ROBERT CLARK 39 FT MYSTERY CLASS CUTTER 1939 - PROJECT - SOLD



Specification

ASTROPHEL

ROBERT CLARK 39 FT MYSTERY CLASS CUTTER 1939 - PROJECT

Designer	Robert Clark	Length waterline	26 ft 3 in / 8 m	Engine	Lombadini LDW 1003 30hp Diesel
Builder	Sussex Yacht Works, Shoreham	Beam	8 ft 8 in / 2.64 m	Location	United Kingdom
Date	1939	Draft	5 ft 6 in / 1.68 m	Price	Sold
Length overall	39 ft 0 in / 11.89 m	Displacement	6.45 Tonnes		
Length deck	39 ft 0 in / 11.89 m	Construction	Carvel pitch pine & mahogany on oak & elm		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

It may be typical of the very best yacht designers that some of their most revered work is among their earliest, from before they were widely known. It's for sure the case with Olin Stephens and DORADE, and arguably the same with Robert Clark and his Mystery design, which some consider set him on his career path. Clark was untrained, and not yet in practice for himself when, working intuitively and convalescing from a serious illness, he created this beautifully simple, fast, good-looking and quintessentially English design that has become sought after. The masthead cutter-rigged Mystery Class ASTROPHEL is one of the most authentic pre-war English yachts we've seen.

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Specification

PROJECT

ASTROPHEL has reached the stage in her life where she's a project, but very few owners and an exceptional length of time in present ownership have ensured that she is an outstandingly original 1930s yacht offering a unique opportunity for very authentic restoration because everything is there. The restoration element should mainly be structural.

Specification

HISTORY

Commissioned by Itchenor Sailing Club member Maxwell F.A. Keen, ASTROPHEL was built, like all twelve Mystery Class yachts, by Sussex Yacht Works, Shoreham-by-Sea; an innovative yard that built many Clark designs, including the well-known pre-war ocean racers JOHN DORY and ERIVALE, both launched the year before. That ASTROPHEL has subsequently had very few owners is the key to her authenticity, and perhaps confirmation that designer and builder got her right first time with no need for further tinkering. She enjoyed a particularly happy time in the 1950s, cruising Ireland in the hands of the country's then UK Ambassador Gurth Kimber, from whom the present owner purchased her in 1964.

Specification

CONSTRUCTION

- Pitch pine underbody and mahogany topsides planking on oak and elm frame
- Pine deck and house roof, cascover or fibreglass sheathed
- Teak house sides, coamings and toerail
- Iron floors
- Steel ring frames fore and aft of mast partners
- Lead keel

Specification

DECK LAYOUT AND EQUIPMENT

From aft

- Teak toerail flush to topsides with no capping, fashioned to attractive taffrail
- 2x Bronze fairleads and ensign staff socket on bronze plate on taffrail
- 2x Mooring cleats on aft deck
- Stainless steel mainsheet horse
- Bronze mushroom vent
- Simpson Lawrence running backstay levers
- Galvanised "gas pipe" tiller with turned teak end; bronze rudder stock cap
- Raised teak cockpit coaming
- Morse engine control
- 4x Teak headsail cleats
- 2x Original bronze headsail winches with original handles
- 3x cockpit lockers under side decks – 1 as lazarette
- 2x Original bronze winches on coach house sides, 1 each side, with original handles
- Stainless steel headsail track outboard close to toe rail P & S
- Bronze inner headsail track P & S

Coach house

- Teak sliding companionway hatch
- Teak butterfly hatch
- Teak handrail P & S entire length
- Varnished teak ventilation boxes P & S with bronze nav lights
- Stainless steel staysail sheet horse forward of mast partners
- Teak fore and aft sliding forehatch
- 4x circular bronze framed ports each side

Foredeck

- Teak cleat
- 2x Deck prisms
- 2x Teak mooring cleats either side of Sampson post
- Bronze hawse pipe
- Bow rollers port and starboard of stemhead

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

Access via companionway aft of coach house, over short bridge deck

- Down one step onto engine box; further step to cabin sole
- Galley to port
- Two-burner gimballed hob
- Stainless steel sink with hand pump
- Stowage aft to port under side deck

Saloon

- Cushioned settee berths port and starboard
- Slated settee base and stowage under accessed from side
- Upholstered settee backrests, stowage behind
- To port above seat back, lockers

- 2x Bulkhead lights
- Quarter berth to starboard; battery under
- Lombardini marine engine instrumentation
- Auto bilge pump switch
- Ship's isolator panel
- Echopilot repeater

Moving forward
- Full height hanging locker to starboard
- To starboard above seat backs, shelf
- Full length grab rail at house sides

Moving forward
- To port, wc compartment with Jabsco-Par manual toilet
- To Starboard, sideboard with fiddles, lockers under and shelf outboard

