

GANNON & BENJAMIN 60FT SCHOONER 2001



Specification

REBECCA OF VINEYARD HAVEN
GANNON & BENJAMIN 60FT SCHOONER 2001

Designer	Nat Benjamin	Length	44 ft 11 in / 13.7 m	Engine	Yanmar 178hp Diesel
Builder	Gannon & Benjamin Marine Railway	waterline		Location	USA
Date	2001	Beam	14 ft 9 in / 4.5 m		
Length overall	75 ft 6 in / 23 m	Draft	8 ft 6 in / 2.6 m		
Length deck	60 ft 0 in / 18.3 m	Displacement	34 Tonnes		
		Construction	Carvel Angelique & silver Bali on white oak		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

Rarely can the phrase 'legend in her own lifetime' be applied with such gusto, and the term 'modern classic' used with such zeal – in fact she's the definition of it. The schooner REBECCA OF VINEYARD HAVEN is all of this and yet so much more: a thoroughly modern yet authentically traditional yacht that enchants by provenance - real, and informed by the best of the best, Alden, Stephens - aura, looks, comfort, and performance. REBECCA was beautifully, traditionally built from the finest of materials by one of the best yards, and has enthralled two caring custodians in her first eighteen years, carrying them safely and very comfortably over and along both seaboard of the Atlantic Ocean. Under present ownership the maintenance regime has been second to none and REBECCA OF VINEYARD HAVEN is ready for more adventures with a very lucky third owner; perhaps even new horizons. It could be you.



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OWNER'S COMMENTS

THE GANNON AND BENJAMIN EFFECT

REBECCA OF VINEYARD HAVEN has opened doors for me in almost all ports. She is glorious while not being pretentious. I have been warmed by the hospitality of many people over the globe thanks to the passion I have to know them and the fact that ROVH invites people to dream. I'm not going to try to put my finger on it but there is something connective coming from Ross Gannon and Nat Benjamin and being part of this narrative has been icing on an already spectacular adventure.

She easily sleeps 9 and is really fun with 4, or 3, or 2, and sometimes just one. Me. The Galley is easy to use and I often cook for my friends as they are mesmerized by the sailing up on deck. The ice box can take a block of ice and has refrigeration. I generally balance the two together for long voyages. There are beautiful drawers and closets for storage. The bilge is mostly dry with many redundant pumps in the case of water coming in.

I'm reminded of sailing off Bermuda with good wind and a large following sea. There were three friends singing in the cockpit as REBECCA OF VINEYARD HAVEN sped down the waves. I noted someone was asleep in the doghouse after their watch and two friends were oblivious to the noise on deck, nestled in the salon reading - the almost silent gurgle and rush of water over the thick wood hull in the background. Family and friends safely at sea and loving it.

MAINTAINED FOR ADVENTURE

Every year I make sure to go through my work list with great sub contractors. Why? Because I am an adventurer and I want the boat to be all she can be when I am pulling into a foreign bay, in the fog, or offshore in weather for three plus days. I just returned to the USA from a 5 week trip to Nova Scotia and having all systems working was a joy and the things that failed or need improvement are now on this winter's work list. REBECCA OF VINEYARD HAVEN is in better shape than ever. Because I care about safety at sea and the ability to do short-handed sailing, I keep her in great shape. 5 years ago we reefed out all the seams on the deck and hull and reset all the cotton. Since I was going to sail around the world I wanted the boat to be in prime condition. And she still is.

ROCNA ANCHOR & B&G ZEUS

The Rocna anchor on a custom bronze roller off the bowsprit is amazing. Having used it for years I feel at ease when I go to sleep. This is one of the best parts of REBECCA OF VINEYARD HAVEN's kit. Our chart plotter and instruments are of racing caliber. There is a deployable touch screen for the cockpit when you really have to have electronics at your fingertips. At this point this seems to be used less and less but has been reliable for radar in the fog and at night to navigate through shipping traffic.

We also have a fantastic autopilot from Simrad. I have been known to take REBECCA OF VINEYARD HAVEN for multi day excursions solo and "auto" has made a great mate.

