

## ROBERT CLARK 39 FT MYSTERY CLASS SLOOP 1938/2001



## Specification

## CERESTE

## ROBERT CLARK 39 FT MYSTERY CLASS SLOOP 1938/2001

Designer	Robert Clark	Length waterline	28 ft 6 in / 8.69 m	Engine	Yanmar YGM30 Diesel
Builder	Sussex Yacht Works, Shoreham	Beam	8 ft 6 in / 2.58 m	Location	United Kingdom
Date	1938	Draft	5 ft 9 in / 1.75 m	Price	GBP 145,000
Length overall	39 ft 8 in / 12.08 m	Displacement	7.138 Tonnes		
Length deck	39 ft 8 in / 12.08 m	Construction	Wood		

These details are provisional and may be amended

## Specification

## BROKER'S COMMENTS

CERESTE is such a perfect example of a state of the art late 1930s classic yacht that it's hard to believe the Mystery Class design was Robert Clark's first, having served no apprenticeship with an established design office, or any training in yacht construction. Twelve were built just before and after the Second

World War, with CERESTE one of the finest living examples following her extensive rebuild by Suffolk Yacht Harbour 1998-2001. In the ensuing years she's been more racer than cruiser, with an enviable prize haul: competitive under both IRC and CIM without compromise to her beautifully proportioned sail plan. Her enticing accommodation, very easily handled rig, and the reputation for all round competence Robert Clark's Mystery Class comes with, also guarantees that gentle or more ambitions cruising in CERESTE with family and friends will always give pleasure. With that added ingredient of the elegance afforded by a masterpiece.



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## RESTORATION / REFIT

SUFFOLK YACHT HARBOUR, Levington, Suffolk

2010

- New engine

2005-2006

- New teak laid deck on marine plywood

1998-2001

During the three-year restoration process, much of the original structure and joinery was salvaged and thus she remains very much as original. The extensive refit included a new teak deck, cockpit and coach roof and the installation of wheel steering.

- Replacement of all hull timbers
- New keel bolts
- New centreline fastenings
- New rudder
- New mast step
- New stainless steel floors, chainplates, and hanging knees
- Removal, refurbishment and replacement of original interior
- New coach roof and cockpit
- Original mast rebuilt and extended for fractional rig
- New boom and spinnaker pole (Collars)

### Specification

## HISTORY

Robert Clark and Sussex Yacht Works independently hit the ground running in 1936: Clark from complete obscurity but heavily endorsed by the powerful yachting press of the day; the yard from a greenfield site on the south bank of the River Adur, Shoreham-by-Sea, well funded by locally resident industrialist and yachting enthusiast Jack Rawlings - who would also become a significant client. By the outbreak of the Second World War, both businesses were seriously thriving household names in yachting with an astonishing level of output, especially of successful offshore racing yachts with names still famous today.

It was what became the Mystery Class that kick-started Clark's career: a scaled down version of a 30 ft/ 9.14 m length waterline 2nd prize winner in a Yachting Monthly design competition. Clark was untrained, not yet in practice for himself and convalescing from a serious illness when he used a combination of intuition and crammed reading to come up with something very special. He was particularly influenced by Turner's Metacentric Shelf theory for good balance and handling under sail, but clever enough to understand that this couldn't be the only driving force in achieving a good all round design.

The first boat launched to the design, MYSTERY II, was built by Moody of Swanwick Shore in 1936; then from 1937 until 1946 Sussex Yacht Works launched a further eleven boats as the 'Mystery Class' became quite the thing to have. They were possibly the first sailing yachts of this size to be built in series (with a break for a war) in the UK, but with no shirking in the use of the finest of materials: pitch pine and mahogany planking on a frame of oak, with teak coachroof sides, cockpit and coamings, and interior.

CERESTE was launched in 1938 as MELODY for Cap d'Antibes, France resident Alan Carlisle. It is quite probable that, except when being worked up at Shoreham, she barely sailed in UK waters until her return towards the end of the 20th Century. By the early 1950s ownership had transferred to Léon Metz of Brussels, and this may be when she was renamed BIRBA (her name when purchased by the present owners), but it is believed that she remained in the Mediterranean, in Metz's ownership at least into the 1960s.

Possibly from the 1970s David John Hunter cruised BIRBA in the eastern Mediterranean, eventually selling her in 1989 in Greece to Michael Walton, from whom the present owners purchased the boat at Milford Haven, Wales in 1998 as the restoration project detailed above. The work was undertaken by Suffolk Yacht Harbour at Levington which has remained her base for over 20 years.

Since re-launch in 2001 in time to sail to Cowes to witness the America's Cup Jubilee Regatta, CERESTE has gone from being perhaps the least known of the twelve Mystery Class yachts to the best known, with an enviable podium place racing record participating at classic regattas on the Solent, back home in Suffolk, and in the Mediterranean.

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### Specification

## REGATTAS FROM 2001

- British Classic Yacht Club Regatta: overall winner 2005, 2007, 2022
- British Classic Yacht Club Regatta: frequent class wins
- British Classic Yacht Club Regatta: several concourse de elegance wins
- Aldeburgh YC: Queenborough Bowl Fast Class, overall regatta winner

- Suffolk Yacht Harbour Classic Regatta: previous winner
- Mediterranean 2015: incl. Cannes Régates Royales & Les Voiles de Saint-Tropez

Specification

## CONSTRUCTION

- Carvel splined mahogany topsides planking
  - Pitch pine bottom planking
  - Oak frames
  - Copper fastened
  - Bronze keel bolts
  - Bronze centre line fastening
  - Stainless steel floors
  - Teak laid deck on marine plywood (2006)
  - Teak coach roof and cockpit
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Specification

## DECK LAYOUT, EQUIPMENT, AND GROUND TACKLE

### GENERAL

- Teak laid deck on marine plywood
- Varnished teak covering boards and raised, capped toerail
- Stainless steel stanchions, pulpit and pushpit

### FROM AFT

- Teak seat at pushpit
- Ensign socket
- Chromed mooring fairleads port and starboard
- Associated chromed and teak mooring cleats
- Raised teak lazarette hatch & gas locker
- Schaefer spinnaker blocks on toerail

### COCKPIT

- Varnished teak coaming
- Chromed sheet winches outboard on stainless steel plinths
- 2 x Chromed Lewmar 40 ST primaries
- 2 x Lewmar 30 ST secondaries
- Cleats at side decks port and starboard
- Deck as benches port and starboard
- Large diameter stainless steel leathered wheel
- Pedestal/ binnacle
- Shaefer mainsheet traveller
- Raymarine ST 60 depth & speed
- Tacktick wind
- Yanmar engine panel

- Shore power socket

### TRUNK

- Teak laid roof on marine plywood
- Teak uprights
- 4 x Bronze oval framed ports port and starboard
- Companionway with washboards and sliding hatch
- 2 x Chromed Lewmar 16 ST line winches
- 9 x Associated Spinlock line clutches
- Butterfly skylight
- Blocks port and starboard for spinnaker guys
- 7 x Shaefer line blocks at mast
- Shaefer vang tackle
- Raised forehatch forward
- Stainless steel mushroom vents port and starboard

### SIDE DECKS

- Running backstay tackles
- Stainless steel foresail tracks with cars port and starboard

### FOREDECK

- Chrome/ teak mooring cleat on centreline
- Chromed mooring fairleads port and starboard
- Harken headsail furler
- Bronze chain pipe
- 2 x Stemhead rollers

### GROUND TACKLE

- Delta anchor, warp and chain
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Specification

## ACCOMMODATION AND DOMESTIC EQUIPMENT

CERESTE's teak interior is mostly original; a fine testament to the skill of her Sussex Yacht Works carpenters.

