

JOHN G. ALDEN 59 FT SCHOONER 1947/2005



Specification

MAYAN

JOHN G. ALDEN 59 FT SCHOONER 1947/2005

Designer	John G Alden	Length waterline	45 ft 7 in / 13.89 m	Engine	Mercedes-Benz OM 352 6-cyl 130 hp diesel
Builder	Tewes Dockyard, Belize City, British Honduras	Beam	16 ft 6 in / 5.03 m	Location	USA
Date	1947	Draft Board Up	5 ft 0 in / 1.52 m	Price	USD 680,000
Length overall	80 ft 0 in / 24.38 m	Draft Board Down	10 ft 2 in / 3.1 m		
Length deck	58 ft 11 in / 17.96 m	Displacement	28 Tonnes		
		Construction	Double planked: Douglas fir & kapur on Port Orford cedar on purpleheart frames		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

MAYAN is a very civilised classic yacht. Fine provenance; remarkable ownership, restoration, and maintenance history; an easily handled 'transitional' schooner rig; spacious accommodations; and John G. Alden good looks - all rendezvous to offer a fabulous whole. MAYAN's shallow centerboard-up draft of 5 feet / 1.52 m makes her particularly suitable for shoal waters at this size; great beam and hull sections make that work and she's rarely lee rail under. For much of her life, particularly during over forty years of ownership by musician David Crosby when famous songs were composed aboard, she has also been a very successful blue waters cruiser. And in current ownership she has scored many victories on San Francisco Bay. Few yachts, classic or not, are as ready for anything - turn up and go - as MAYAN. This vessel is subject to an exclusive listing agreement with licenced California Yacht Broker Paul Buttrose (T: +1 954-294-6962 E: paul@paulbuttrose.com), and is not offered for sale by Sandeman Yacht Company Ltd. Sandeman Yacht Company Ltd. is merely providing this information in an effort to represent you as a buyer in the purchase of this vessel.



• SANDEMAN YACHT COMPANY •
• Brokerage Of Classic & Vintage
Yachts •
www.sandemanyachtcompany.co.uk

© Sandeman Yacht Company Limited 2025. A member of the ABYA.

JOHN G. ALDEN 59 FT SCHOONER 1947/2005

Specification

OWNER'S COMMENTS

"MAYAN was built in Belize in 1947. She sailed for New York City upon launching and was sold into a post war market starved for boats. MAYAN served in the charter trade until 1969 when she was bought by David Crosby, the rock star, who owned her until we purchased her in 2014. Alden designed MAYAN to provide comfortable cruising for up to 8 guests and three crew. We have since altered her interior to support our family. During the '50s she was

re-rigged as a staysail schooner, we have returned her to her original transitional schooner rig, with a gaff foresail. She draws only 5' with her centerboard up, which gives us access to all sorts of lovely gunk-holes and atolls. Home port is Santa Cruz, CA; although she's only been "home" for less than half the time we've owned her. Most times, we're either cruising the west coast of the US, or working on our lovely old wooden boat."

Specification

MUSICIAN DAVID CROSBY (THE BYRDS, CSNY) OWNED MAYAN 1969-2014

"MAYAN became my rock. She was always there and I could always get away from the crazies in my business... I always figured if everything really went to hell,

we'd just leave on MAYAN and head for the islands. Back then a lot of us thought everything was going to collapse pretty soon. I'm sure glad it didn't."

Specification

REFIT/ RESTORATION

2023

- Main engine raw water pump replaced

2022

- Converted from Staysail Schooner to 'Transitional' Schooner
- Same Bermudan / Marconi mainsail; new gaff foresail

2020

- Centerboard removed, re-faired, re-fitted with new cable
- Engine heat exchangers replaced

2019

Engine parts replaced:

- Water-lift muffler
- Water-separator
- Exhaust system
- Sea Water Mixing elbow for Exhaust Cooling
- All fuel lines
- Racor fuel filters with tank selection manifold
- Return fuel lines with tank selection manifold
- Racor fuel filter and lines for Yanmar Generating engine
- Racor fuel filter and lines for Hurricane diesel heater

2019 BY HOMER LIGHTHALL

- Rudder re-shaped to design by Bill Lee
- To increase area, but not draft
- To reduce propeller aperture

2017-2018 BY WAYNE ETTTEL, SANTA BARBARA, CA, USA

- Cockpit mostly replaced
- Bruynzeel plywood sub-sole sheathed in fiberglass and epoxy

- Raw teak gratings for seen sole
- Varnished Honduras mahogany lower sides
- Seats widened to make foot well smaller for safety
- Widening has allowed seats to become fine weather night berths
- New carbon fibre/ epoxy fuel tanks to increase range
- All teak cap rail replaced
- Some older frames replaced in double sawn purpleheart

2014-2015 BY WAYNE ETTTEL, SANTA BARBARA, CA, USA

- Interior rebuilt in Honduras mahogany

2002-2005 BY WAYNE ETTTEL, SANTA BARBARA, CA, USA

- All new double planking (see 'Construction')
- 70% New sawn purpleheart frames with stainless steel doublers
- Silicon wood screw fastened
- 1970s Teak deck removed and re-surfaced
- Deck then re-laid Ettel-style with 3M 5200 as a gasket
- Horizontally bronze screw fastened between deck beams
- Bronze screw fastened to mahogany deck beams

Specification

ALDEN DESIGN NO. 356, 1927

To understand MAYAN in a design sense, it might be a good idea to think about the original boat built to this set of drawings, beautifully drafted at the Alden office in 1927 by none other than K. Aage Nielsen; his ‘A.N.’ initials are on all the drawings. The Dane, who became one of America’s most proficient and loved designers, worked with Alden 1925-1932, through the Boston office’s golden years of offshore racing success. He drew the all-conquering MALABAR X for his boss: say no more.

There is always a reason for a design that so spectacularly effectively carries off such shallow draft (board up, 4 ft 6 inches as designed) married to sparkling performance and comfortable, spacious accommodations – that, in MAYAN, continues to function exactly as planned almost 80 years ago.

356(‘A’) was SARTARTIA, the second of three increasingly larger centerboard schooners of the same name designed by the Alden office between 1927 and 1929, and built in rapid succession 1928 to 1929 by Goudy & Stephens of East Boothbay, Maine, for cotton magnate Benjamin Clayton of Houston, Texas. Anderson, Clayton and Company was then one of the world’s largest cotton-trading enterprises, and Sartartia was one of their plantations.

We don’t know where SARTARTIA (II) was berthed, but if you live in Houston, for Gulf coastal and inlet cruising 4 ft 6 to 5 ft draft comes in very handy indeed.

It’s no surprise that 20 years later, the second boat off the block, MAYAN, spent much of the early part of her life cruising the shallow Florida Keys and Bahamas Cays – and that such a design was chosen for launching into the Belize River’s meagre soundings.

The shallow underbody stands up to its canvas through great beam for a yacht of this length, hard bilge sections, and of course the ballast keel. The wooden centerboard supplies only lateral resistance; in present ownership it is raised sailing downwind and under power to reduce drag.

It’s all a well proven concept – MAYAN is here as proof.

©2025 Iain McAllister/ Sandeman Yacht Company Ltd.

Specification MAYAN'S STORY

JOHN G. ALDEN DESIGN NO. 356B

(ORIGINAL DRAWINGS BY K. AAGE NIELSEN AT JOHN G. ALDEN, 1927)

MAYAN will be forever associated with over 40 years of ownership by musician David Crosby; the famous songs he wrote on board – in particular ‘Wooden Ships’, together with Paul Kantner (Jefferson Airship) and Stephen Stills – and the other musicians of the 1960s and 70s, including Joni Mitchell, who sailed with him and were inspired in songwriting. But MAYAN’s story before that time is no less interesting.

It is understood that Paul Allen had served as a US Navy captain in World War Two, and saved wartime salary to pay for MAYAN’s build, augmented by funding from his father, New York born Miami winter resident Charles W. Allen – named in the Alden records as the client. Certainly, many men like Paul Allen had time during the war to imagine their dream ships, and perhaps MAYAN was planned for making up for lost time with his ageing father.

Why build her in the then British Honduras (now Belize)? Was it a case of taking the drawings to the mahogany when, post-war, supplies of the best quality timber were hard to come by back home? And/ or did the Allens have some connection with the British Crown Colony? Was Tewes’s build price incredibly low?

So many questions, but the answer is always: the magnificent MAYAN.

Whatever the reason, they chose her builder very well. Believed to be of Scottish origin, Tewes (probably Stacie Tewes) was one of many creators of local craft on the shallow lower reaches of the Belize River. Between them, Tewes and Paul Allen created a beautifully constructed vessel in such circumstances, neither apparently having built a boat of this size and type before.

MAYAN was built in nine months and sailed for New York soon after completion, arriving in early summer 1947 after a mid-May stopover at Miami. Then in March 1948, presumably under charter, a Detroit Boat Club team with Commodore Art Mitchell at the helm took part in the then highly

There was also an aviation connection in MAYAN’s (her name restored) next ownership from 1962 by Alice B. Hively of Nurmi Isles, Fort Lauderdale and Gulfstream Sailing Club: her husband, Captain Howard D. Hively, was a WWII US Air Force air ace. But aboard MAYAN, Alice was most surely the captain, cruising and racing the schooner with the wives of fellow Gulfstream Yacht Club members who would otherwise have been left ashore. In Hively’s ownership, among other events, MAYAN took part in the 1962 Fort Lauderdale to Grand Bahama Race, and in 1963 sailed the October Columbus Day Regatta on Biscayne Bay before setting off on a Caribbean cruise.

Between 1966 and 1969 MAYAN had two separate documented owners, James E. Ottaviano and Lee Goodwin, about whom little is known. It is thought that she was a Florida charter boat at this time, and according to David Crosby not so well cared for.

MAYAN’s US Coast Guard documentation record shows that David Van Cortlandt Crosby purchased MAYAN at Miami on May 19th, 1969. In his 2007 autobiography, Crosby revealed that his friend Peter Tork of The Monkees loaned him the \$22,500 purchase price funds. MAYAN would become a source of songwriting inspiration to more than just her owner, and a place of peace in an often famously turbulent life.

“MAYAN became my rock. She was always there and I could always get away from the crazies in my business... I always figured if everything really went to hell, we’d just leave on MAYAN and head for the islands. Back then a lot of us thought everything was going to collapse pretty soon. I’m sure glad it didn’t.”

