



37 - 1950

<https://www.yachtadvert.com/fr/2222-robert-clark-37.html>

17 273 â,- ttc



Général

Année : 1950

Largeur : 2,74 m

Radeau : Non

Leasing en cours : Non

Constructeur : Robert Clark

Longueur : 11,28 m

Tirant d'eau : 0,00 m

Région : Gillingham Marina, Kent, Royaume-Uni

Moteurs

Carburant : Diesel

Puiss. Unit. (CV) : 27

Marque moteur : Yanmar 3GM30F

Nombre : 1

Aménagements

Flybridge : Non

Timonerie : Non

électronique

Pilote auto : Non

GPS : Non

VHF : Non

Déssalinisateur : Non

Radar : Non

Sondeur : Non

Traceur de carte : Non

Convertisseur 12/220 : Non

équipement de pont

Hydraulique : Non

Plateforme AR : Non

Taud d'hivernage : Non

Capote de roof : Non

Cockpit en teck : Non

Grand voile sur enrouleur : Non

Passerelle : Non

Bossoirs : Non

Guindeau électrique : Non

Taud cockpit : Non

Pont teck : Non

Génois sur enrouleur : Non

Spinnaker : Non

équipements principaux

Propulseur Arrière : Non

Clim. : Non

Eaux noires : Non

Annexe : Non

Propulseur avant : Non

Groupe éléc. : Non

Eau chaude : Non

Flaps : Non

Moteur annexe : Non

électroménager

Congélateur : Non
Micro-ondes : Non
Réchaud électrique : Non
Lave-linge : Non
Antenne TV : Non
TV SAT : Non

Glaçons : Non
Four : Non
Réchaud gaz : Non
Chauffage : Non
Lave-vaisselle : Non
TV : Non

Divers

Remarks :

Robert Clark 37 yacht for sale in Kent

This Robert Clark, 37, is a striking example of the timeless design principles that made Robert Clark a celebrated name in yacht design. Renowned for his elegant long overhangs and graceful sheer, Clark combined classic aesthetics with a relatively narrow beam to create yachts that are not only beautiful but also perform exceptionally well at sea. The result is a vessel with a sea-kindly motion, responsive handling, and a balance that stands the test of time.

Built with an emphasis on seaworthiness, harmony, and enduring style, this yacht reflects the pedigree and craftsmanship that traditional sailing enthusiasts admire. Her lines are classic yet purposeful, embodying the essence of mid-20th-century yacht design while remaining highly functional for offshore sailing.

This particular yacht boasts a notable history. She was completed in time to compete in the 1952 Transatlantic Race, with Robert Clark himself aboard as crew. Following this achievement, she enjoyed a successful racing career in offshore events throughout the 1960s, demonstrating her strong performance and reliability under demanding conditions. Such a heritage highlights not only her design excellence but also her enduring capabilities as a serious sailing vessel.

For the past 12 years, she has been lovingly maintained by her current owner, who has ensured she remains in excellent condition. Despite this care, she is now being offered for sale due to a lack of time to fully enjoy her. This represents a rare opportunity for enthusiasts of classic yachts to acquire a vessel with both historical significance and proven performance.

She has been attractively priced to allow for a swift sale, making this an ideal chance for anyone seeking a distinguished, well-maintained classic yacht ready for immediate enjoyment or further racing and cruising adventures.

For further information or to arrange a viewing, please contact our Kent office on +44 (0)1634 571605.

Accommodation :

This Robert Clarke 37 offers four berths in a single cabin. Stepping down through the companionway steps over the engine box, you enter the main cabin, where port and starboard full-length quarter berths run aft. Each side of the companion way features a small pilot-house seat, providing an excellent sheltered position for the on-watch crew while remaining close to the helm.

The galley is fitted with two sinks with hot and cold pressurised water to the sinks, complemented by a hand-pumped salt-water supply. Hot water is heated by the engine via heat exchanger or via the 240V shore-power immersion heater. The galley has a three-burner gimballed gas stove with oven and grill. There is a lot of storage cupboards above and below the sink and easy access to the lockers behind.

To port, the chart table faces outboard and includes drawers, cupboards, and space for electronic navigation equipment.

