DAVID CHEVERTON 37 FT SLOOP 1962/2015

Specification

MISTY

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Designer	David Cheverton	Length waterline	24 ft 11 in / 7.6 m	Engine	Vetus M4.15 33 hp diesel
Builder	Clare Lallow, Cowes	Beam	10 ft 2 in / 3.1 m	Location	United Kingdom
Date	1962	Draft	6 ft 0 in / 1.82 m	Price	GBP 275,000
Length overall	37 ft 9 in / 11.5 m	Displacement	8.1 Tonnes		
Length deck	37 ft 9 in / 11.5 m	Construction	Splined mahogany planking on oak frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

In the Classic Boat Magazine article about MISTY, Nic Compton writes that Cheverton, the boat's designer, was torn between two eras; that MISTY has the increased beam of the later Dick Carter and Olin Stephens designs but not a total departure along this route. In our view this has meant her elegant sheer and overhangs reflect the beauty and charm of an earlier period in yacht design that was unaffected by the rating rules to come! MISTY is a potential IRC class winner – her long overhangs and heavy displacement ensuring a favourable rating. The thorough rebuild and clever treatment in making her simple, beautiful and easy to sail make this boat an extremely interesting prospect. Sometimes owners want to move on and having made this decision they will now consider all realistic offers.

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RESTORATION / REFIT

Restoration by A&R Way, Argyll, 2012-15 - referenced by "Classic Boat" Jan 2015

Some key features of this include:

- Six sections of planking replaced around chain plates; otherwise original hull largely retained
- Upper strake and toe rail capping replaced
- Transom replaced
- Under deck beams and carlins substantially rebuilt and some 50 % replaced
- New deck with 2 layers of ⅜in/9mm and ¼in/6mm ply and ⅝in/15mm teak planking
- New stainless steel chainplates bolted to planking and frame, and locked around beam shelf
- Steering gear reconfigured with quadrant to new s/s rudder stock wired to tiller in aft deck
- Original rudder dismantled and rebuilt in laminated form
- New mast 8 ft higher than original and new fractional rig fitted
- Original Ratsey interior replaced by A&R Way more in line with original Cheverton design
- New Vetus engine settled on original bed with new shaft and ancillaries

More information on the works and yacht's condition is provided in a survey of Sep 2014

Specification

HISTORY

David Cheverton designed MISTY for Franklin Ratsey-Woodroffe of Cowes sail makers Ratsey and Lapthorn in 1962 following the success some years earlier of the designer's 35ft DANEGELD. The aim was to scale up, taking advantage of rating opportunities, offering more spacious accommodation and stouter scantlings for offshore work. The sailmaker's previous yacht had been the beautiful William Fife canoe-stern 51ft/15.5m sloop EVENLODE, so it was perhaps inevitable that in MISTY he would desire a combination of elegance, strength and speed.

MISTY took part in early 60s editions of the Fastnet Race, and in the same period was a top performer in the Round the Island (Wight) Race, finishing 4th (3rd in class) in 1962 and 2nd (3rd in class) in 1965. She has also proved herself a fast and comfortable cruising yacht.

By 1970 she had moved to Dublin, later to Northern Ireland, then to Dundee, Scotland, ending up at Tayport Marina in a state of neglect and found by her current owner and restorer. Given his own racing background, the owner was keen to take her back to the racing mode for which she had been designed.

MISTY has enjoyed a substantial restoration at the hands of A&R Way Boatbuilding, Argyll, Scotland; not only geographically convenient but notably experienced in classic yacht restoration. One of those was the Fife 8 Metre TRUANT and while in her case the brief was to remain as faithful as possible to the original, for MISTY they were to create virtually a new boat – but in the spirit of the old.