Rather than reinvent the wheel, we’ll let present owner Beau Vrolyk speak about the David Crosby he knew – the sailor, and unconditional lover of MAYAN:

“From the perspective of a fellow sailor, David did what the best of us do. He cherished his beautiful boat, pouring a mountain of treasure into maintaining and eventually completely rebuilding her. He sailed MAYAN from the Caribbean to California, to Tahiti and Hawaii, and endlessly cruised

prestigious St Petersburg (Florida) to Habana (Cuba) Race, MAYAN rubbing shoulders with, among others, STORMY WEATHER, and her Cuban built and owned S&S cousin CICLON, drawn by Aage Nielsen in the early 1940s when running the Sparkman & Stephens Boston office, and a hull sister to the yawl BOUNTY that MAYAN would race against 70 years later on San Francisco Bay.

MAYAN then seems to have been sailed back north, we imagine up the Intracoastal Waterway, to Morehead City, North Carolina, where in June/ July 1948 Miami yacht broker H. Morton Jones sold the schooner to her very interesting second owner, Harvey S. Bissell. Perhaps this was always the plan for the Allens: a money-making venture and adventure, at a time when few newly built yachts were available.

Bissell’s mother, Anna, “the world’s first female CEO”, sold the carpet sweepers while Harvey went off sailing and operated as one of the largest US beef producers from his Corralitos Ranch, Las Luces, New Mexico. Between the wars, Bissell and his family had completed a Pacific circuit via New Zealand and Hawaii with the 85 ft A. Cary Smith designed 1901 steel schooner (wonderfully renamed) WANDERLUST, and a world circumnavigation with their Clinton Crane designed 148 ft three-masted 1902 steel schooner ARIADNE. Both adventures were immortalised in published books.

MAYAN would have been purchased with less ambitious cruising in mind, her shallow draft perfect for the cays easily reached from Bissell’s winter residences at Jupiter, Florida, and St Thomas, Virgin Islands. Preparations for their first Virgin Islands cruise got underway as soon as she was delivered to Miami from Morehead City in July 1948.

From 1953, MAYAN became SEPICO II at Miami, entity owned by ‘Sepico Company’, whose beneficial owner is believed to have been Sherman F. “Red” Crise, a larger than life former WWII Army Air Corps strategic photographic survey pilot who became a significant motorsport and 'Midget Racing' entrepreneur: founder and promoter of the Nassau Speed Weeks of the mid-1950s to mid-1960s, and, together with offshore powerboat racing legends Dick Bertram and Sam Griffith, the Miami-Nassau Race. Also in 1953, Crise bought Sir Malcolm Campbell’s ‘Blue Bird V’ land speed record-breaking car, but that is another story.

the Channel Islands off of Southern California. His beloved schooner was no “harbor queen”. In MAYAN’s wake, David left sailors who cherish having known him. It wasn’t because he was a famous rock star. It was because he was a fellow sailor....

“Every sailboat needs care, and wooden boats need more than most. Throughout his life, David would pour love, affection, and money into MAYAN. Most of this maintenance was modest, but occasionally she needed to have 'a little work done'.

“Eventually, the frames, planking, and deck of MAYAN were in desperate need of repair. David had done a number of partial repairs over the forty years he had sailed her, but by 1999 she was nearly beyond saving. Master shipwright Wayne Ettel was asked to restore her and after a spirited sail, he agreed, saying: ‘This boat needs to be saved.’

“In 2005 MAYAN was returned to David stronger and better than she had ever been. But financial pressures were building and he reluctantly put her up for sale. At Wayne’s suggestion, we wrote a letter asking David if he would consider selling her to us; we included our sailing resume and assured him that we had the skill and treasure to keep her safe and well-maintained. Two days later the phone rang and David’s distinctive voice asked: ‘Hey, do you want to buy my boat.’ I replied ‘Yes!’ and David continued: ‘Come on down to Santa Barbara, you can look at her, we can eat some tacos, and talk about it.’ The next day in Santa Barbara, after a tour of MAYAN and a long lunch of terrific tacos, we shook hands on the deal.”

Since 2014, Beau and Stacey Vrolyk have continued to work with Wayne Ettel to bring MAYAN to the point where future maintenance of this wonderful yacht should be of the normal rather than invasive variety, and, together with family and friends, have given her one of the greatest gifts a boat can receive: honourable, regular use, care and love; racing, cruising, and just being on board.

©2025 Iain McAllister/ Sandeman Yacht Company Ltd.

Specification

REGATTA RECORD

ROLEX BIG BOAT SERIES, SAN FRANCISCO

- 2024 - Class Winner
- 2023 - 3rd in Class
- 2022 - 2nd in Class
- 2021 - Class Winner
- 2019 - 2nd in Class

INTRACLUB, ST FRANCIS YC, SAN FRANCISCO

- 2023 - 1st

JESSICA CUP, ST FRANCIS YC, SAN FRANCISCO

- 2022 - 2nd
- 2019 - Winner
- 2018 - Winner

BIG BROS BIG SIS, SANTA CRUZ

- 2021 - 1st

MASTER MARINERS REGATTA, SAN FRANCISCO

- 2021 - Class Winner
- 2016 - Class Winner

LEUKEMIA CUP, SAN FRANCISCO

- 2019 - 2nd
- 2018 - 2nd

ELKHORN YC OTTER CUP, MOSS LANDING

- 2015 - Winner

GREAT SAN FRANCISCO SCHOONER RACE

- 2014 - 3rd

CONSTRUCTION

- Double planked (2005)
 - Interior layer of Port Orford cedar
 - Exterior below waterline layer of kapur
 - Exterior above waterline layer of Douglas fir
 - Staggered seams
 - Planks set in thickened epoxy between layers
 - Purpleheart double sawn frames 70% new in 2005; more in 2019)
 - Marine grade silicon bronze wood screw fastened (2005)
 - Stainless steel floors (2005)
 - Original Honduras sapodilla wood keel, horn timber and stem
 - Purpleheart mast steps (2005)
 - Kapur centerboard trunk fiberglass & epoxy sheathed (2005)
 - Australian iron bark wood centerboard (heavier than water)
 - Polycarbonate window for viewing inner centerboard trunk
 - Stainless steel transverse support to centerboard case and mast step (2005)
 - Cast iron ballast keel, 10,000 lbs / 4.5 tonnes
 - Pitch/ long leaf yellow pine beam shelves and clamps
 - Honduras sapodilla knees and lodging knees
 - Wood planked, fiberglass sheathed somosa wood rudder; bronze shaft
 - Honduras mahogany superstructures
 - Cabin trunk sides and cockpit coaming 2 in / 50 mm thick
 - Teak laid deck (2005 - see 'Restoration')
 - Mahogany deck beams
 - Teak laid cockpit deck/ seating on mahogany beams (2019)
 - Teak laid coachroof on mahogany beams (2005)
-

Specification

DECK LAYOUT, EQUIPMENT, AND GROUND TACKLE

GENERAL

MAYAN's clean, uncluttered deck appearance is the result of many years of paring back to the essentials, replacing caprail track headsail sheeting to a barbour hauling system, and of course is a by-product of the delightfully simple, self-tacking nature of schooner rig.

- Teak laid deck
- Painted teak coveringboards
- Stanchioned bulwarks with varnished teak capping rail
- Spectra single braid removable lifelines

AFT DECK

- A-Frame boomkin with teak grating platform
- Bronze mainmast standing backstay chainplate
- Associated stainless steel bobstay and dolphin striker
- Bronze ensign staff socket
- Stanchioned taffrail
- Bronze mainsheet horse and tackle
- Bronze and varnished teak main boom gallows; stern nav light
- Bronze Panama fairleads in bulwarks
- Associated Bronze capped samson posts port & starboard

SELF DRAINING COCKPIT

- Varnished mahogany raised coaming; raw teak capped
- Bronze self tailing mainsheet winch on bronze box
- Worm drive steering box/ helm seat
- Mahogany and Honduras sapodilla wheel angled to drive shaft
- Varnished teak binnacle pedestal
- Danforth Constellation steering compass
- Spinlock single lever engine control
- Teak laid fore and aft benches (fuel tanks under)
- Teak laid bridge deck
- 2 x Bronze opening ports to engine space (opening out)
- Engine panel
- Raw teak sole
- Port and starboard companionways forward (port to engine space)
- Sliding hatches and washboards

Barient winches on blocks outboard of coamings

- 2 x #35 Primary
- 2 x #28 Secondary

CABIN TRUNK

- Very long - extends to just aft of foremast
- Varnished mahogany uprights
- Bronze opening ports
- Teak laid roof
- 6 x Raw teak grabrails
- Butterfly skylight central over saloon, aft of mainmast
- Mainmast position
- Bronze foresail boom sheet horse and tackle
- Varnished hatch to port with deadlight, over galley
- Bronze captive wire centerboard winch
- Varnished hatch to starboard with deadlight, over starboard aft cabin
- Bronze self tailing foresail winches port and starboard
- Raw teak liferaft stowage chocks
- Varnished hatch to port with deadlight, over heads
- Varnished hatch to starboard with deadlight, over port forward cabin

SIDE DECKS

- 4 x Raw teak and bronze pinrails ad main and fore shrouds
- 2 x Bronze Panama fairleads in bulwarks port & starboard
- Panama fairleads double as sheeting points

FOREDECK

- Foremast position
- Traditional fife rail with bronze belaying pins
- Varnished scuttle/ booby forehatch
- Bronze opening ports in hatch port & starboard
- Anchor stowage point
- Ideal horizontal windlass; capstan, chain gypsy, bronze bollard & cleat
- Purpleheart samson post/ bowsprit bitts (2019)
- Bronze chain snubber
- Bowsprit
- Bronze removable anchor davit
- Stainless steel platform pulpit over bowsprit

GROUND TACKLE

- 77 lb / 35 kg Model 160 'Spade' bower anchor
- 65 lb / 29 kg Danforth
- 150 lb / 68 kg Danforth storm anchor
- 150 ft / 46 m Hi-test chain
- 350 ft / 107 m Three-strand ¾ in / 18 mm nylon rode
- (and spare rodes)

ACCOMMODATION AND DOMESTIC EQUIPMENT

GENERAL

MAYAN's accommodation arrangement is nicely controlled by her huge centerboard trunk, creating an air of both privacy, intimacy and sociability.

