

JOHN G. ALDEN 103 FT GAFF SCHOONER 1931/2015



Specification

PURITAN

JOHN G. ALDEN 103 FT GAFF SCHOONER 1931/2015

Designer	John G Alden	Length waterline	75 ft 6 in / 23 m	Engine	GM Detroit Diesel 8V71N 195 kW
Builder	Electric Boat Company, Groton, USA	Beam	22 ft 9 in / 6.94 m	Location	Italy
Date	1931	Draft Board Up	9 ft 6 in / 2.89 m	Price	EUR 5,900,000
Length overall	126 ft 0 in / 38.4 m	Draft Board Down	14 ft 8 in / 4.47 m		
Length deck	102 ft 9 in / 31.32 m	Displacement	127 Tonnes		
		Construction	Steel		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

PURITAN is quite simply a legend. She beautifully carries before her the spirit of America's 'Gilded Age', was one of the earliest participants in the 'Classic Yacht Revival', and has continued evangelistically to spread the word for over four decades, with alumni becoming key players; disciples even. Built from the highest grade of steel then available by a shipyard set up to build submarines for the US Navy - and infused with the DNA of some of the finest American schooners - the care that went into PURITAN's design and build, her ease of sailing and motion, and her spacious yet intimate accommodations have always guaranteed lovers, even when her chips were seriously down in the late 1960s. Mediterranean-based for most of the past 30 years, PURITAN has been enjoyed since 2015 in current ownership as a successful MCA coded charter yacht and summertime family cruiser - with her centreboard-up draft allowing access to anchorages and harbours other yachts of her size can't reach.



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HISTORY

JOHN G. ALDEN DESIGN NO. 435B

ELECTRIC BOAT COMPANY NO. 602

"In 1980, I had PURITAN alongside at Goat Island. The late Tom Benson* came down the dock... with an invitation to enter PURITAN in the 1st classic yacht regatta anywhere in the world. Prior to this regatta, what we call classics today were called old boats. PURITAN was the largest of Alden's boats that he saw built."

[David Matzenik, Captain of PURITAN 1980-1982]

Though perhaps best known for his fishing vessel influenced schooners, in particular his highly successful series of MALABARS, John G. Alden was no stranger to finer-ended yacht designs in the classic sense. PURITAN is undoubtedly his classical masterpiece. The design - no. 435 - seems to have been set to paper, in at least basic form, speculatively in early 1929. Then Alden set about finding a client.

From the early post-First World War years, the Alden office in Boston had become a paragon of delegation and collaboration, with some of the 20th Century's future leading lights in yacht design working and flourishing under Alden's leadership; allowing their boss to confidently concentrate on concepts and sales. Naval architects, who would later become famous in their own right, working at the Alden office during no. 435's conception included Aage Nielsen, Murray Peterson, Fenwick Williams, and latterly Carl Alberg - led by the talented Clifford P. Swaine, who never left Alden's employ and is therefore less known, and the Della Street-like office manager, Ethel Bacon. PURITAN's design provenance is solid.

Samuel P. Curtis - believed to be a Philadelphia engineer/ financier in utilities from a successful family background in furniture manufacture - took the bait and entered a build contract with the Electric Boat Company of Groton, Massachusetts. We may presume from his proposed name, SAPPHIRE SEAS, that Curtis had dreams of finding them, perhaps in the Pacific, but it wasn't to be. The start of the Great Depression, in particular the October 1929 Wall Street Crash, directly affected Curtis's fortunes and he pulled out with most build materials already purchased by the yard.

After some time and indeed knock backs, ever the consummate salesman, Alden eventually persuaded fellow New York Yacht Club member Edward W. Brown to take on the project as a replacement for his Starling Burgess-designed schooner PURITAN (ex ARGYLL). Brown was from a long-established family of ship owners and brokers; his father, Vernon H. Brown, had cleverly secured Cunard's US agency in the early days of reliable steam powered liners. However, Edward Brown was a successful, entrepreneurial industrialist in his own right and very knowledgeable - also a Navy Reserve officer. He became deeply engaged in the specifications to the extent that the final design became 435B.

Elements of the steel hull's construction, in particular the mix of butt-welded and lapped seams, and use of very high specification steel, conform to the submarine building techniques employed by the yard. Designed to withstand high pressure - and in the case of a yacht: to last.

PURITAN was finally launched by Brown's daughter Barbara Gray on 25 April 1931, just 20 days in advance of the almost identically sized William Fife III schooner ALTAIR's launch at Fairlie, Scotland. They would become adversaries on the classic regatta circuit many years later.

In Edward Brown's ownership PURITAN didn't find 'Sapphire Seas', but was enjoyed extensively throughout the 1931 season on Long Island Sound and its extensions. Very sadly, Edward Brown died during winter 1931-32, and in 1933 she was purchased by Californian energy mogul Harry J. Bauer, president of The Southern California Edison Company. A young Sterling Hayden shipped aboard for the delivery voyage to her new home port of Newport Beach. In 1934 PURITAN cruised to Hawaii.

1942

- 'Surrendered' to the US Navy for \$1 and joined the Western Sea Frontier Patrol

1944

- Extensive restoration on return to Bauer's ownership from war service

1957

- PURITAN explores Baja California, Mexico on an expedition for the American Museum of Natural History

1962

- On Harry Bauer's death, sold to Texan property tycoon Doyle W. Downey

1966

- Sold to Peruvian owners and a downward spiral begins

1970 - 1973

- Rescued by Captain Baxter Still and purchased by Patsy and Bill Bolling

- Intense 6-month restoration/ refit at Fort Lauderdale completed June 1973

- Racing against the AMERICA replica at Newport Rhode Island August 1973

1974

- Sold to Oskar Schmidt

1975 - 1979

- Major restoration to Lloyd's 100A1 at Camper & Nicholsons, Southampton, England

1986

- Represented UK at the Centenary celebrations for the Statue of Liberty, New York

1989

- Atlantic race v. AMERICA

1989

- Sold to Arturo Ferruzzi. Home port now Antibes

1992

- Winner of Vele d'Epoca Imperia Italy - beating ALTAIR (qv)

2015

- Sold to present owner

2017

- Reunion of past owners and crew at Monaco Classic Week

2018

- Founding Member of International Schooner Association (ISA)

2019

- Racing against MARIETTE, NAEMA and ORIANDA at ISA Capri Classica

2019

- Winner La Belle Classe, Monaco Classic Week

[*Tom Benson was a founding director of the Museum of Yachting, Newport, Rhode Island, now incorporated in IYRS. The Museum's Classic Regatta is believed to be the first of its kind.]

