



MILAN

51' (15.54m) 1951 Custom Gösta Kyntzell Yawl
Annapolis Maryland United States

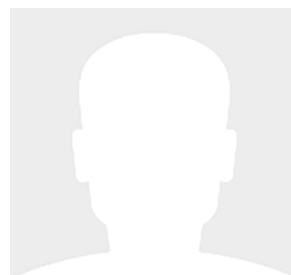


OVERVIEW

\$140,000

Manufacturer: *Custom*

Engines: 1 Beta	Hull Material: Wood
Engine Model: 90	Cruise Speed:
Engine HP: 90	Max Speed:
Beam: 10' 10"	Cabins/Heads: 1 / 1
Max Draft: 8' 1"	Fuel Type: Diesel
Water: 50 G (189.27 L)	Fuel: 76 G (287.69 L)



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Data Sheet

Category: Antique and Classics

Condition: Used

Model Year: 1951

Refit Year: 1998

Beam: 10'10" (3.30m)

Max Draft: 8' 1" (2.46m)

LOA: 50' 8" (15.44m)

LWL: 38' 10" (11.84m)

Cabins: 1

Sleeps: 6

Convertibles: 4

Pullmans: 1

Heads: 1

Fuel Type: Diesel

Hull Material: Wood

Hull Shape: Monohull

Hull Finish: Paint

Bridge Clearance: 61'

Fuel Tank: 76 gal (287.69 liters)

Fresh Water: 50 gal (189.27 liters)

Holding Tank: 25 gal (94.64 liters)

Engines/Generators

Engine 1

Beta

90

Inboard

90HP

67.11KW

Fuel: Diesel

Hours: 711

Hours Date: 11-22-2022

Year: 2005

Serial #: 5A3047 EPA

Location: Middle

Summary/Description

Finnish built classic yawl!

ACCOMMODATIONS

A substantial refit was undertaken in Germany in 1998, prior to her trip to the US. At that time, the interior was redone, a hatch was added to the salon, the forward cabin was added, a door was added to the forward locker and cabinets were added in the deck house.

Forward stateroom: Starting forward is a massive storage locker for cordage, anchors, fenders, etc. This space is accessed from a hatch on deck and an access panel in the forward stateroom. Beneath the access panel are a top loading locker and three drawers.

On starboard is a 77" x 31" x 48" Pullman berth. The cushion lays on staving slats for ventilation and locker space beneath; currently that is storing sail bags. There is a flip-up leeboard mounted beneath the berth- easy to implement for secure sleeping underway.

Across on port is a 40" long settee; there is storage beneath and behind the cushions. A full height hanging locker is aft of that. In the rear of the hanging locker are a pair of shelves.

Both hullsides have white staving finishing them. Headroom is 6'2". There are four 6" round portlights in the hull, an 8" overhead portlight and an overhead hatch with fixed portlight. A small LED strip light serves as a reading light and a 12v. fan provides ventilation.

Salon: MILAN's salon takes you back to the days where sailing ships were simple, functional, and elegant. White paneling and locker doors are trimmed out with gloss varnish hardwoods, plank hardwood floors and textiles that are both functional and classic. Heavy varnished beams line the overhead.

The dinette is offset to starboard, allowing unrestricted access forward. The drop leaves are offset commensurate with it's positioning in the space. Raise just the starboard leaf for a couple to dine or raise both leaves and you can seat four easily and six a bit more snugly. There is storage beneath the top of the table. The opposing settees are each 6' long and have storage beneath the seats. Each of the seat backs can swing up to provide bunk berthing; the lower bunks fitted with lee cloths and the upper berths with flip-up lee boards. There is storage behind the seat backs; above them are four drop-front door lockers and fiddled bookshelves on either side.

Aft of the settees on either side is a shorter seating area, each with storage beneath the seat and shelving storage behind the seat back. The port side is 36" long and has double doored locker storage above it. The starboard side is shorter at 17", due to the head area aft of it. There is a single doored locker above it.

Headroom in here is 6'1", though the space feels much larger. There are four round hullside portlights, an overhead hatch and two overhead lights.

