

SPARKMAN & STEPHENS 52 FT SLOOP 1967



Specification

TINTOO VI

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Designer	Sparkman & Stephens	Length waterline	35 ft 5 in / 10.8 m	Engine	Volvo Penta D2 75HP new 2004
Builder	McGruer & Co Ltd Clynder	Beam	12 ft 6 in / 3.8 m	Location	Italy
Date	1967	Draft	8 ft 6 in / 2.6 m		
Length overall	51 ft 10 in / 15.8 m	Displacement	16.3 Tonnes		
Length deck	51 ft 10 in / 15.8 m	Construction	Mahogany planks over oak frames		

These details are provisional and may be amended

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BROKER'S COMMENTS

TINTOO VI formerly GABRIELLE III has had only two owners – her first was for 30 years and her second – in all honesty – are not sure they can bring themselves to replace her. Her well proven Sparkman and Stephens pedigree speaks volumes but it is her ease of handling and sure footedness that seem to impress so as to make her hard to part with. Her abilities – She can be sailed by only two or raced with a full crew complement - have been rewarded with loving attention and she has been skipper maintained since 1997. In recent years she has joined the sweeping sheer lines and long overhangs redolent of the classic Mediterranean veterans, however TINTOO is more rugged and with a blue water performance that many of the classic fleet simply could not match.



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CONSTRUCTION

Planking above and below the waterline is Khaya mahogany. Fastening materials and frames are of Iroko. The floors and superstructure

are of teak. The Interiors are planked with white painted or varnished mahogany. The interior furniture is teak.

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ACCOMMODATION AND DOMESTIC EQUIPMENT

From the cockpit with ample lazarette aft and seats over hatches to the sail lockers each side, a sliding hatch and companionway steps amidships lead to the main accommodation below.

Immediately to port is the galley with 3 burner propane hob with Techimpex new in 2017, oven, water heater providing hot & cold pressure water, refrigerator (12V & 220V), double stainless sink. A half bulkhead gives way to the main saloon, which dressed in varnished teak with white soft furnishings and white deck head, well lit by curtained ports and deckhead lights gives a light and airy ambience. The U shaped settee, half surrounding the demountable table to port has a further single berth above and outboard. Ventilation is by through draft as well as a Dorade vent and box over the coach roof.

A doorway offset a bit to starboard through the full height bulkhead leads to the guest cabin with twin upper and lower berths, locker space and wash basin to port. The companionway also with ladder access up to the fore hatch leads to the twin berth owners forecabin with en suite head and wash basin again with ample stowage. Moving back past another hanging locker on the starboard side is the main head and wash basin for the guest cabin before re-entering the saloon with single berths above and below abutting the chart table and navigation station aft – opposite the galley. The quarter pilot berth is accessible abaft the table.

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RIG, SPARS AND SAILS

- Cutter rig sloop
- Original aluminium mast (overhauled 05)
- Standing rigging (all new 2005)
- Ronstan Turnbuckles (all new 2005)
- Harken Roller Furling
- Boom vang
- Spinnaker pole
- Manual backstay adjuster
- Mainsail (2003)

- Mainsail 9.4 oz (2007)
 - Furling Genoa (2003)
 - Genoa 8.5 oz (2004)
 - Genoa (light) 5.5 oz (2004)
 - Yankee 9.05 oz (2004)
 - Forestaysail (2007)
 - Spinnaker 1.5 oz (2003)
 - Gennaker 1.5 oz (2004)
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DECK EQUIPMENT AND GROUND TACKLE

- Winches
- 1 X Lewmar 46ST Main Halyard
 - 2 x Lewmar 46ST Jib Halyard
 - 1 x Lewmar 46ST Spinnaker or foresail
 - 1 x Lewmar 30ST Main Sheet
 - 1 x Lewmar 30ST Reef Pennant
 - 2 x Lewmar 840 Spinnaker / Gennaker sheet

- 2 x Barlow 35 Jib Sheet or Spy guy
 - Bruce main anchor 25 Kg
 - Danforth spare anchor 20 Kg
 - 1 x 150 m / 492 ft 8 mm anchor chain
 - Lofrans windlass
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MECHANICAL ELECTRICAL AND TANKAGE

- Volvo Penta D2 -75 HP engine new Nov 2004.
- Engine hours: 600
- Cruising Speed 7.5 kts
- Fuel consumption 1.1 gal / 5 Litre per hour
- Maxprop propeller (new 2004)
- 2 x 100 AH Gel engine batteries (2007/08)

- Master electrical control panel new 2017
- Cockpit boom light
- 220V wall outlets in saloon and cabins
- 2 x Electric heads
- Espar heating & ventilating system (overhauled 2008)
- 2 x Bilge auto electric / manual pumps

- 4 x 100 AH Gel domestic batteries (2007/08)
- Hearth Interface 12V Battery charger
- Additional Mastervolt 12V Battery charger; engine batteries only

- Engine room & lazarette lights
- 2 x 190 litre / 42 gallon fuel tanks
- 2 x 225 Litre / 50 gallon water tanks

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NAVIGATION AND COMMUNICATIONS

- Brookes & Gatehouse Hydra H 3000 (new 2008)
- SIMRAD NX45 Navstation GPS chart plotter (new 2008)
- SIMRAD J300 XX40 auto pilot
- Masthead wind unit
- 2 x Depth transducers & gravity switch
- VHF I-COM Radio telephone
- 2 x Cockpit compass
- Schatz Royal Harrier ship's clock
- Schatz compensated precision barometer