007

I like to think REBECCA OF VINEYARD HAVEN has a touch of 007 in her. With her new electrical system, loaded with a large lithium bank of batteries. She can sail for days without any petrol support. Most voyages require some motoring and at those times the batteries top off thanks to a great alternator. I rarely feel like "it's time to make the donuts".

We designed a solar array that snaps onto our at anchor shade awning. The design is to provide enough juice for us to top off our batteries at the rate that we would need to make fresh water without using the diesel.

One of my favourite Bond moments is opening the lazarette hatch behind the cockpit to lace the sailing with music. It seems days can go by without this touch and then, when it's switched on, the glow of being alive to music as REBECCA OF VINEYARD HAVEN glides or charges between bays unites.

Hidden behind a cabinet is a satellite connected handset for calls and data, something I honestly have lost interest in, rarely considering it - I guess the sailing and freedom has been my focus. However, once we did fire up the system well outside of Bermuda to research a storm and Gulf Stream convergence. All data at our fingertips. All I can say - we successfully navigated the current in a storm 24 hours later.

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HISTORY

Since her 2001 launch, REBECCA OF VINEYARD HAVEN has superbly lived up to all expectations from the very beginning, when Nat Benjamin of Gannon and Benjamin Marine Railway in Martha's Vineyard was challenged by her commissioner to design the 'yacht of his dreams'. Nat set out to encompass all the attributes of a thoroughbred schooner, true to the sailing heritage of the East Coast of the USA, in particular the work of John G Alden of Boston and Olin J Stephens of New York, with a healthy amount of Gannon and Benjamin in the mix. What he achieved is a yacht that not only looks beautiful but is sea kindly, sails well, turns heads wherever she goes and combines the honesty of a traditional design and build with the novelty of being 'new'. Her great strengths lie in the purity of design and the attention to detail in her construction - achieved through Nat, his partner

Since purchase in 2012, her second owner has cruised with family and friends the greater North American eastern seaboard from Nova Scotia to Grenada, and meticulously maintained REBECCA OF VINEYARD HAVEN "like new". She is destined to carry her future owners on adventures across the seven seas in comfort and safety for many decades to come.

Ross Cannon and their dedicated workforce, bringing to her their combined talents and lifetimes’ knowledge, experience and love for traditional wooden boats.

Under the careful stewardship of her first owners, REBECCA cruised extensively in Maine, the Caribbean and the Mediterranean, both with family and friends or hosting charter guests. She participated in classic yacht regattas on both sides of the Atlantic - categorised by the British Classic Yacht Club as a ‘New Classic’ - and made two Atlantic crossings, including completing the 2000+ miles in 13 days from Cape Verde to St Lucia in December 2010. She made the long voyage from the English south coast back to her home port to celebrate her tenth anniversary with all those who conceived and built her, thereby fulfilling the owners’ dream to return to Martha’s Vineyard in REBECCA under sail and share with them stories of their many wonderful adventures together. And to reinforce her specialness, a second book was published in homage – a beautifully illustrated work on her origins and build; the first was a journalistic mainstream work covering the story of her build and the characters behind it.

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2013 REFIT

(Work not noted elsewhere)	- Hull topsides faired and re-finished with Petit EZpoxy
- All deck hardware removed and re-bedded	- Underbody wooded, faired, primed and re-antifouled
- Cockpit coamings and winches removed and rebedded to facilitate seam project	- Seam compound removed; cotton caulking re-set; seams paid with Sikaflex 29
- Deck seams raked, caulking re-set by master caulker Jim Titus; repaid with TDS SIS440	- Bottom planking primed with thinned down SeaHawk Biocop TF antifoul paint
- Caprails, bulwarks, covering boards wooded and refinished with 14 x Epifanes	- Additional 3 x full strength Biocop TF anti-foul over
- Houses and hatches re-finished	- Rudder also faired
- Spars unstepped, all hardware and rigging removed	- All new interior canvas and cushions
- Foremast wooded and refinished with 14 x Epifanes	- Interior storage upgrades including lazarette; dog house berths
- All other spars repaired and coated with 6 coats	- Deck hardware upgrades

