

1987 Prout Snowgoose 37 Elite



NEW PHOTOS AUGUST 2023*

Specifications

Length overall: 11.3m 37'0"

Length waterline: 10.3m 33'11"

Beam: 4.95m 16'3"

Draught: 0.85m 2'8"

Air draught: 14.6m 47'11"

Displacement: 5,216kg 5.13t

Engine: Yanmar 3HM35F 25.4kW (34hp)

Diesel tank: 155l (40 US gal)

Freshwater tanks: 2 x 225l (120 US gal)

Holding tank: 110l (28 US gal)

Hulls, deck and fixtures

Hulls below waterline:

GRP. Coppercoat over epoxy resin barrier on sanded gelcoat (2018)

Seacocks etc:	Forespar Marelon to heads inlets/outlets (2018), DZR skin fittings and valves elsewhere. Keel cooler - see under Mechanical and Electrical
Topsides:	GRP painted some years ago - deck and coachroof areas will benefit from repainting
Guarding:	Pulpits and pushpits: Stainless steel (remounted with new bolts 2017). Stanchion bases: aluminium (2017) Stanchions: stainless steel (2017) Guardwires: 5mm stainless steel (2017)
Tabernacle:	Stainless steel, with roller halliard fairlead to cockpit
Chainplates:	Stainless steel
Grab rails etc:	Coachroof grab rails, stainless steel (2017) Forward hatch (portlight) guards, stainless steel (2019)
Anchor gear:	2 aluminium hawse leads (one with self launch bow rollers for Rocna 20) Lofrans Kobra reversing windlass, deck mounted
Mooring cleats:	2 nos. aft, 3 nos. forward, 2 nos. midships, all aluminium
Sheeting tracks etc:	Genoa - 2 nos Harken 32mm CB tracks, through bolted (2019) Staysail - Barton T track through bolted (athwartships - self-tacking) Main - Barton 'I' section 28mm, through bolted 2 genoa sheet turning blocks aft
Jackstay points:	4 nos. stainless steel U bolts through coachroof/deck
Tether anchorages:	2 nos. stainless steel U bolts on foredeck and in cockpit
Saloon door:	Hinged folding teak (with Perspex windows 2017)
Windows:	10mm and 8mm Perspex (2017)
Coachroof hatches:	2 large and 4 small Lewmar low profile (2017)
Escape hatches (aft):	2 large Lewmar low profile (2017)
Aft cabin portlights:	2 nos. (open into cockpit)
Locker lids:	Foredeck 2 nos., cockpit floor 2 nos. GRP
Engine room hatches:	Cockpit - solid surface hatch lid (2017), can be used as table Aft deck - GRP hatch
Aft pole	Stainless steel pole, for satellite broadband and other antennae (2018)
Rudder protection	Stainless steel
Boarding ladder:	Stainless steel fold-up ladder
Liferaft mount:	Stainless steel frame and chocks
Danbuoy holder:	Aluminium tube
Dinghy roller:	Crossbeam mounted PVC roller for dinghy recovery
Cockpit enclosure:	fold back 4 hoop stainless steel frame

Hydrovane mounts:	bases on fitted UHDP plates through bolted with large backing plates internally to crossbeam and transom
Leg mounting:	Aluminium transom plate for Silette Catdrive II through bolted to central pod transom
Sheet winches:	2 x Barlow 25ST; (new bearings, pawls and springs 2018)
Furling line winch:	Lewmar 16ST; double Spinlock jammers
Halyard winch:	Lewmar 16ST