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[acknowledging Francesca Webster's amazing research for the book:

"PURITAN - the portrait of an American Queen"]

Specification

REFIT/ RESTORATION

2023

- Main engine rebuild

2022 Esaom, Portoferrario, Italy

- Watermaker membranes
- Replaced generator exhaust throughhull fitting and seacocks
- Replaced all 20 shroud turnbuckles
- New forestay fitting up rig
- 2 x New AC fan coils
- New generator starter batteries

2021 Cantiere Navale dell'Argentario, Porto Santo Stefano, Italy

- Hull re-plating as required; MCA surveyor supervised
- New house batteries
- All new black and grey piping
- Both masts down, inspected and reconditioned
- Section of exhaust replaced
- Main engine transmission - full rebuild
- Replaced main runner bridles port and starboard

2020

- New foresail
- New Raymarine plotters

2019

- New mainsail
- New carpets

- New Awlgrip hull paint

- New Raymarine nav units including radar and plotter

2016

- New main topmast
- New fore topmast
- Spreaders rebuilt
- New deck lights system
- New air-conditioning unit
- New watermaker unit
- Re-fitting bathrooms with marble interiors
- New ceiling lamps with handmade glass from Florence
- New cutlery, crockery and glasses
- Galley refurbishment and new appliances
- Interior refinishing and new soft furnishings to all guest cabins

2015

- Commercial Licence & Tonnage Certificate
- Mainmast repairs
- Hull inspection and repairs
- Centreboard repairs
- Sandblasting and refinishing topsides

RECORD OF EARLIER MAJOR WORKS

1981 Cantiere Navale dell'Argentario, Porto Santo Stefano, Italy

- New main mast

- New Onan generator

2018

- New Mastervolt Monitor set-up
- New awning
- New main engine batteries and junction boxes
- New fresh water pump
- New nav batteries

2017

- New teak laid deck
- New jib
- New propeller
- Windlass overhaul by manufacturer

1975-1979 Camper & Nicholsons, Southampton, UK

- Major restoration/ refit to Lloyds 100A1 (in class 1978-1982)

1972-1973 Fort Lauderdale, USA

- Refit/ restoration

Specification

RECENT REGATTA RECORD

2021

Les Voiles de Saint Tropez - 2nd

2019

Monaco Classic Week - La Belle Classe prize overall

2018

Les Voiles de Saint Tropez - 2nd

Specification

CONSTRUCTION

- Steel hull riveted and welded
- MCA Coded
- All hull work since 2016 under MCA Surveyor supervision

- Teak laid deck on marine plywood substrate (2017)
- Teak superstructures

Specification

DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

GENERAL

- Teak laid deck
- Steel bulwarks with varnished teak capping
- Varnished teak superstructures

AFT DECK

- Bronze open mooring fairleads with rollers to port and starboard taffrail
- Mainsheet padeye and tackle
- Samson posts to port and starboard
- Steel and teak three-position boom gallows

COCKPIT

- Longitudinal seats to port and starboard
- Helm seat aft
- Bronze pedestal; bronze and glass binnacle
- Traditional ship's wheel
- Drop leaf cockpit table with stowage inside
- Morse throttle control
- Analogue and digital displays to port and starboard of deckhouse companionway

DECKHOUSE

- Sliding companionway hatch
- Navigation station and seated shelter
- Button leather upholstered athwartships aft facing sofa
- Shelves and lockers forward
- Aft facing chart table to starboard
- Ship's clock, barometer and barograph

- Raised accommodation companionway hatch
- Half skylights to port and starboard

MAINMAST

- All round pinrail

DECK UNDER FORESAIL

- Liferaft stowage forward of mainmast
- Raised butterfly skylight to port over guest cabin
- Raised butterfly skylight to starboard over owner cabin
- Bronze foresail sheet horse with buffers port and starboard
- Raised butterfly skylight over
- Table over
- Sheet winches to port and starboard
- Large companionway hatch to engine room and crew quarters

FOREMAST

FOREDECK

- Stowage box forward
- Bronze Staysail boom sheet horse with buffers port and starboard
- Raised booby hatch to crew accommodation
- Large bollards to port and starboard
- Orvea 24 V DC windlass (overhauled 2017)
- 2 x Horizontal chain gypsies and warping drums
- Large Dorade box and bronze cowl
- Stowage box
- Samson post

- 2 x Bronze opening ports forward
- 4 x Deckhead lights
- 1 x Reading lamp
- No access to accommodation

DECK OUTBOARD OF COCKPIT AND DECKHOUSE

- Main mast running back stay tackle and bronze winches port and starboard

DECK UNDER MAINSAIL

- Raised skylight over aft port and starboard aft guest cabins

- Teak grated platform at bow
- Bronze open mooring fairleads port and starboard

GROUND TACKLE

- 1 x 75 kg Fisherman type anchor stowed on foredeck
- 1 x 125 kg Fisherman type anchor stowed in davit to starboard
- 125 m of 20 mm Anchor chain

Specification

OWNER AND GUEST ACCOMMODATION

ACCOMMODATION FOR UP TO 8 guests in 4 cabins

- Polished pine vertical surfaces and panelling
- White painted deckhead
- Carpeted sole

One master cabin with a large double bed, toilet and en-suite bathroom.

Owner's office includes a desk and a leather sofa, convertible into a queen bed, and an en-suite bathroom. Two VIP cabins with a queen bed and en-suite bathroom. All four cabins are equipped with air conditioning.

DOWN 11 X STEPS COMPANIONWAY STAIR WHEELED AT BOTTOM TO LOBBY

- Aft to 2 x guest cabins
- Forward to owner cabin and office
- Suspended Dutch oil lamp
- Vintage sextant stowage
- Designer's plate
- Heritage Lloyd's Register Class  100A1 plate
- Vessel oil painting

FORWARD TO SALOON

- Full beam
- Large butterfly skylight over
- Large sideboard/ leaded glass dresser
- 3 x Arm chairs

U-Seating dining area to starboard; 6-8 settings

- Shelving behind with brass fiddles
- 2 x Opening ports
- 2 x Deckhead lights
- 2 x Bulkhead lights

L-Seating with coffee table to port

- Corner sideboard with lamp
- Corner sideboard/ leaded glass dresser
- Shelf outboard
- 2 x Opening ports
- 2 x Deckhead lights

RETURNING AFT

OWNER CABIN TO STARBOARD OF MAIN MAST

- Large double berth
- Stowage drawers under
- Shelf outboard
- 2 x Bulkhead reading lamps
- Desk with 4 x drawers
- 3 x Bookshelves over
- Poufee
- Hanging locker

