

SPARKMAN STEPHENS

YACHT DESIGN - BROKERAGE - CHARTER - INSURANCE

75m THREE-MASTED SCHOONER SPARKMAN & STEPHENS



2 April 2010

Expanding the thought process of a previous client, who desired a 56m three-masted schooner, Sparkman & Stephens has developed this 75m Bermuda-rigged schooner.

Throughout the venerable eighty year history of the firm, less than a dozen yachts have been designed with a schooner rig, however those that have been have led illustrious lives; names like Brilliant, So Fong and Santana. A desire for ease of handling directed most clients to sloops, ketches and yawls and away from the complex rig of a schooner. Today, modern technology allows a schooner rig to be handled as easily as a sloop. Computer-controlled furling booms, hydraulic roller furling head and fisherman sails and lightweight spars contribute to the ease of operating the intricate set of sails inherent in the schooner rig.

Below decks S&S has designed a layout that will accommodate ten guests in five staterooms. Two of the staterooms are fitted with queen berths and two with convertible sliding twin beds, making two additional queen staterooms if desired. The owner's stateroom, located aft, has a dedicated staircase leading down from the private main deck office and lounge as well as his and her bathrooms and dressing areas. A hidden crew entrance, leading from the lazarette, allows the cabin to be serviced without disturbing the owner or guests.

Located amidships is a two-tier engine room which houses the diesel-electric propulsion system, along with the rest of the ship's machinery. The brains of the system, including all electronic components, are located in a dedicated control room which has 270° views of the machinery space. All systems can be centrally monitored and managed from this climate controlled and sound-proof space. Bruce Johnson, President and Chief Designer at S&S says, "From the very beginning of each project, by working with the project manager or build captain, we dedicate a lot of time to the design of the system and machinery spaces. Not only is the crew happier on a yacht that can be easily maintained, but the owner is as well, because it minimizes downtime which can affect personal vacations or charter revenue." Much of the electronic equipment is mimicked in the fully appointed wheelhouse, allowing observation and management from multiple locations. A glass-bridge system integrates sailing function, machinery data output and ship's system status.

Forward of the engine room, the yacht is dedicated to crew spaces. Berthing for twelve crew members is divided between three split decks, which also include service facilities. On the lower deck, just forward of the engine room, is a large laundry and ample cold and freezer stores. Forward of the laundry and up a half deck are berths for nine crew members. Another half-deck up are berths for 3 additional crew members, a first and

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second engineer and generous captain's cabin, which has a dedicated stairway to the control room, and in turn, the wheelhouse. As you move aft, the crew mess is conveniently located adjacent to the chef's galley, which is connected to the cold stores below via hydraulic lifts. A service pantry aids in preparation for large meals held in the dedicated dining salon.

A full beam main salon affords picturesque views from large deckhouse windows. Leading further aft, to port is a quaint sitting area and guest office, to starboard, the owner's private office. A small service pantry is located at the aft end of the house for crew convenience when dining al fresco on the main deck.

Additional al fresco dining is situated on the flybridge deck along with outdoor cooking facilities. Aft on the flybridge space is appointed for tender and water sports storage. Additional tender storage is located in the lazarette.

Hull and appendage design is focused on seaworthy performance, a typical objective of all Sparkman & Stephens designs. Canoe-body shape is representative of current ideology in cruising yachts and appendage shape has been focused on reducing wetted surface area. As such, the underbody has been fitted with a spade rudder and the keel with a daggerboard. "While we maintain the elegance and beauty of a classic gentleman's yacht above the water, we strive to design efficient underbody shapes to maintain performance in all sailing conditions." Says Johnson.

Please contact Bruce Johnson, Chief Designer, for additional information or high resolution images at design@sparkmanstephens.com.

PRINCIPAL CHARACTERISTICS

Length Overall.....	75.29m247'-0"
Length Waterline.....	58.52m192'-0"
Beam, Maximum	12.14m39'-10"
Draft, (Daggerboard Up)	4.58m.....	15'-0"
Draft, (Daggerboard Down)	7.50m.....	24'-7"
Displacement, Approx. Lightship	845 Tonnes.....	834 Ltms
Ballast, Approx.....	100 Tonnes.....	110 Ltms
Fuel Oil Capacity, Approx.....	95,00 liters25,000 gal
Fresh Water Capacity, Approx.....	30,000 liters8,000 gal
Construction	Steel Hull w/ Alum. SprStr.	