Spars and rigging

Mast:	Z Spars Z-520 double spreader rigged.
Boom:	Selden 143 x 76, sheaves and jammers for 3 internal lines
Standing rigging (all 2018):	Forestay - 8mm 1x19 stainless steel Cutter stay - 8mm 1x19 stainless steel Backstays - twin 8mm 1x19 stainless steel Cap shrouds - 8mm 1x19 stainless steel For'ard lowers - 6mm 1x19 stainless steel Aft lowers - 6mm 1x19 stainless steel Intermediates - 6mm 1x19 stainless steel Check stays - 6mm 1x19 stainless steel Rigging screws - chrome bronze stud-toggle rigging screws 1/2" on caps and backstays, 7/16" elsewhere
Furling:	Genoa - Furlex 300S single line furling gear (fully overhauled 2018) Staysail - Hood Seafurl 810LD single line furling gear (fully overhauled 2018) Spare foil sections for both
Running rigging:	Genoa halyard - 12mm low stretch braid (2018), Main halyard - 10mm Cruising Dyneema (2019), halyard shackle spliced on Topping lift - 10mm braid (2018), swivel snapshackle Spinnaker halyard - 10mm Cruising Dyneema (2019), swivel snapshackle spliced on Spare halyard - 12mm braid (2018) Staysail halyard - 12mm braid, Burgee halyard - 4mm braid Signal halyards - 4mm braid (2 nos.) Main sheet - 12mm Marlow matt braid, 5 part tackle with cam jammer, Barton traveller Genoa sheets - 14mm Liros Herkules braid, track mounted Holt tri-roller cars (all 2019) Staysail sheets - 12mm braid, track mounted self tacking traveller Spinnaker sheets - 10mm braid, fairlead blocks at aft mooring cleats Furling lines - 10mm braid, 2 nos. each with dismantlable lead blocks at stanchion bases

Cunningham - 6mm braid 4 part tackle Clew outhaul - 8mm braid, within boom Reefing pennants - 10mm braid, 2 nos. within boom Lazyjacks - 6mm braid

Sailplan and sails

Sailplan: See drawing below
Dimensions: Foresail - I=13.22m, J=5.62m Staysail - IY=9.30m, JY=3.9m Main - P=11.66m, E=3.27m
Sails: Genoa - 38.1 sq m roller reefing, Jeckells (2018) Staysail - 12.6 sq m roller reefing, Jeckells (2018) Main - 19.1 sq m Jeckells (2018), with 2 deep slab reefs and Cunningham (all the above in Marblehead fabric to Jeckells' Heavy Duty Performance Cruising spec) Genaker - *approximately* 74 sq m Crusader, with ATN snuffer Riding sail - Jeckells, with brass piston hanks Main stacker - zip-up Pack-a-main cover with lazyjacks, separate for'ard cover

Ground tackle

Bower anchor: 20kg Rocna (2017) 50m of 8mm Aqua 7 grade 70 calibrated chain spliced to 50m of 16mm anchorplait polyester
Kedge anchor: Fortress FX23 5m of 10mm chain spliced to *approximately* 75m of 16mm nylon anchorplait
Drogue: Seabrake GP30L 3m of 10mm chain, 50m of 16mm low stretch braided polyester with bridle
Spare anchor: 15 kg Delta
Spare rode: *Approximately* 60m of 16mm multiplait
Bridle: *Approximately* 12m of 12mm nylon 3 strand with central chain hook
Snubber: 6m of 12mm nylon 3 strand spliced to chain hook
Windlass: Lofrans Kobra 1000W, reversing, controls at helm and on foredeck
Hawse fittings: Purpose made (fits Rocna) pivoting roller set, self launching and stowing Single roller fairlead for second bower
Mooring warps: Several
Fenders: 15, 200mm, some with socks

Tender

Tender: Bic Sportyak 245 Explorer rigid tender (2017), green/beige
Outboard: Yamaha 2C 2-stroke
Ground tackle: Small folding anchor with 6mm chain

Deck gear and canvas

Cockpit grating: Teak grid
Cockpit tables: Solid surface engine room hatch folds out LAGUN swivel table system with two fixed mounts and solid surface top
Vane gear: Hydrovane (2017) with XT adjustable vane and offshore spares kit
Ensign staff: Pine, holder on starboard pushpit
Liferaft: Plastimo TransOcean - 4 man in rigid container (2008, serviced Sept 2018)
Lifebuoy: Circular, with Sirius light, with bracket fixed to port pushpit
MOB recovery: Lifesling MOB recovery system and Tribuckle MOB recovery sling
Danbuoy: IOR standard danbuoy, with tube mount on port pushpit
Jackstays and tethers: 2 nos. webbing jackstays 3 long tethers (dynamic climbing rope) for cockpit, aft deck and foredeck 2 short tethers (for side decks)
Mast steps: Alternating step nylon webbing mast ladder (hoisted in luff groove) Two fixed fold-out mast steps near masthead Bosun's chair with 2 Petzl ascenders
Boathooks: 1 no. pine, 1 no. aluminium
Winch handles: 2 nos. Lewmar 200mm locking
Bimini/cockpit enclosure: Stamoid Top canvas with Strataglass windows and two sets of zip attached side and aft panels, one with windows and one with mesh screens Fitted cockpit cushions
Awnings and sun protection: Acrylic canvas PU treated awning under boom/over bimini Acrylic canvas PU treated awning over main coachroof hatches Canvas awning over aft deck zips on to aft of bimini Pop-on external sun screens for windows Elasticated canvas sun screens to all hatches