- Accommodation for up to 5 including saloon settee berths
- Down 4 x steps over engine box to raw hardwood sole

### GALLEY TO PORT

- Taylors gas converted gimballed cooker
- 2 x burners and oven
- Stainless steel sink; mixer tap
- Plates, pots, utensils and victuals lockers
- Weaco fridge
- Waeco Coolmatic fridge
- Grabrail at carlin

### CHART TABLE TO STARBOARD

- Navigation and communications equipment
- Ship's electrical panel

- Danish style reading lamp
- 1 x Bolster cushions

### SALOON

- Settee berths port and starboard
- 4 x Bolster cushions
- Stowage under
- Lockers and bookshelves outboard
- Clock and barometer
- 4 x Danish style bulkhead lamps
- Long grabrails at carlins

### PASSAGE FORWARD

- Wonderful teak lockers and drawers to starboard

### WC COMPARTMENT TO PORT

- Jabsco manual toilet

- Grabrail at carlin

## QUARTER BERTH AFT TO STARBOARD

- Stainless inset steel sink in fashioned unit
- Lockers
- 1 x Bulkhead light

## FORECABIN

- Large double berth
- Hanging locker
- Forehatch in trunk deckhead
- 2 x Bulkhead lights
- Access forward to chain locker

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### Specification

## RIG, SAILS, AND CANVASWORK

### RIG

CERESTE's rig/ sail plan is to Robert Clark's original fractional alternative to the Mystery Class's standard masthead configuration.

- Spruce single spreader and diamonds mast
- Track for spinnaker pole
- Spruce boom (Collars 2001)
- Spruce spinnaker pole (Collars 2001)
- Stainless steel 1x19 standing rigging
- All halyards and lift in Spectra or Dynema
- Spinnaker sheets and guys in Spectra / Dynema
- Harken Mk III headsail furling system

### SAILS

One Sails - Parker & Kay

### Mainsail

- Spare mainsail (Quantum/ Parker/ One Sails)
- No. 1 Genoa, crosscut Dacron (2017)
- No. 3 Genoa, crosscut Dacron Superior w. 3 x battens (2015)
- S4 X-Cut Spinnaker, Nylon 0.9 oz (2015)
- S4 Radial Spinnaker, Nylon 0.9 oz (2012)
- A5 X-Cut Asymmetric Spinnaker, Nylon 1.5 oz (2015)
- A5 Radial Asymmetric Spinnaker, Nylon 1.5 oz (2012)
- Tri-Radial Spinnaker, Nylon

### Other sails

- 2 x Genoas

### CANVASWORK

- Mainsail cover
- Hatch cover
- Deck cover

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### Specification

## MECHANICAL, ELECTRICAL, AND TANKAGE

### MECHANICAL

- Yanmar YGM30 29 hp diesel (2010)
- Whitlock steering

### ELECTRICAL

- Merlin battery charger
- 4 x 110 Ah batteries with isolator
- Shore power socket and system

### TANKAGE

- Stainless steel fuel tank 70 L
- Stainless steel water tank 150 L
- Calorifier
- Hot and cold pressurised water system

### OTHER

- Webasto Airtop 3500 3.5 kW hot air heater

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### Specification

## NAVIGATION AND COMMUNICATIONS

### NAVIGATION

- Plastimo Olympic 115 steering compass on binnacle
- Raymarine Hybrid Touch chart plotter
- Raymarine ST60 speed and depth instruments

### AIS tracking

- Tacktick MN100-2 wind speed and direction instrument

### COMMUNICATIONS

- Icom IC-M323 VHF radio
- Pioneer Mosfet 45W Car Stereo

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### Specification

## SAFETY

- Horse shoe life belt
- Life jackets
- Fire extinguisher
- Fire blanket

- Lopolight mast head nav light
- Steaming nav lights
- Deck lights
- Emergency tiller



- Rule electric bilge pump with float switch

- Henderson manual bilge pump

Specification

HGV ROAD TRAILER

- Custom '5th Wheel' HGV kingpin trailer
- Aluminium storage boxes

- All necessary road transport equipment

Specification

STEERING

- The wheel steering system can

be replaced with a tiller

Specification

OTHER EQUIPMENT

- Fenders
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Dock lines

Specification

IMAGE CREDIT

Main image: Chris

Brown

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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Specification  
GALLERY