- Opening port
- Skylight in deckhead
- Deckhead light

En-suite bathroom

- Marble to dado height and marble tops
- Electric wc
- Walk in shower
- Wash basin
- Mixer taps
- Opening port
- Deckhead light

OWNER OFFICE/ GUEST CABIN #4 TO PORT OF MAIN MAST

- Button leather sofa/ queen berth
- Pullman berth over
- Shelf outboard
- Opening port
- Bulkhead reading light
- Chest of drawers
- Top drawer becomes desk with mirror
- Poufee
- Lamp
- Gilded mirror
- Hanging locker

En-suite bathroom

- Marble to dado height and marble tops
- Electric wc
- Wash basin
- Mixer taps
- Opening port
- Deckhead light

AFT CABIN #1 TO STARBOARD

- Queen bed
- Shelf outboard
- Drawer stowage under
- Seat/ step aft
- Half skylight in deckhead
- Hanging locker

- Opening port
- Deckhead light

En-suite bathroom

- Marble to dado height and marble tops
- Electric wc
- Walk in shower
- Wash basin
- Mixer taps

- Chest of drawers; lockers over

- Opening port
- Deckhead light

AFT CABIN #2 TO PORT

- Queen bed
- Shelf outboard
- Drawer stowage under
- Seat/ step aft
- Half skylight in deckhead
- Hanging locker
- Opening port
- Deckhead light
- Skylight in deckhead
En-suite bathroom
- Marble to dado height and marble tops
- Electric wc
- Walk in shower
- Wash basin
- Mixer taps
- Opening port
- Deckhead light

Specification

CREW ACCOMMODATION AND DOMESTIC EQUIPMENT

- ACCESS VIA BULKHEAD DOOR PORT FORWARD SALOON
- AND FROM BOOBY FOREHATCH
- Accommodation for 7 Crew

- Preparation top at aft bulkhead with lockers over
Diner style mess seating to starboard
- Table

FROM SALOON - PASSAGE TO PORT OF ENGINE ROOM

- Pantry
- 3 x Custom fridges; 1 x freezer

FORWARD TO CREW ACCOMMODATION

- Captain's cabin to port
- Berth; optional pullman berth over (not currently in use)
- Hanging locker
Bathroom to starboard
- WC
- Shower
- Basin
- 5 x Berths forward
- 2 x Hanging lockers

WATERTIGHT DOOR FORWARD TO GALLEY AND CREW MESS

Galley to port
- Stainless steel and marble surfaces
- 5 x Burner Neff hob
- Neff oven
- Double stainless steel sink outboard to port

Specification

RIG, SAILS AND CANVASWORK

RIG/ SPARS

- Douglas fir main mast
- Douglas fir main topmast (Pasqui 2016)
- Main boom Douglas fir
- Main gaff Douglas fir
- Douglas fir fore topmast (Pasqui 2016)
- Fore boom Douglas fir
- Fore gaff Douglas fir
- Staysail boom Douglas fir
- Bowsprit (Douglas fir)

- Large ghosting jib (Nathaniel S Wilson 1998)
- Flying jib (Nathaniel S Wilson 1998)
- Asymmetric gennaker (Nathaniel S Wilson 1998)
- Gollywobbler (Nathaniel S Wilson 1998)
- Trisail (Nathaniel S Wilson 1998)
- Flisherman (Nathaniel S Wilson 1998)
- Racing Staysail (Nathaniel S Wilson 1998)

CANVASWORK

- Awning (2018)
Covers for:
- all hatches and tables
- masts
- booms and bowsprit
- tender

SAILS

- Mainsail (North 2019)
- Main topsail (North 2019)
- Foresail (North 2020)
- Foretopsail (North 2019)
- Boomed Staysail (North 2018)
- Jib (Nathaniel S Wilson 1998)

Specification

MECHANICAL, ELECTRICAL AND TANKAGE

MECHANICAL

- Engine: GM Detroit Diesel 8V71N 275 hp/ 195 kW (rebuild 2023)
- Max Speed: 9.5 Kts
- Cruising Speed: 7 Kts
- Allison Torqmatic transmission
- Bronze Maxprop 4-blade folding propeller (2017)
- Generator 1 Koeler 23kw (2007)
- Generator 2 Onan 19kw (2019)
- Engine and Generators Consumption c.45 Litres/ hour

ELECTRICAL

- 2 x Mastervolt 100 A power converters
- 1 x Mastervolt 24/3000 W inverter
- 25 m shore power cable; 3 adapters: 32 A, 64 A, 20 A, 250 A
- 2 x 12 V Engine Batteries (2018)

- 2 x 12 V Generator batteries

- 2 x 24 V 175 Ah House batteries (2021)

TANKAGE AND ASSOCIATED EQUIPMENT

- Fuel Capacity - 3000 L in 2 x steel tanks
- Fuel daytank - 200 L
- Water Capacity - 6500 L in 2 x steel tanks
- Watermaker HEM 20 Modular 1450 (2016)
- 2 x Fresh water pumps SEM JR3 24 V (2018)
- Grey water tank Teflon/ PTFE 115 L (2018)
- Black water tank Teflon/ PTFE 400 L (2018)

OTHER

- Air conditioning
- Independent fan coil in each cabin
- 2 x Cordaria a/c compressors (2016)

Specification

NAVIGATION AND COMMUNICATIONS

NAVIGATION

- Danforth/ White steering compass in brass binnacle
- Raymarine plotters (2020)
- Raymaring radar (2017)
- Raymarine repeaters (2017)

- Raymarins Seataalk

- Windex

COMMUNICATIONS

- 2 x Raymarine VHF Radios
- 2 x Raymarine hand held VHF Radios

Specification

OTHER LEISURE EQUIPMENT

- Stereo Surround

- Sound System

Specification

SAFETY

- SART
- EPIRB
- 2 x Life rafts + grab bag
- Jonbuoy
- 3 x Solas life rings
- 18 x Life jackets
- Flares
- Cat C first aid kit

- Lloyd's approved FFE throughout
- 2 x Harnesses; 1 x Bosuns chair; 2 x fall arrest/ ascender
- Emergency lighting and labeling

Specification

OTHER EQUIPMENT

- 5.5 m Tender (2016)
- 40 hp Outboard motor (2016)
- Backup tender 2.5 m + Mercury outboard motor
- Water-Ski equipment

- Wake-boarding equipment
- Snorkelling equipment
- SUP
- 3 x Bouyancy Aids
- 2 x Fishing Rods
- 2 x Electric Bikes

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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Specification
GALLERY







