boats to this design were built at various yards. (Probably not including this one).

Hull type:	Fin with rudder on skeg
Rig Type:	Masthead Sloop
LOA:	36.50' / 11.13m
LWL:	26.58' / 8.10m
Beam:	9.92' / 3.02m
Listed SA:	495 ft ² / 45.99 m ²
Draft (max.)	6.16' / 1.88m
Displacement:	12470 lbs / 5656 kgs

What gear does have?

Communication:

HF Radio:	Icom IC-M710 with.
Tuner - automatic:	Icom AT-130.
VHF:	Icom IC M-45
Radio CD player:	Kenwood KDC 2018.
All working fine:	

Navigation:

Chart plotter: Navman Tracker 5500. Working fine.

Speed . depth . Trim: Speed and depth are working.

Electrics:

Start battery.

Two by recently installed house batteries about 130 AH each.

Air wind generator.



Note the big chart table with 12 volt fridge under.

Also note the white box under the companionway steps. That's the engine box, and when you take the top off, engine access is excellent. You can also clearly see the two large single ¼ berths.

Ground tackle.

1 X 40 lb Manson.

Engine:

Sentinel has a big, for this boat, 35 HP BMW, motor.

This engine is coupled to a big two blade fixed prop that, together, will

propel the boat along at hull speed with plenty in reserve.

The engine has always been regularly maintained and starts first turn through compression every time, no matter how long between starts. It runs like a charm, blows no smoke, and, for all intents and purposes, it is exactly as it was the day it went in. Fuel capacity is around 20 litres in a header tank.

Cooking:

Maxi two burner stove with oven. Kerosene and working fine.

Refrigeration: 12 volt Danfoss compressor. Custom system by Maybrook marine with SS plate and copper tubing evaporator plate. The way it should be done. Working fine.



Nothing flash about this set up but is very functional and works well. There is good storage at the back of the stove, in the vertical locker and below the sink.

On deck:

2 unidentified Arco ST main winches but I suspect they are at least 45's.

2 X Arco 30 ST winches on cabin top for lines led aft.

2 X Arco 30 ST winches on mast.

Arco electric anchor winch. (Not sure that it's working).

Wheel steering. Can't see a brand name but perhaps an Edson system.



An uncluttered deck layout for easy working of the ship.



Note the smallish, uncluttered, cockpit, high storm step and small storm board. This boat was made to go to sea



Jabsco manual toilet.

Sails.

Main.

By Doyle. Fully battened in good condition.

Trisail.

In excellent condition. Used once in a Tasman Sea gale.

Jib # 3.

This most used sail is a bit soft but in fair condition.

Jib # 4.

In good condition.

Storm jib.

This least used head sail is in good condition.

Lightweight jib.

This sail is a light weight, high cut blade type of sail with a luff rope. At this moment in time I am thinking it is a light weight staysail. In very good condition. A nice looking sail.

Spinnakers. 2.

One of these kites is a fairly heavy asymmetrical – perhaps a 2oz cloth. The other is a .75 oz light drifter of a kite. Without stretching it out I can't see exactly what it is but I think it's a big tri radial job.

Unless you already live down here, Tasmania is a long way to go looking at boats unless you are pretty sure you are interested. So, with that in mind, I will tell you what I would do if I were to purchase this boat.

If I were looking to do some local cruising and club racing:

Some of the running rigging and the standing rigging is in need of replacement – no matter what.

I have been up the mast for a look and everything looks fine and all the sheaves are working fine so, in my estimation, the rig does not need to come down unless you want to give it a fresh coat of paint.

That's really about it for local sailing*.

*I have not addressed all the normal safety gear, flares etcetera as these are a standard addition to any vessel and depends on your circumstances, preferences and state laws.

If I were looking to do some serious, long term offshore work:

Replace running and standing rigging.

Drop the mast down and give it a check over. If you do this, you may as well give it a new coat of paint while you're at it.

The kerosene stove works fine and is perfectly adequate. I would replace it with gas for live aboard cruising but that is a personal preference. It should be noted that Kerosene is readily available in all the Pacific islands where gas may not be.

Things you will do over time, things that have absolutely no effect on the sailing or offshore ability of this boat.

Give the hull a coat of paint. There are some excellent roll on polyurethane paints around these days.

Redo some areas of paint and non-skid on deck. The non-skid is polyurethane paint with sand in it. It is a very effective non-skid but, after many years, it is starting to come off in a couple of places. I would use sugar rather than sand, as I have on my own boat, but this is a job that can be done bit by bit as time goes on. As with any boat, you can do as much or as little as you want.

While the interior is not in bad condition, if you feel inclined, sand and recoat the interior woodwork. Interior wood in a boat is a labour of love. If you don't love it that much, paint it.

Okay, so you are interested in this boat and you've decided to come and take a look. What are you going to see?

You are going to see a boat with the lovely, timeless, classic, Sparkman & Stephens lines of a past era. You will see the pedigree. You will see right away that she needs some love and attention. When you go below you will not be in a "plastic fantastic", mass produced, sterile interior that is so common these days. You will see a lot of wood. You will see a kerosene stove that works fine.

You will see full length stringers that add massive strength to this solid glass hull. The accommodation is pretty standard with two single quarter berths, a single saloon berth each side and a double V berth up forward. You will see a boat that has been "used", a boat that has been loved, a boat that deserves more use than she gets.

I have cleaned the boat up but have done nothing to "Tart" it up, what you see is what you get. It is a long way down here so I will give you any information you want as honestly as I am able so you can make a qualified decision as to whether this boat is for you.

What you will get is a functional, working platform that you can do as much or as little with as you wish. Leave it as a basic weekender, use it as an economy club racer, or turn it into an ocean going masterpiece. Whatever you do, the sailing performance will always be there.

What is she worth? I don't really know but it is worth what someone will pay. \$35,000 for a classic Sparkman & Stephens in sailaway condition. Does that sound about right? At the end of the day, this boat is going to be sold and the market will decide the price, you will decide the price.

If you need any further information, give me, Marty, a hio on
0427-734 026.

Or on email martypwt@bigpond.com

Continue for a couple more pics.







If there is anything else you want to see, let me know and I'll send it on through.

By the way, I am happy to deliver, or assist to deliver, this boat anywhere be it within Australia or overseas.