- Sleeps 7-9 adults in 5 x cabins
- The stowage capacity for cruising is very large for a boat this size
- The very large forward "V" berth cabin is popular with children
- It's berths are between single and double in size
- Down 5 x steps from starboard companionway
- (Port companionway is to the engine space)
- Lined and panelled Honduras mahogany carpentry
- Deckhead lights
- All opening ports have removable screens
- Hatches have sliding screens

SALOON

To Port

- L-Seating area
- Drop leaf table (removed forward when racing)
- Brass pendant lamp over
- Ship's clock and barometer
- Bookshelf
- Locker port aft
- Stowage outboard under side deck
- incl. Sharp Carousel 2 microwave oven forward
- Skylight in deckhead
- 2 x Bronze opening ports
- Deckhead lights
- Reading light

To Starboard

- Fold down chart table concealing navigation displays
- Hanging locker
- Rolled chart stowage
- Banquette settee with pilot berth outboard
- Stowage under
- Sideboard forward; fiddled top; 3 x drawers under

AFT STARBOARD DOUBLE BERTH 'OWNER' CABIN

- To starboard of centerboard trunk
- Berth outboard
- Chest of 4 x drawers port forward
- Fiddled top; mirror; shaded lamp
- Hanging locker starboard forward
- Hatch with deadlight and sliding mosquito screen in deckhead
- 2 x bronze opening ports in trunk side

- Grabrail at carlin
- Reading lights
- Electric fan

PASSAGE FORWARD TO PORT OF MAIN MAST & CB TRUNK

- Deckhead lights

U-GALLEY TO PORT

- Varnished teak counter tops
- 2 x Top loading refrigerator / ice boxes aft
- Dometic AC/DC refrigeration system with icebox
- Utensil stowage
- 2 x Stainless steel sink bowls
- Period and pumps for fresh and salt water
- Pressure water faucet
- Stowage outboard and under
- Force Ten 3-Burner LPG hob with oven
- Trident solenoid
- Top loading ice box with AC/DC cold plate
- Microwave oven (stowed aft of galley to port)
- Electric fan

SHOWER COMPARTMENT TO PORT

- Teak sole grating
- Sump drain
- Stowage outboard
- Deckhead light
- Bronze opening port

WC COMPARTMENT TO PORT

- Marble counter
- Stowage outboard and under
- Inset stainless steel basin
- Chromed mixer tap
- Raritan electric fresh or salt water flush WC
- Holding tank or overboard discharge
- Deckhead light
- Mirror

FORWARD LOBBY

- Single berth to port
- Stowage under
- Deckhead light; ventilation door forward to forecabin
- Large stowage area to starboard forward
- Locker to port of foremast

PORT FORWARD DOUBLE 'GUEST' CABIN

- To starboard of centerboard trunk
- Entered via forward facing door
- Double berth outboard
- White painted sole
- Deckhead light
- Reading light
- Electric fan

FORECABIN

- Wide v-berths
- Stowage under

- Deckhead lights

FOREPEAK

Chain locker and open stowage area

Specification

RIG, SAILS, AND CANVASWORK

From 2022 MAYAN reverted to the rig she began her life with, sailing as a so-called "Transitional Schooner" : Bermudan / Marconi mainsail and a gaff foresail. At some point in her early life she had been converted to Staysail Schooner rig, and after many years of optimisation in present ownership, the conclusion was that for efficiency, and ease of short handed passagemaking and cruising, Alden's original design would be best.

RIG

Spars

- White LPU enamel paint finished
- Keel stepped hollow spruce mainmast; single spreaders
- Bronze Hutton (Barient design) self-tailing main halyard winch (c2018)
- Bronze Barient fisherman staysail peak halyard winch
- Bronze Barient gaff vang control winch
- Main boom
- Keel stepped Douglas fir foremast; single spreaders (made in David Crosby's ownership)
- Bronze Hutton #26 (Barient design) self-tailing jib halyard winch (2018)
- Bronze Barient spinnaker halyard winch
- Bronze Barient fisherman staysail throat halyard winch
- LED foremast mounted deck spotlight and spreader lights
- Fore boom

- Bowsprit with stainless steel fittings

- A-boomkin with stainless steel fittings

Standing rigging

- 3/8" / 9 mm Dyform stainless steel wire (2022)

- Hayn mechanical lower terminals & swage-on upper terminals

- Bronze toggled 5/8" open-body turnbuckles

- Bronze chainplates

Headsail furler

- Harken Mk IV

SAILS

By Ullman

- Dacron 12 oz mainsail with 3 x reefs (2024)

- Dacron 12 oz gaff foresail with 1 x reef (2022)

- Dacron 9 oz 86% roller furling jib (2021)

- Dacron roller furling yankee jib (2014)

- Dacron 9 oz large advance staysail (2018)

- Nylon 1.2 oz A3 spinnaker (2019)

- Gollywobbler (2014)

- Dacron 9 oz flounder upwind fisherman staysail (2021)

- Nylon 1.2 oz A2 spinnaker (2021)

Older

- Dacron 9 oz fore staysail with 1 x reef (2014)

- Dacron 9 oz main staysail with 1 x reef (2014 - obsolete/ spare fore staysail)

CANVASWORK

- Cockpit cover

- Mainsail cover

- Staysail cover

- Set of cap rail covers

- Set of cabin side covers

- 2 x LPG cylinder covers

- 2 x Mast boot covers

- Spade anchor cover

Specification

MECHANICAL, ELECTRICAL, AND TANKAGE

MECHANICAL

- Mercedes-Benz OM 352 6-cyl 130 hp naturally aspirated diesel
- Rebuilt 2005; regularly serviced and upgraded (see 'Restoration')
- Paragon hydraulic gearbox
- Aquamet 22 alloy 1.5 in propeller shaft
- PYI Max Prop 22 in right-hand feathering 3-blade propeller
- 3 x Racor 500MA fuel filters
- Racor spin-on secondary filter
- Steering
- Edson Worm drive

MECHANICAL ELECTRICAL

- Yanmar 2GM20F 16 hp generator
- Racor spin-on fuel filter
- Belt-driven DC 160 A Prestolite alternator

TANKAGE

Fresh Water

- 2 x Stainless steel cross connected tanks

- c.120 US Gal / 454 L Under berth in starboard aft cabin

- 50 US Gal / 189 L At WC compartment, also supplying fresh water flush

- Pressurised delivery system throughout

- 1 x Jabsco M/N 42735 house water pressure pump

- 1 x Raritan 12 V centrifugal freshwater toilet pump

Hot Water

- Supplied by Hurricane II hydronics system

Fuel (under cockpit port and starboard)

- 2 x Carbon fiber cross connected 100 US Gal tanks with sight gauges

- Total fuel: 200 US Gal / 757 L

- Range: 500 nautical miles

-(The cross connection is used in tacking)

ELECTRICAL

AC 120 V System

- 30 A Shore power connection
- Earth Circuit Leakage System (TBC)
- Pro Mariner Pro Charge engine starting bank multistage charger
- Out Back Power Systems Sine Wave 3500 W Inverter/ charger
- Out Back Power Systems display at chart table
- Victron battery monitor at chart table

DC 12 V System

- 16 x Concorde Lifeline 6 V 300 Ah AGM house batteries (2020)
- 2 x West Marine 12 V 92 Ah AGM 24 V engine starting batteries (2020)

Waste/ Holding

- Stainless steel tank
- 1 x Johnson SPX 1000 shower sump pump

OTHER

- Captive wire winch for centerboard; 7 x 19 wire cable (replaced 2020)
- Hurricane II Combi Hydronic Heating System; control at chart table

Specification

NAVIGATION AND COMMUNICATIONS

NAVIGATION

- Danforth Constellation binnacle compass with 7 in card
- Danforth owner's stateroom gimbled compass
- B&G Zeus 12 in touch screen Multi Function Display
- 2 x B&G Multifunction repeaters

- 3 x B&G Triton MFDs
- B&G NAC-3 autopilot computer
- B&G Hydra 5000 autopilot controller
- B&G Heading sensor
- Vesper Marine Class B AIS transponder

COMMUNICATIONS

- ICOM IC-M422 DSC VHF radio

Specification

SAFETY

Bilge Pumping:

- 1 x Whale Gulper 320 electric; manual and auto with float switches
- 1 x Edson emergency diaphragm manual
- Engine driven centrifugal
- Generator driven centrifugal
- Bilge alarm

LPG System:

- Trident LPG system with solenoid remote valve
- Gas sniffer and alarm

Firefighting:

- 7 lb Kidde ABC Dry Chemical Main Cabin
- 7 lb Kidde ABC Dry Chemical Forward Cabin
- 10 lb Badger ABC Dry Chemical Main Cabin
- 10 lb Badger ABC Dry Chemical Navigation station

- 10 lb Kidde ABC Dry Chemical Mobile

Lifesaving:

- Assorted USCG Lifejackets Type V hybrid inflatable, 28 USCG Type II
- 1 x Mustang Child USCG Type III
- 30 life ring
- Horseshoe buoy
- Lifesling MOB recovery sling
- Flares
- ACR Global Fix 406 GPS EPRIB (requires service and registration)
- 1 Set of jacklines
- Assorted retractable tethers

Other

- Handheld air horns
- LED Tricolor & steaming light all illuminated

Specification

OTHER EQUIPMENT

- Windex 15" masthead wind indicator
- 4 x Barient bronze 10" locking winch handles
- 2 x Hutton bronze 10" locking winch handles
- Hutton bronze 10" double locking winch handle
- Harken aluminum 10" double locking winch handle
- Titan plastic 10" locking winch handle
- Lewmar aluminum 8" Speedball locking winch handle
- Assorted Nico Marine snatch blocks
- Assorted Ronstan snatch blocks
- Assorted Spectra type custom spliced sheets

- 2 x Spare three-strand 3/4" x 300' anchor rode
- Wooden boat pole
- Assorted dock lines & fenders with covers
- Assorted spherical fenders
- Teak staff with ensign
- Masthead burgee staff
- Assorted plastic & canvas buckets
- Soletic portable AC heater
- Brass hurricane lantern
- Assorted hatch screens
- Husky tool kit
- Two built-in tool drawers with hand tools
- Dyson handheld vacuum
- Assorted galley equipment & appliances

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.