SANDEMAN
SAILBOARDSHIP & SAILBOAT PROJECTS
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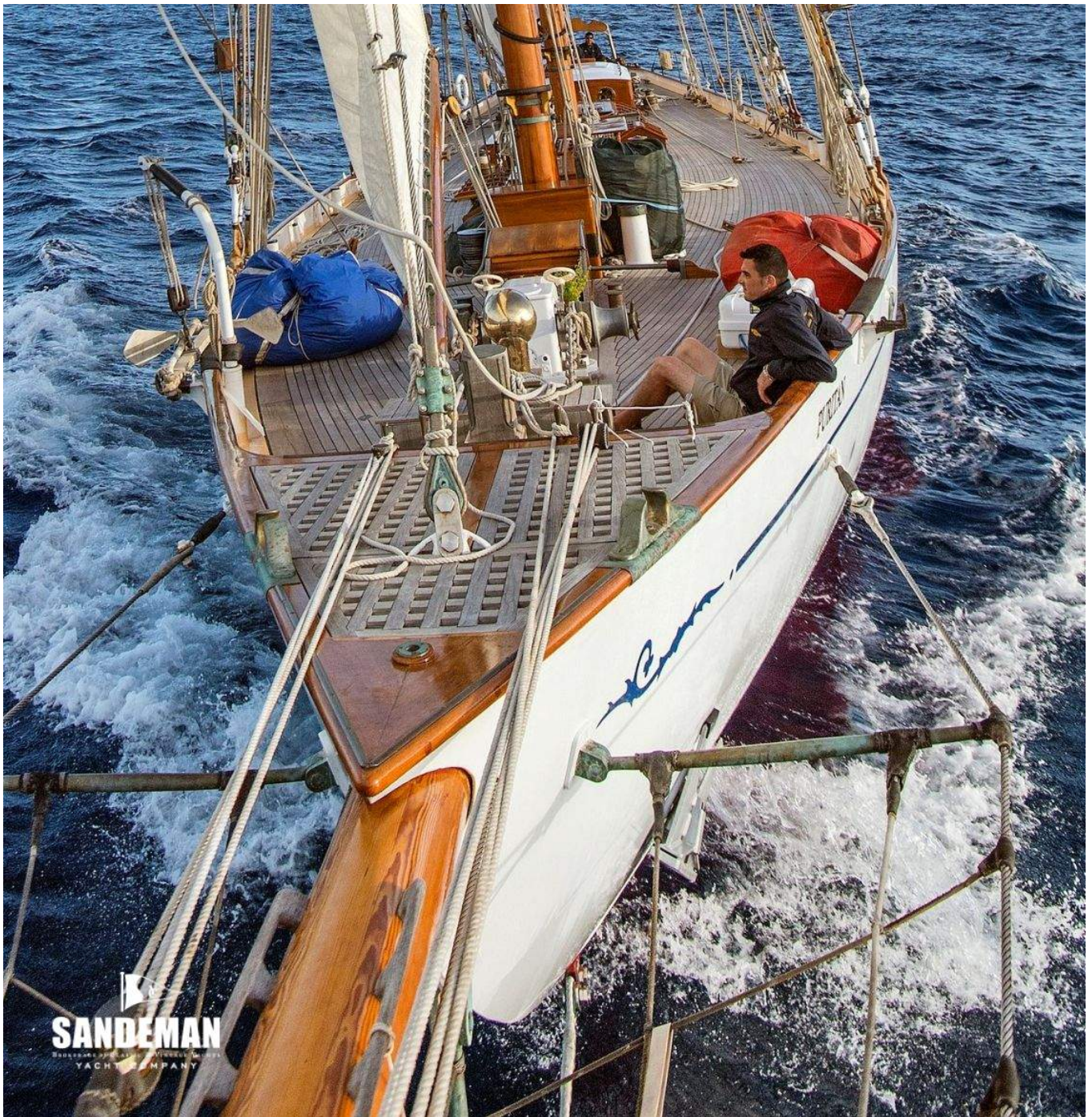















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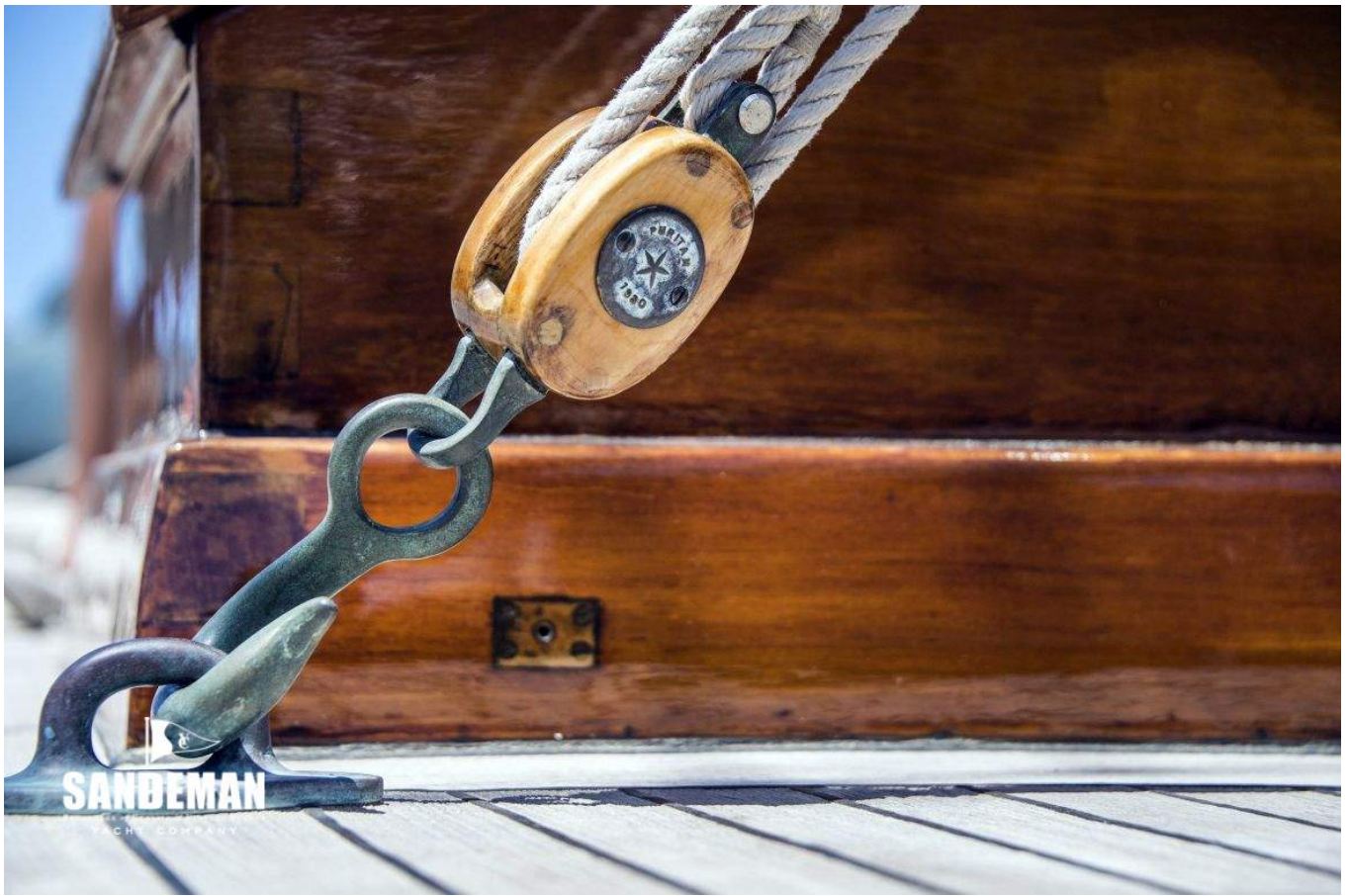










