



# Cara Lynn

46' (14.02m) 1988 Alden 46  
Unknown Maryland United States



## OVERVIEW

**\$129,900**

Manufacturer:	<i>Alden</i>		
Engines:	1 Westerbeke	Hull Material:	Fiberglass
Engine Model:		Cruise Speed:	
Engine HP:	55	Max Speed:	
Beam:	13' 6"	Cabins/Heads:	/
Max Draft:	"	Fuel Type:	Diesel
Water:		Fuel:	



## Data Sheet

Category: Cruisers

Condition: Used

Model Year: 1988

Beam: 13'6" (4.11m)

LOA: 46' (14.02m)

Fuel Type: Diesel

Hull Material: Fiberglass

## Engines/Generators

### Engine 1

Westerbeke

55HP

41.01KW

Fuel: Diesel

Hours: 2700

## Summary/Description

CARA LYNN is a well equipped Alden 46 that was designed and built by one of New England's highest quality semi custom builders.

The current and second owners of CARA LYNN have made the ongoing investment in upgrades. Her classic profile with aft cockpit is a standout wherever she cruises. This exceptionally strong, sea kindly performance cruising yacht has an exquisite two stateroom varnished teak interior and is very well equipped for extended shorthanded offshore cruising. Her shoal draft keel with centerboard allows access to many more sailing areas and harbors.

Accommodations include a very comfortable main salon, spacious galley, wide navigation center, large master suite forward with double V berth with ensuite head with separate stall shower, aft guest cabin with convertible queen, and guest/day head is conveniently located adjacent to the companionway.

Upgrades in 2014/2015 include the addition of a bow thruster, 2 new heads (one electric), new holding tank, bottom and keel refinished and painted and unstepping, disassembling and inspecting rigging and repainting mast. Also the hull was Awl Grippped and the hydraulic system upgraded. The approximate cost of the 2014/15 upgrades was \$60,000. Former upgrades include Seafrst holding plate refrigeration, full rudder bearing service in 2008, North MPS with sock (2006), Northstar 952 GPS plotter with cockpit repeater, new headliners throughout, and rebbeded deck hatches, genoa tracks and opening ports.

For sailors looking for a beautiful, proven, high quality, semi custom, hand crafted, performance cruising design, that is fast and sea kindly, the Alden 46 Cara Lynn is worthy of a serious look. She is one of Alden's most popular designs. The cost to replace her today would be approximately \$1.2 million if built by an established New England yard. Her large aft cockpit, wide side decks and foredeck make her a pleasure to sail. The sea-kindly hull and shoal draft keel design and spacious interior arrangement offers superior safety and comfort for offshore passagemaking or coastal cruising.

## Overview

### Dimensions

Max Draft: 5'4"/10'1"

Ballast: 13000

Displacement: 35000

### Engines

Total Power: 55

Cruising Speed: 6

Max Speed: 8

### Tanks

Fuel: 105

Fresh Water: 220

## Vessel Walkthrough

Sleeps 7 in 3 cabins. The full beam owner's cabin is forward with a double V berth and a filler cushion and seat and double hanging locker to starboard. Next aft to port is a head with separate stall shower. The main salon has an L shaped settee to port with a pilot berth outboard, and a settee to starboard. A large double leaf teak dining table is mounted amidships providing dining seating from both settees. Aft of the salon is the spacious galley to port with generous storage and counter space that includes an inboard island counter. Aft of the galley is the proper navigation station with a bench seat and chart table. To starboard is the aft head and shower and aft guest cabin with two single berths that can be converted to a queen sized berth. The upholstery is ultrasuede in the main salon with attractive fabrics in the fore and aft cabins.

Cara Lynn's interior is finished in satin varnished teak, refinished with high gloss trim. The cabin soles are varnished solid teak with light rock maple inlays. All the headliners and most of the interior hardware were replaced. Exceptional storage is provided including multiple drawers, lockers, and shelves. On the starboard side of the salon there are 2 shelf lockers with double shelf between and a bureau with drawers and hanging locker forward of the starboard settee. There is additional salon storage outboard and under most of the salon seating.

## Galley

One of the standout features of Cara Lynn is the spacious U shaped galley with very generous counter and locker space. The island style inboard counter has multiple access doors to the main engine compartment below the counter. Galley equipment includes:

- Double polished stainless steel sinks
- Force 10 stove and oven
- New refrigeration in 2006. Seafron 12 volt holding plate system with water and air cooling for the compressor
- Hot and cold pressure water,
- Pressure sea water and fresh water hand pump
- New hot water heater in 2004

## Electronics and Navigation

The aft navigation center is adjacent and to port of the companionway entrance. In addition to a wide table and comfortable seat, there are multiple drawers and a book shelf. All the instruments are flush mounted.