JOHN G. ALDEN 59 FT SCHOONER 1947/2005

Specification
GALLERY






SANDEMAN
HERITAGE OF CLASSIC & VINTAGE YACHTS
YACHT COMPANY






SANDEMAN
EXCLUSIVITY OF CLASSIC & VINTAGE WINE
YACHT COMPANY

©ROLEX / Daniel Forster













SANDEMAN
EXPERTS OF CLASSIC & YACHTS
YACHT COMPANY

© ROLEX | Sharon Green




SANDEMAN
PRODUCTION OF CLASSIC & VINTAGE WINES
YACHT COMPANY

© ROLEX | Sharon Green












SANDEMAN
BROKERAGE OF CLASSIC & MODERN YACHTS
YACHT COMPANY




SANDEMAN
SAILBOATS • YACHTS • POWERBOATS
YACHT COMPANY







SANDEMAN
SPECIALISTS IN CLASSIC & VINTAGE YACHTS
YACHT COMPANY




SANDEMAN
BUILDING THE WORLD'S MOST EXCLUSIVE YACHTS
YACHT COMPANY





SANDEMAN
SAILBOAT SALES & SERVICE
YACHT COMPANY







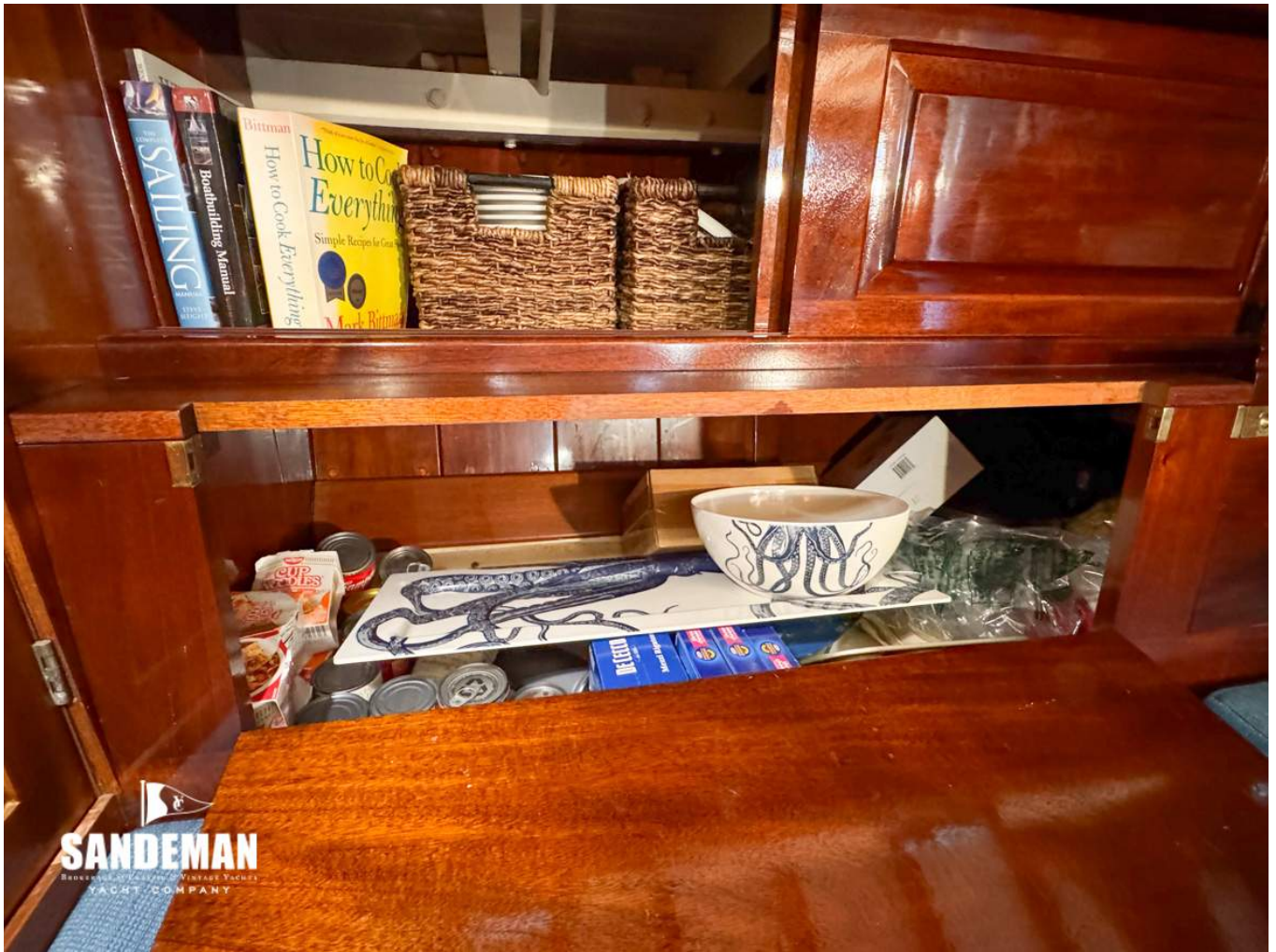
















SANDEMAN
SANDERSON OF LONDON & THAMES YACHTS
YACHT COMPANY



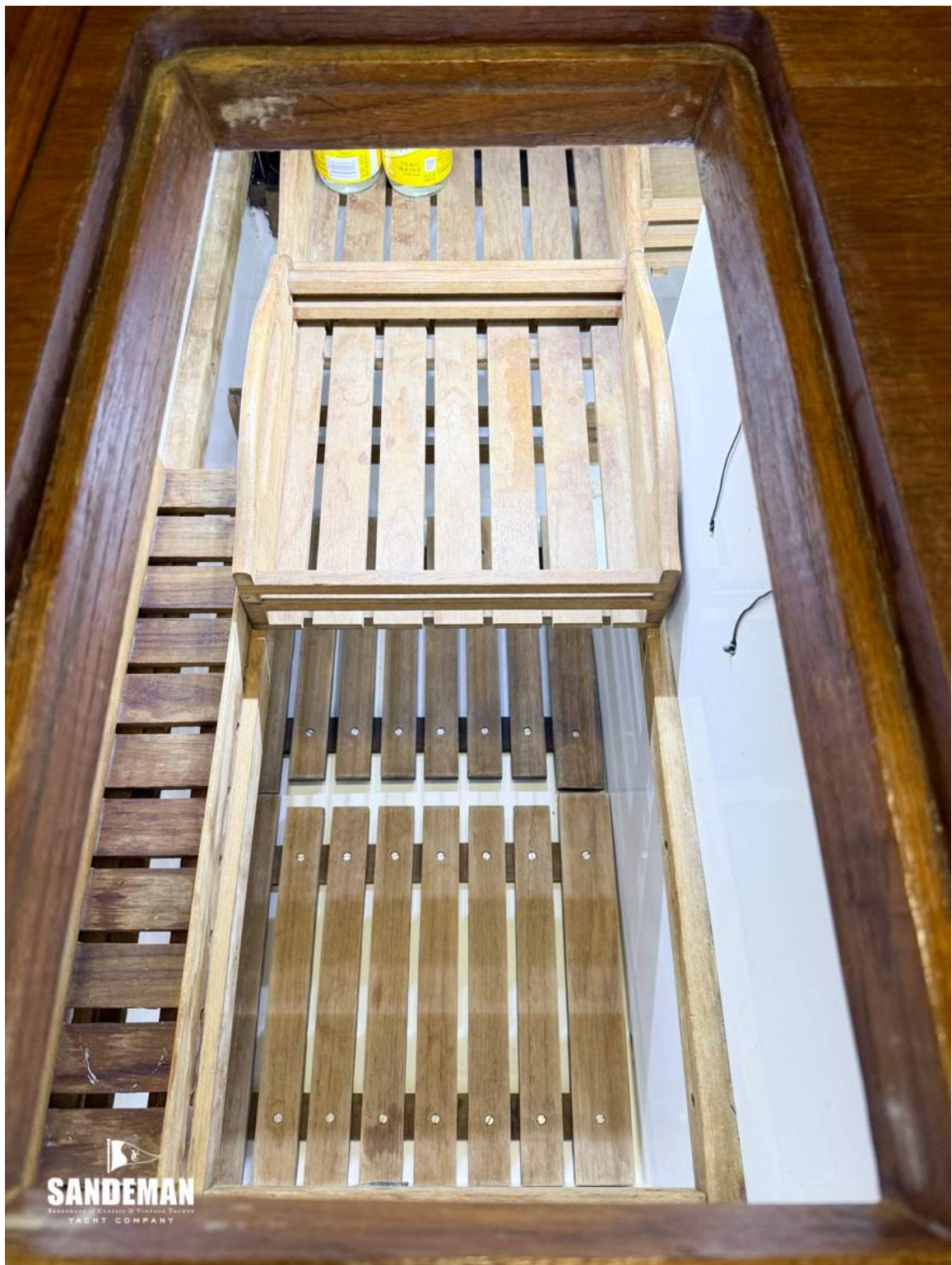



SANDEMAN
DEALER OF CLASSIC & VINTAGE YACHTS
YACHT COMPANY

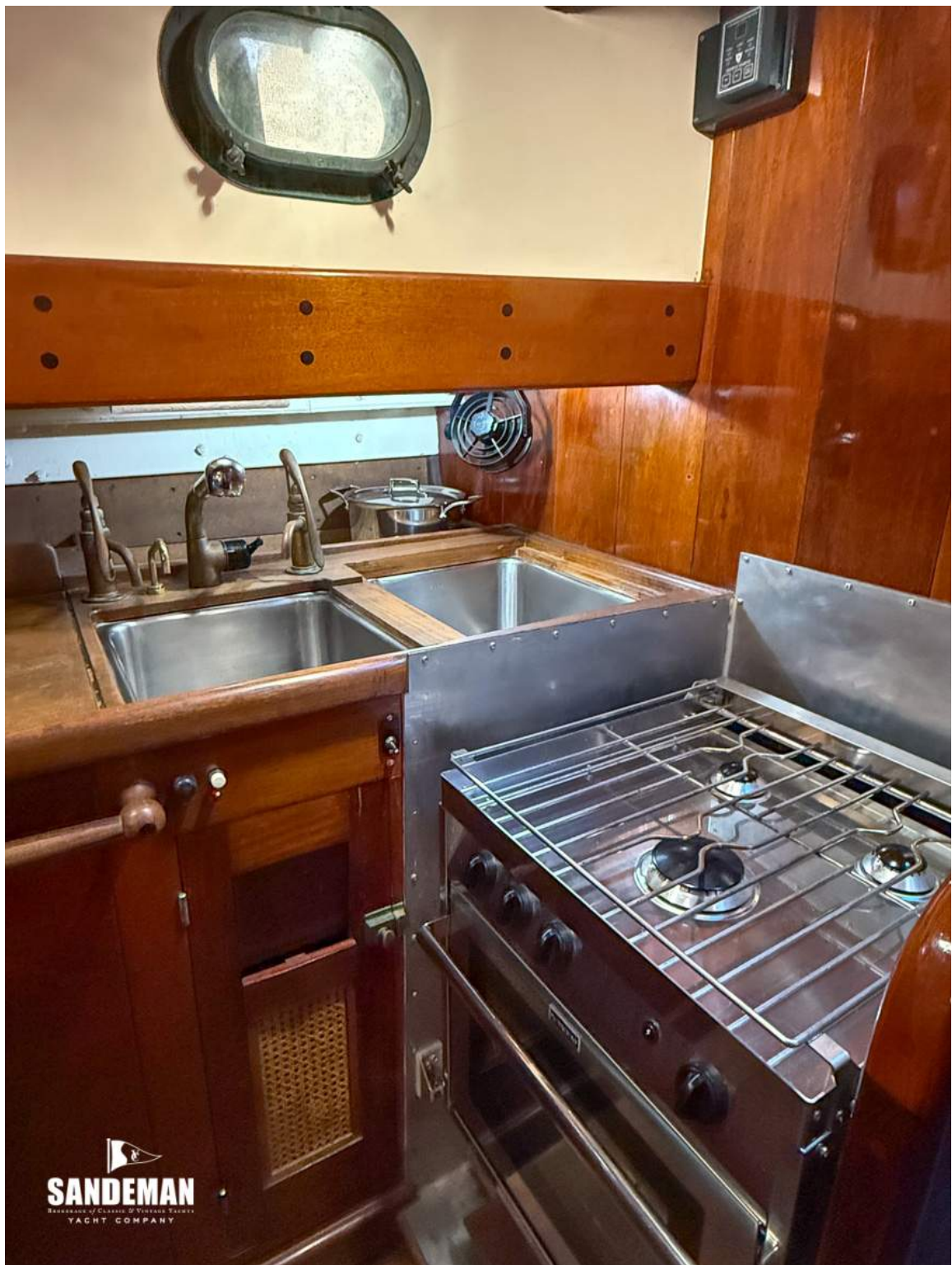



SANDEMAN
SANDERSON & CLARKE LTD LONDON, ENGLAND
YACHT COMPANY










SANDEMAN
BASEBORN • CUNEO • THORNDYKE
YACHT COMPANY





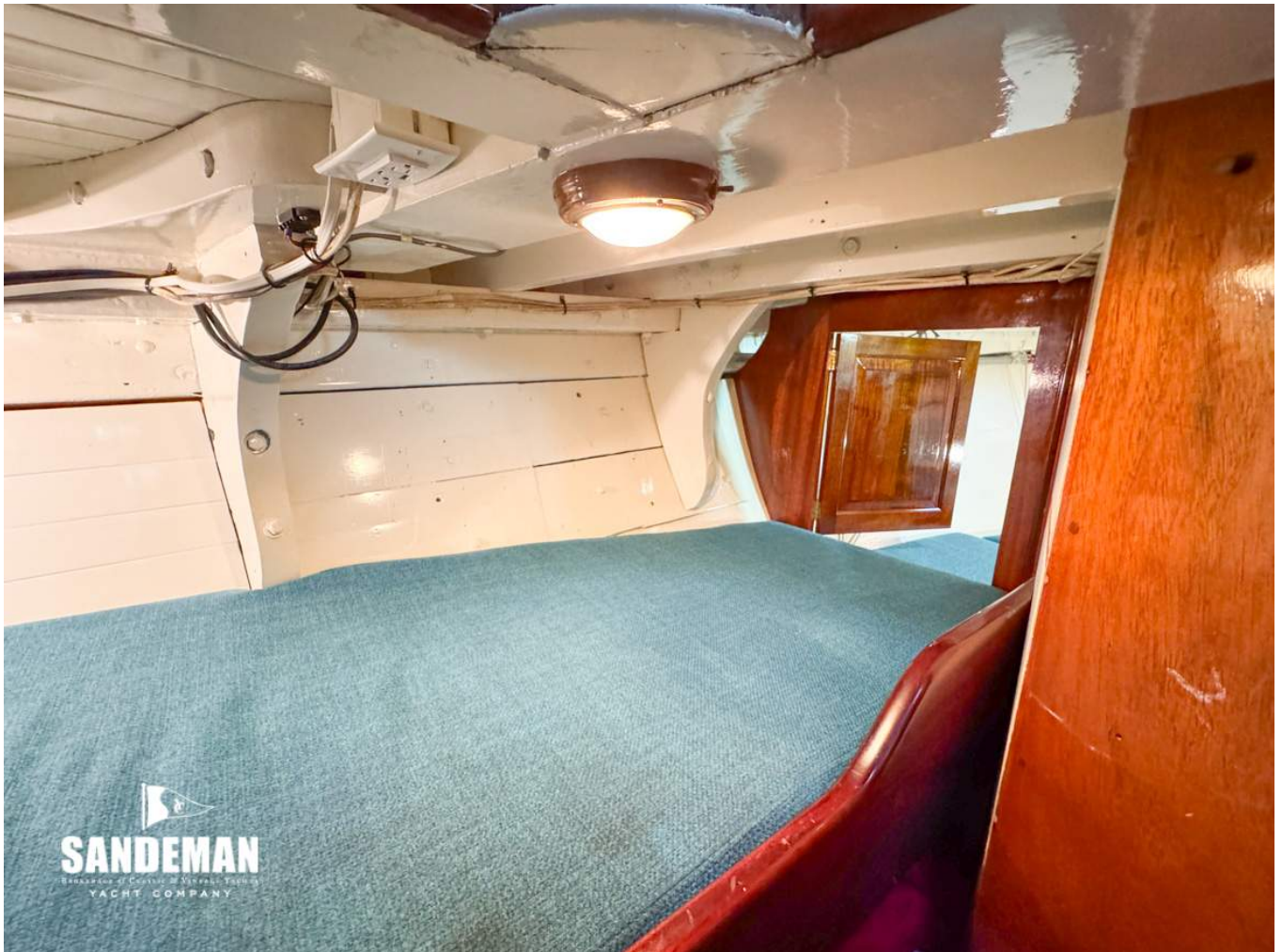




SANDEMAN
BROKERAGE OF CLASSIC & VINTAGE YACHTS