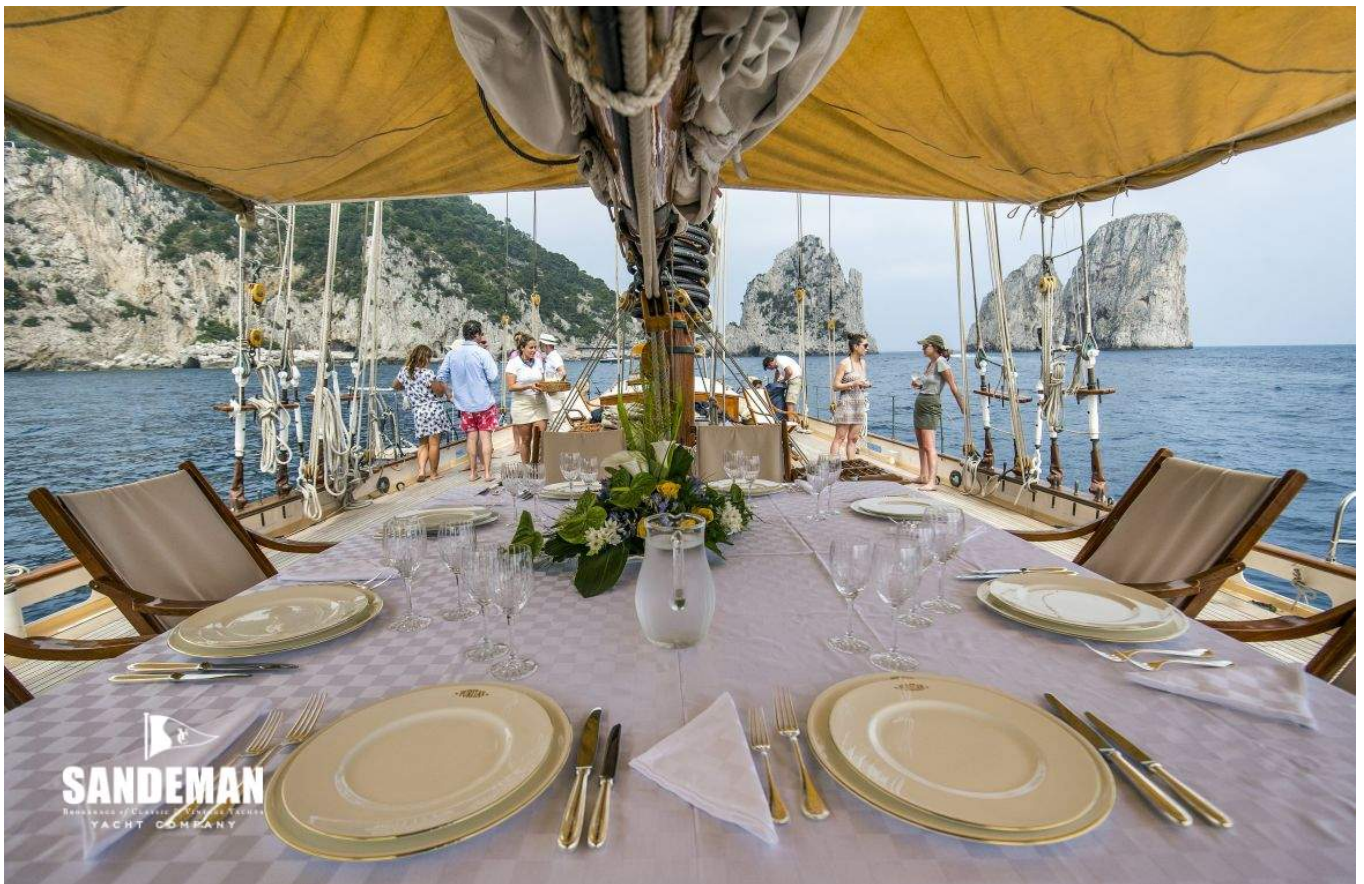


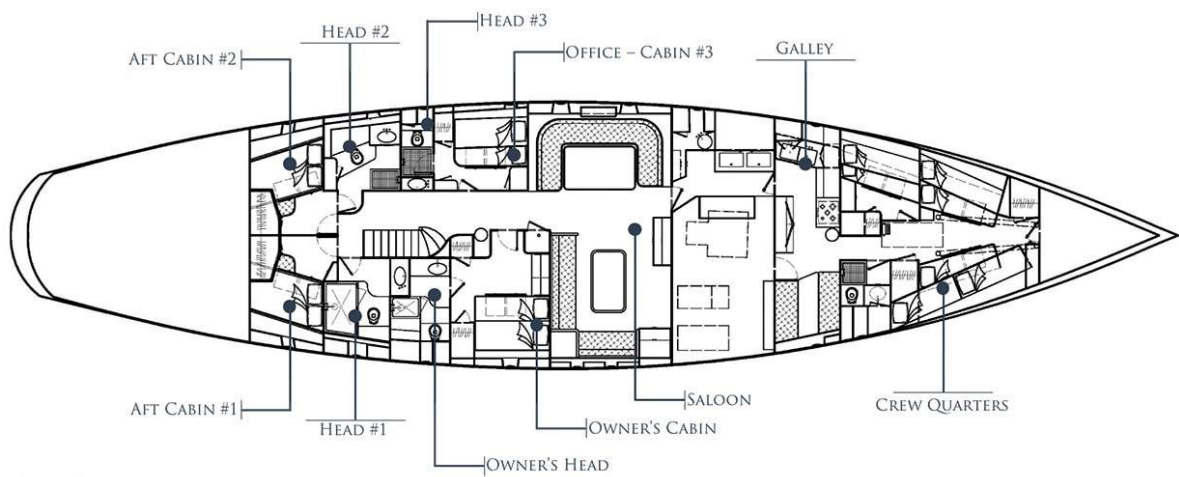




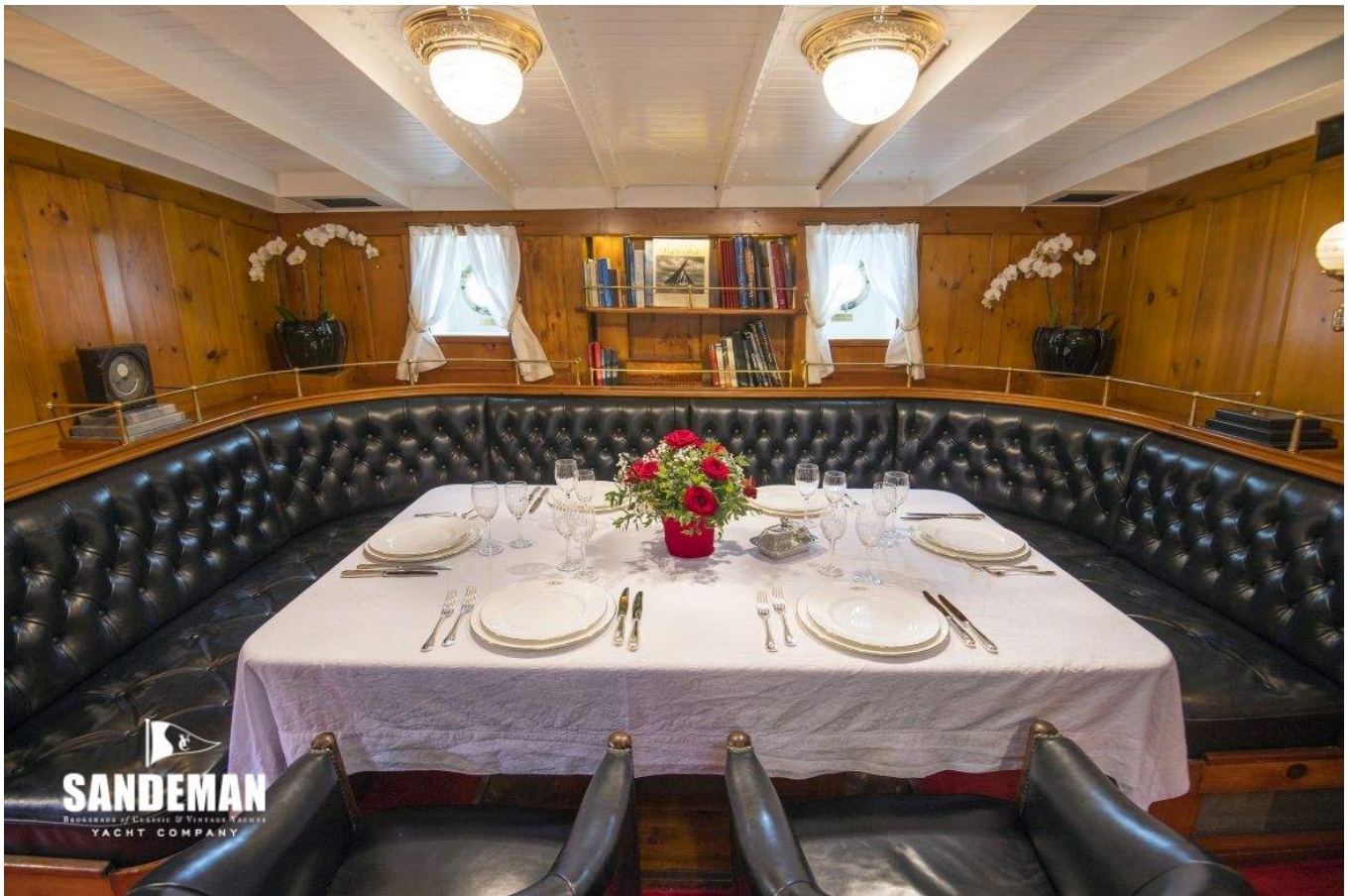
















