



Maya

74' (22.56m) 1987 Walsteds Deerfoot Pilothouse 74
St Petersburg Florida United States



OVERVIEW

Manufacturer:	Walsteds		
Engines:		Hull Material:	Aluminum
Engine Model:		Cruise Speed:	
Engine HP:		Max Speed:	
Beam:	15' 4"	Cabins/Heads:	3 / 2
Max Draft:	7' 2"	Fuel Type:	Diesel
Water:	177 G (670.02 L)	Fuel:	680 G (2574.08 L)

\$500,000



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Data Sheet

Category: Ketch	Fuel Type: Diesel	Displacement: 70000 Dry Weight: 60000
Condition: Used	Hull Material: Aluminum	lbs
Model Year: 1987	Hull Shape: Monohull	Fuel Tank: 680 gal (2574.08 liters)
Refit Year: 2003		Fresh Water: 177 gal (670.02 liters)
Beam: 15'4" (4.67m)		Builder: Walsteds
Max Draft: 7' 2" (2.18m)		Designer: Daschew
Min Draft: 7' 2" (2.18m)		HIN/IMO: DFZ74004H387
LOA: 74' (22.56m)		
LWL: 68' (20.73m)		
Cabins: 3		
Sleeps: 6		
Heads: 2		

Engines/Generators

Summary/Description

One of a Kind World Cruiser, designed by Dashew, built by Walsteds in Denmark, Maya is a classic aluminum yacht with prestige and a storied past whose future is just as bright. She has 3 double cabins, two heads and a comfortable pilothouse that lets out onto a teak cockpit and adventure!

History of Maya

From Practical Sailor

By Darrell Nicholson

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"In 1986, the Dashews, overwhelmed by the size of the Deerfoot project, sold the business to Jim Jackson and Christine Jurzykowski, owners of the 74' aluminum Deerfoot ketch, Maya. Jackson, president and executive director of Fossil Rim Wildlife Center, a 2,900-acre wildlife reserve in Glen Rose, Texas, continues to build Deerfoots in the Dashew tradition. Building headquarters have recently moved from New Zealand to Able Marine Inc. in Trenton, Maine.

The Deerfoot concept is based on three principles: efficiency, safety, and comfort. "The key is to have a hull which allows you a nice interior while carrying the weight of the boat in the most efficient manner," says Dashew.

Ulf Rogeberg, who previously worked with Paul Elvstrom in Denmark designing 12-meters, explains: "We have tried to create a canoe-shaped hull that is easily driven, a hull with a fine entry angle, narrow waterlines and easy bilges. We have further tried to distribute volume so that the longitudinal center of buoyancy does not move aft when the boat heels. If a boat heels over symmetrically, if its stern doesn't kick up and the bow doesn't bury itself, you'll have better stability, steering control, and performance downwind."

A fine entry angle and a long, narrow hull also reduce drag and provide comfort and efficiency upwind and reaching. With an easily-driven hull, the Deerfoot's rig can be substantially shorter than is needed on a beamy boat with a short waterline. A smaller rig means more stability, less sail changing, less work for a shorthanded crew, and a more comfortable ride.

How does the long, narrow hull affect the interior? While short, fat boats have their beam concentrated amidships, the Deerfoot's relatively narrow beam is carried further forward and aft. This means there's a lot of storage space in the bow and stern. Amidships, the Deerfoot appears spacious because there are few bulkheads, and ceilings are kept void of bookshelves or lockers."































Maya in her former glory