YACHT COMPANY




SANDEMAN
SANDERSON / CUNEO / THOROLD YACHTS
YACHT COMPANY

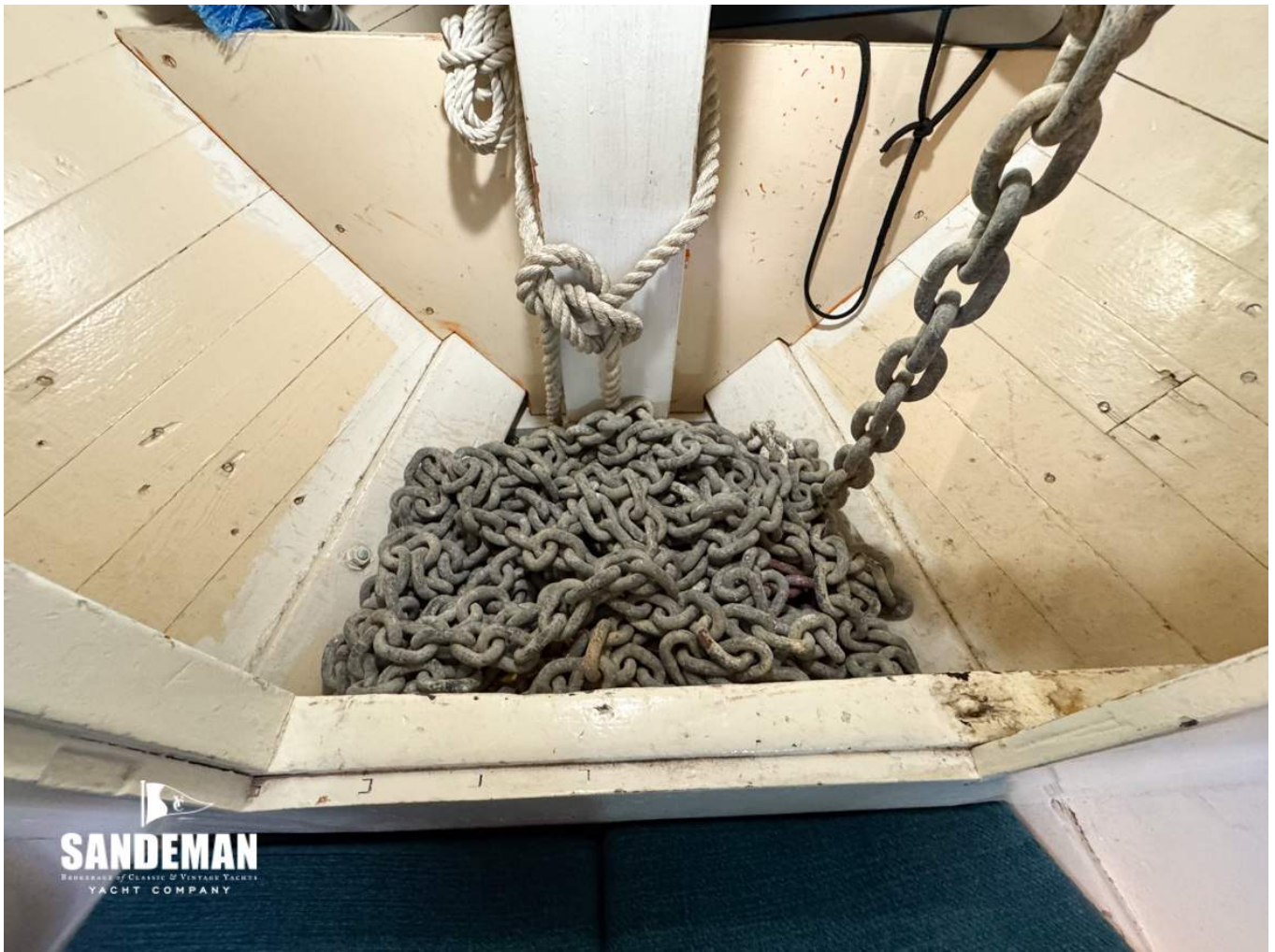


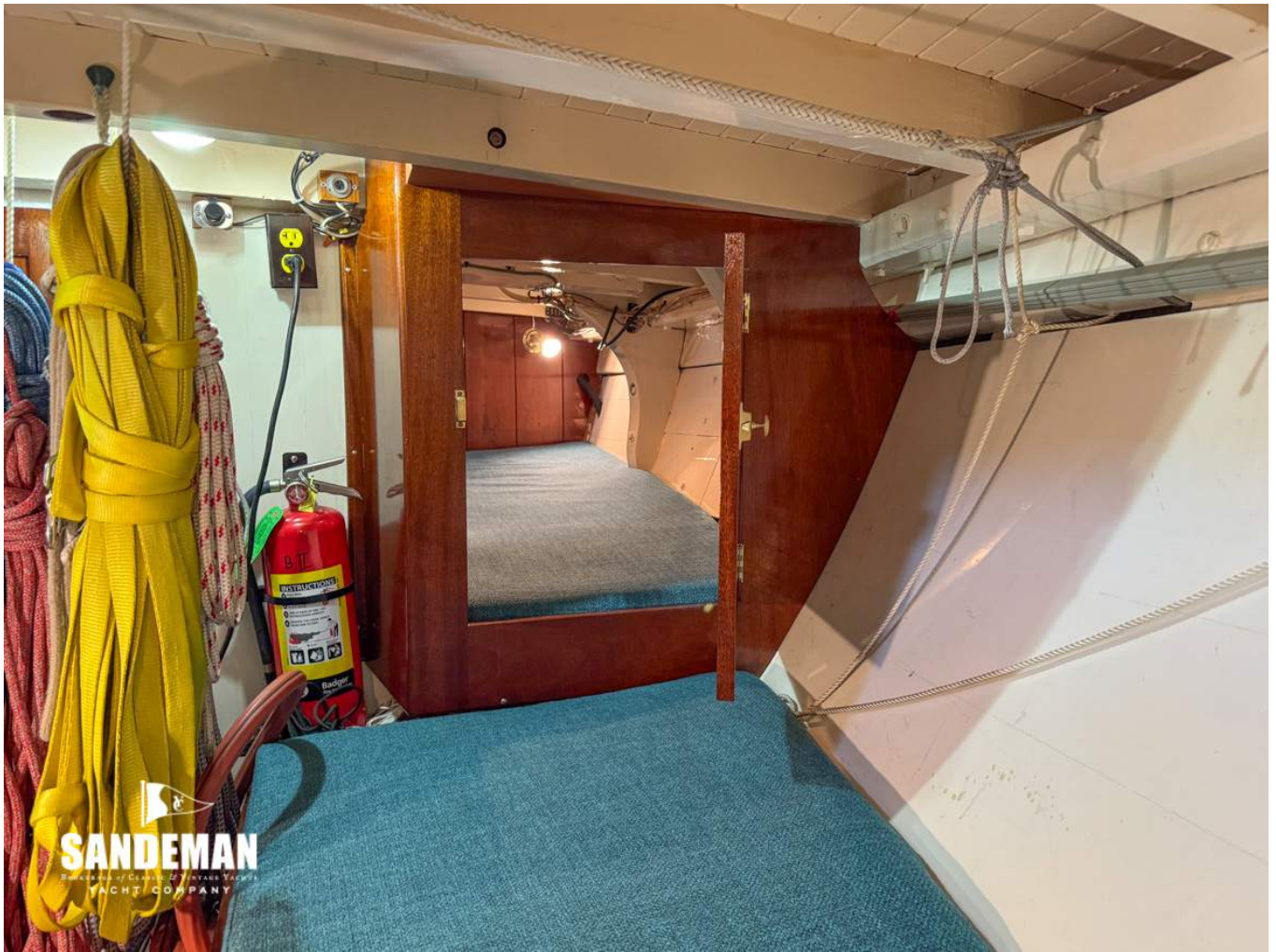



SANDEMAN
RESTORATION & UPGRADE OF VINTAGE YACHTS
YACHT COMPANY




SANDEMAN
YACHT COMPANY





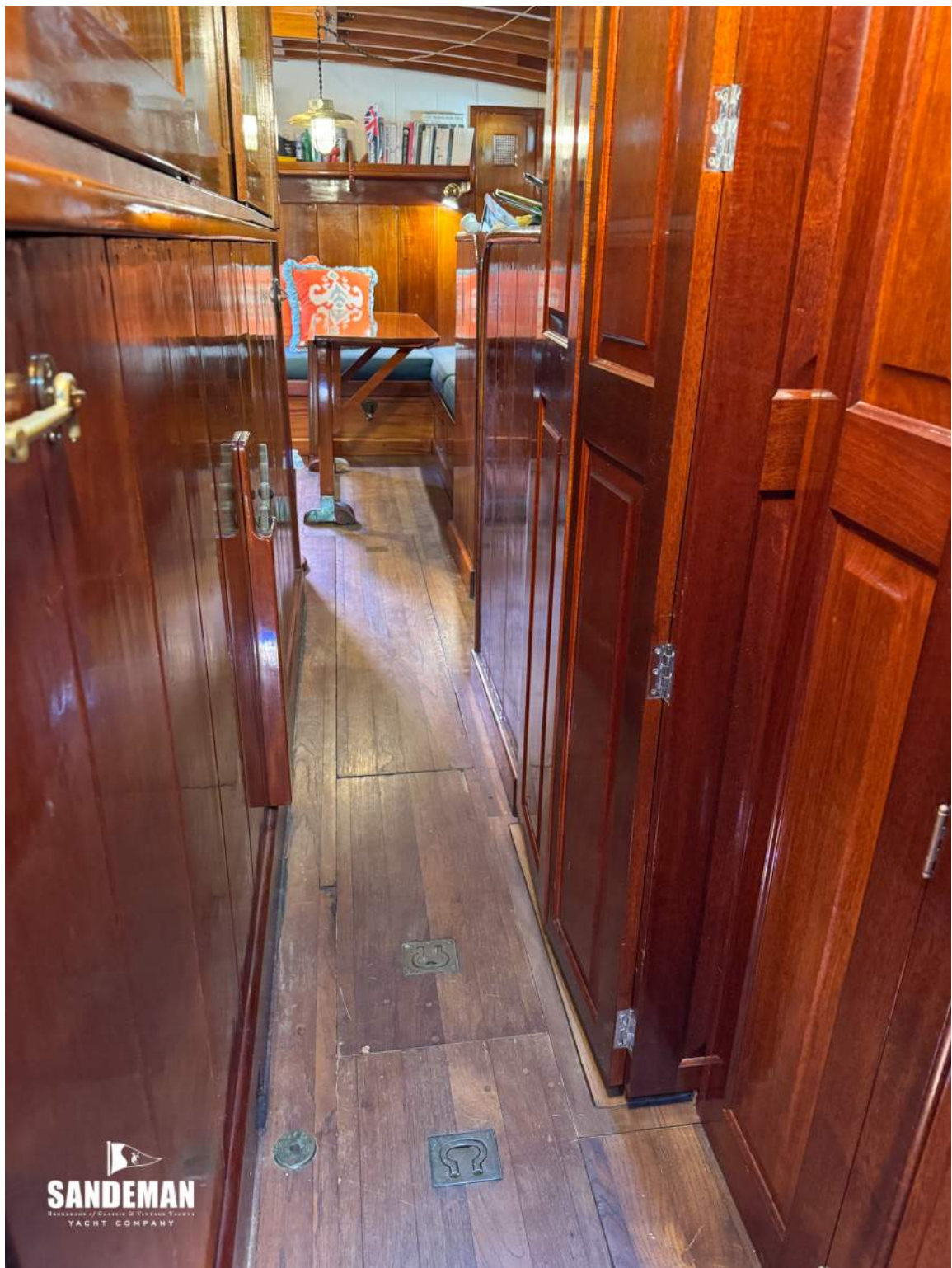

SANDEMAN
BUILDERS OF CLASSIC & VINTAGE YACHTS
YACHT COMPANY






SANDEMAN
BOATSPACE OF CLASSIC & VINTAGE YACHTS
YACHT COMPANY









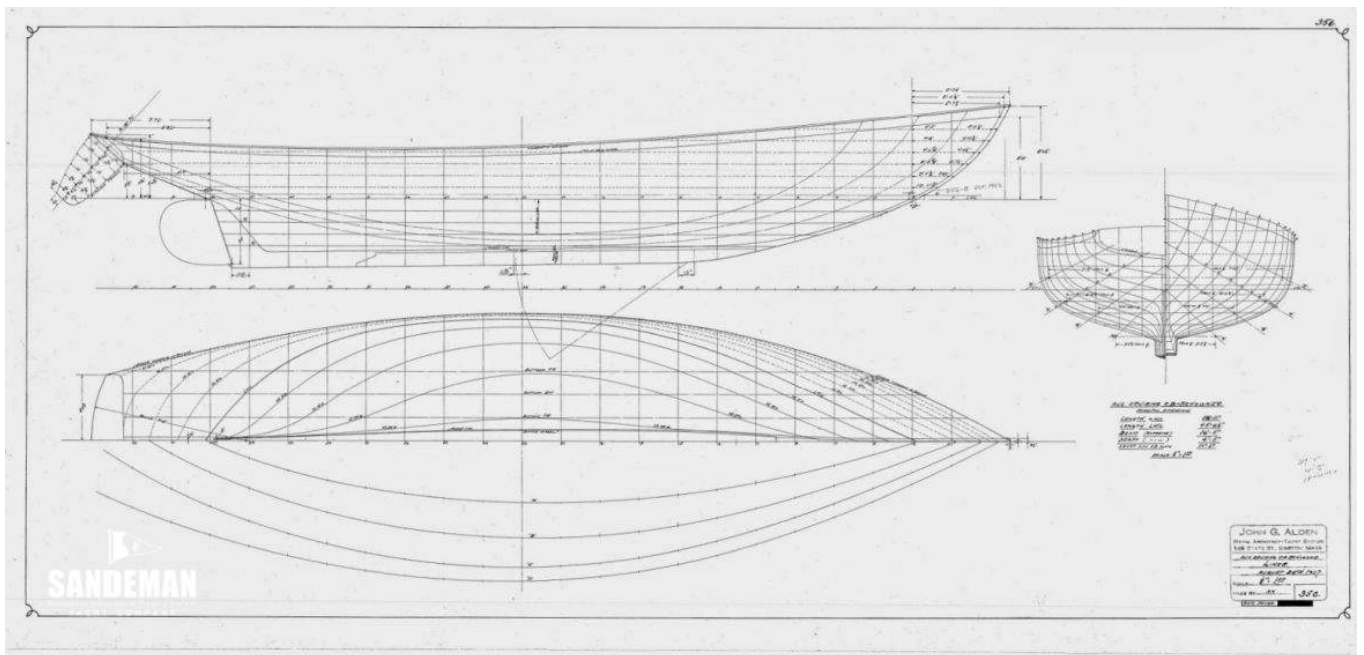


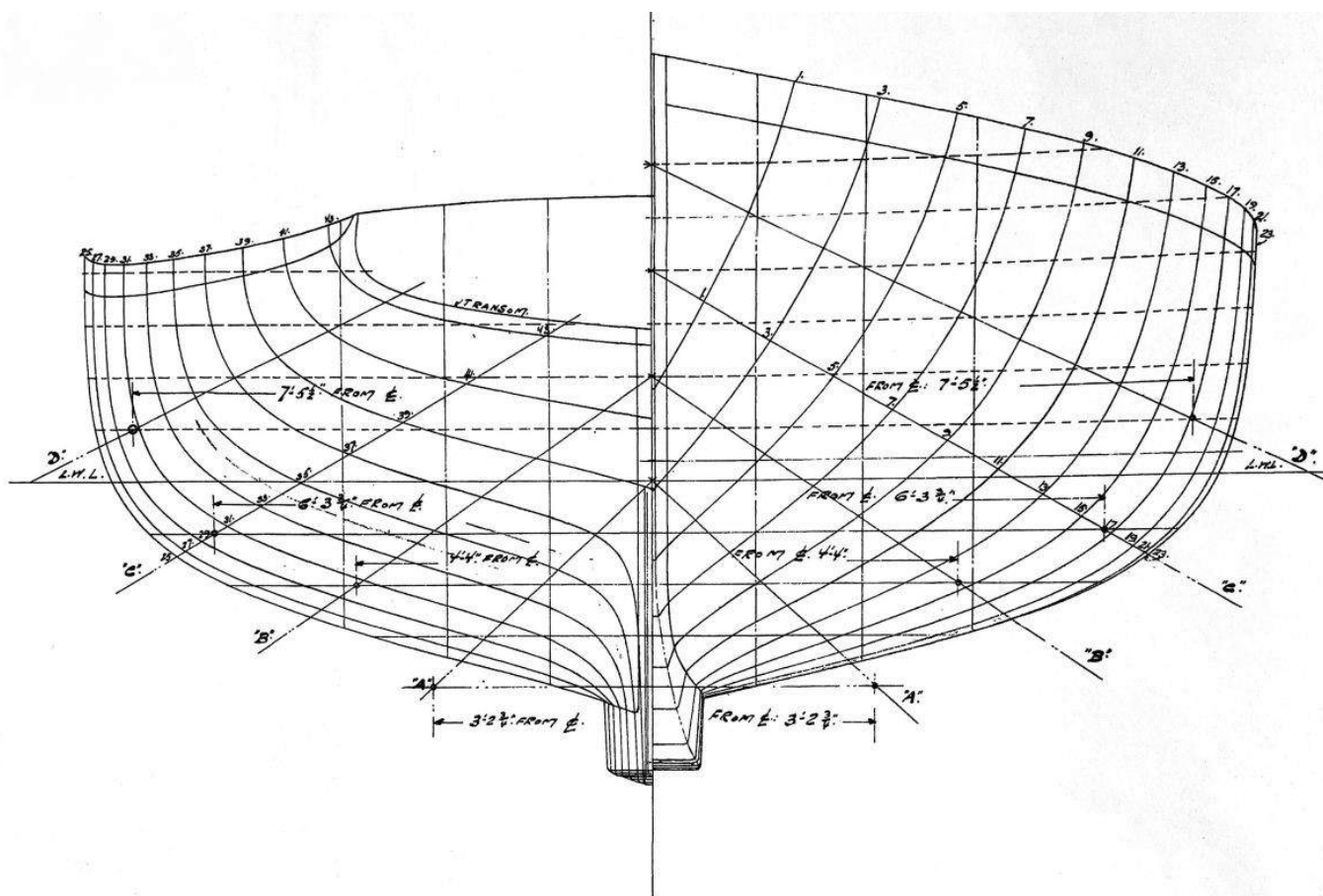

SANDEMAN
DESIGNERS OF CLASSIC & MODERN YACHTS
YACHT COMPANY