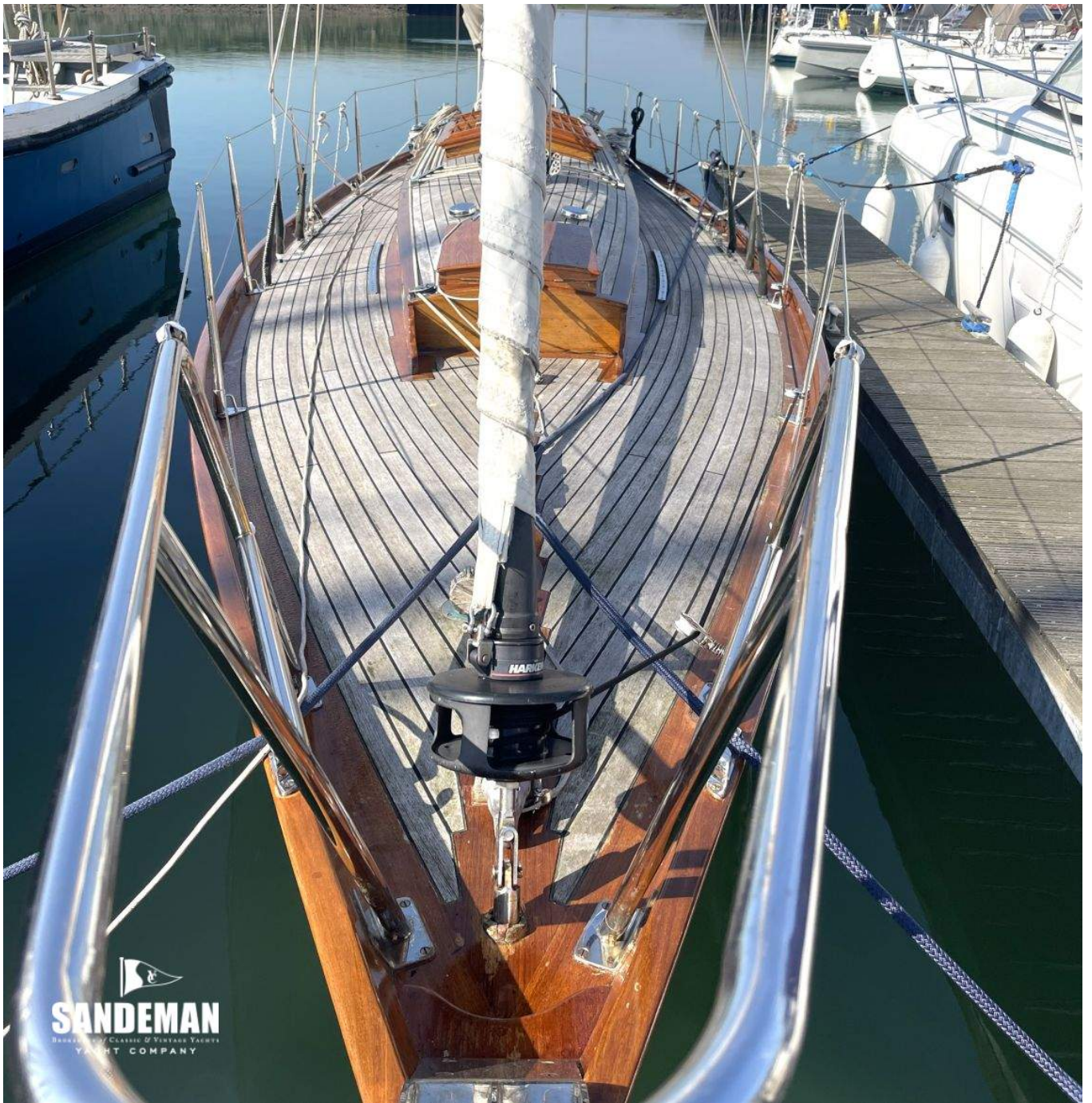






  
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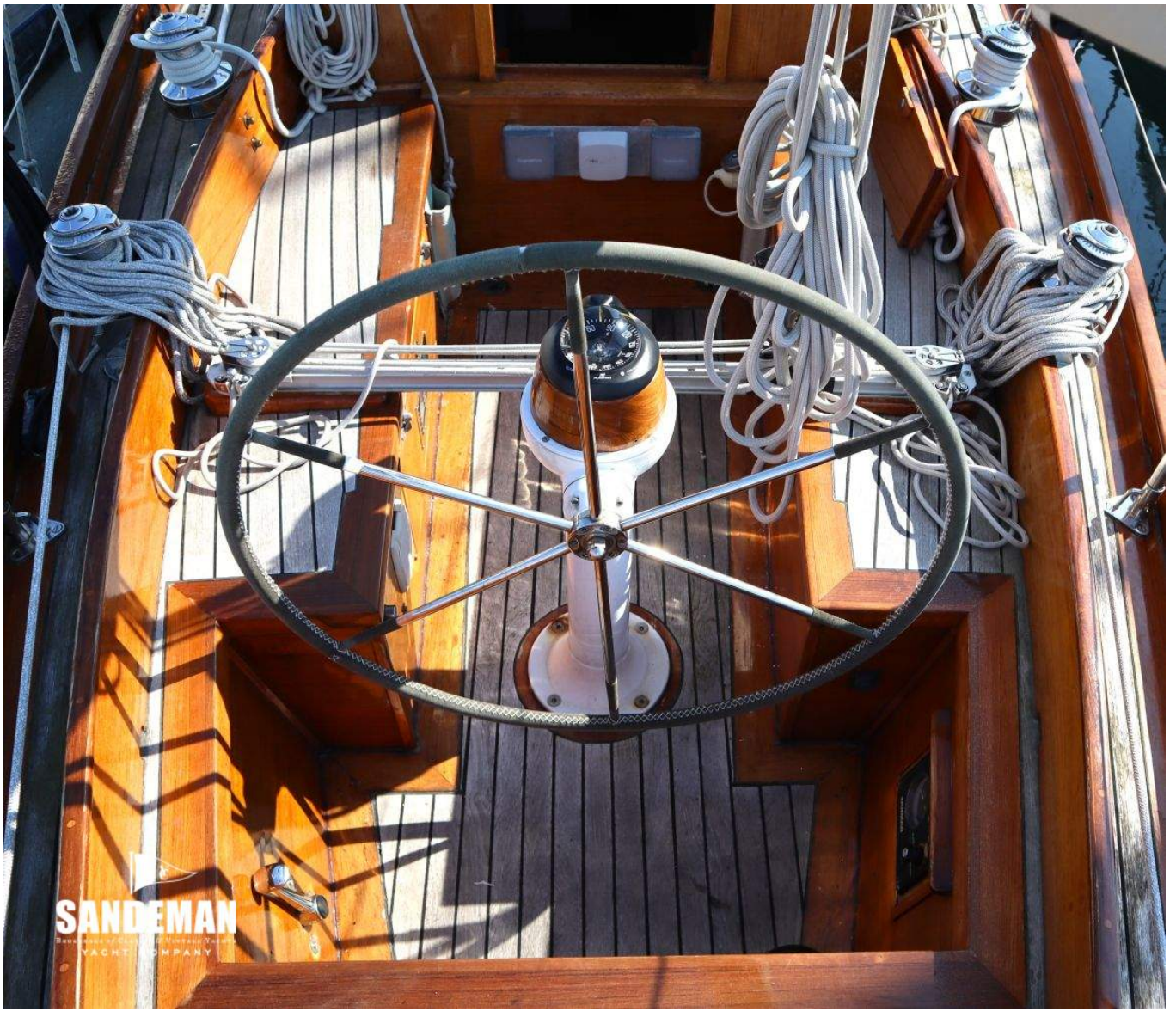






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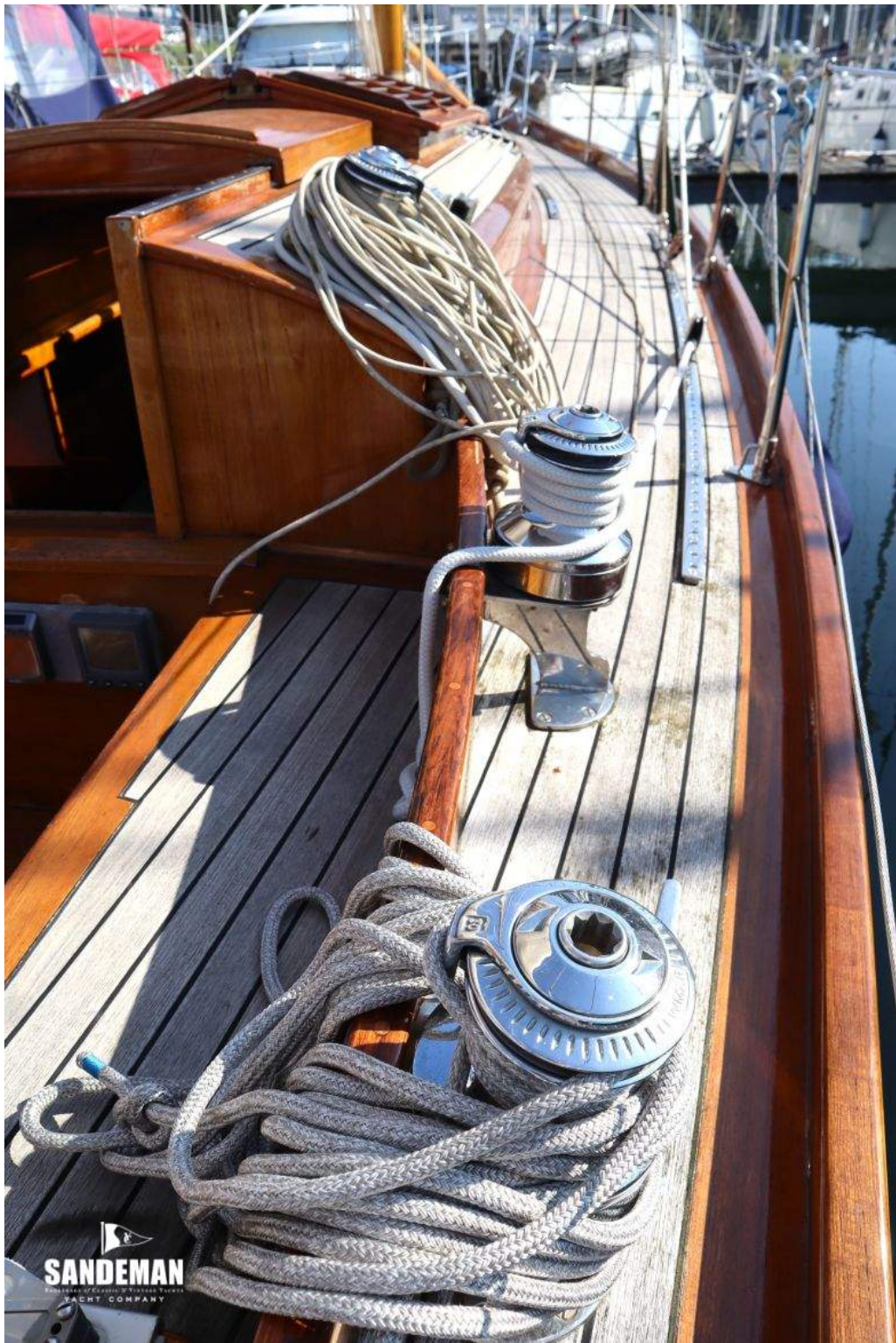


