

ALDEN 62 FT MOTOR SAILER 1938/2011



Specification

TRADE WIND

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Designer	John G Alden	Length waterline	55 ft 9 in / 17 m	Engine	Twin GM 6-71 1956 / 2011
Builder	Robert Jacob, City Island New York	Beam	16 ft 1 in / 4.9 m	Location	USA
Date	1938	Draft	6 ft 3 in / 1.9 m		
Length overall	62 ft 0 in / 18.9 m	Displacement	52 Tonnes		
Length deck	62 ft 0 in / 18.9 m	Construction	Teak planking on oak frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

Designed by John Alden in 1937 for a discerning owner who wanted an elegant floating home for 2 people able to go anywhere, she became the first American pleasure to be tank tested! On buying TRADE WIND in 2008, the current owners had a vision to give her everything she needed and deserved, having been in commission for a full 70 years. In collaboration with the then still operational John G. Alden Office in Boston and its head designer Niels Helleberg, they made a plan to make her a model of classic yachting while at the same time meeting the needs of modern lifestyle and seafaring. Rockport Marine in Maine achieved the enormously complex keel up restoration to the exquisite taste and long experience of the new patrons. Three years in the shed, close to 20,000 miles at sea and several prizes for best restoration attest to her meeting all these parameters with bravura. TRADE WIND deservedly takes centre stage wherever she goes, piloted so far by the owner couple without additional crew. Video presentations on the yacht and its restoration may be seen by way of the links at the end of the yacht's detailed description



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SUMMARY DESCRIPTION

TRADE WIND was designed and built to be the ultimate in elegance. She has been restored to her classic good looks and style but with concessions to modern convenience. Motorsailers are intended to be the best of both worlds: power under sail for peaceful cruising, and powerful diesel engines to get you where you want to be when you need to be there.

This custom motorsailer was designed by John G. Alden to meet the exacting and demanding specifications of a discerning owner. Almost eighty years later and following a three year restoration she is absolute classic elegance.

On deck her superstructure is in the finest joinery accentuated by bronze hardware. The large pilothouse shares the deck with three skylights, a tender trunk, and two tenders suspended from bronze davits. Ketch rigged, Alden optimized the performance and handling in 2008 such that she blends traditional with modern sailing technology.

The pilothouse has ten large windows for the ultimate views and natural light. The helm is forward with the original 40 inch wheel, vintage working gauges and dual controls. A modern instrument panel brings her into the 21st century however. An L-shaped settee, drop leaf table and benches provide a seating and dining area with a clear view. Doors either side provide deck access. The companionway forward leads below to main saloon, galley and guest quarters while a further companionway leads directly to the master cabin aft.

The lower deck features the master cabin aft with queen berth, under berth storage, drawer storage, hanging locker, dresser, two sofa chairs, heater, and private bathroom with tub.

The main saloon has an alcove with sofa, sofa chair, desk, book cases with lead glass doors, hanging locker, instrument locker, vintage fan, wood burning stove and skylight. The galley has L-shaped Corian counter with white earthenware sink, classic pump and faucet, Isotherm refrigerator / freezers, compact microwave oven, and a red enamelled country stove with oven. Two guest cabins with a dividing bulkhead provide upper and lower berths, drawer storage, hanging locker, and a shared guest head with shower.

Twin Detroit Diesel engines were installed in 1956 and rebuilt in 2010. A Northern Lights generator provides electrical power and a Spectra Newport 75 water maker ensures fresh water. Anyone with an appreciation for classic style and elegance should consider this amazing motor sailer.

Specification

HISTORY

Trade Wind was commissioned 1937 by a prominent Great Lakes yachtsman who wanted a "... comfortable floating home for two, able to go anywhere", and a yacht he could use as a tender to the 8-Metre he campaigned up and down the East Coast as well as to accompany the race fleet to Bermuda. There is little information about her whereabouts during the war, but after that she entered a long and successful career, serving both private owners and commercial enterprises.