Machinery

Engine:	Yanmar 3HM35F 3 cylinder diesel with freshwater cooling Engine hours - 3746
Exhaust:	Water cooled with stainless steel injection elbow, Vetus waterlock and muffler HMI exhaust temperature alarm
Gearbox:	KBW10E
Shaft coupling:	Metalastic coupling; new R and D double flexible coupling as spare
Outdrive:	Silette Sonic Catdrive II with spiral bevel gears (fully overhauled 2022)
Propeller:	15? x 12" 3 blade; 15" x 10" spare
Engine controls:	Morse MN gear and throttle control
Engine panel:	Yanmar, including rev counter, oil pressure, temp, engine hours
Steering gear:	Seastar hydraulic system, ram in aft cross beam drives rudder arms via link Raymarine Autopilot drives hydraulic pump within the system The steerable Catdrive is controlled by Morse D2 lever Hydrovane provides emergency steering
Diesel tank:	Stainless steel under cockpit grid - 155 litres.
Consumption:	1.8 litres per hour at cruise (2/3) revs
Spares:	Comprehensive (see inventory) including gaskets, seals, propellers for both leg and outboard, bearings, seals and gaiters for leg, water and fuel pump kits/seals, alternator.

Interior

Accommodation layout:	Mystic was fitted out to the standard layout, although she differs in some details. The for'ard saloon area has been converted to provide two single berths, which are comfortable both as sea berths and while at anchor or alongside. This area can be adjusted to double berth, although an additional mattress would be required. Each aft cabin contains a double berth (mattresses only in port side cabin), with hanging locker and drawers.
Internal finish:	Upholstery, headlining and sidelining was replaced throughout in 2017. All windows have Oceanair blinds (2017) internally and pop-on sunscreens externally. Main hatches have clip-on insect screens and elasticated sun covers. Internal doors to both aft cabins have been removed, but are available (in the UK). Apart from the main head, of which the lower level is

	a GRP moulding, the joinery is varnished teak and teak faced plywood.
Nav station:	The nav station to port has a full size (Admiralty) slide out chart table with storage below for many charts kept flat (or other stuff!) and a work surface opposite, both with perspex fronted shelving below There is ample room for navigation and comms equipment
Heads:	The main head, in the port hull, contains a Lavac Popular toilet, a hand basin with Whale Elegance mixer tap and a separate Whale Elegance shower head and mixer; all new in 2017. Diverter valves allow the use of the 110 litre holding tank, and there is a pump-out connection in the deck above (presently not connected). Below a teak grid floor the bilge is emptied by electric pump. The second head, in the starboard hull, contains a Jabsco Twist'n'lock toilet, a vanity basin, a wardrobe and drawers - the remainder of this cabin is used for storage.
Galley:	The galley was refurbished in 2004, with Formica surfaces, a double stainless steel sink with mixer tap, a salt water faucet with foot pump. A separate drinking water tap fed by a Nature-Pure sub-micron filter was installed in 2018. There is a three burner ENO stainless steel hob and a built-in oven with grill. A gas shut off valve located in the gas locker is operated by a switch in the saloon. The fridge (2017) is a Tektanks HDPE box insulated with a minimum of 60mm of Aerogel superinsulation (as used by NASA for the Mars Rovers) which is the equivalent of over 100mm of expanded PU foam insulation, with an internal volume of 97 litres. Galley stowage is in Perspex fronted cupboards/shelving at both high and low level as well as drawers and cupboards. There are two fire extinguishers and a fire blanket
Ventilation:	Four Hella 12v fans Two pedestal fans, one each 220v and 110v