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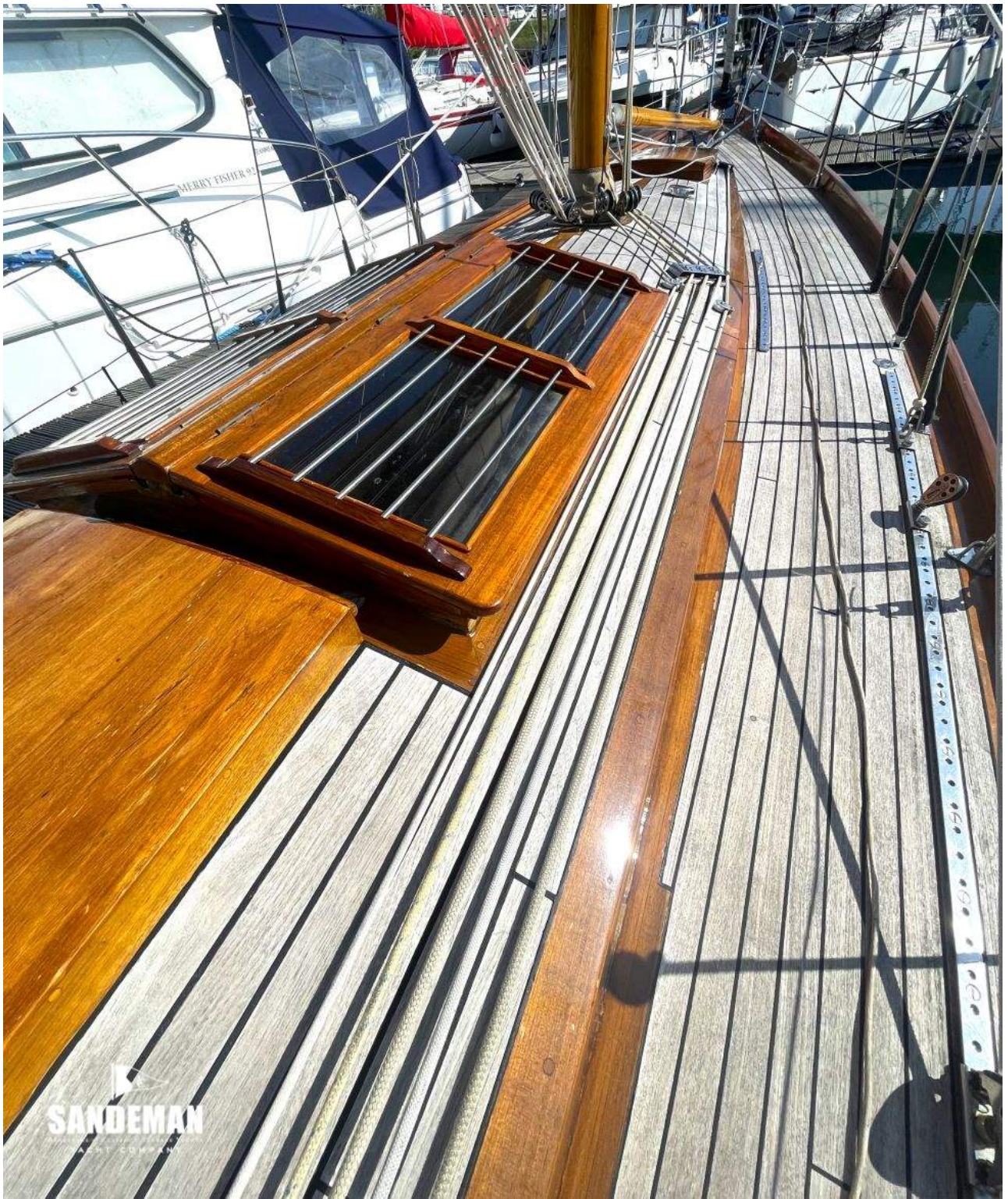
  
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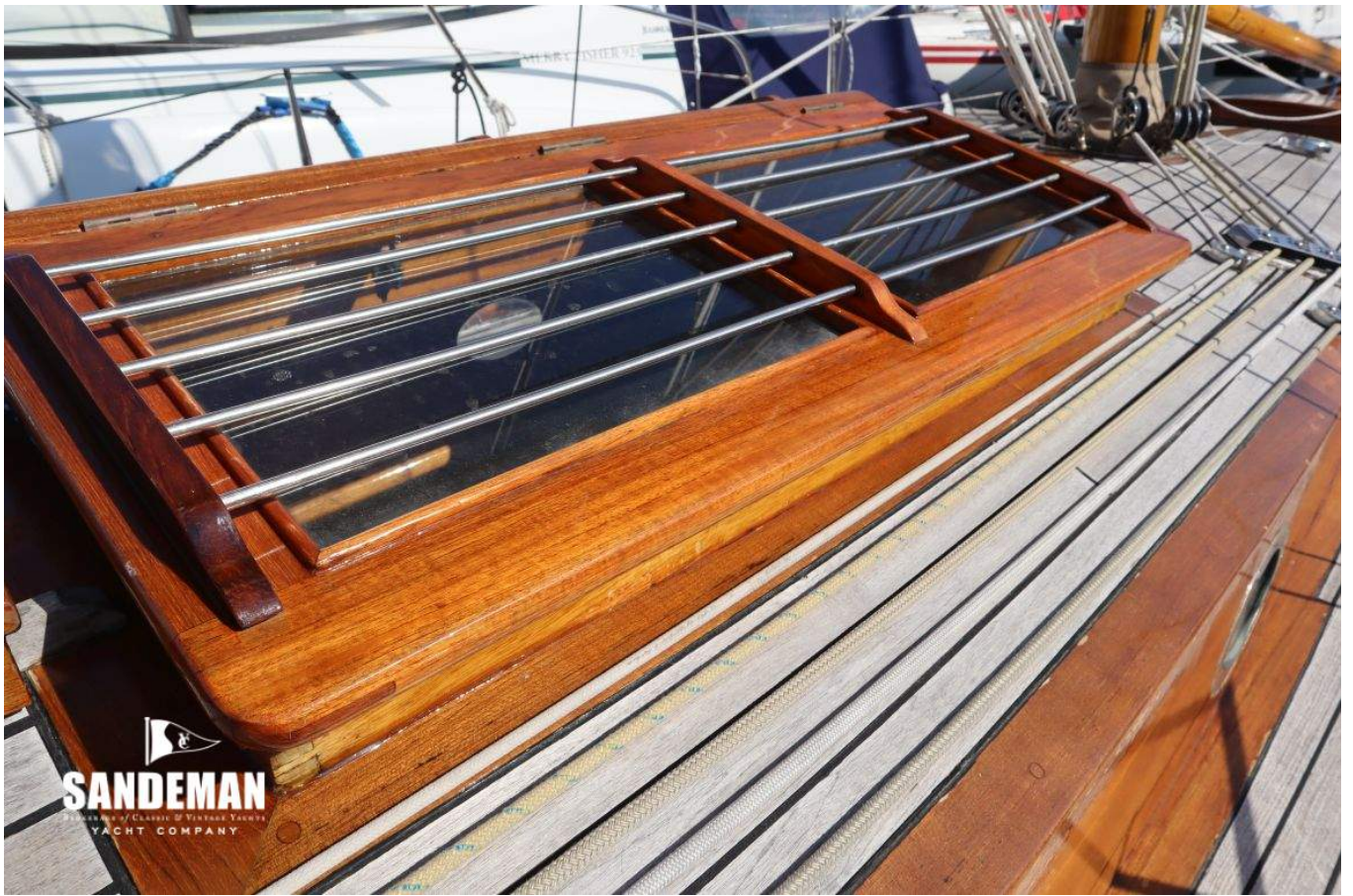
  