Specification

CONSTRUCTION

- Traditional carvel plank on frame	- Laid silver bali deck (caulking reset and repayed 2013)
- Angélique backbone	- Angélique caprail
- Angélique and white oak framing	- Teak deck furniture
- White oak deck beams	- Bronze fastenings and keel bolts
- Deck beams do not stop at house carlins	- Custom cast bronze hardware
- Angelique and silver bali planking	

Specification

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

From aft	- Bronze Panama mid ship fairleads port and starboard
- Wishbone type bumpkin for standing mainmast backstay with bronze dolphin striker	Coachhouse over mid ship accommodation
- Traditional open taffrail	- Companionway hatch with washboards
- Bronze stanchions for lifelines on caprail	- Butterfly skylight
- Bronze open mooring fairleads port and starboard	- Deck chocks for dinghy stowage over house to port (2013)
- Bronze angled ensign staff fitting in deck	- Dorade box with large bronze cowl starboard forward of house
- Bronze mainsheet horse with Angélique chocks	- 3 x Port lights port and starboard
- Bronze Panama quarter fairleads port and starboard	
- Sampson posts port and starboard	Foremast
- Lazarette hatch in after deck	- Fife rails and bronze belaying pins
- Bosun’s shelf and access to huge lockers under cockpit seats both sides	- Bronze bottlescrews
- Bronze and Angélique boom gallows; stern light aft	- Running lights boards in rigging

<p>Self-draining cockpit well with raised coamings</p> <ul style="list-style-type: none"> - Custom teak cockpit drop-leaf table by Daniel de Leiris (2013) - Bronze binnacle through table - Deck shower 	<ul style="list-style-type: none"> - Bronze gooseneck - 2 x Bronze self-tailing Lewmar halyard winches at mast - 2 x Bronze self-tailing Lewmar winches at boom
<ul style="list-style-type: none"> - Bronze Lewmar self-tailing sheet winches - Bridge deck with fuel tank under to companionway ladder - Touch screen chart plotter - Doghouse with double door and sliding hatch companionway - Washboards replace doors at sea - Bronze vent cowls port and starboard - Grab rails port and starboard - Dorade boxes with large bronze cowls port and starboard forward of doghouse - Lifteraft stowage in between 	<ul style="list-style-type: none"> - Bronze staysail boom horse
<p>Mainmast</p> <ul style="list-style-type: none"> - Fife rails with bronze belaying pins - Bronze bottlescrews - Bronze gooseneck 	<p>Forehatch scuttle</p> <ul style="list-style-type: none"> - Sliding hatch and washboards, bronze garage - Portlight port and starboard
<ul style="list-style-type: none"> - Bronze foresail horse 	<p>Foredeck</p> <ul style="list-style-type: none"> - Ideal model H5J 12 V windlass with dedicated battery (Factory refurb 2013) - Seawater deck wash pump - 2 x Horizontal chain gipsies; 1 x horizontal warping drum - Sampson post - Rocna 70 galvanized bower anchor in custom bronze roller port bowsprit (2013) - Spare similar roller to starboard - Chain lead via bronze hawsepipes in bulwark - 120 lb Admiralty Pattern storm anchor - Bronze mooring fairleads with anti-chafe plates port and starboard - Bowsprit with 2x grab handles, chain bobstay and bronze whiskers; netting

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ACCOMMODATION AND DOMESTIC EQUIPMENT