Under the name MARIGOLD,

Reed Research Inc. in Washington DC used her as an ocean going research lab and later Iotron Inc had her as a stable basis to test "state of the art" electronic equipment. Then back in private ownership she changed her name to TSUNAMI, honouring her new owner's favourite art form; Japanese prints of big waves. Under this name and successive ownerships, she commuted regularly between New England and Florida, confirming her ability to live up to her original owner's requirements.

Specification

CONSTRUCTION

- Traditional heavy plank on frame construction, totally rebuilt over 3 year restoration 2008 to 2011
- White oak back bone, stem and horn timber new 2008
- Steam bent white oak 3 x 3 in frames centred 12 in, replaced, scarfed or sistered as necessary 2008
- White oak and fabricated bronze floors, all new 2008
- Cast iron ballast keel; epoxied and re-hung with new bronze bolts 2008
- Original 1 7/8 in Burma teak planking fully refastened with silicon bronze screws 2008

- 2 x Rubbing strakes of Purple Heart with bronze half round cap each side new 2008
- Laminated Douglas fir deck beams painted off white, all new 2008
- New 3/4 in beaded white T&G + 2 layers of 3/8 in marine ply + 1/2 in teak (buttless) deck
- Iroko covering board, bulwarks and cap rail; all new 2008
- Transom framing of white oak and Iroko double planking; new 2008

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

- Bronze deck & rig hardware, except 2 x bronzed stainless steel electric Andersen winches
 - Raised flush foredeck with 3 x skylights and a scuttle on centreline
 - Each skylight flanked by 2 x Dorade vents with heavy cast bronze 8 inch cowls
 - Scuttle flanked by 2 x custom made bronze Ideal Windlass electric capstans 2010
 - Bench seat across full width of pilot house; 3 x lockers under
 - Port locker section offers pressurized fresh and salt water
 - Centre locker houses gas bottles as detailed
 - Stbd locker has high pressure fire hose tap
 - Custom bronze stanchions along lower side decks by pilot house
 - Bolted through deck to an underlying bronze plate for rigidity and a watertight deck
 - (These replace the original top timbers that penetrated the covering board)
 - Bulwarks here have one large spilling port and a row of gutters to drain green water quickly
 - Stowage atop pilot house for bronze anchor davit and 6-person life raft
 - Raised aft deck has a 12 x 8 ft trunk cabin over which roof the tenders are stowed
 - Lapstrake tenders custom built to plans from the 30s between 2008 and 2011
 - 1 x 10 ft x 4 ft rowing boat
 - 1 x 12 ft x 4 ft launch powered by a 10 hp Bukh 1 cyl inboard diesel
 - Tenders held in (bronze) davits hoisted with ST bronze winches operable by owner couple
 - Both tenders can be brought inboard using the mizzen boom, and
 - Andersen electric winches positioned at forward end of trunk cabin port and stbd
 - Aft of trunk cabin 2 x flush hatches to Lazarette and 2 x mushroom vents
 - 2 x Mason heavy ships anchors carried ship fashion in through-hull pipes
 - 2 x Independent electric capstans, each attached to 400 ft of ½ in chain
 - Push button operation for easy, secure anchor drop and lifting whatever conditions and depth
 - Chain boxes directly below deck fitting, so chain drops easily into huge storage without flaking
-

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

GENERAL

The interior is a very elegant blend of varnished raised panel and bead board, offset with white enamel and grey Corian counters, built to the highest standard of joinery. Hardware throughout is also of the highest grade, much of it custom built for this project: polished bronze or brass in living quarters; polished nickel in wet rooms.