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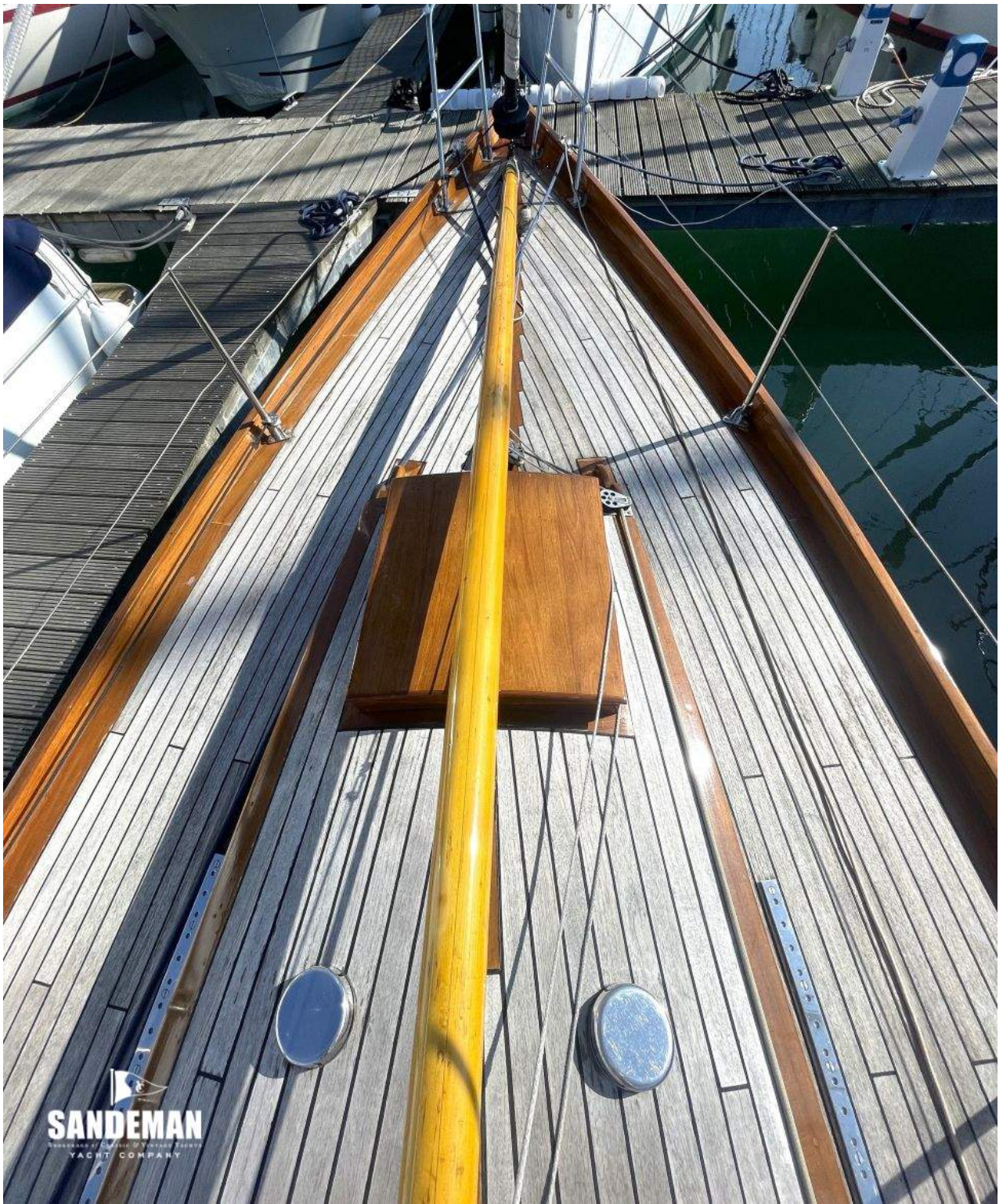
  