<p>Finely crafted accommodation for up to 9 in four cabins</p>	<ul style="list-style-type: none"> - Plate racks outboard - Ample storage for utensils, crockery etc and provisions
<p>Doghouse</p> <ul style="list-style-type: none"> - Double berths to port and starboard; shelves outboard - Batteries under starboard berth - Fresh water maker, water heater and ship's tools etc under port berth - Chart table; chart plotter - Ship's clock and barometer - Engine instruments - Oilskin locker - 4 x Rectangular; 2 x circular bronze opening ports 	<p>Saloon</p> <ul style="list-style-type: none"> - Sideboards port and starboard aft of settees with drawers under - Traditional port and starboard settees with single pilot berths outboard - Passageway offset to port - Starboard settee has athwartships part forward - Drop leaf table offset to starboard with bottle storage beneath and butterfly hatch above - Bookshelves and ample further locker space - Bronze opening ports in house sides - Butterfly skylight - Davey electric reading lights fore and aft
<p>Stair offset to starboard down to owner's cabin</p>	<p>Passage forward to port of foremast</p>
<p>Owner's Cabin</p> <ul style="list-style-type: none"> - Double berth to port with drawers beneath - Three drawer fitted chest with hanging locker behind - Seat - Head to starboard: - Stainless steel shower cubicle; ceramic washbasin; lockers - Raritan fresh or salt electric flush wc - Dorade ventilators with lifting glass lights to port and starboard - Offset bifold door to starboard - Door forward offset to port; access to saloon via galley 	<ul style="list-style-type: none"> - Door starboard to forward head - Ceramic washbasin; lockers behind. - Groco K WC (rebuilt 2013) - Dorade ventilator - To port, full length hanging locker with shelves - Glass fronted locker with sideboard below with locker under. - Companion ladder leading to forward deck house hatch - To port, full length hanging locker with shelves - Glass fronted locker with sideboard below with locker under.
<p>Coach house companionway leads to 7-step ladder to saloon</p> <ul style="list-style-type: none"> - Large hanging / linen locker to starboard of ladder - Engine box aft of ladder forms sideboard - Galley to port of ladder and passage to owner's cabin 	<ul style="list-style-type: none"> - Companion ladder leading to forward deck house hatch
<p>Galley</p> <ul style="list-style-type: none"> - 3 x Burner gimballled gas cooker and oven - Substantial crash bar - Refrigerator/ ice box 	<p>Fore Cabin</p> <ul style="list-style-type: none"> - 2 x Single berths with drawers and lockers beneath - Small seat between - Deck prisms to port and starboard

- Stainless steel sink w. mixer tap and seawater tap
- Seagull water filter
- Salt water tap operated by foot pump

- Hatch to foredeck
- Forepeak
- Chain lockers,
- Sail and life raft stowage

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RIG, SPARS, SAILS AND CANVASWORK

RIG

- Hollow Sitka spruce single spreader main and foremasts
- Radar reflector, radome and comms dome on main
- Diamond struts on fore
- Pitch pine main boom and spars with cast bronze fittings
- Bronze gaff saddle by Harry Spencer of Cowes
- Rig and leather work installed by Dominic Zacchorne of Wickford Marine, Rhode Island
- Bronze turnbuckles
- Stainless steel standing rigging
- Dacron running rigging and sheets (2013)

SAILS

- North (2001)
- Bermudan mainsail
- Gaff foresail
- Staysail
- Genoa
- Yankee
- Blade
- Fisherman topsail
- Tri-sail

Incidence Cannes (2006)

- Main, fore, staysail and ballooner jib (with chute)

Sperry (2013)

- Roller-furling jib on Harken manual furler

CANVASWORK

- Deck sun covers; main cover has removable Solbian solar panels & Outback controllers (2013)

Specification

MECHANICAL, ELECTRICAL AND TANKAGE

MECHANICAL

- Engine beneath doghouse sole with additional access from the owner's cabin
- Yanmar turbocharged 178 HP Diesel (rebuilt 2013)
- Racor 75 / 100 dual fuel water separator
- Highly efficient Mastervolt HO alternator (2013)
- New engine mountings (2018)
- Flexible shaft coupling to Max-Prop 3-bladed propeller (rebuilt 2013)
- Wheel steering with Edson storm gear (Edson reconditioned 2013)
- Jefa rotary drive auto pilot (2013)

ELECTRICAL

- AC shore connection and onboard 110 V by Heart interface inverter
- Rewired to ABYC 2013, including breakers and breaker box
- 3 x 200 A/h Mastervolt Lithium-Ion batteries with MasterLink displays (2013)

- Solbian solar panels at main deck sun cover & Outback controllers (2013)
- Solar panels can top batteries enough to maintain watermaking
- Fusion audio with custom speakers (2013)

