



ZWERVER

57' Sparkman & Stephens Cutter

- Year: 1956
- **Current Price: EUR 950,000**
- Located in Holland (Netherlands)
- Hull Material: Wood
- Engine/Fuel Type: Single Diesel
- YW# 1877-1197274

Photo Gallery

[Finance It](#)

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Additional Specs, Equipment and Information:

Builder/Designer

Builder: De Vlijt, Holland

Designer: Sparkman and Stephens

Dimensions

LOA: 56'-9-1/4"

LWL: 39'0"

Beam: 11'-9-1/4"

Displacement: 42,555 lbs

Draft: 8'-1/8"

Ballast: 18,600 lbs

Engines

Engine(s): Yanmar

Engine(s) HP: 75 @ 3600 rpm

Engine Model: Turbo Diesel 2000

Cruising Speed: 6 knots

Max Speed: 8 knots

Tankage

Fuel: 100gals Carbon Fiber tank

Water: 40 gals SS

Holding: 30gals Black 20 gals Gray



Photo 2



Deck looking forward



Aft Starboard



Rigging



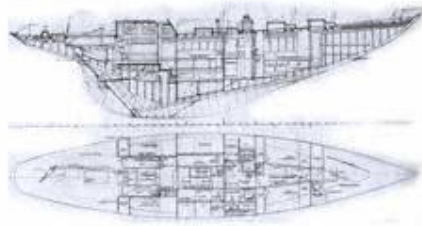
Dorade Vent



Interior



Interior



Layout Drawings



Sailplan

Restoration
A Complete Restoration was done in 2000.

Deck and Hull

Hull Material: Wood
Planking: African mahogany – has been splined and covered in FRP using SP Epoxy
Frames: Galvanized steel angles
Stem, Keelson, Horn Timber: White Oak
Hull and Deck Strapping: Galvanized steel
Fasteners: Silicon Bronze
Hull Configuration: Full keel/attached rudder
Steering: Tiller
Hull Color: White

Sails and Rigging

Most Sails racing

- Main Sail Dacron
- Storm Triesail Dacron
- Staysail Dacron
- Storm Staysail Dacron
- Spinnaker Staysail
- Genoa #1 light
- Genoa #1 medium
- Genoa #1 heavy - Dacron
- Genoa #2
- Genoa #3
- Jib topsail - Yankee #1 Dacron
- Jib Topsail - Yankee #2 Dacron
- Jib Topsail - Yankee #3 Dacron
- Spinnaker .5
- Spinnaker .8-1.0
- Spinnaker 1.5
- gennaker

Remarks

ZWERVER II was originally designed for a Dutchman who already owned a large pre-war S&S designed yacht, but he wanted a new and swift cutter that he and his son could race.

The boat was built at the de Vliet yard of Westeinder, Holland. The vessel was built out of African Mahogany, carvel planked on galvanized steel frames. Fastenings are of Silicon Bronze. The keel is White Oak. Deck beams are teak frames and teak deck.

Immediately after her launching in 1956, **ZWERVER II** began demonstrating her winning ways. She has very fine ends and a deep keel, a style that was encouraged by the RORC measurement regulations.

The cutter rig, with huge genoa or masthead jib topsail overlapping the forestaysail, gives **ZWERVER II** tremendous power. Although the tiller marks her as a boat for a serious helmsman, the low doghouse and the accommodations layout below demonstrate that she is also a boat for pleasure and family cruising.

After a long and impressive sailing career of more than 40 years, the current owner, who is also Dutch, found **ZWERVER II** in Turkey, where she was being used as a charter vessel and was in need of immediate care. The boat was in a good overall condition, but needed a thorough overhaul with certain renovations. Since she was still unconditionally seaworthy, the new owner and his party sailed the boat themselves back to Amsterdam where she was hauled and prepared for a major refit.

The refit brief called for the following : "The boat has to be restored as she was meant to be, using modern materials, instruments, machinery and rigging where possible without ruining the 'genuine classic' concept. The boat shall be used for both racing and some cruising, with an emphasis on medium and long distance races (Fastnet, Bermuda Race, etc.) and shall cross regularly. I am not interested in a 'gold plated' boat, especially as she was never designed and meant to be such a boat."

The S&S yacht design office in New York maintains all the original drawings, technical files and specifications for **ZWERVER II**, as is the case for all of its 2700 designs it has produced in it's 75 year rich and varied history. S&S was retained to oversee the restoration and provide engineering services as in the case of the new aluminum spar package.

The boat was completely stripped to bare hull and frames. The frames and inside of planking was blast cleaned and the frames were painted.

The original deck was removed. All deckbeams were replaced or repaired where necessary. The hull to deck joint together with the sheer clamp were restudied by S&S and strengthened. Chainplates were checked and suitably reinforced where required. **ZWERVER II** has now a new teak laid deck. The doghouse, skylights and cockpit coamings have been replaced by reproductions in accordance to the original plans.

ZWERVER II's auxiliary engine, situated under the doghouse sole, is replaced by a modern, low profile diesel engine. The whole drivetrain, stuffing box and the propeller are new. The repowering of the vessel was a challenge in this respect that all the new equipment had to fit in the same accommodation space. The propeller aperture was

increased to accept the appropriately sized feathering propeller.

All other onboard systems (fresh water, plumbing, wiring, heating, electrical, communication, navigation, etc.) are new, but with respect to the classic styling of the boat.

Over the years, the interior arrangement of **ZWERVER II** was altered several times. The new owner wanted to go back to the original S&S designed interior arrangement, with some minor practical modifications. The vessel has a new-varnished mahogany interior. Head and galley will have, as originally, a cream paint finish.

A new aluminum spar package was designed and built by Hall Spars. An aluminum and carbon spinnaker pole are included. Sails are by Doyle and include racing D4 main, Yankee, racing genoas 1, 2, 3, heavy and light air spinnakers, working and racing staysail, Code Alpha, storm trysail and storm jib.

On deck, all winches are bronze, self-tailing. The design team at S&S have worked hard to achieve a modern deck layout while retaining a traditional look.

Jachthavenbedrijf BOUWMEESTER of Amsterdam performed the restoration and maintains the boat wherever she may be.

ZWERVER won the first race she ever entered, the Holland Harwich Race. She won the Britania Cup in 1958, the North Sea Race in 1960. She won the 1961 Fastnet Race. She was 3rd in the 1965 Admirals Cup. After her complete restoration she competed in the 2001 and 2003 Fastnet. **ZWERVER** raced the Channel Race in 2001 as well as the America's Cup Jubilee. **ZWERVER** won class B in Antigua Classics Regatta in 2003 and was also the overall winner of the Regatta. What a wonderful honor for such a historical yacht. **ZWERVER** competed in the 2003 Daimler Chrysler North Atlantic Challenge.

ZWERVER is the feature boat at the 2004 Amsterdam Boat Show. She was completely refinished inside and out for this event. **ZWERVER** has never looked better.