



Equation

57' Sparkman and Stephens Classic Racing sloop

- Year: 1968
- **Current Price: US\$ 150,000 (EUR 112,952) (01/09)**
- Located in Nelson's Dockyard, Antigua and Barbuda
- Hull Material: Aluminum
- Engine/Fuel Type: Single Diesel
- YW# 11504-1814756

***** PRICE REDUCED - OWNER KEEN TO SELL ***** A fabulous opportunity to purchase a famous, classic, racing yacht designed by Sparkman & Stephens (Design Number 1938), built by Stephens Marine in aluminium and launched on the 15th March 1968. She is as pretty as a picture and can be inspected in Nelson's Dockyard over the winter season. All new anti-fouling and anodes before the start of this season.

"EQUATION" has been a consistent race winner in her prime; now she is a veritable Classic and would be equally at home in the Med. or Caribbean circuits (or both!). Currently sailed as a sloop she can be cutter rigged if required.

We are still in contact with sailors who were aboard when she was brand new and being 'tuned'; one comment made was "It felt like I had my hands on the wheel of a locomotive when sailing her"! She now needs someone to take her in hand and bring her back to the "Express Train" standard she used to be and start adding more silverware to the list she won in the late 60's.

A 2006 Insurance valuation survey report can be seen if required.

"EQUATION" is very reasonably priced; she is "In commission" and could be sailed away today. The only reason she is for sale is that she has become too large to handle for the Owner and his wife on their own!

Additional Specs, Equipment and Information:

Builder/Designer

Builder: Stephens Marine Inc.

Designer: Sparkman & Stephens

Dimensions

LOA: 57'

Beam: 12'4

Displacement: 28 tons

Draft: 8'

Engines

Engine(s): Yanmar 4 cyl

Engine(s) HP: 75

Engine Model: 4JH3-TE

Hours: 200

Cruising Speed: 8 knots

Max Speed: 10 knots

Tankage

Fuel: 2 x 35galls

Water: 2 x 75 gallons

Holding: 1 x 30 galls

Construction

The vessel is of welded aluminium constructed to a high standard around a deep fabricated flat bar keel and longitudinals with transverse form and strength provided by similar materials of extruded C shape of lighter scantlings to the deck being supported by the use of transverse deck beams running in conjunction with the ship side frames.

Heavier and deeper materials have been used in areas of local stress and to allow for the formation of bulkheads, floor panels and machinery support.

Accommodation

From forward: Forepeak with two berths in a 'V' arrangement - stowage under: this was originally the 'sail and rope' store with two pipe cots but a previous owner reduced the sail wardrobe and put in two permanent berths. Aft to Shower/toilet/wash-hand basin that takes the full width of the vessel by closing two doors. Aft to Double berth to port and settee to starboard - companionway to starboard and mast at aft end of cabin; bookshelves to port and starboard and stowage under berths Aft to Main saloon with Settees to Port and Starboard, folding leaf table midships and storage under and behind settee berths; more bookshelves.

(Batteries under cabin sole)

Aft and step up to raised cabin sole (engine and hot water tank under centre sole, fuel tanks to either side)for Galley (Cooker, sink, chest fridge) to Starboard and Nav Station to port.

Head/Shower/wash-hand basin aft of Nav station. The original companionway descended into the Galley area from the coachroof; this has been moved aft for direct access from the cockpit and the old hatch now gives good ventilation and natural light to the Galley without crew descending down a ladder whilst the cook is at work!

Aft to new centre-line companionway and quarter berths to port and starboard. There is access to the aft shower / toilet from this area.

- Engine new in 2005
- Hot Water calorifier new in 2005
- Service batteries new in 2007
- Engine start battery new in 2007

Equipment

- 2 x Horseshoe lifebelt and lanyard fitted on transom
- Lifejackets x 6
- Fire extinguishers "C 5 x dry chemical
- First Aid Kit
- 12 gauge flare gun and cartridges
- Parachute flares x 5
- Air Horn + spare canister
- 12 man liferaft in glassfibre container
- Spotlight
- ACR 406 EPIRB cat 2 class
- Garman 420 series GPs & Plotter
- ICOM VHF portable

Mast, & Rig

Currently sailed as a Sloop she still retains everything (including the shroud!) to return her to the Bermudan Cutter she once was. Jib is set on Roller furling gear. Keel stepped aluminium mast with double spreaders. This is a recent mast as the rig was changed slightly a few years ago. Originally fitted with a 'Grinder for the Jib sheets this was located forward of the coachroof and aft of the mast and the boom was quite high to accommodate two "Winch gorillas" working away! The 'Grinder' has

since been removed and, as a result, the boom could be lower and a new mast and rig were fitted but retaining the original rig proportions. Stainless steel rigging with Norseman terminals. Associated blocks, clutches and running tackle. All Andersen winches are self tailing.

Mainsail and Genoa replaced in heavy Duty Dacron new in 2005 Staysail is older and has not been used recently; Storm trysail is aboard but also unused! No Spinnaker but the 'furniture' (poles etc) and 'chain drive hoist' on the mast are still available to take one.

Deck and Safety

"EQUATION" has a large 'flush' deck area from forward with a small coachroof by way of the cockpit. A strong Stainless Steel Pulpit forward and then the electric vertical "Capstan" with Anchor gipsy and warping drum. Anchor with 100 m of chain in chain locker in bows. The foredeck is remarkably clear as the Staysail shroud has been removed and is currently used for dinghy stowage when on passage. The deck has a number of permanent sheet-car tracks and block attachment points some of which are unused now that she is sailed as a sloop. Three large deck hatches are on the centreline, one forward of the mast by way of the forepeak and one over the midships cabin. Immediately aft of the mast is the life-raft stowage and then the deck hatch over the saloon area. The coachroof is situated over the Galley / Nav. area and has three opening ports in either side and the original companionway hatch by way of the galley. Large aft cockpits, the forward one being effectively the "Winch Pit" and companionway access below whilst the aft cockpit has instruments, compass, engine controls and wheel steering. A new Cockpit 'dodger' (2008) protects the companionway from rain and spray and a new Bimini (2008) keeps the sun and rain from the helmsman's head! Stainless steel pushpit with stanchions and wire rail from fore to aft with 'clip' gaps for boarding ladder midships. The Wind Generator (new in 2006) is fitted on a Stainless steel 'mast' on the Port quarter.

Fenders and mooring lines.

Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

Last Revised: Jan 14, 2009



Stern



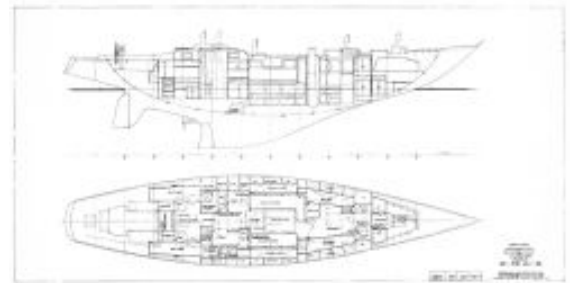
Port bow



Starboard Bow



Cockpit



Saloon looking forward

Accommodation plan