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SAFETY

- 2 x manual bilge pumps
- 6 x manual Fire extinguishers

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REFIT 2004 / 2005

- During 2004 and 2005 TINTOO underwent a major refit for which the main works were:
- Hull below waterline overhauled and all screws checked
 - Hull (above waterline) totally treated to wood and repainted
 - Floors removed refitted and repainted
 - Bilge overhauled and repainted
 - Rudder overhauled
 - New Max-Prop 3 bladed propeller installed
 - New engine Volvo Penta D2 -75
 - Deck repainted
 - New cockpit teak and repainted
 - Mast overhauled and repainted
 - New standing rigging and turnbuckles
 - Deck superstructure repainted
 - New electronics installed

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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GALLERY























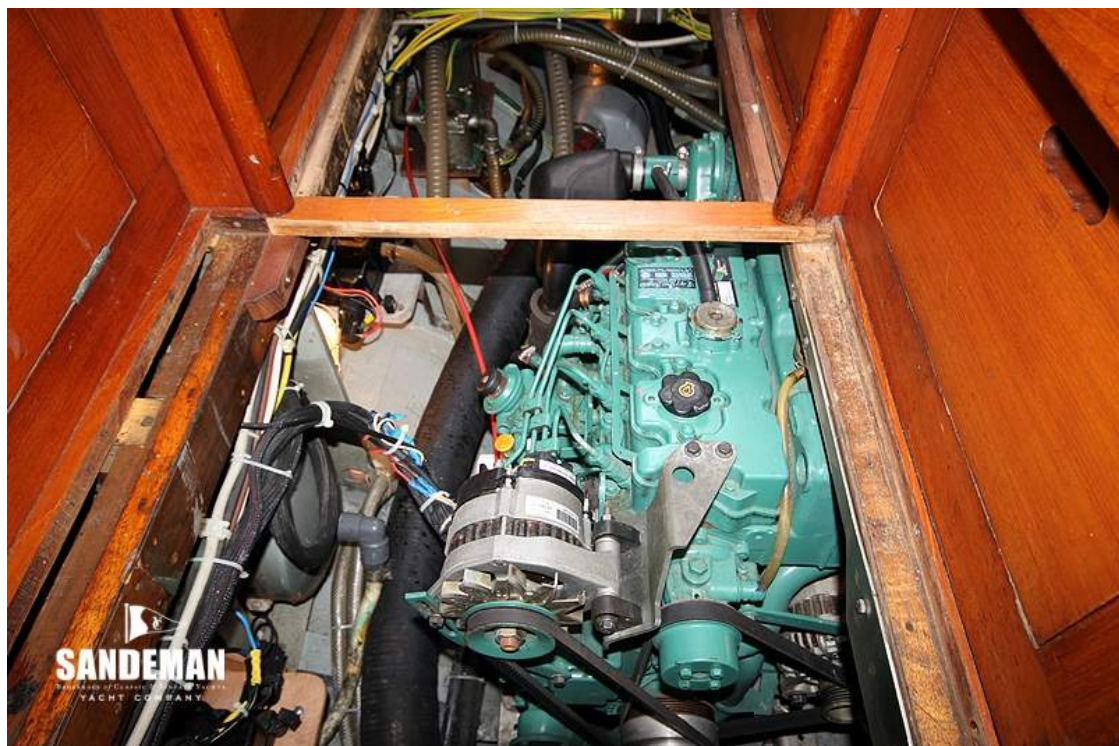


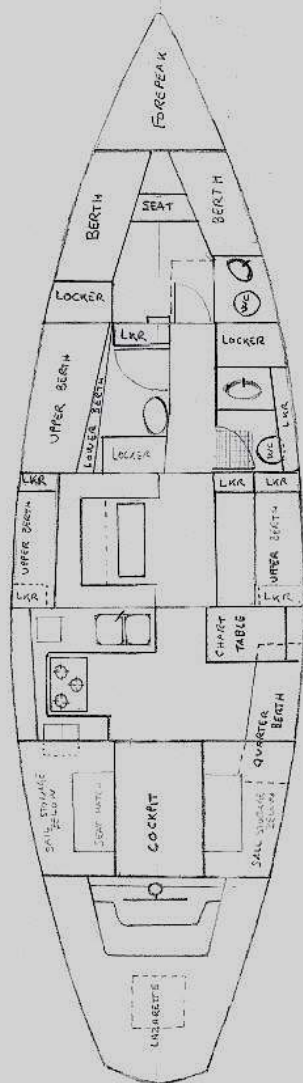




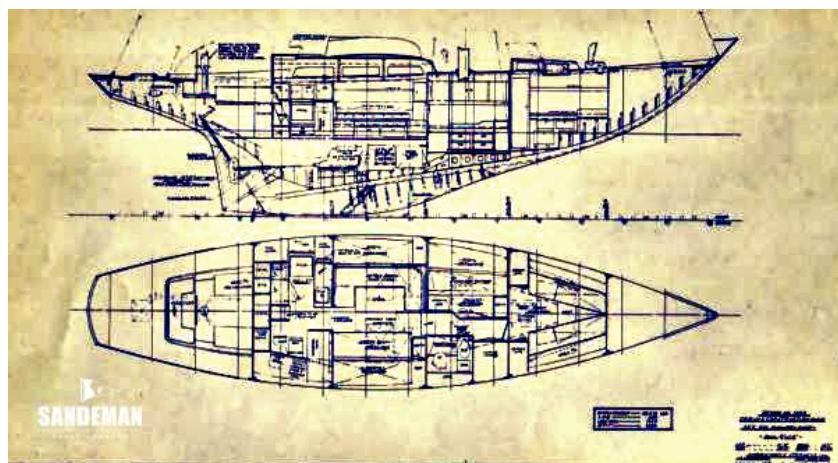









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