

Chouette

A Murray 33 bluewater cutter by Ted Brewer. Designed, built and equipped for ocean cruising with 20,000 nautical miles to prove it. She is in top condition after a 2003-4 refit, ready to cruise. Lying Shelburne Nova Scotia.

\$73,000 Can.

LOA 35 ft.

LOD 33 ft.

Beam 11 ft.

Draft 5 ft.

Disp. 16,000 lb.

Ballast 4200 lb. lead.

Hull & Coatings This is a hard chine steel hull. Hull, cabin and cockpit are all welded 10 ga. (1/8+”) steel and the bottom of the keel is 1/2” steel. All seams are welded both outside and inside. Framing is mostly longitudinal with a full section web frame by way of the mast, four partial bulkheads in the main cabin and a full bulkhead forming the lazaret. There are three hull plates on each side and they are full length, no butt welds, so she is very fair. There is no filler or fairing compound anywhere.

The exterior was sand blasted and coated with 7 gallons of Mobil Zinc Epoxy. This consists of about 85% zinc dust and is as close to hot dip galvanizing as you can get. This was followed by the complete AwlGrip system which stood up well for years but eventually got dull and was recoated in 2003 with Interlux Brightside polyurethane. The decks have Interlux nonskid.

The interior was given a manganese phosphelene wash followed by zinc chromate paint to the waterline and coal tar epoxy in the bilge area. Urethane foam insulation to 1 1/2” was sprayed on the interior, to the waterline. This seals out moisture, prevents condensation and provides thermal and sound insulation. There is no pitting, electrolysis or corrosion anywhere.

Rig Outboard cutter

Sails: All in good condition, by Sobstadt/Storer.

- 1) Main with two reefs.
- 2) Storm trysail. Can be bagged and hoisted on separate track..
- 3) Staysail. One reef, boomed, self-tending.
- 4) Yankee jib (on Profurl furling gear).
- 5) Genoa jib (furling).
- 6) Nylon drifter on luff wire.

Mast: LeFille, single spreader, painted aluminum, double internal tracks, deck stepped with folding “Mastwalker” steps.

Steering Skeg hung rudder. Two inch solid shaft in delrin bearings projects through cockpit sole for emergency tiller.
Wheel (28") is on forward mounted pedestal which is bolted to the bridgedeck.
Chain/wire linkage with large sheaves and radial drive.

Two Autohelm autopilots.

Windvane steering. John Belcher's most refined design auxiliary rudder with trim tab control and horizontal axis vane.

On Deck Bowsprit is welded A-shaped steel pipe. There is a heavy welded SS anchor chute & roller. Bobstay is solid roundbar.

Anchor windlass is Simpson/Lawrence Hyspeed on a raised pedestal which also serves as the staysail stay chainplate and the staysail boom gooseneck.

Anchor chain drops into a "tank" in the forepeak. This can be pumped out but in fact it has never shipped water at sea.

There are full length painted mahogany bulwarks 1 1/8" x 5 1/2", raised 1" and secured to steel tabs which also form attachments for rails and stanchions.

Bronze hawse holes through the bulwarks and two steel mooring bitts on the bow deck.

Side decks are wide, cabin sides and front slope inboard.

Wide boarding gates both sides, close to mid-ships.

Lifelines are dacron line. You can walk around the boat on these without fear of them parting or bending stanchions.

Cockpit has a wide bridgedeck and teak slat seats over steel. There are two huge cockpit lockers and a large lazaret which can be secured at sea.

There is a narrow boarding gate in the stern rail. Boarding from the dinghy over the stern is easy, the windvane mounting bracket forms a step and hand grip.

Jib sheet winches are new Lewmar #42, two speed, self-tailing. Jib and main sheets can be handled by the helmsman.

Ventilation is provided by two 4" Dorade boxes on the cabin top and removable cowl vents on the bow and stern decks.

The 7 ½ ft. dinghy has floatation chambers, a sailing rig, and stores inverted in chocks on the cabin top. The dinghy can easily be brought aboard or launched by two people through the boarding gate, without using a halyard to lift it.

There is a spray dodger but it has not been installed since the refit. The frame is sound but the fabric needs replacing.

Portlights and Hatches There are eight cast aluminum Atkins & Hoyle opening ports, two A&H deck hatches and an A&H roller hatch for the companionway. The companionway has 1" thick teak drop boards in stainless steel channels.

Interior Layout is designed for liveaboard cruising.