TANKAGE & ASSOCIATED

- 120 gallon fuel tank
- 120 gallon fresh water tank
- 60 gallon fresh water tank
- Spectra water maker (2013)
- Fresh water pumped by Paragon Groco PSR water pressure system
- Water heated by engine calorifier and shore power heater
- Grey water tank with automatic pump-out
- Black water holding tank with electric pump-out (2013 – incl. plumbing)
- All pumps and hoses new 2013

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Furuno 821 radar
- B&G Zeus chart plotter 12 in at chart table (2013)
- B&G touch screen chart plotter 10 in on removable bracket in cockpit (2013)

- Simrad autopilot (2013)
- B&G wind, speed, and depth
- VHF radio
- Satellite phone
- Chronometer and barometer

Specification

SAFETY

- 1 x 6 person life raft
 - 2 Electric bilge pumps
 - 1 x Manual Whale 30 Gusher bilge pump
 - 1 x Engine-driven bilge pump

- EPIRB
 - Custom aluminium emergency tiller with protective storage case (2013)
 - Fire extinguishers
-

Specification

OTHER EQUIPMENT

- Teak swim ladder.
 - Full complement of blocks, warps, fenders, lines etc
- Tender

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












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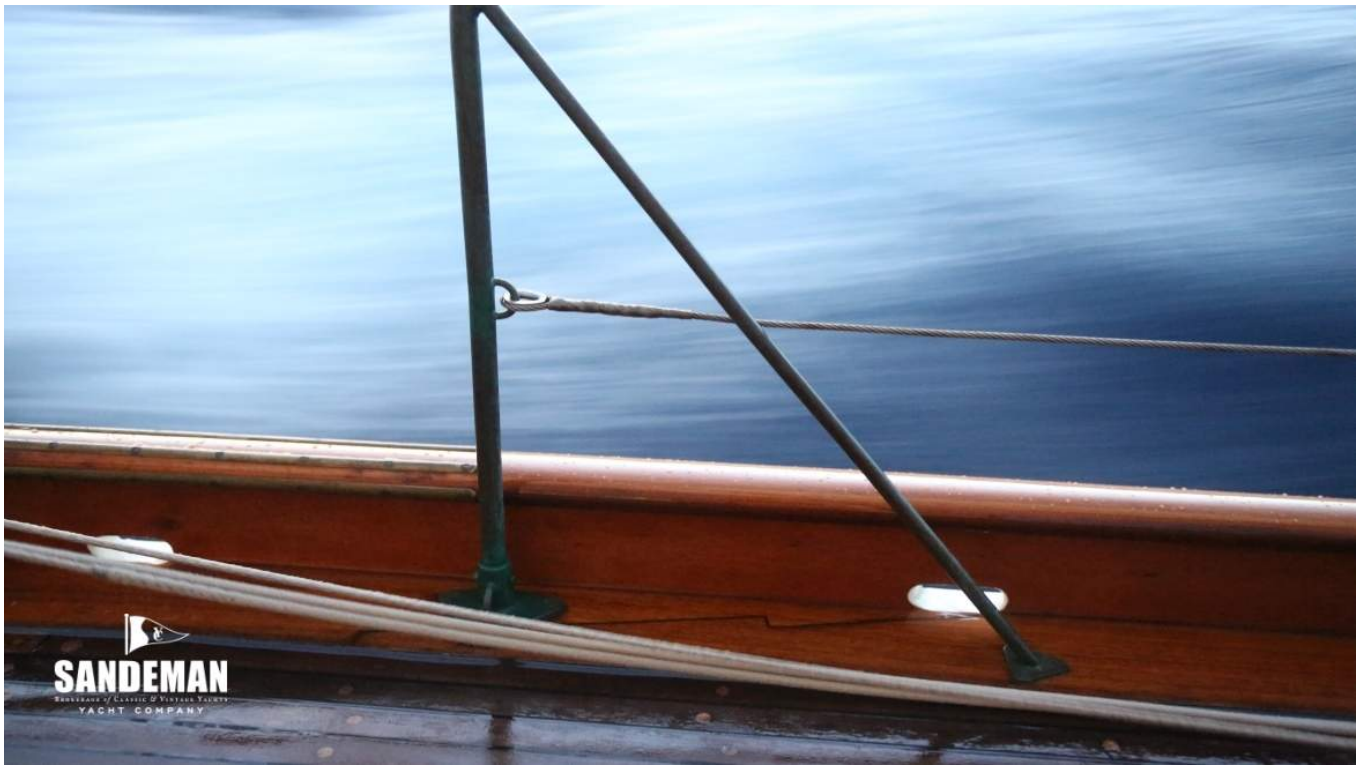

