

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. She was built in Ringwood, Victoria, but was actually finished off by her new owner in my 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 you want 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 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 boat, 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.

The person who will buy this boat is someone who knows what she is, someone who understands the pedigree of this vessel, someone who will appreciate her, someone who is willing and able to plod along and do the work and treat the boat as a project. As, let's face it, are all boats. Having said that, 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

S&S 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 ft² / 45.99 m²
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 is working, depth isn't - yet.

Electrics:

Start battery.
Two by house batteries about 130 AH each.
Air wind generator.

Ground tackle.

1 X 40 lb Manson.

Engine:

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

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.

Jabsco manual toilet. Needs a kit in it.

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 off to go on a wild goose chase 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:

The running and 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 for any sailing and depend on your circumstances and preferences.

If I were looking to do some serious offshore work:

Replace running and standing rigging.

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

I would probably replace the kerosene stove with a gas one. The kerosene works fine and is perfectly adequate for weekending but if you are living on board full time, I reckon gas would be a far more convenient option. In my opinion, anyway.

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.

Redo the 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 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. If you were really keen you would strip all the fittings off the deck and start over but that would be a mission. As with any boat, you can do as much or as little as you want.

Sand and recoat the interior woodwork. As you know, interior wood in a boat is a labour of love. If you don't love it that much, paint it. In fact, if you want to hedge your bet, varnish it and then paint it over. That way you can always take the paint off at a later date if you desire to go back to the varnished wood.

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, 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 that is in need of a sand and a coat of varnish or paint. Just like most wood interior boats, really. 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 a little more use and a little more love.

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 on whether this boat is for you.

What you will get is a functional, working platform that you can do as much with as you wish. Leave it as a basic weekender, 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. At the end of the day it is worth what someone will pay. \$45,000 for a classic Sparkman & Stephens in basic condition. Does that sound about right?

If you need any further information, give me, Marty, a hio on
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Or on email martypwt@bigpond.com