Forepeak
- To starboard, two large lockers

Specification

RIG, SPARS AND SAILS

- Masthead cutter twin spreader rig setting yankee and staysail
- Assumed original spruce mast, boom and spinnaker boom
- Main, staysail, light weather and heavy weather yankee jibs, all by Ratsey & Lapthorn

Specification

MECHANICAL ELECTRICAL AND TANKAGE

- Lombadini LDW 1003 30hp marine diesel, very low hours
- Engine starting and service battery
- Water and Diesel tanks

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Portable chart table at quarter berth
- Traditional navigation P & S light at coachhouse
- EchoPilot depth sounder

Specification

SAFETY

-Stainless steel stanchions, lifelines and pulpit
- Fire blanket in galley
- Auto and manual bilge pumps

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.

Specification

GALLERY




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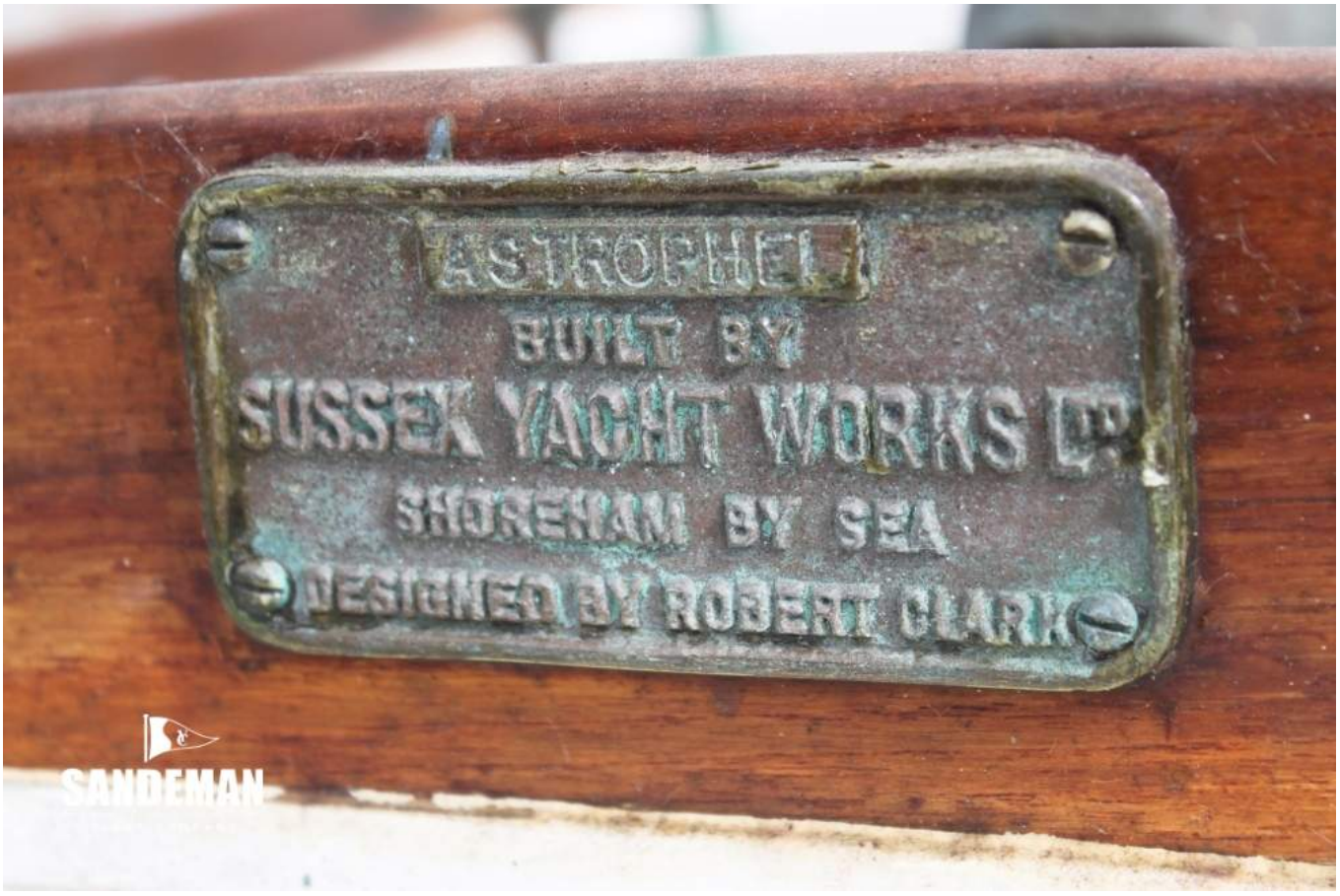