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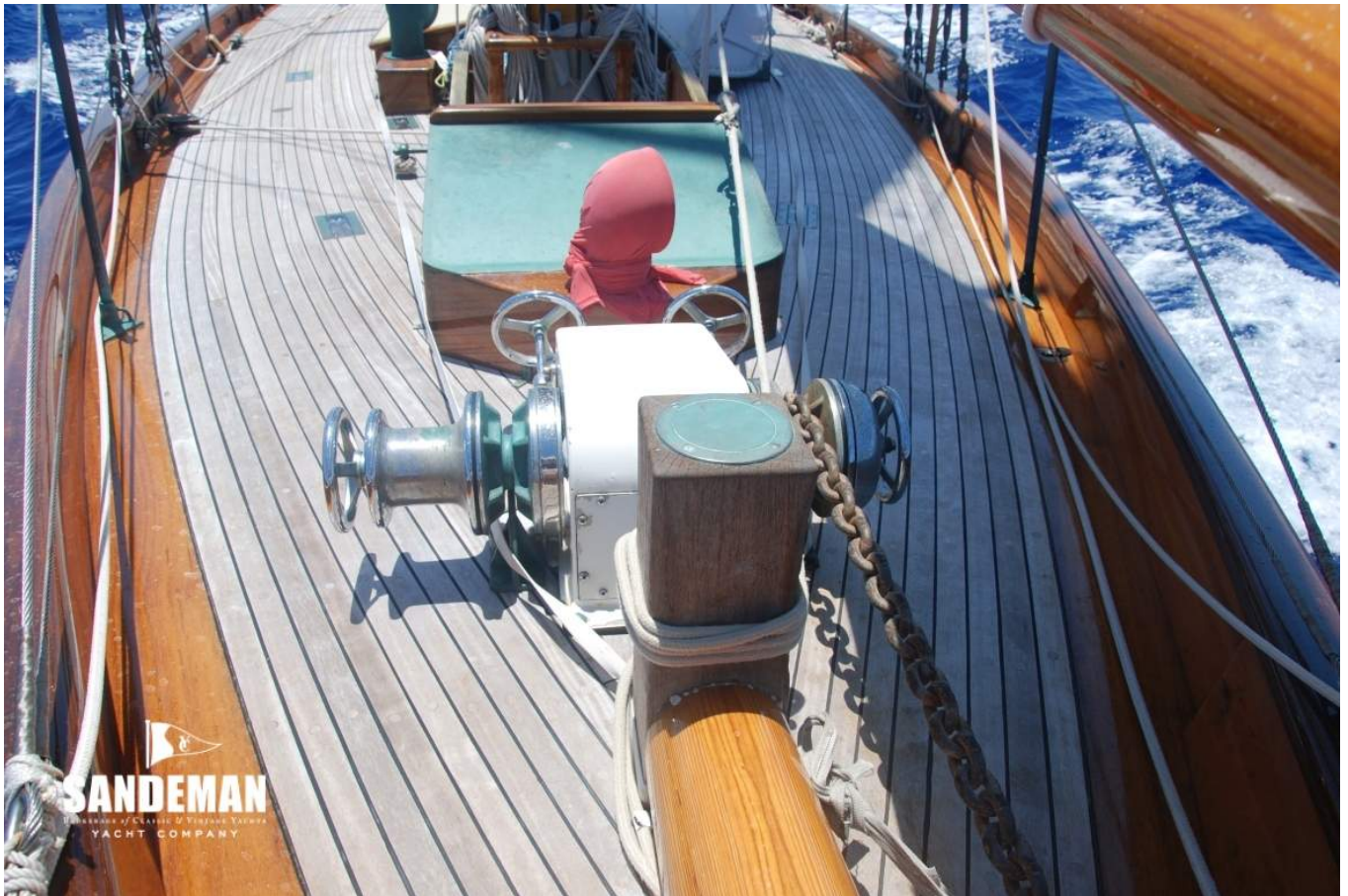