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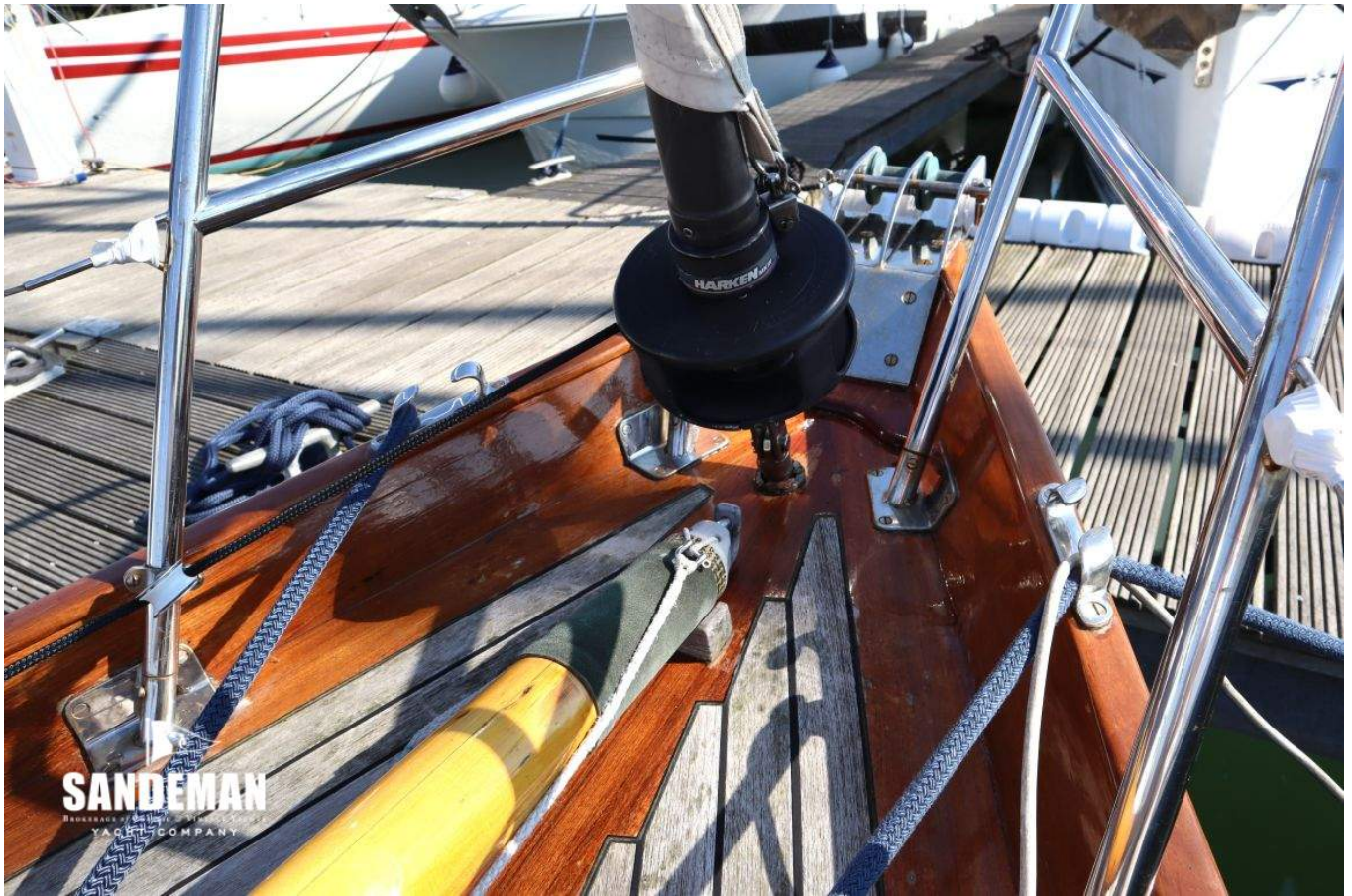
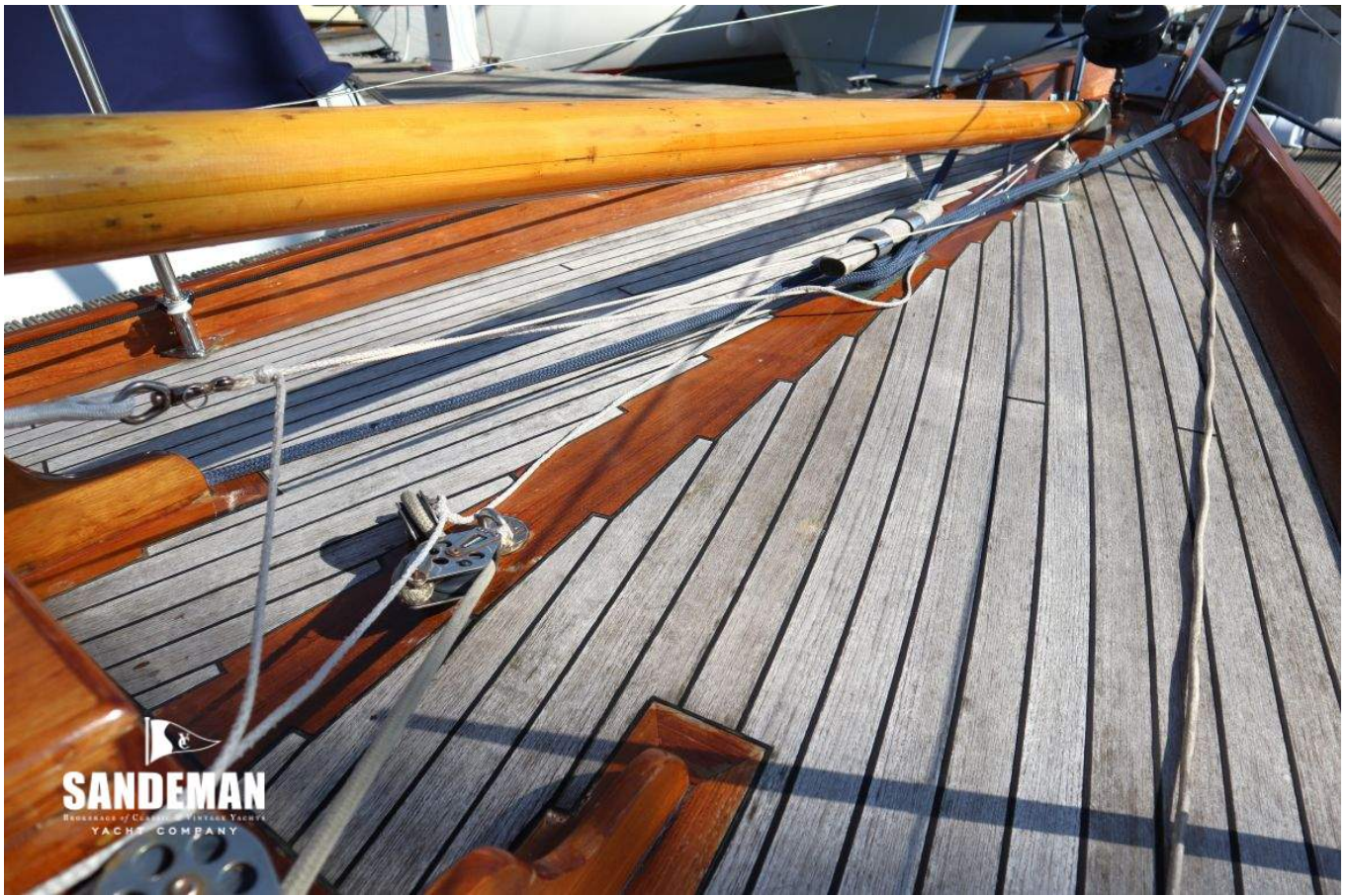
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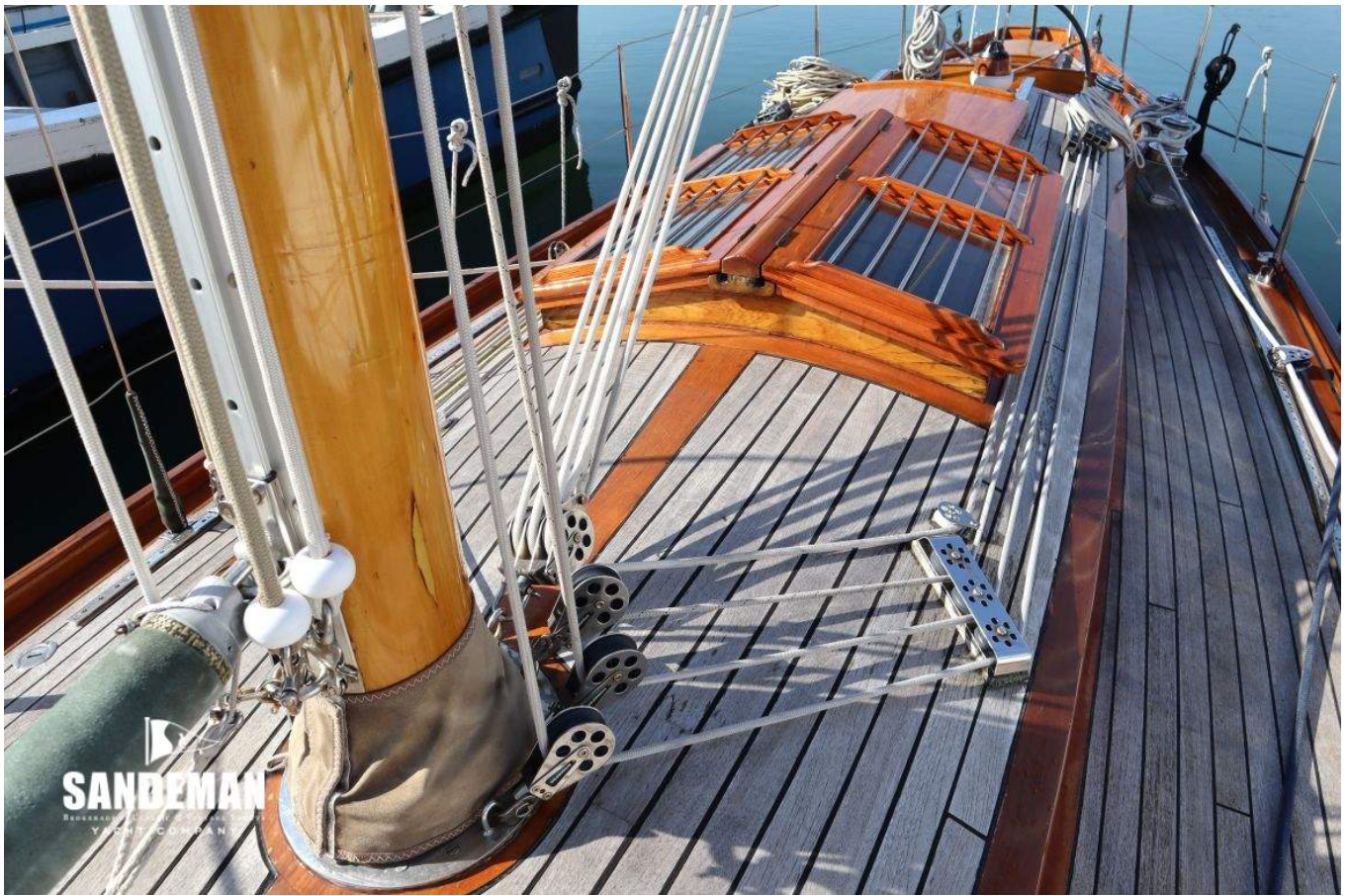
