- Furuno 1832 color radar
- Northstar 952 GPS plotter
- Raytheon ST 80 complete repeater and master control (2002)
- Sea single side band model SEA 322 with auto tune coupler
- New McMurdo 406 EPIRB
- Autohelm 7000 (2002)
- TV with VHS and Dartronica TV antenna
- Weatherfax (2002)

## Electrical System

- Bass 12 volt DC and 110 volt AC electric breaker panel (replaced in 2004) with amp and voltmeters and battery condition indicator
- Voltage regulator
- 4.5 kw auxiliary Northern Lights 110 volt AC diesel generator with sound shield

- Heart interface model HF-1200 inverter charge
- 90 amp alternator for house bank (55 amp spare)
- Two deep cycle 8D house batteries (replaced 2013)
- Separate engine and generator starting batteries (replaced 2013)
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- 30 amp 110 v shore power connection with two 75' power cords and adapters
- Fuel gauges
- NEMA plug for computer

### Engine and Mechanical Equipment

Westerbeke 55 hp diesel with excellent access. Full injector service and new fuel lines 2008. New tachometer in 2010 (approximately 2700 hours are not indicated on new Tachometer)

- Oil pressure and water temperature gauges
- Updated muffler
- New Morse single lever engine control
- Inspected and repaired or replaced all pumps and plumbing components in 2006
- New salt water washdown pump
- D5L Espar diesel heating system (may need service)
- Overheat and pressure alarm
- Two new heads, one electric

### Hull

Fiberglass sandwich construction, Lloyds Register of Shipping approved, Hull bottom and keel stripped, faired, and repainted in 2015. Hull paint color is flag blue fiberglass laminate with vinylester resin for the barrier layers, stitched uni-directional fiberglass and vacuum-bagged balsa core. The major structural bulkhead is a composite. New bow thruster installed in 2015. Shoal draft airfoil lead keel. Centerboard is fiberglass with airfoil shape and has positive buoyancy. It's lowered and raised with the Navtec Hydraulic System operated from the cockpit.

### Deck

The deck construction is fiberglass with a vacuum bagged fiberglass laminate with balsa core. Teak side decks, cockpit seat tops and sole.

- Stainless stem with anchor roller
- Maxwell Nilsson anchor windlass with deck switches
- Primary anchor: 35lb CQR with approx. 200' of 3/8" 3B galvanized chain
- Secondary anchors: 35 lb IMS & 22 lb West Marine Danforth style anchors, Approx. 150' 3/8" chain & 200' 3/4" nylon rode
- Anodized aluminum toe rail
- Varnished teak winch bases
- Custom molded outboard helm seats (in addition to the primary helm seating)
- Stanchions with double lifelines with double gates
- Double stainless bow and stern pulpits
- Updated fixed ports
- Opening ports were removed, refurbished and rebedded.
- Portlights and hatches have all been rebedded
- Chrome cowl vents mounted on varnished teak dorade boxes
- Genoa track rebedded
- Anchor washdown and cockpit shower

## Mast and Rigging

- Aluminum mast with double spreaders
- Harken B track with Battcar system upgrade
- Mast removed stripped and repainted (2015)
- Rigging disassembled and inspected (2015)
- New masthead
- Navtec rod standing rigging - all reheaded 2003 and fully inspected 2015
- Insulated backstay
- Navtec hydraulic backstay, tensioner and boom vang
- Replaced gooseneck vang attachment plates
- Harken headsail roller furler
- Storm trysail track on mast

## Sails

- Full batten mainsail(2000) with Harken Battcar and track
- 135% genoa (2002), sun cover replaced (2009)
- Sun cover replaced 2009
- New North MPS with sock, 2006
- Storm jib
- Storm trysail by Hood

## Winches

Barient chrome self tailing chrome winches:

- 2 #36 electric primary sheet winches
- 2 #28 secondary sheet winches
- #24 main sheet winch
- 2 #27 halyard winches
- #24 outhaul winch

## Canvas

- Companionway dodger with zipper window and Bimini (2008)
- Cockpit cushions
- Full winter cover (2003)

## Safety

- Lifesling
- US Coast Guard safety equipment including Life Jackets

## Highlights or Summary of Upgrade Service and New Equipment

### 2003-2004 Upgrades

- Serviced stainless steel standing rigging
- New winter boat cover - Aqualon
- Windlass overhauled
- Replaced throttle/gear shift ('04)
- Replaced Bass electric panel ('04)



- Manual bilge pumps replaced ('04)
- Replaced refrigeration Seafrust BD 12 volt

#### 2006-2007 Upgrades

- Rebedded main cabin hatches
- Mail halyard replaced
- Galerider drogue added
- Forward head rebuilt
- Replaced hot water heater
- Replaced pumps
- New cruising spinnaker ('07)
- Replaced showerheads ('07)

#### 2008-2009 Upgrades

- Replaced black water hoses (07)
- Headliner replaced
- Rebedded portlights
- Rebedded deck hardware
- Bimini and awning replaced
- Fore and aft cabin cushions recovered
- Rudder removed and bearings overhauled
- New engine fuel pumps
- New engine fuel lines
- Main engine injector service
- Mast serviced including replacing/rebuilding gooseneck and vang hardware
- Two deep cycle 8D house batteries
- Separate engine and generator starting batteries
- Genoa UV sunshield replaced
- Bottom repainted
- Hull waxed

#### 2014/15 Upgrades

- New flag blue Awl Grip hull paint
- Bow thruster
- Mast removed disassembled and painted
- Rigging checked and serviced after being unstepped
- Hull bottom and keel stripped and repainted
- New heads (one electric) and new holding tank and plumbing
- Hydraulic system overhauled including custom addition of new hydraulic ram for centerboard

## Disclaimer

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