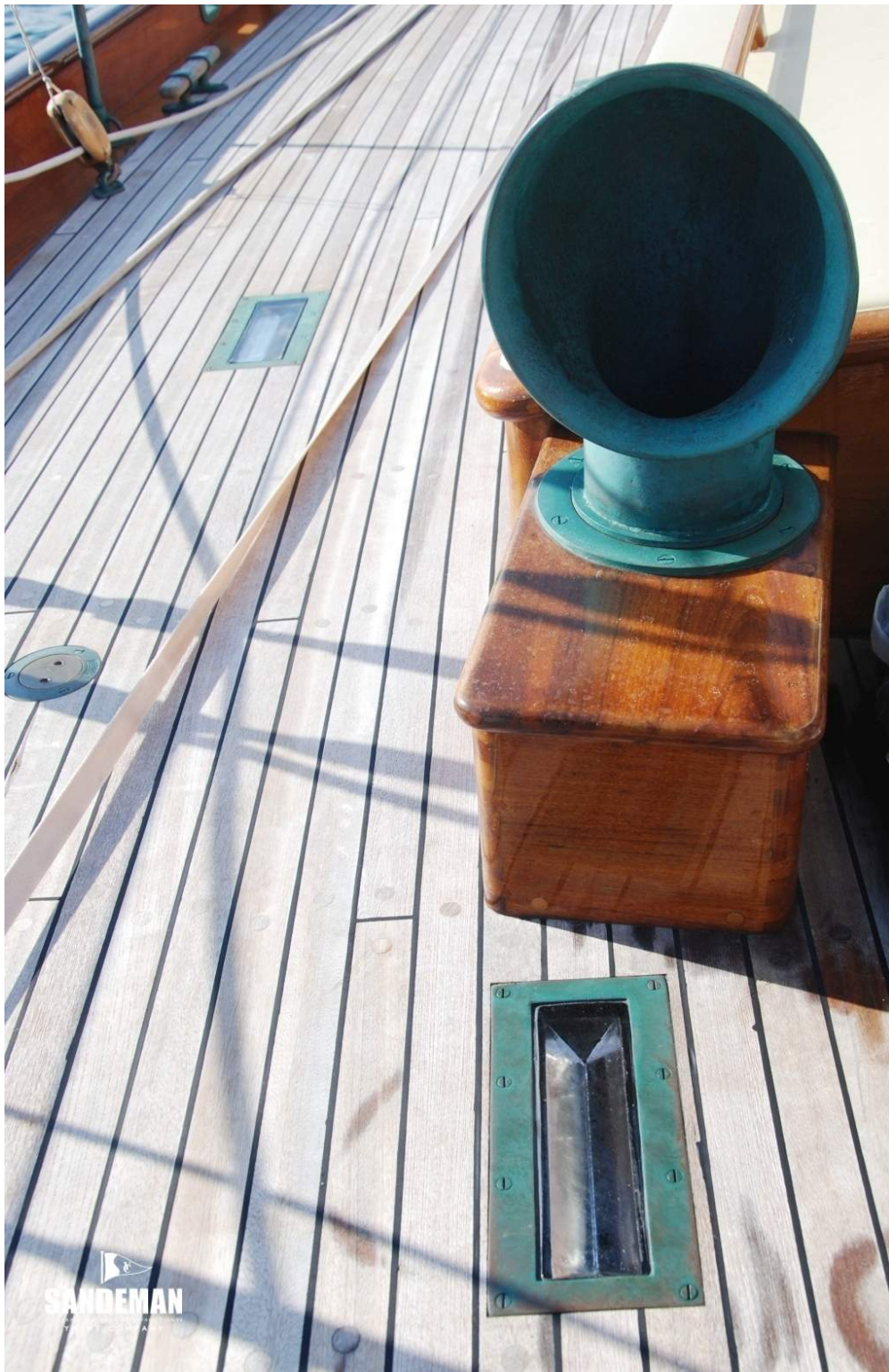







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