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CONSTRUCTION

- Splined mahogany planking on steam bent oak frames
- Hardwood timber and some bronze strap floors
- 16 mm teak deck planking over a 2 layer ply sub deck
- Teak cockpit

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

From cockpit; bridge forward and sliding hatch in coach roof

- Wide safe companionway steps down
- Joinery in teak faced marine ply
- Bulkhead facing aft with engine instrumentation, heating and bilge pump controls
- White painted deck head contrasting with varnished deck beams
- Teak and holly cabin sole
- Galley to port
- Stainless steel sink and fresh water pump tap
- Lockers outboard and under draining board
- Dometic 3 burner hob and oven
- Half bulkhead fwd
- Saloon with 4 x deck head lights and 6 small spotlights
- Lockers for stowage above and outboard each side
- Access forward offset to stbd
- And doorway to port
- Head compartment with manual WC, stainless steel sink and foot pump
- Open hanging locker to stbd and stowage locker
- Doorway access to fore cabin with deck head light
- Large 2 x single Vee berth
- Hatch in deckhead (fore end of trunk cabin)
- Anchor locker in fore peak

Coming aft through the saloon

- Chart table aft side of half bulkhead to the left on stbd
- Desk top makes infill for a full size quarter berth running aft

- 2 x Single settee berths with trotter boxes; one each side forward
- Original solid teak drop leaf table on centreline neatly modified to ease access to engine below

Specification

RIG, SPARS AND SAILS

- Masthead sloop rig
- Selden alloy mast and boom by All Spars new September 2014
- LED downlights on spreaders
- Steel wire standing rigging
- Dyneema running rigging
- Sails all new September 2014 by Sanders Sails, Lymington
- Mainsail Vectron 3 reefs: 32.70 sq m
- No 2 Genoa Vectron: 30.10 sq m
- No 3 Genoa Vectron: 25.20 sq m
- Running 0.9oz spinnaker 94.65 sq m
- Reaching 1.5oz spinnaker 83.00 sq metres
- Full set of winter covers new December 2014

Specification

DECK LAYOUT EQUIPMENT AND GROUND TACKLE

From aft
- Stainless steel pushpit, stanchions and guard wires to the bow
- High varnished teak toe rail
- 2 x Panama eye fairleads for mooring lines
- Bronze mushroom vent
- Selden adjustable main sheet traveller
- Tiller steering
- Very large deep self draining cockpit
- 2 x Lewmar 42 main sheet winches aft end of cockpit coaming
- Wide cockpit seats; 3 opening to large stowage lockers and gas bottle locker
- Morse single lever engine control
- Shore power socket
- Garmin steering compass
- Raymarine autohelm header
- 2 x Lewmar 46 ST primary genoa winches
- Very wide uncluttered side decks
- Bronze genoa tracks fitted to toe rail port and stbd
- Trunk cabin with varnished hand rails full length port and stbd
- Short jib tracks on each side deckhead Alloy mast
- 2 x Lewmar 30 halyard winches at mast base
- Spinnaker pole track on leading edge of mast
- Alloy spinnaker pole stowed on side deckhead
- Large raised varnished teak hatch at fore end of trunk cabin
- Large clear foredeck
- Teak and bronze mooring cleats each side
- 2 x Panama eye fairleads
- Anchor roller
- Stainless steel pulpit

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MECHANICAL ELECTRICAL AND TANKAGE

- Vetus M4.15 33 HP Diesel engine
- Darglow three bladed feathering propeller
- Electric starter
- 60 A Alternator
- Isolator panel
- Victron electrical system
- 2 x 12 V batteries
- 230 V AC shore supply with CB and RCD protection
- Victron 12 V 30 A battery charger
- Diesel warm air heating system
- 40 litre polyethylene fuel tank new 2014
- 40 litre polyethylene fresh water tank new 2014

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Raymarine speed, depth, wind
- Raymarine auto pilot
- Digital Yacht AIS
- Digital Yacht wi-fi enables all instruments to be viewed on iPad, iPhone, Laptop, etc
- Icom H323 VHF

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SAFETY

The boat is set up for ISAF Cat 1 and has all the mandatory safety equipment including:
- AIS
- Radar reflectors
- Flares
- Lifebelt on the pushpit

No life raft provided as hired appropriate to crew size when needed for long

- Anchors
- Manual and automatic bilge pumps

distance racing

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

SANDEMAN
YACHT COMPANY

GBR
SANDEMAN
YACHT COMPANY

MISTY
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