SANDEMAN
BROKERAGE OF CLASSIC AND MODERN YACHTS
YACHT







AUX. CRUISING C.B.-SCHOONER.

PRINCIPAL DIMENSIONS:

<u>LENGTH O. ALL.</u>	<u>58'-11"</u>
<u>LENGTH L.W.L.</u>	<u>45'-6 1/2"</u>
<u>BEAM (EXTREME)</u>	<u>16'-5"</u>
<u>DRAFT (- " -)</u>	<u>4'-5"</u>
<u>DRAFT WITH C.B. DOWN</u>	<u>10'-2"</u>

SCALE: 1/2" = 1 FT.

JOHN G. ALDER

Naval Architect-Yacht Broker

642 STATE ST. BOSTON, MASS.

58'-11" O. AL. GUN. C.B. SCHOONER.

CONSTRUCTION PLAN.

AUGUST 29TH 1927.

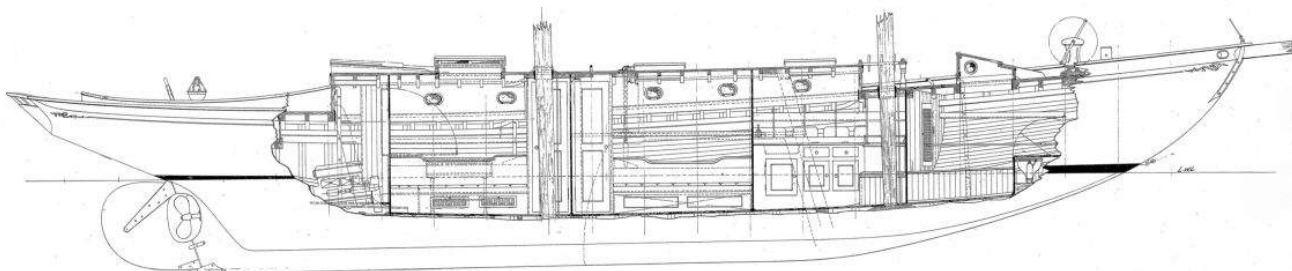
$\frac{1}{2}$ " = 1' F.

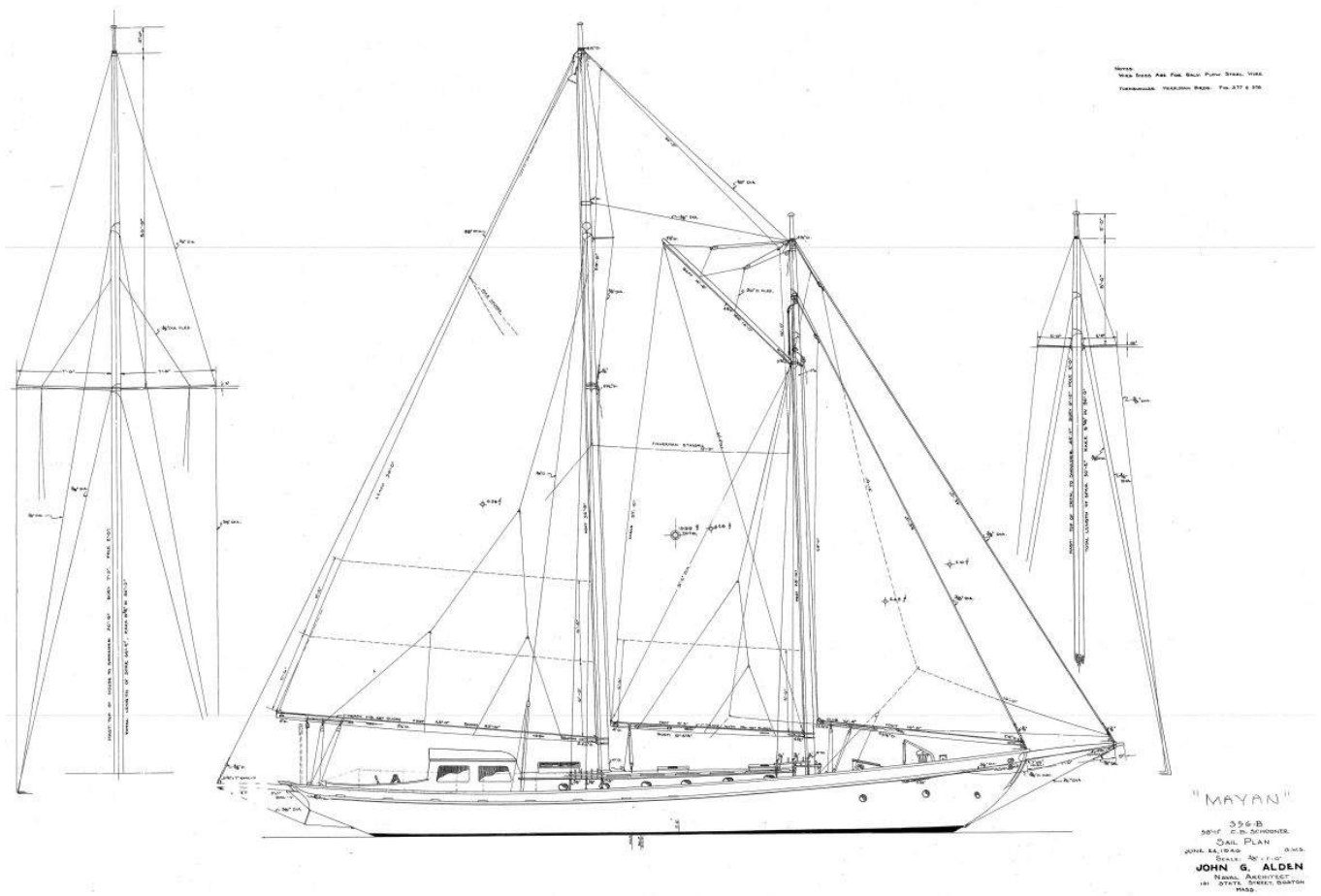
SCALE

MADE BY A.N.