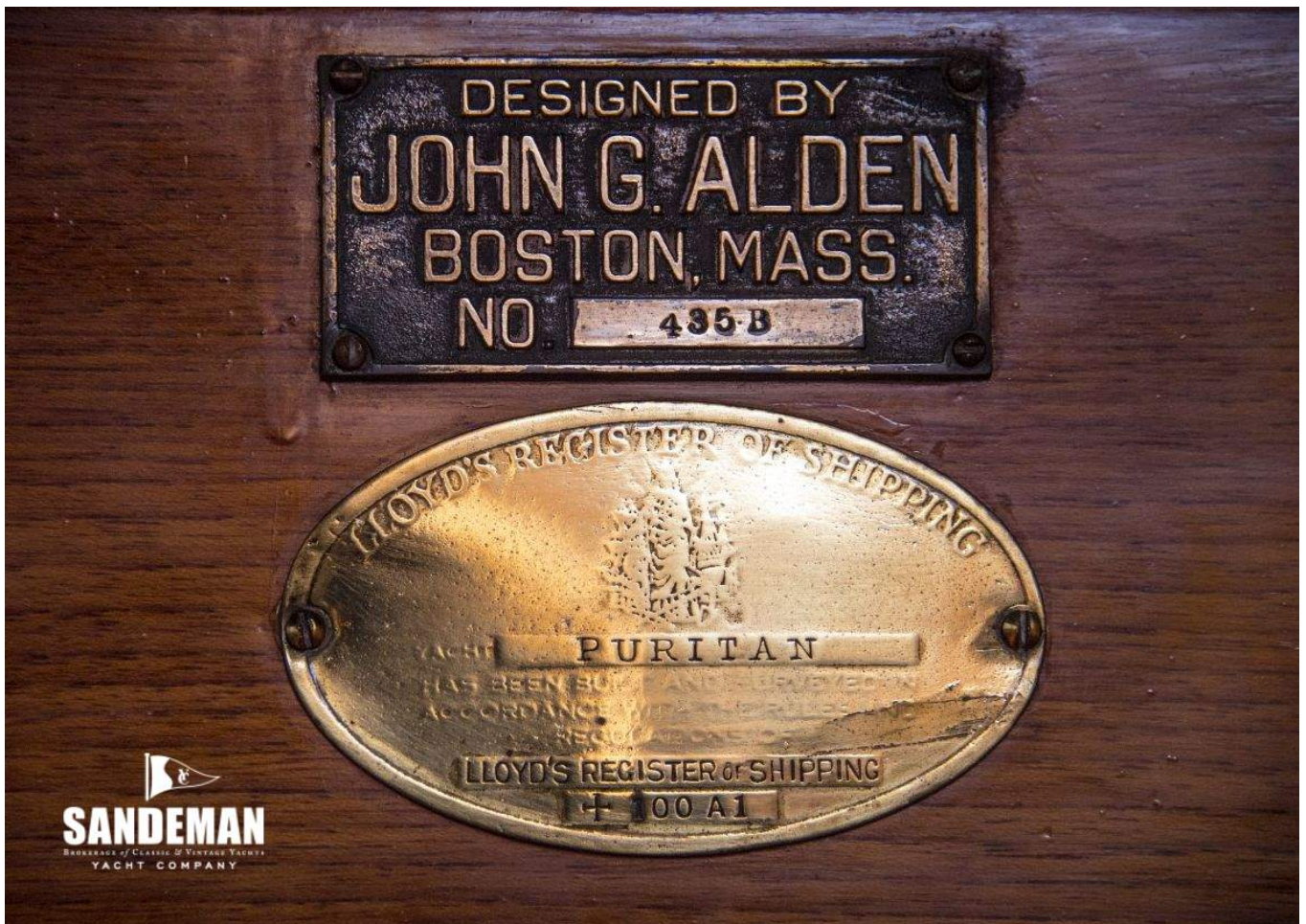







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DESIGNED BY
JOHN G. ALDEN