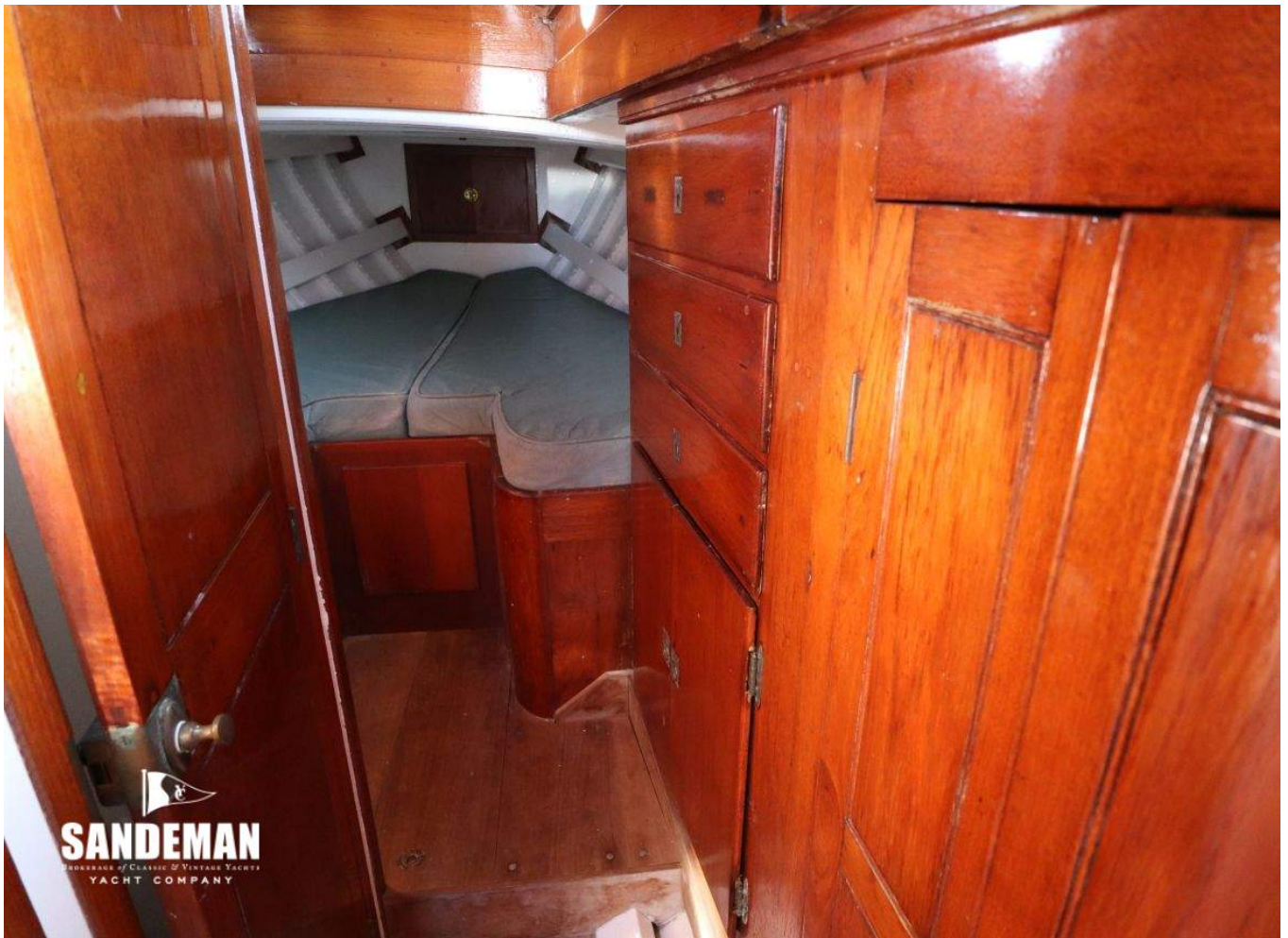
















  
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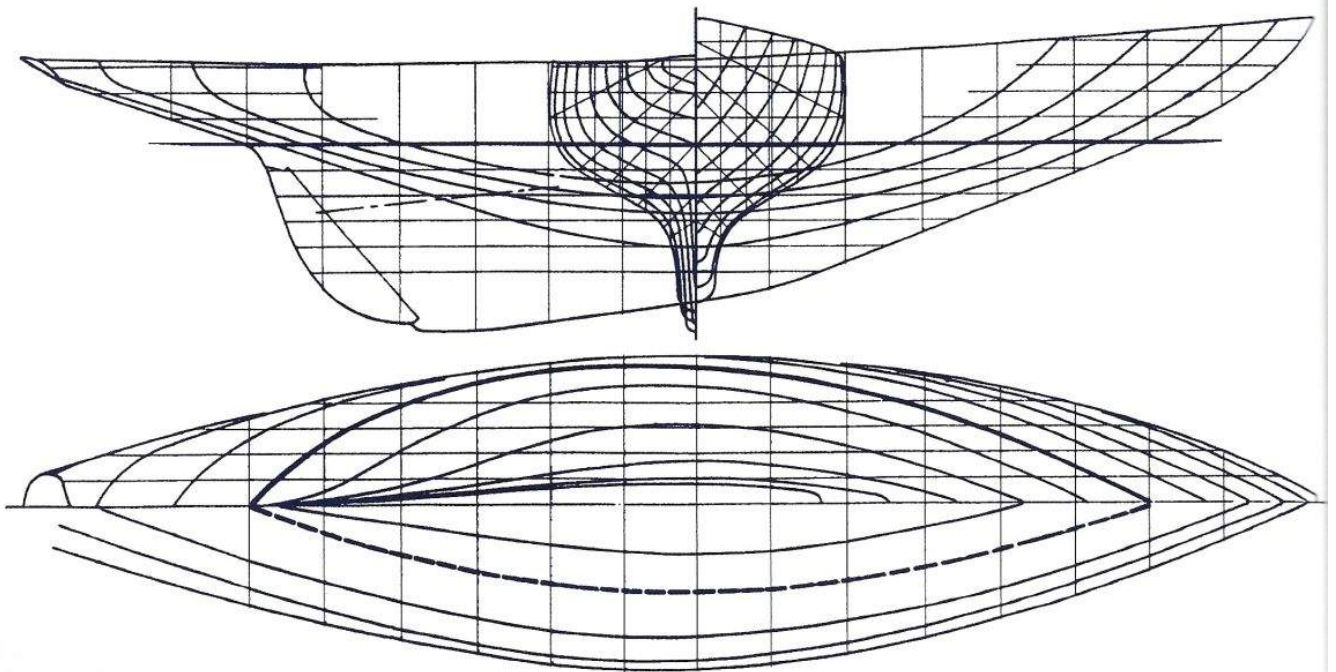
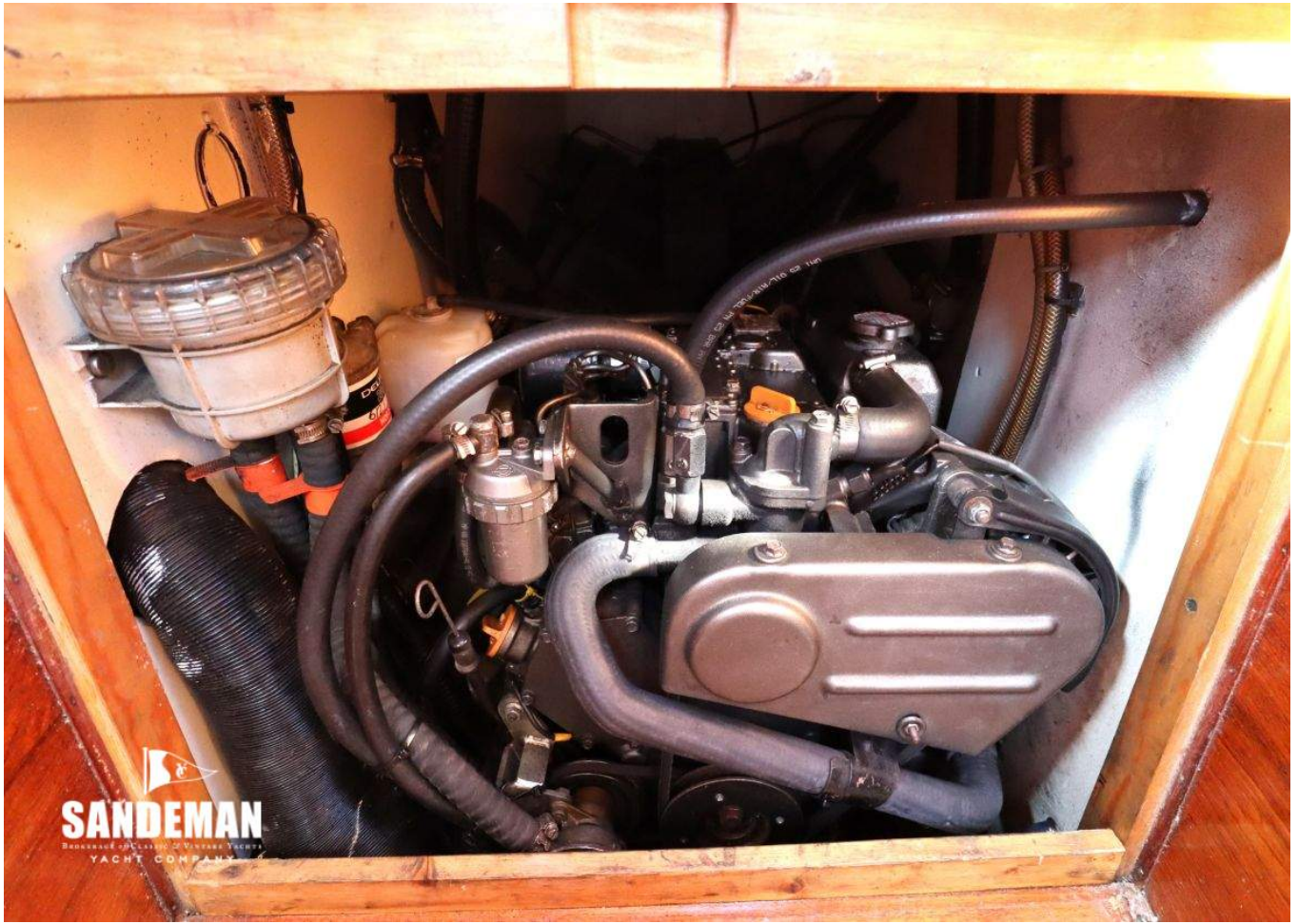