The main saloon features port and starboard settee berths with grey upholstery arranged around a varnished mahogany centreline drop-leaf table. There is ample storage in lockers below and behind the berths. A Taylor's paraffin cabin heater is mounted on the forward bulkhead alongside a small bookshelf. Lighting is provided by both electric and paraffin lamps, and the cabin sole is finished with beautifully varnished teak boards.

At the forward end of the saloon, a sliding starboard door leads to the forward cabin. To port is the heads, fitted with a Jabsco sea toilet discharging directly overboard, while a hanging locker for oilskins is situated to starboard. The forepeak offers a large double berth currently used for storage; with a hatch above for ventilation. The hull sides are finished in white gloss with varnished mahogany slats. The anchor chain locker sits beneath the berth, served by a hawse pipe leading into the cabin.

Overall, the cabin

space is impressively spacious for a yacht of this size, offering full standing headroom of 6ft 1 inch and abundant natural light from multiple portholes.

Inventory :

Safety Equipment:

Navigation Equipment:

Deck Equipment:

History & Construction:

Built in 1950, this Robert Clark 37 was built by Thornycroft to Lloyds 110AI and kept in class until the mid 1970's. She is built of planked 7/8 mahogany above the waterline with teak below, fastened with copper nails and roves to steam-bent 1.5 x 1.25 inch Canadian Rock Elm timbers at 7" centres. Larger scatling frames in the area of the mast step, all bronze screw fastened hood ends. There is a galvanised steel step floor with oak floors fitted in the way of the mast step for additional strength. It has a lead ballast keel fastened with momel or stainless steel keel bolts. Two large ring frames made of galvanised steel, made to Robert Clark's known design to add strength to the mast step area. These run up the inside of the hull under the deck and up the coachroof. The deck is teak-joggled to a king plank screw fastened over the original tongue and groove cedar deck. The hull and topsides are painted white with a teak deck. This yacht was last out of the water in January 2020. The owner is selling due to a lack of time to use it.

Title Documents:

When preparing these details, we have seen the following documentation:

- Bill of Sale in the owner's name.
- Proof of location on 31st December 2020.
- Invoices for work completed on the vessel.

Marine Insurance:

As one the UK's largest Brokers with over 700 boats for sale, we can introduce you to Boat Insurance providers that offer all types of Boat Insurance, including insurance for Yachts, Sailing Boats, Motor Cruisers, Narrowboats, Inland Waterway Craft, Barges, Houseboats, Speedboats, Rigid Inflatable Boats, Waterski Boats, Jet Skis, Personal Watercraft and Dinghies.

Just click on the following link to request an insurance quote for this boat or your current boat:
www.networkyachtbrokerskent.co.uk/marineinsurance

Mechanical :

Sails and Spars:

This Robert Clark 37 features a Masthead, Bermudan cutter rig, with a keel-stepped aluminium Proctor mast and boom, with stainless steel standing rigging. Equipped with a Furlex furling headsail, a slab reefing mainsail. The running rigging has been replaced as required. The age of the Standing rigging is unknown. There is an Alloy spinnaker and whisper pols and a manually adjustable backstay.

Winches:

2 x Lewmar twin speed Sheet winches

2 x Lewmar single speed winches

3 x Halyard

2 x Lewmar single speed winches

Sails:

1 x Genoa - Dacron, Ratsey 2013, good condition

1 x Mainsail - Dacron, Ratsey 2013, good condition

1 x Staysail, Sanders 2013, good condition

1 x Spinnaker, Sanders 2013, very good Condition

1 x Storm Jib Sanders 2013, very good Condition

1 x Trysail Ratsey, 2013, very good Condition</p><p>

Mechanical Systems:</p><p>This Robert Clark 37 has a single Yanmar 3GM30F 27HP diesel engine with a shaft drive to a 2-blade fixed propeller. The engine has indirect cooling via a heat exchanger. The engine was reconditioned in 2004. The engine was last serviced in May 2024, but has been used very lightly since. There is a 62-litre stainless steel fuel tank. This yacht will cruise at approximately 7 knots and has a maximum speed of 9.5 knots. </p><p>Electrical Systems:</p><p>2 x 12-volt 110 AH batteries (1 x engine new 2023 + 1 x domestic new in 2024) all charging from alternator. There is a 240V power system with a ring main with sockets and an immersion heater. </p>



This yacht is being sold by an ABYA Broker







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