ENGEL&VÖLKERS®
YACHTING

82' (24.99m) 1926 Alden
Dana Point California United States

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1-239-404-9329

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OVERVIEW

$599,000

Manufacturer:	*Alden*		
Engines:		Hull Material:	Wood
Engine Model:		Cruise Speed:	Knots
Engine HP:		Max Speed:	Knots
Beam:		Cabins/Heads:	/
Max Draft:	"	Fuel Type:	Diesel
Water:		Fuel:	

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Data Sheet

Category: Schooner
Condition: Used
Model Year: 1926
LOA: 82' (24.99m)
Knots
Knots
Fuel Type: Diesel
Hull Material: Wood
Imported: No

Engines/Generators

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Summary/Description

Beautiful Classic Alden Schooner! Built Pendleton Shipyard Wiscassette Maine, John Alden Schooner Design 273b. Curlew is owned by Corporation which is transferable! She has a successful active charter operation which is also transferable. Curlew is an inspected vessel, and such USCG certified for a total of 40, 36 passengers and 4 crew! Curlew is a fore aft schooner, while conceived as a cruising boat, she none the less has spent considerable time racing, and successfully as well. Through the historical archives of papers like the NY Times we have been able to get some sense of the races she participated in and her success. Here is a list of the available news articles on about her early race history; * June 27, 1929 New London Gibson Island Yacht Race. Curlew raced in class ?D? with notable schooners including Teregram and Yankee Girl 11. * June 27 th 1930; 600 mile Newport to Bermuda Race which included Malabar x, John Alden?s own boat, Curlew; Rose of Sharon; Dorade Owen Stephens; Lions Whelp; Teregram; Dauntless. * June 18 th 1931; 80 mile Rye NY to New London Ct Race with Dauntless; Sachem; Malabar 8; Valencia; Marita. * June 17 & 18th 1932; 27.5 mile NYYC Glen Cove L.I Regatta in the Special Cruising Class, taking first to finish on day two, but losing on corrected time to Zaida. * August 7th 1932; a NYYC Cruise from Glen Cove NY to New Haven Harbor Ct.. an 80 mile American YC race, Rye NY to New London Ct, where Curlew finished first in the Cruising class. * August 11, 1934; New London Ct to Newport R.I. with Curlew taking first in the Special Cruising Class! * August 14th 1934; NYYC Annual cruise and race to Buzzards bay Curlew scored her 3rd victory in the l Cruising Class for schooners and ketches. The following day on the 15th, Curlew placed first again for her fourth successive win. * June 19th 1935; 80 mile American YC Rye NY to New London Ct Race. * June 20th 1935; a 170 Mile race, from New London CT to Marblehead Mass. * August 11 1935; American YC Long Island Sound Regatta. General Information * Built by: Pendleton Boatyard * Where: Wiscasset, Maine * Date: 1926 * Designed by: John G. Alden and Assoc. of Boston, MA * Length Overall (L.O.A.): 81? 6? * Length on Deck (L.O.D.): 65? 3? * Length on the Waterline (L.W.L.): 47? * Width (Beam): 14? 8? * Depth (Draft): 9? * Displacement: 42 tons. (design) Hull & Deck * Hull Material & Thickness: Originally 1-1/2? long leaf yellow pine. Currently replanked with Douglas Fir Vertical grain * Framed in 4 x 4 5/8? Sawn White Oak with iron floors. * Fasteners: Originally galvanized steel nails. Currently re-planked with Monel screws above waterline and galvanized screws below, both 3 1/2? #18 (converting to Passivated SS) * Decking Material: 1 1/2? Teak caulked with several dead lights mounted in deck Structure * Beams: 4 x 4 oak rebuilt with side pieces add * Bulkheads: mostly new, mahogany with teak veneer * Sheer Line: Fair to the eye * Ceiling: Battens & Cabinetry * Longitudianls: Kauri floor timbers and stringers all refastened with 1/2? galvanized bolts. Stringers 2?x5? in three layers, shelf 2 3/4? x 5? * Stem: White Oak with 3/4? galvanized bolts new Apitong Sampson post * Keel: 9 x 20 Oak * Stern Timbers: Oak and long leaf yellow pine * Ballast: Bilge areas have been re-pitched. Material cast iron * Weight: 25,000 lbs. * Secured by: Keel bolts; 1 1/2? bronze, new in 1976 Machinery and Propulsion * Main Engine(s): 1989 Perkins Range 4 diesel rebuilt in 2002 * Cylinders: 6 * H.P.: 120 * Cooling System: Self-contained fresh water with heat exchanger * Exhaust System: Wet * Cruising Speed: 8 knots * Reduction Gear: 2.1:1 Borg-Warner Velvet Drive * 1 1/2 stainless steel shaft, with dripless shaft seal * 23rd 3 blade Campbell Sailor Prop * Ratio: 2:1 * Tankage: Water 200 gal in three tanks; Fuel 300 gal in two tanks 1 port, 1 starboard Navigation Instruments * Com Nav / Benmar Autopilot * B&G Halon 20 + 36 nm Dome Radar (2020) * 2 x B&G Vulcan 7 sailing chart plotters (2020) * B&G GPS Sensor, depth sounder & mast head wind sensor (2020) * Standard Horizon Matrix VHF AIS/GPS (2017) * NEMA 2000 network (2020) * Fusion NEMA 2000 marine digital media receiver (2019) Miscellaneous Equipment * 406 MHz EPIRB * Nilsson 12V anchor windlass (rebuilt 2014) * CQR 90# anchor & 75 lb Danforth * Bow & Stern pulpits * Stainless steel stanchions (1 1/4?) with 3 sets of SS life lines * (4) electric bilge pumps * (7) Dry chemical fire extinguishers Electrical System * 12V DC /110 * 110V * (3) 8D batteries and 1 group 27 start battery. All Lifeline AGM * AC isolation transformer * (2) Battery chargers; 30 amp Lifeline; Xantrex 150 Amp Charger / 3.0 kw pure sine wave Xantrex Inverter * 50-amp 110V shore power cord Smart Plug * Newmar electrical panel with Cole Hersee battery isolating switch * 180 amp Leece Neville alternator

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