Electrical - batteries and charging

All wiring in generously sized tinned boat cable (2017)

Batteries:	Domestic bank - 3 Lifeline GPL31 105Ah (2017) Starter - 1 Optima 95Ah (2017) 2 isolation
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Alternator:	switches and fuses Lucas A127 (70A) Adverc advanced regulator
Shore power:	Xantrek Truecharge 40 Amp charger/ power pack (2017)
Solar:	4 Photonic Universe black 100W panels with 2 Victron Blue Solar MPPT 75/15 controllers (all 2017)
Monitoring and bank control:	Merlin Smartgauge and Smartbank Advanced (2017) Adverc DCM III Circuit Monitor
Electrical - shorepower	
Connection:	Hubbell 250V 16A deck inlet 3 shore power leads with various connectors - EU, UK and USA
Isolation:	Axon AC shorepower distribution panel, polarity indicator and polarity changeover switch Safesure GI70 galvanic isolator
Distribution:	4 switched socket outlets (3 x UK, 1 x EU)
Inverters:	Prowatt 250 watt inverter wired to UK switched socket outlet

Electrical - lighting, small power, appliances

Most wiring in Ancor tinned boat cable (2017)

Navigation lights:	LED tri/anchor, port, starboard, stern and steaming lights
Internal:	LED lights throughout DC sockets in saloon, nav station and aft cabin
External:	Hella LED deck floodlight (combined with steaming light) Waterproof sockets in cockpit and foredeck locker for lights/small power
Appliances:	3 Hella 12v fans 2 pedestal fans 240v and 110v

Plumbing - fresh water

Water heater:	20 litre calorifier, with immersion heater, plumbed into engine fresh water cooling system
Pressurised system:	Jabsco 36950-2200 pump primary filter Jabsco Aqua Filter Hot and cold to galley and main head, cold only to second heads Drinking water via Nature-Pure QC sub-micron filter to separate tap at galley Whale Swim/rinse deck shower (unfiltered cold only) on aft deck
Desalinator:	Katadyn 80E, 13 l/h, plumbed in to skin fittings and port tank, pickled and not recently used

Plumbing - salt water

Hand: Whale Gusher Mk3 foot pump at galley
Washdown: Parmax 3 pump, portable, with suction/delivery hoses and power cable to suit sockets in cockpit or foredeck locker

Plumbing - drainage

Basins and sinks: discharge to skin fittings
Internal nacelle compartment: Can be drained into engine room bilge via stop valve
Cockpit: Central drain discharges to sea
Main bilges: 2 Johnson L650 electric pumps, discharge through transom 2 Henderson V hand pumps, operated from cockpit, discharge to skin fittings (Aft buoyancy chambers) 2 Rule electric pumps, discharge via aft cross beam
Aft bilges: Rule IL200P electric pump, discharge to skin fitting
Shower bilge: Whale Supersub 500 electric pump discharge through transom Stirrup hand pump ditto
Engine room bilge: Rule 200P roving electric pump
Emergency: In the main head a Lavac/Henderson V pump discharges either direct to sea or into a stainless steel holding tank. Discharge from tank to sea via the same pump or to a pump-out connector on deck. In the second head the Jabsco pump discharges to sea.
Sewerage:

Gas

Installation: 1 x 13kg steel cylinder (Portuguese fitting) 1 x 7.7kg (17lb) Trident composite cylinder (USA POL fitting) 1 x 5kg (11lb) Trident Aluminium cylinder (USA POL fitting) Gasboat 4408/R marine regulator with manual changeover valve (2017) Alde bubble tester Nereus Power Saver gas solenoid valve, operated from saloon Rigid pipe to galley area, tap and flex hoses to hob and oven various pigtails and adapters to suit most cylinders
Cooker: ENO stainless steel three burner hob; oven and grill

Refrigeration

System: Frigomatic K35F keel plus air cooled Keel cooler for normal afloat operation Air cooled condenser for use when out of the water (Evaporator, filter drier, thermostat and speed

regulator new in 2017)