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SHIPSON LAWRENCE
SANDEMAN
YACHT COMPANY


ASTROPHEL
BUILT BY
SUSSEX YACHT WORKS LTD
SHOREHAM BY SEA
DESIGNED BY ROBERT CLARK
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ASTROPHEL GOES EAST

CRUISING IN HOLLAND

By Joan Kimber



Astrophel, a 10-ton Mystery class built in 1939

OUR destination was Holland. After struggling in 1961 to make the Brittany coast, and spending most of the time storm bound in Cherbourg or the Channel Islands, with only one meal at Lézardrieux, we hoped that the inland waters of Holland would provide a more relaxed if less heroic cruise for 1962. Our main equipment consisted of a Blue Guide to Holland, a pocket dictionary, a new set of Dutch charts (not Admiralty) and a powerful foghorn. On arrival in Holland we added a timetable giving the times of opening of the main railway bridges. The only other essential is a reliable engine, preferably with reverse gear.

From Burnham-on-Crouch to Ijmuiden is 147 miles. With a raw crew (our two daughters, Margaret and Jane aged fourteen and sixteen, and a school friend, all somewhat jaded from end of term excitement) we decided to make for Harwich before embarking on the North Sea passage. At about 1030 we dropped the mooring and took the ebb down the Crouch with a light southerly wind. By teatime the Sunk Light Vessel was close abeam, and a conference was held. The wind was southerly Force 3 and the sea slight, morale was high, stomachs good and the weather forecast reassuring; so, we set course for Ijmuiden. As we could not arrive in time to pick up the shore lights before dawn, we kept slightly to windward of our proper course, and picked up the Tritton Platform at 0830 next morning. By 1230 we were made fast in Ijmuiden waiting to lock into the North Sea Canal, and were in Amsterdam for dinner.

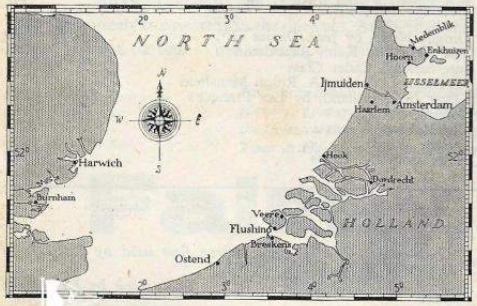
This was the first night passage the girls had made, a long-held ambition, and conditions could not have been more perfect. *Astrophel* is a Robert Clark Mystery class 10-ton bermudan cutter, 39.0ft L.O.A., 26.2ft L.W.L., 8.7ft beam, built by Sussex Yacht Works, Ltd., at Shoreham in 1939. With the No. I yankee set she was clocking off a regular six knots on the log, though we dropped the big yankee while I cooked the dinner, and later changed down to a smaller one for the night. My husband and I took three-hour watches, with the girls doing two on and four off, though, in fact, there was little to do, except keep an eye on the steamers, admire the phosphorescence and brew hot drinks.

The yacht basin in Amsterdam, right beside the main railway station, is neither peaceful nor particularly comfortable, but it is very convenient. Amsterdam was practically untouched by the bombing, and there is, of course, an enormous amount to see, but we only wandered along the canals, admiring the old houses and squares, and made a rapid visit to the magnificent, if somewhat exhausting, Rijksmuseum.

We spent the next five days gently exploring the Ijsselmeer. As the absence of crowds, both on shore and afloat, is one of the big attractions of the Ijsselmeer (the old Zuider Zee) perhaps it is unwise to advertise it too much; on the other hand, a great part of it is scheduled for reclamation, and it seems a pity that more British yachts do not cruise there while there is still a large stretch of water. We only saw about three British yachts north of Amsterdam.

The island of Urk has already been joined to the mainland, much to the indignation of the "islanders." We put in to find the whole harbour full of fishing boats, but only one other yacht, a Dutchman, who was just leaving. He advised us against staying the night as "the natives are not very friendly." We ignored his advice with no untoward results, but, when the Saturday evening strollers wandered along the quay in national costume we were careful only to photograph their back view. Hoorn, Enkhuizen and Medemblik were the only other towns on the Ijsselmeer that we had time to visit, and they all provide excellent yacht moorings and are full of history and atmosphere. In the 17th century they were the centre of Holland's flourishing trade with the East, but, with the silting up of the Zuider Zee, they declined into quiet, unspoilt backwaters. The old warehouses are still in use, their wooden shutters opening to show racks and racks of drying cheeses, yellow Gouda and red Edam. Memories of greater days are preserved in small, friendly and well-arranged museums, and visiting yachtsmen are welcomed by a call from the baker before breakfast.

Shopping was never a problem in Hol-



Fair winds gave a fast passage from Burnham to Ijmuiden

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