PILOT HOUSE WITH DECK SALOON

- Very spacious 15 ft x 9 ft pilot house, 6 ft 8 in headroom
- Helm position forward
- Original 40 in diameter 8-spoke wheel
- Dual engine controls
- Vintage gauges plus modern navigation panel
- Chart table 3 x 3 ft to port with locker below and swing arm bronze chart light above
- Overhead mounted 12 in vintage Westinghouse fan with brass blades and cage stbd fwd corner
- Dome lights over nav station with red night light
- Double exit doors port and stbd with screen doors allow easy access to deck
- Blackout curtain between steering station and dining area
- Main seating and dining area aft
- Original 3 ft x 4 ft butternut drop leaf table with 3 x full length felt lined drawers
- L-shaped settee (6 ft 5 in x 5 ft 3 in) seats four plus optional four chairs (currently two in use)
- 6 ft 3 in settee stbd
- All around visibility through 10 x large windows and glazed doors
- Four of the windows swing open in opposite directions, scooping or trailing the wind
- 6 x Dome lights; 2 x light sconces
- 2 x Swing arm reading lights and picture light over barometer and clock in centre panel aft
- Air heating via two registers under settees, plus powerful defroster blower under forward windows
- Oiled iroko sole with bronze lined hatch for engine lift out
- Small emergency exit from engine room
- Varnished raised panel finish with white overhead and varnished beam caps

- Wood burning stove and mantelpiece centre forward

DOORS PORT AND STARBOARD OF FIREPLACE TO 2 x TWIN GUEST CABINS

Each cabin has:

- Upper and lower single berths in varnished Iroko
- Clothes locker and dresser with small fold up writing table
- Deck head painted white
- Each cabin shares half of a 34 in x 14 in butterfly skylight
- 8 inch port and a Dorade vent each side
- Additional Dorade vent circulates air to sole level and out via registers in mast box
- 2 x Light sconces, 1 x dome light, 2 x swing arm reading lights for bunks
- Power outlets; one in each bunk and under fold up writing table
- Air heating through bronze register under lower bunk
- Oiled Iroko sole is with three lift outs to access large storage bins
- Head room under beam caps 6 ft 3 to 6 ft 8 inches in this section

GUEST HEAD FORWARD FOR THE GUEST CABINS

- White enamel beading and raised panels, varnished beam caps, countertops marbled, grey Corian
- All fittings, taps, lamps and portholes nickel plated (bronze and brass)
- Butterfly skylight 27 in x 18 in constructed as emergency exit
- 2 x 8 in ports and 2 x Dorade vents
- Dome light and 2 x sconces
- Heated towel rack
- Oiled Iroko sole and shower grating

FOREPEAK

- accessible by booby hatch on deck
- Chain boxes, workbench, fenders and lines,
- Watertight (collision) bulkhead separates from living spaces

DOWN AFT FROM PILOT HOUSE TO AFT ACCOMMODATION

- Companionway stbd aft of pilot house with 2 X 5 in ports, down to master stateroom
- Headroom is 6 ft 3 inches throughout

- All fittings polished brass or bronze
- Systems control panel and switch board to port and signal flag locker stbd
- 3 x-part lockable top leaf and doors to close
- Companionway stbd fwd end of saloon pilot house

DOWN FORWARD TO FORWARD ACCOMMODATION

GALLEY (to port)

- Galley half open to salon with L shaped countertop in marbled grey Corian
- White earthenware sink
- Manual vintage galley pump and similar but pressurized Herbeau tap
- Red enameled "French country" gimballled 3 x burner propane stove
- Leaded glass galley wall cabinets
- Drawer fridge
- Top opening fridge / freezer
- Small microwave oven in under-sink cabinet
- Deck prism light and exhaust fan
- 2 x Dome lights and cord lights under wall cabinet

SALOON (fwd)

- Comfortable settee berth to port with curtained alcove
- Leaded glass book cases above and outboard
- Butler's tray table as coffee table, secured to bronze fitting let into sole
- Writing desk with drawers and filing cabinet to stbd
- Vintage 9 inch Emerson fan from 1914, with polished brass blades and cage on desk
- Curtained alcove and leaded glass book cases above and outboard
- Upholstered sofa chair
- Hanging locker and instrument locker for Viola da Gamba, stbd and aft
- Large 35 in x 38 in skylight
- 2 x 8 in ports and 2 x Dorade vents
- 2 x Light sconces, picture light, swing arm reading light over settee berth
- 4 x Dome lights and 'mood' lights in alcoves
- Air heating through bronze register under lower companionway step
- Oiled iroko sole with lift outs to access tanks and bilge on centre line