Radios, instruments

Satellite:	Iridium Pilot, antenna on aft pole, base unit at nav station
Fixed VHF:	Cobra MRF55EU Metz Manta antenna at masthead, Aircell 7 low loss cable (2017)
Portable VHF:	Icom M23
Car radio/CD:	Pioneer DEH_P41005D Receiver
EPIRB:	ACR GlobalFixPro RLB-37
Man overboard:	Kannad Safelink R10 AIS beacon Ocean Signal MOBI AIS beacon Raymarine Lifetag system - 2 tags and base station
AIS (all 2017):	Vesper Watchmate WMX850 transceiver. Dedicated Metz antenna on aft pole, RG8X marine cable. Vesper SP160 AIS/VHF splitter allows use of either masthead or pole antenna by either VHF or AIS sets.
RTE:	Echomax dual band active radar target enhancer, mounted at masthead (2017)
GPS:	Furuno GP32 and Garmin GPS152H (at nav station) with Garmin GA30 antenna on aft pole. Garmin GNX20 Multi Function Display (2019) set up as GPS repeater in cockpit Portable Garmin GPS 72H
WiFi:	Ubiquiti Bullet M2HP antenna/receiver with ethernet cable wired for POE. WiFi Bat (Alfa AWUS036 long range 802.11g adapter mounted in waterproof container), with external antenna and USB cable. Both the above have high quality long cables to allow hoisting to optimum position.
Wind:	LCJ Cpteurs CV7 ultrasonic sensor (no moving parts) at masthead with Raymarine ST60+ display
Depth:	Raymarine i50 display with Airmar P79 transducer
Speed/log:	Raymarine ST60 display with Airmar CS4500 ultrasonic transducer (no moving parts)
Compass:	Plastimo Olympic 100 (2018) flush mounted on binnacle; Autohelm electronic Personal Compass and Plastimo Iris traditional hand bearing compasses.
Autopilot:	Raymarine Smartpilot S2 with hydraulic pump Raymarine P70 Autopilot Control Head (2019)

Data: Actisense NDC-4 multiplexer, feeds GPS, AIS and wind data to repeaters, autopilot and computer plug (RS232 D-sub or USB), while maintaining independent functionality. GPS feed to NDC-4 is via a switch box which allows direct connection to eg a computer. Victron solar panel controllers are cabled via a selection switch to a plug at the chart table for connection to a computer.

Weather and time: Cabin clock and matching barometer, hygrometer, thermometer.

History *(from the current owners)*

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Mystic was built in late 1987 by Prout Catamarans Ltd. on Canvey Island, Essex, UK. She was completed to their standard specification with many owner-requested extras and was launched in 1988, hull number 315. She is one of only two 37 Elites fitted with the high performance double spreader Zspars rig which is exceptionally strong. With a deck mounted inner forestay it allows her to carry a larger staysail, which improves power and speed upwind and reaching. The rig was discontinued on later hulls due to the extra building costs.

She has been well looked after; her second owner (from 1991 to 2012), an experienced sailor, ran a small garage and was therefore able to maintain her mechanical systems in excellent order. She sailed in UK waters and the Mediterranean, and made a North Atlantic circuit, with two crossings.

In January 2017 we bought her when she was at the Tagus Yacht Center, Seixal, Portugal. We completed a major refit and launched her in October 2018.

With us she has cruised the North Atlantic, from Portugal, the Canaries and Cape Verdes to the Caribbean (5,300 nautical miles, of which 4,700 were under sail), and is now laid up ashore in Clarkes Court Boatyard, Grenada.

We have continued to maintain her at a high level. Her hulls were professionally Coppercoated in 2018. The refit (2017-18) included new perspex windows (professionally installed), new hatches, installation of a Hydrovane, new standing and running rigging, stanchions and guardwires, new sails and canvas work, full engine and leg overhaul, replacement of batteries and major electrical wiring, installation of Iridium Pilot satellite communications, upgrade of instrumentation and overhaul of all equipment. The interior refurbishment included new headlining and upholstery, varnishwork throughout, a new 'Spacetherm' insulated fridge and conversion of the for'ard single cabin to a second head and storage area.

Mystic has been loved and cared for by all her owners. She is ready to take a new skipper anywhere in the world, or to enjoy the November to June Caribbean cruising season.