Head: As you enter the head, the toilet is straight ahead of you, with the sink off to your left. There is a locker with shelves beneath the sink and counter space around and behind the sink and head. Overhead is shelving with rail fiddles. There is one fixed and one strip light. Headroom is 5'10" in here.

Nav station: The nav area is in the deck house, directly inside and along the port side of the space. An eight-foot-long countertop runs along the hullside the length of the deckhouse. Starting at the aft end is a top loading dry bin, followed by a long chart table lid with storage beneath. Underneath are lockers the entire length of the counter. Above the counter at the forward end is a locker with a shelf.

Galley: The galley is located in the deck house, directly inside and on starboard. A countertop runs the full width of the deckhouse, with the sinks are oriented facing aft and offset to starboard. There are removable panels beneath the counter along the centerline for access to the engine and batteries; a single-door locker is beneath the sinks. Outboard of the sinks is a top-loading dry storage bin, with dish organizer racks above that.

Moving around and along the hullside is the stove, with a drop-front door locker beneath it for storage of pots and pans. A stack of four drawers is located to the left of the stove, with a mug rack mounted above the counter at the forward end. There are two round hullside ports over the counter.

The entire deckhouse is well lit, with four hullside lights, six large, fixed lights and three 12v. light fixtures. Six teak grab rails provide good handholds within easy reach. Headroom is 6'3" in here, so overall the space feels quite large.

- Herreshoff style interior
- White paneling and ceiling
- Gloss varnished wood trim and overhead beams
- Plank flooring boards

GALLEY

- Double round stainless-steel sinks
- Manual freshwater pump
- Taylors 2-burner kerosene stove with oven
- Top-loading dry bin
- Dish organizer

HEAD

- Round polished stainless-steel sink
- Fresh water foot pump
- Lavac marine head
- 30 gallon holding tank

WATER SYSTEMS

- 50-gallon freshwater tank
- Manual water pressure system
- Two manual bilge pumps

HULL AND DECK

- Nordic fir plank hullsides
- Oak framing members
- Spruce overhead joists
- Teak decks
- Teak cockpit grate
- Deck mounted locker behind mizzen mast
- Raised bulwarks
- Bulwark mounted stanchions
- 26" high double wire lifelines
- Teak grab rails on housetop
- Single stainless steel bow roller
- 33 kg Rocna anchor
- 50kg Storm stock anchor
- 20kg Danforth anchor
- Approx. 200' of anchor chain
- Approx. 250' of anchor rode
- Five cockpit lockers

SAILS AND RIGGING

- Yawl rigged sail plan
- Double spreader aluminum mast & wooden boom
- Aluminum deck stepped mizzen mast
- Dual hank-on headstay for wing-on-wing
- Removable inner storm jib stay
- 1x19 wire standing rigging
- Mainsheet track and car in cockpit with 4:1 purchase
- Anderson #58 two-speed self-tailing primary winches (2)
- Anderson #56 two-speed self-tailing secondary winches (2)
- Anderson #28 two-speed self-tailing mizzen mainsheet winch
- Anderson #46 two-speed self-tailing mainsheet winch
- Dual headsail halyards
- Main mast running backs

- Mizzen mast running backs
- Main (fair)
- 150% Genoa (good)
- 130% Genoa (fair)
- 110% Jib (good)
- Storm jib (very good)
- Mizzen (fair)
- Mizzen balloonier (good)

ENGINE AND MACHINERY

- Beta Marine 90hp engine with 711 hours ('05)
- Walter V drive transmission ('05)
- 3--blade bronze propeller
- 40 gallons of fuel in two tanks
- Racor 1000 air/water separator
- Teak and stainless-steel wheel
- Plaath compass

ELECTRICAL

- Phillippi-Bootselektrik 12v. electrical panels (2)
- ProNautic 1230P 30A battery charger
- Four Die Hard Group 31 AGM batteries ('13)
- Blue Sea Systems starting battery switch
- Blue Sea Systems battery combiner switch

EXCLUSIONS

Owner's personal effects and any items not specifically described in this listing





















































Prior to her conversion to a yawl in Germany