356

DATE ISSUED:

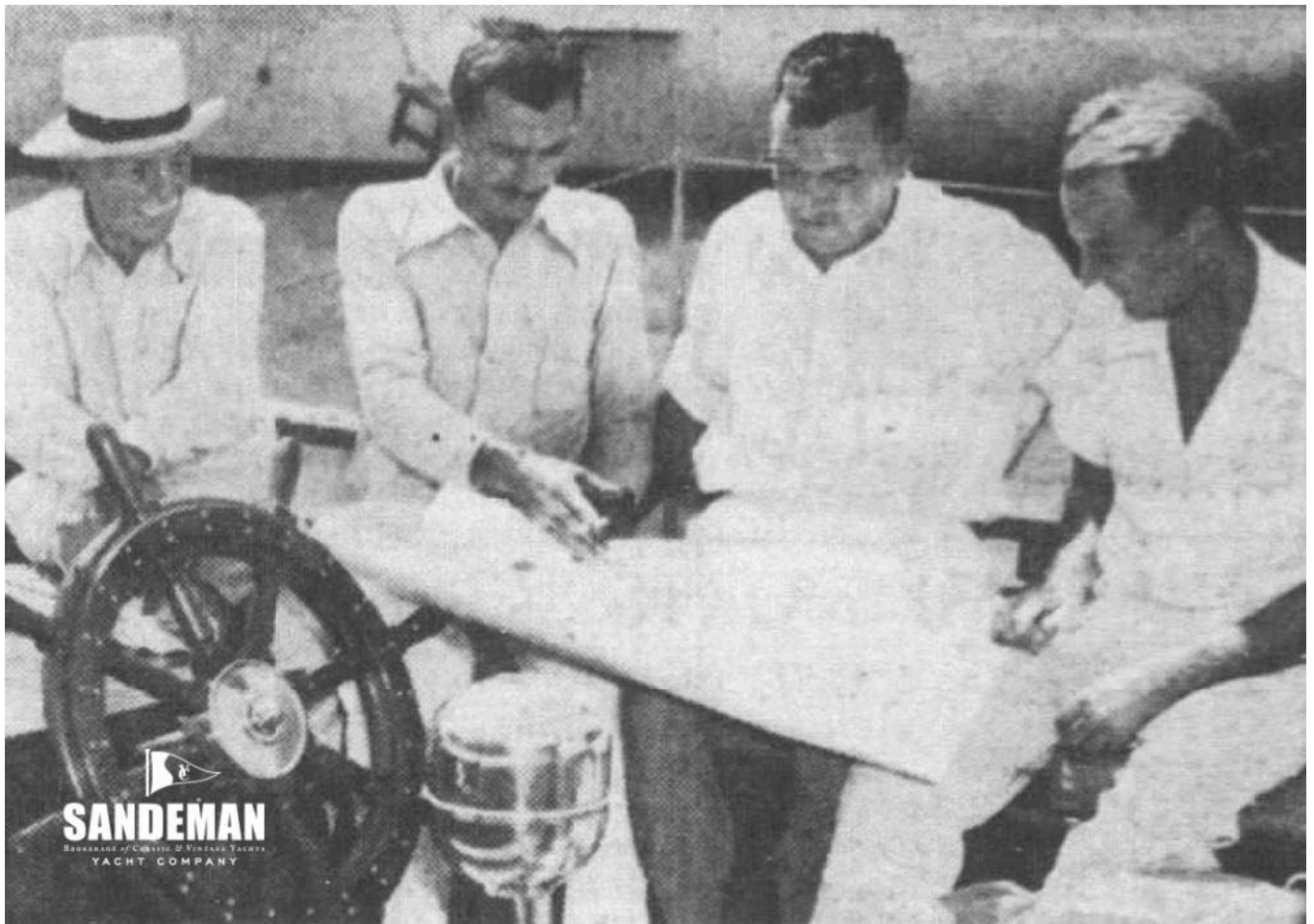


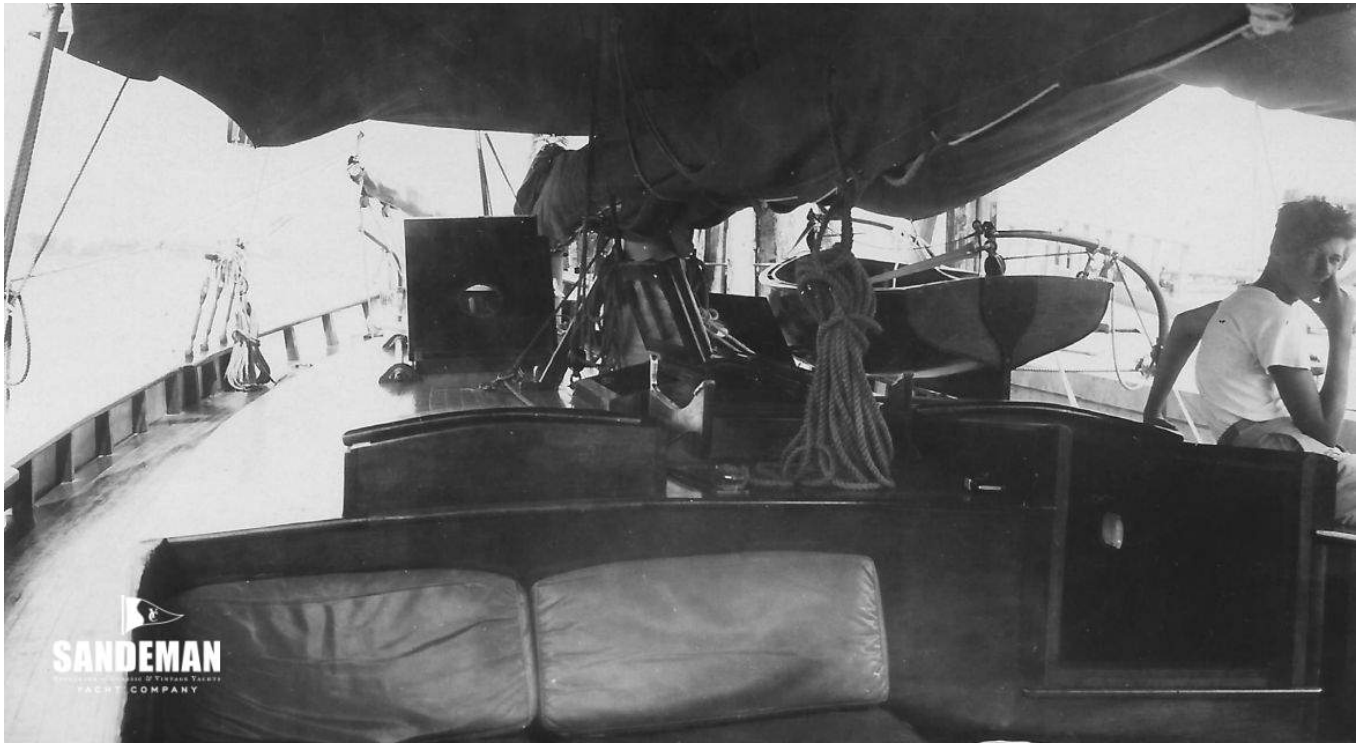




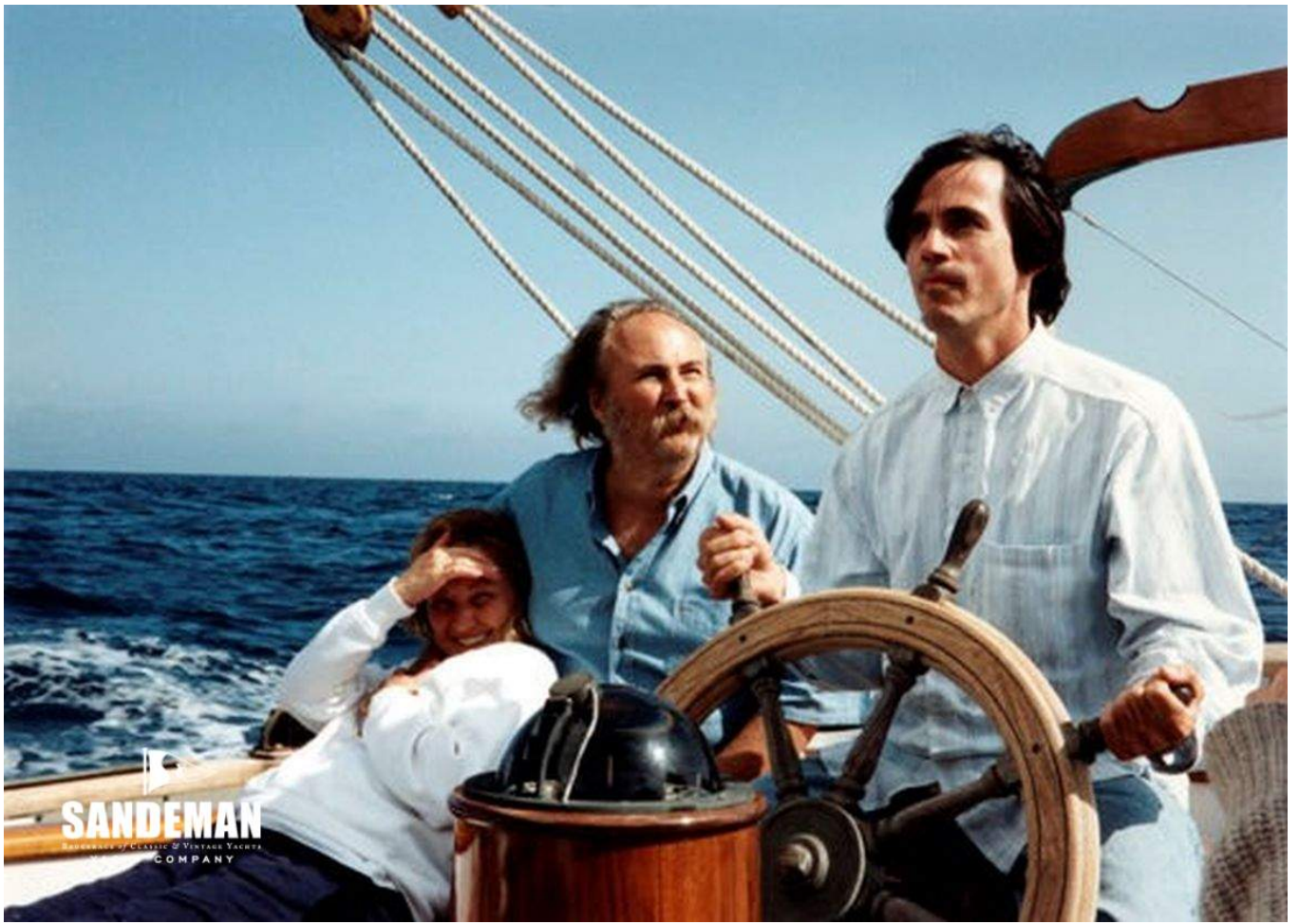

SANDEMAN
FRANCHISEE OF SEATTLE & PORTLAND YACHTS
YACHT COMPANY














SANDEMAN
RESTAURERS OF CLASSIC & VINTAGE YACHTS
YACHT COMPANY