BOSTON, MASS.
NO. 435-B




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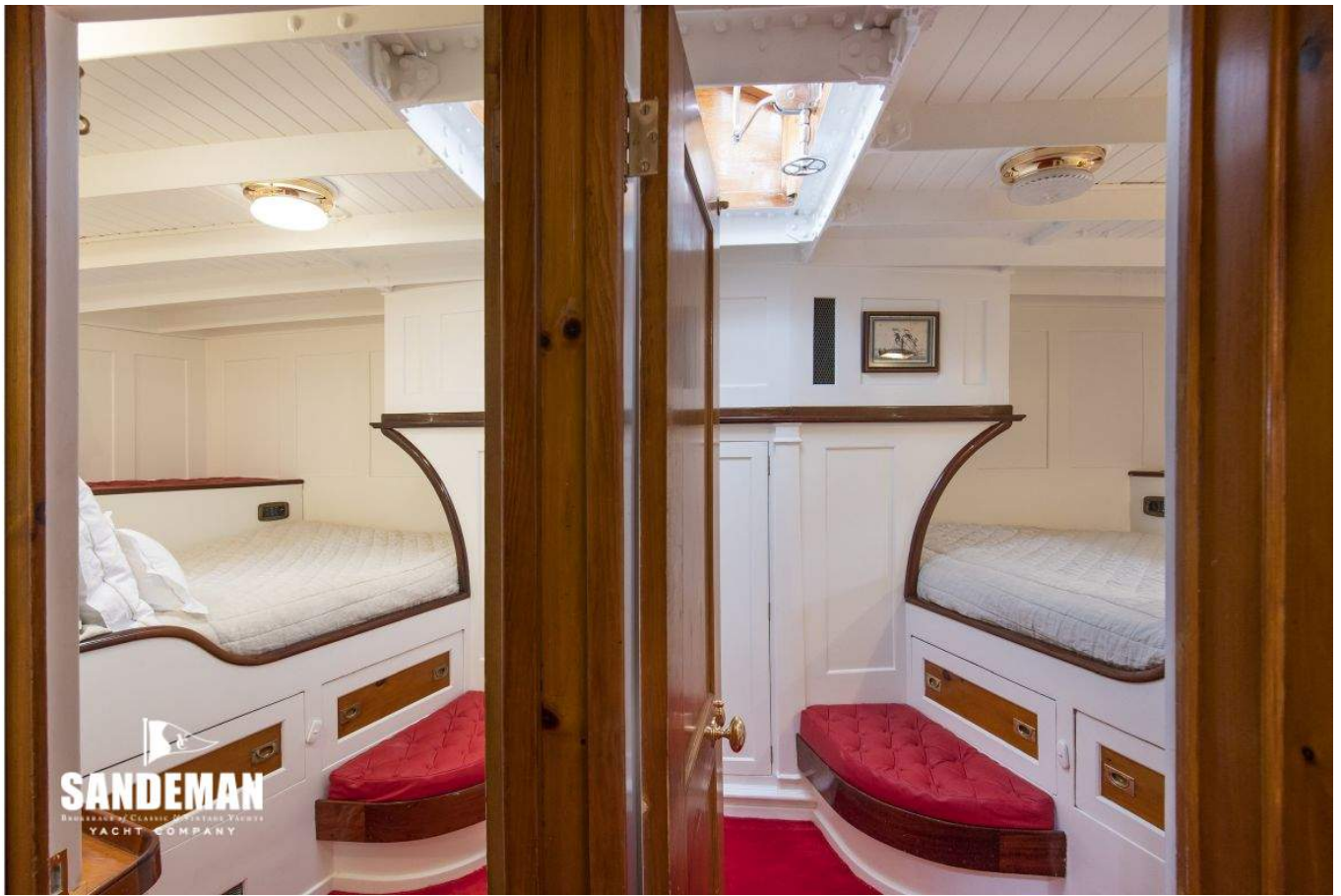