- Double "harbour berth" forward.
- Head on port side, lockers on starboard to mid-ship.
- Galley in widest part. On port side are double sinks, two burner Taylor's kerosene range and a gimballed one burner propane stove. On starboard is a well insulated icebox, dish and liquor lockers and a Force 10 cabin heater (kerosene) in a safe recess.
- The main cabin has settees with deep pilot berths outboard and a solid cherry drop-leaf table.
- The navigation table is on port side, facing aft with the end of one settee forming a seat.
- A wet locker is to starboard, under the bridgedeck.
- All locker doors are solid cherry frames with caning for ventilation.
- The top and front of the engine compartment can be removed for engine inspection and oil check. The nav. table slides out for complete removal of engine box (top, front, and one side). Since the engine is under the bridgedeck, not the cockpit, this provides easy access to the engine and stuffing box.
- There is a 40 gallon fuel tank under the cockpit.
- There are two 20 gallon stainless steel water tanks in the keel and a 5 gallon gravity feed day tank inside a locker in the head. This supplies taps in the head and galley.
- Foot pumps in head and galley provide seawater.
- There is no exposed steel below. The interior is insulated with sprayed-in urethane foam and finished in painted marine grade mahogany ply, white ash ceiling, cherry trim and doors, cedar deckhead over the berths and solid teak cabin sole over marine ply.
- All plywood was epoxy saturated when installed. No rust, no rot, no leaks.

Engine Volvo MD7A, two cylinder 13 hp. This is a relatively slow turning engine with a massive flywheel. It can be hand started (except in very cold conditions). It moves the boat at hull speed, even in slightly choppy water. It is designed for salt water cooling. -We had no engine hour meter until the engine was overhauled in 1992, then laid-up for several years. Since refitting and relaunching there are fewer than ten hours on the engine.

- 50 amp. alternator, new 715 Cold Crank Amps (CCA) start battery.
- Lunenburg Foundry 16"x 10" two blade propeller, 1"stainless shaft.

Electrical House batteries are two 220 amp-hour 6 volt deep cycle batteries. There is a manually controlled rapid charge system.

Electronics -Furuno 1720 radar.

- Seafarer depthsounder with digital and spinner display.
- GPS/Chartplotter- Standard Horizon CP150c (Colour).

Other Equipment

- Life ring.
- Sealing rescue system.
- 20 lb. Danforth anchor with chain & nylon rode.
- 35 lb. CQR anchor with 180 ft. 3/8" chain.
- Dinghy oars.
- Sun awning.
- Cockpit spray cloths.
- Sestral 6" magnetic compass.
- Bosuns Chair.
- Spare fuel and oil filters.
- Force 10 charcoal BBQ. Mounts on stern rail.
- 4 winch handles.
- Marine AM, FM, Cassette, Weather radio.
- Mainsail cover (new).
- Swim ladder (Collapsible, stows in bag).
- Cockpit seat cushions. Fold up and stow in bag. Double as a floatation device.
- Window and companionway screens.
- Windex wind indicator.
- Fenders and docklines.

General

Ted Brewer is a highly respected designer of cruising yachts. The Murray 33 design was commissioned by Murray Boats in Trenton, Ontario, to be built for owner completion. Rather than the “Brewer Bight”, a sort of scallop in the bottom of the keel before the rudder, which was Brewer’s concession to those who demanded a full keel cruiser, this design has a long fin keel and a skeg hung rudder which is Brewer’s real preference. This yields better speed and maneuverability but doesn’t sacrifice directional stability.

The Murray 33, although made of steel, is not particularly heavy for an oceangoing cruising boat. Fellow sailors with similar size (CS33, C&C33, Ontario32) club racers are amazed by her responsiveness and stunned when we leave them behind if there is any kind of decent breeze (especially in choppy water, which simply stops a light boat in her tracks).

Chouette is hull number 10 of about 20 built by Murray Boats. She was launched in 1985. She has 20,000 sea miles under her keel, including two off-shore cruises to the Caribbean, several trips to Bermuda, circumnavigation of the Great Lakes and transit of the St Lawrence Seaway, the New York State/Erie Canal, the Intercoastal Waterway and the Trent-Severn Waterway. She was laid up for several years when we finished our last cruise and moved to Nova Scotia and decided to earn a living. She has had a major refit over the last two seasons and is ready to cruise. She is bright and airy down below, safe and easy to sail either singlehanded or by a couple. The quality of her design, workmanship and materials is exceptional and results in an almost ageless yacht.

“Chouette” is the french name of the Northern Saw-whet owl. Owls, of course, are known for silent flight. It is also a term of endearment in Quebec but has no relation to chou (cabbage). In France, it is a slang expression meaning “neat” or “cool”.

She is regretfully for sale since we can no longer use her for her intended purpose.

Contact:

Dave Syer
20 Slip Rd. RR #3
Shelburne, Nova Scotia
B0T 1W0

(902) 875-4096
drdsyer@auracom.com