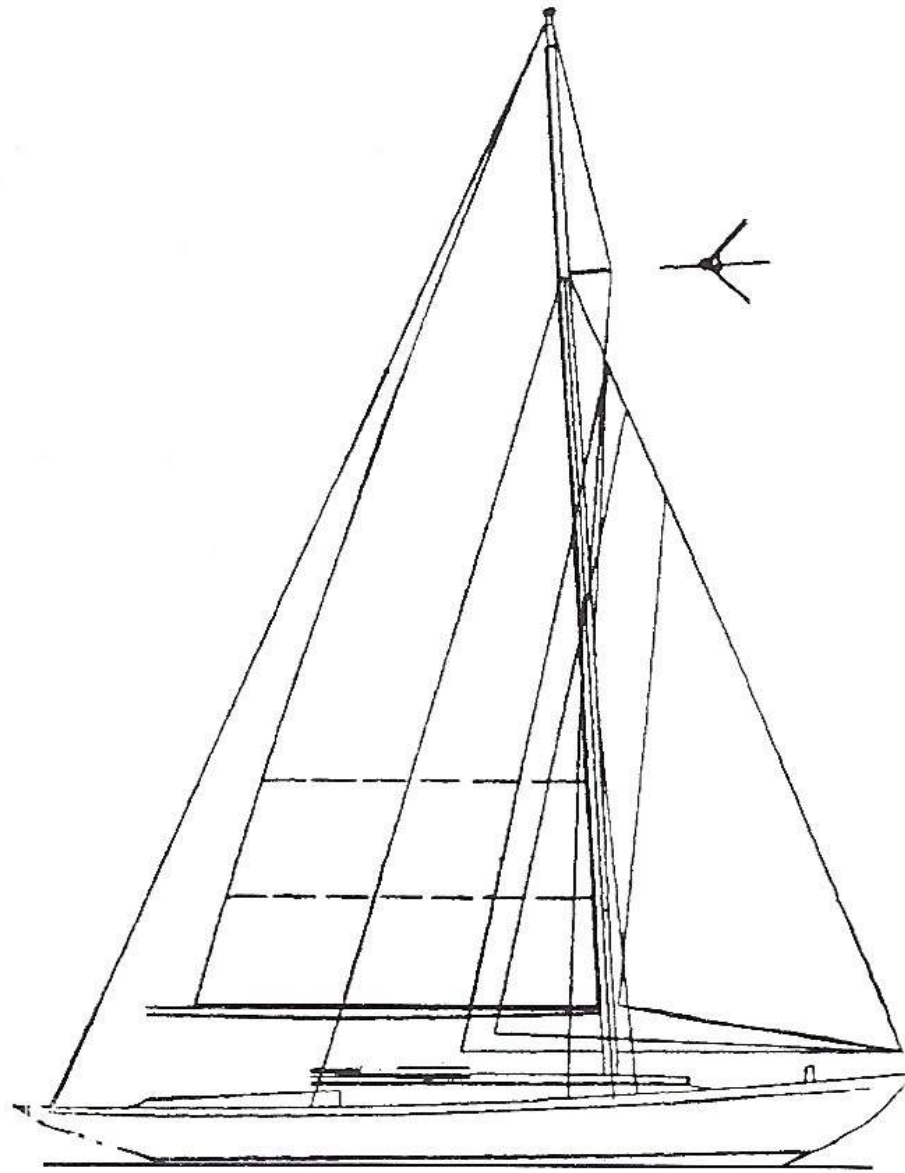














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"Beautiful craft—finely built," is the comment of critics on the "Mystery" type 10-ton cutters which we have produced this year. These graceful, self-sailing cutters have demonstrated the standard of craftsmanship maintained in our works—which are equipped for building boats of all types—from a 20 ft. cabin cruiser to 200-tons. Designs submitted on request.

The photograph shows four "Mystery's" nearing completion on the stocks. Delivery early in the new year.

Please write for full particulars.

LAYING-UP  
under its  
condition

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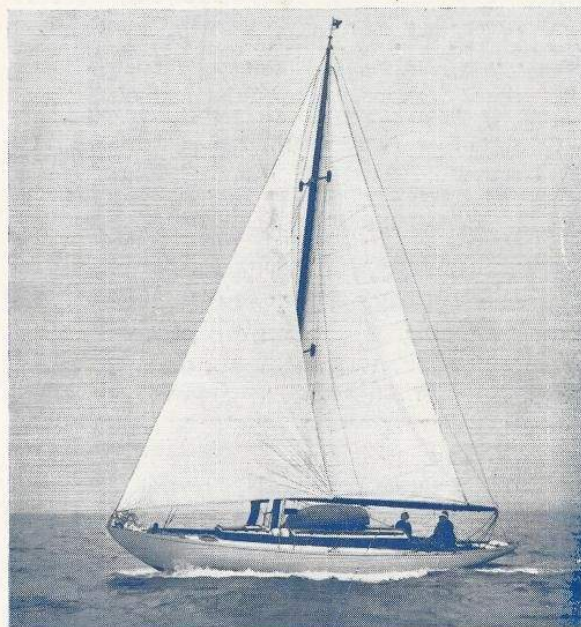
FITTING-OUT  
Exceptional facilities  
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## The "MYSTERY'S" have *Grace and Pace*

AN OWNER WRITES: "I have not kept a detailed log of 'Mystico's' passages. I think I told you the best run we did was Weymouth to Bursledon in 9 hours . . . Point to point speed worked out at 7 knots—wind S.W. force 5."

(Signed) G. McC.

In the construction of the "Mystery" type 10-ton cutters, built to the design of Mr. Robert Clarke, we have demonstrated that the Sussex Yacht Works produces exceptionally fine craft. We are equipped to build boats of all types up to 200 tons. May we submit designs?



"Mystico," 10-ton "Mystery" type cutter built in our works.

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