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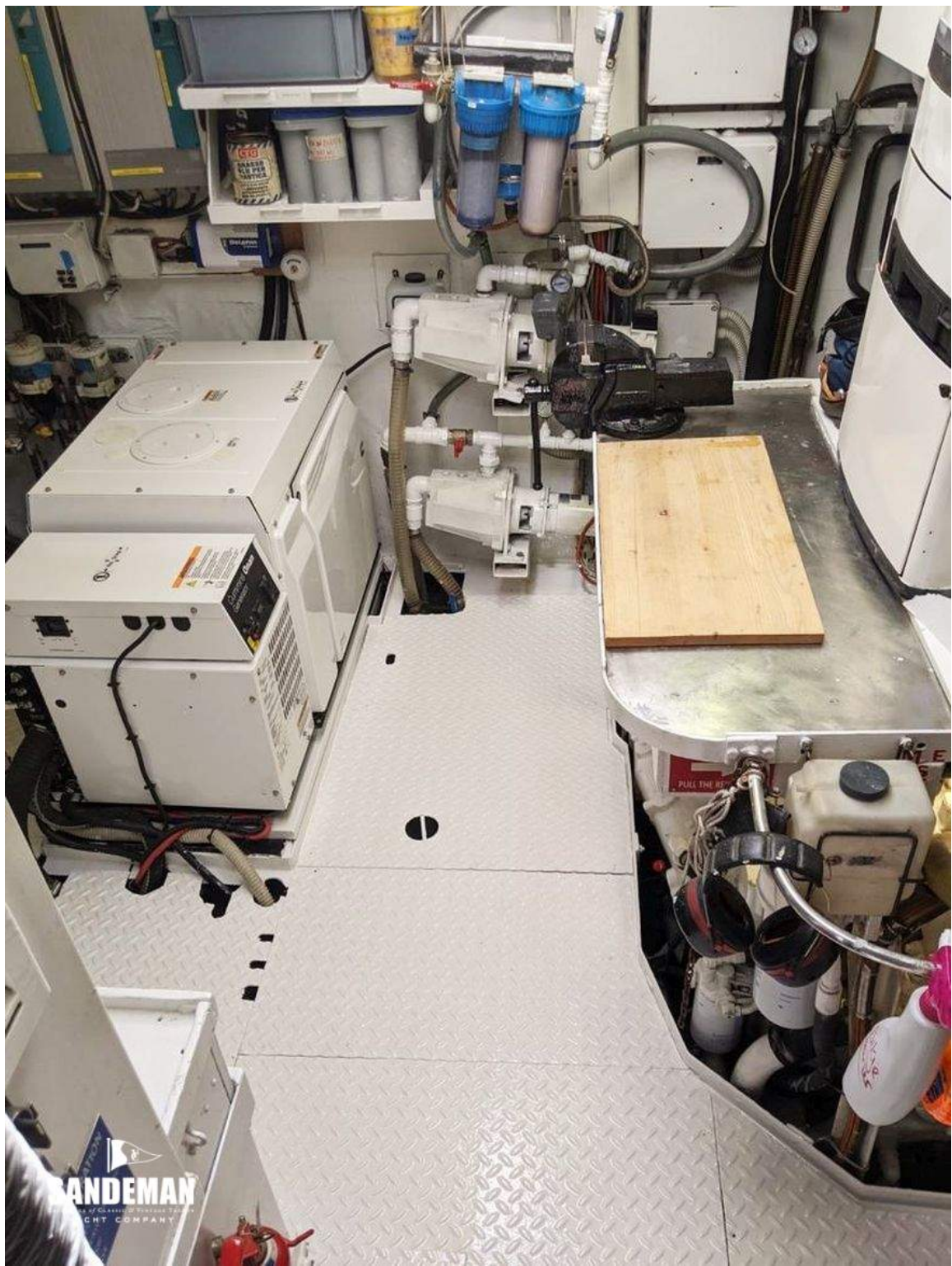








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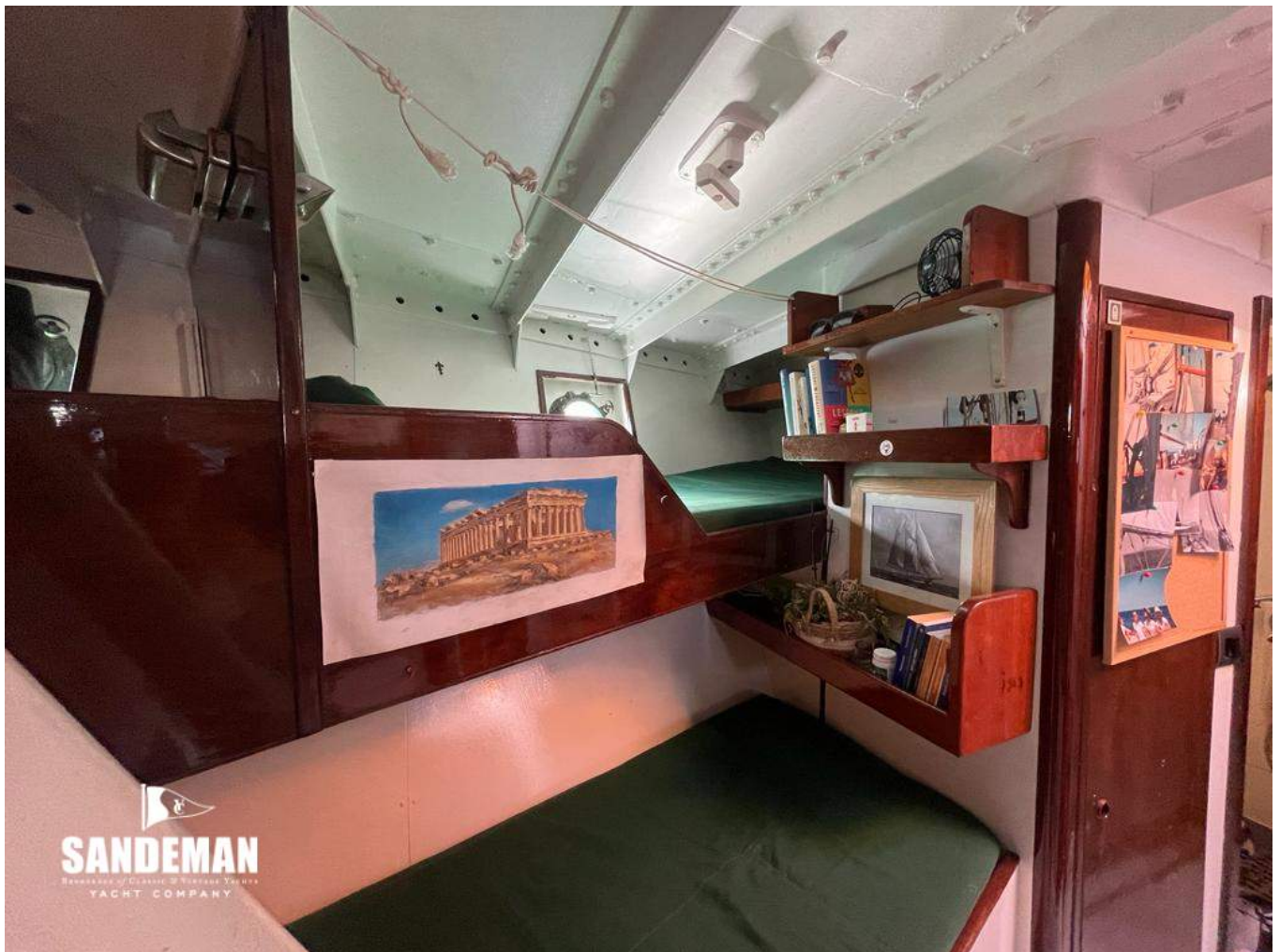







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