- Hanging locker and three drawer dresser opposite bath room to stbd
- Vented washer / dryer behind raised panel doors
- Queen sized berth, four large drawers under and large storage space outboard and under to port aft
- 2 x Upholstered sofa chairs around Reflex stove
- Arched bookshelves both sides under raised side decks
- Light and ventilation through a 33 x 21 inch centre skylight, 8 x 5 inch and 1x 9 inch ports
- Vintage Westinghouse fan with brass blades and cage overhead over foot end of berth
- Small Reflex diesel stove that can run underway for heating
- 7 ft x 5 ft 5 inch bath room with tub to port
- White beaded and raised panel finish, marbled grey Corian counter tops, nickel plated fittings
- 2 x 5 inch ports
- Dorade vent circulates air through a pipe in the mast box down to the sole and out through a register
- Dome light, two light sconces and one light over tub
- Heated towel rail
- Oiled iroko sole and shower grating
- Sole has lift outs to access two large storage bins and one access to bilge

All domestic equipment with moving parts chosen with quiet running as top priority

- Techimpex red enamel 3 burner propane gimbaled stove with baking and broiling options in oven
- iWavecube microwave oven
- Isotherm DR49 drawer fridge freezer
- Isotherm BI29 top loaded fridge / freezer
- Splendide 210XC washer dryer with vented drying in Master state room (very quiet and efficient)
- Dometic Masterflush 8700 fresh water WCs (get high marks for quiet and reliability)

Watertight (collision) bulkhead to lazarette also accessible via two flush deck hatches

- Steering quadrant
- Hydraulic auto pilot
- Diesel tank for Reflex heater
- Storage for power cord, water hoses, spare lines etc

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RIG SPARS AND SAILS

- Ketch rig redesigned by Alden Office in 2008 with an air draft of 63 ft
- Rig redesigned optimises handling, power under sail and ICW bridge clearance (65 ft)
- Spars all hollow glued Sitka spruce
- Stainless steel standing rigging
- Rigging tops attached to masts with spliced and leathered soft eyes
- Rigging lower ends spliced around thimbles and set up new (old stock) bronze Merriman turnbuckles
- Loose footed sails are, diagonal cut Dacron made by Nat Wilson Sailmaker 2011

- Sails set up and sheeted with 5 x self tailing bronze Wilmex halyard winches
- Red elm locks custom made by Dryade, France, with ship's name embossed in centre coin
- Main and mizzen booms rest in rugged bronze gallows, one atop pilot house; one on aft deck
- Classic shock absorber main and mizzen sheet horses
- Main sail
- Mizzen sail
- Boomed staysail
- Large reacher

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MECHANICAL, ELECTRICAL AND TANKAGE

- Entire Mech & E and tanks replaced / rebuilt to highest standards during restoration 2008-11
- Engine room has watertight bulkheads and state of the art sound proofing by Soundown

- Accusteer HPU212 continuous autopilot running on Kobelt 3 inch steering cylinder
- Original cast bronze rudder with bronze plating, refurbished 08
- 1 x 12 kW Northern Light generator:

- Access through bulkhead door aft end of main salon, next to companionway
- Emergency exit hatch through pilot house sole
- Air intake control by Delta -T Systems with remote electro pneumatic damper actuator
- Fire control with Fireboy MA2, using FE-241clean agent
- Fireboy-Xintex Engine Shutdown Control (ESC series)
- Twin Detroit 6-71s two stroke diesel engines 1956, completely rebuilt and nulled 2010
- Allison 3:1 reduction gear
- 2 inch stainless shafts through Duramax dripless shaft seal and 4 x bronze struts outside hull
- The original 5 bladed 36 inch bronze propeller
- Exhaust stripped of water in engine room, with quiet dry run aft
- Manual steering is with wire over new, bronze Edson shives
- Edson gear enables disengaging wheel when under autopilot
- Steering quadrant new of bronze 2010
- Victron 24 V 40 A charger
- Victron 24 V 100 A charger
- Victron 24 V 5000V A 120 A inverter
- Spectra Newport 75 water maker, producing 35 gallon per hour
- Isotemp 20 gallon water heater works from engines, generator, furnace or shore power
- Headhunte Caliber XR-124 and pressure tank AVF-4 pressurised water
- Kahlenberg P449 air compressor: for air horn and general use
- Hurricane H2L, 50,000 BTU per hour furnace
- 1000 gallons fuel in 2 x black steel wing tanks in ER for 1200 nm range under power alone
- Fuel content managed with fuel transfer pump.
- 2 x 5 gal propane gas bottles
- 2 x 165 gallon Monel fresh water tanks, new 2010
- 2 x 120 gallon stainless steel grey and black water tanks, new 2010
- Waste out by deck fittings or overboard via Headhunter Mako1 AC HD Diaphragm pumps

Specification

NAVIGATION COMMUNICATIONS AND ELECTRONICS

- Raymarine C140 / w plotter with radar and XM weather
- VHF, wind instrument, autopilot, airhorn, remote searchlight controls at centre panel
- Kahlenberg S-OA airhorn
- 2 x 6 inch 600 000 cp Jabsco 63022 search lights on spreaders

Specification

GENERAL VIDEO PRESENTATION

[To see a video presentation on TRADE WIND please click here](#)

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RESTORATION

This vessel is all about restoration as described in the Brokers Comments above. Some selected pictures taken during the process and shown here give an idea of the thoroughness and quality of the work.

Article of Interest [pdf](#) published in 2013 by :

□

written by Brendan Riordan with photographs by Alison Langley

[To see a video presentation on TRADE WIND\'s restoration please click here](#)

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MAINTENANCE 2017

- Blemishes to hull made good with 2 coats
- Forward half stripped and boom crutch on deck house
- 3 x Coats sealer
- 4 x Coats varnish on the half rounds
- Sanding entire external varnish and re varnished
- One coat Forward hatches
- Two coats - sanding and washing down between each
- Aft cabin house
- The six dorade boxes
- Toe rails
- Aft boom crutch
- Cleaned up gunwales and hull
- Decks scrubbed

Disclaimer

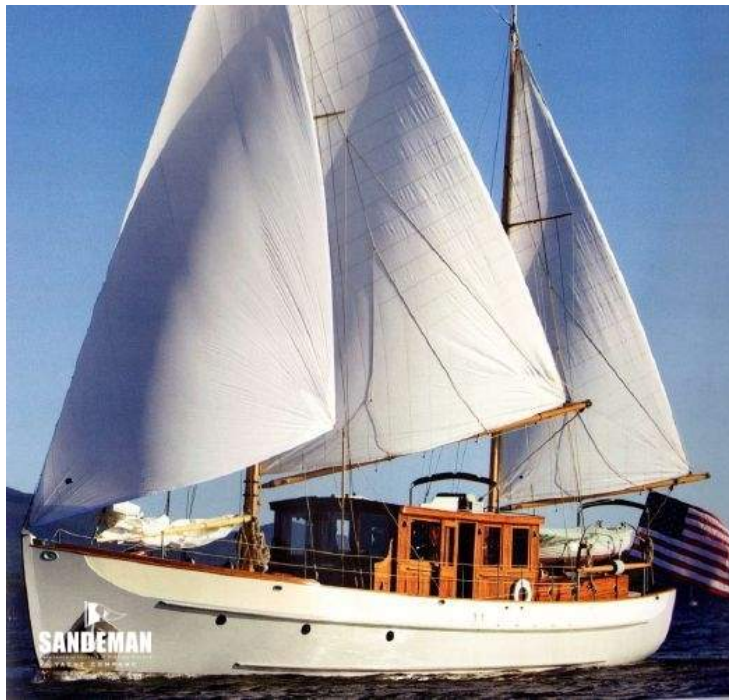
These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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GALLERY












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