



36' (10.97m) 1979 Allied
Annapolis Maryland United States



OVERVIEW

\$37,500

Manufacturer:	Allied	
Engines:		Fiberglass
Engine Model:		Knots
Engine HP:		Knots
Beam:		/
Max Draft:	"	Diesel
Water:		





Data Sheet

Category: Cruisers	Knots	Imported: No
Subcategory: Ketch	Knots	In Stock: Yes
Condition: Used	Fuel Type: Diesel	
Model Year: 1979	Hull Material: Fiberglass	
LOA: 36' (10.97m)		

Engines/Generators



Summary/Description

GABRIEL is a beautiful and well-sailing boat. She is not a dock queen or an ultra modern clone, but a classic design and a rare opportunity for graceful, enjoyable sailing and cruising. With her recent engine and inventory, she is ready to serve a lucky new owner.

SPECS

FULL SPECS

1980 Allied Princess II, "Gabriel" hull #130

Builder/Designer

Builder: CYS Yachts/ Designer Arthur Edmonds

Dimensions

LOA 40 feet, LOD 36 feet, LWL 27.5 feet

Beam 11 Feet

Draft 5' 2"

Displacement 16,500 pounds (dry)

Tankage

Fresh water 80 gallons

Holding 40 gallons

Fuel 40 gallons

Propulsion

Sail: Ketch rig with optional cutter forestay, total sail area 703 square feet

Auxiliary: Diesel 52 hp

Vessel Walk Through

V-berth forward with starboard hanging locker and side shelf storage. Half bulkhead portside with sink with hot and cold water, toiletry cabinet and additional storage. Next is private head and shower portside with two access doors, one from main salon and one from owner's suite. Full bulkhead with unique duel action hanging locker door, swinging 90* to serve as privacy door to Owner's suite. Main salon is next with Port and Starboard settees each with storage below and behind with above settee shelving. There is a floor mounted table with two folding leaves (comfortable seating for four) and covered storage in a center between leaves. Next is the galley to starboard and separated from the salon by a half bulkhead, to port and separated from the salon by a half bulkhead is the Nav station, there is a large quarter berth behind the nav station.

Amenities

- 6 berths as follows: forward double berth in owner's suite, single settee berth to starboard, double pullout settee berth to port, single quarter berth to port,
- Reverse cycle heat and air conditioning,
- Sony marine AM/FM/CD with bulkhead mounted Bose speakers,
- 6 opening ports w/screens, two opening hatches w/screens,
- Filler for V-berth,
- Custom cushions "Island Theme"
- Albin manual toilet connects to holding tank under V-berth,
- Shower in head with electric drain pump,
- 5 adjustable bulkhead mounted salon reading lights,
- Large adjustable galley light,
- Salon ceiling mounted and gimbaled brass kerosene lantern,
- Two sets of dock lines ¾ inch nylon,
- Many additional lines,
- Fenders of various sizes and fender boards,
- An extensive collection of spare parts for rigging, electrical connectors and fuses plus a complete selection of fasteners washers, screws, nuts and bolts to fix most common system failures while underway if need be.

Galley

The galley is starboard and adjacent to the companionway offering a secure workplace for food preparation under sail with easy reach to all appliances and storage access compartments.

- Hot/cold pressure water,
- Stainless steel sink,
- Force 10 stainless propane three burner stove and oven,
- Sniffer gas leak detection system for Salon with external cockpit lazarette propane compartment for 10-pound propane tank,
- Stern pulpit mounted Dickinson propane grill, direct connect to propane tank,
- Large, insulated ice box with manual pump-out to sink,
- Ample counter space and storage for all dinnerware, utensils, and all cookware, gadgets and pots and pans included with boat.

Navigation Equipment

- Garman Nav station mounted Garman model # 75 GPS
- Handheld Garman color, day/night GPS chart-plotter,
- Nav station mounted Standard Horizon DSC VHF radio,
- Two handheld VHF radios.
- Weems and Plath compass,
- Signet knot meter and signet depth sounder bulkhead mounted,
- Chesapeake Bay regional charts and measuring devices for manual plotting.

Electrical System

Gabriel has full 110V and 12V system with numerous 12V interior lights, 12V navigation lights and 110 outlets in the Galley, Nav station, head and Salon.

- One AGM Group 4D, 245 AH house battery
- One AGM Group 27, 100 crank amp starting battery

- Pro-Marine 240, battery charger,
- Engine driven 80 amp. Alternator,
- 110 Shore power with 50 foot cable and 3 prong pigtail
- 12 V and manual bilge pumps,
- Electric control panel behind companion ladder above engine box.

Sails and rigging

- Main, full battened, Rolly Tasker Sails, 2015
- Mizzen, Rolly Tasker Sails, 2015,
- 140 % roller furling Genoa, Rolly Tasker Sails, 2015,
- 100 % inner forestay heavy weather Jib, Mack Sails, 2003
- Furler genoa furler OE,
- Lumar # 48 primary self-tailing winches, (oversized) 2010,
- 4 additional halyard and winches OE
- Andersen and Lumar blocks.
- Standing rigging replaced 2007,
- Running rigging in excellent condition, replaced as needed.

Deck Equipment

- Sunbrella Sail covers, 2008
- Sunbrella Dodger and Bimini with connecting insert, 2009
- Bow sprit mounted 35-pound CQR anchor,
- Bow sprit replaced with solid teak OE dimensions, 2013,
- Pelican hook base mounted through bow sprit and deck for removable inner forestay,
- Anchor access port to chain locker,
- Windlass, Simpson Lawrence'
- 50 feet of chain and 300 feet of ¾ inch Nylon rode for 35-pound CQR anchor,
- 20-pound Danforth anchor with 15 feet of chain and 200 feet of nylon rode,
- Spreader lights for cockpit and mainmast deck light.
- Cockpit cushions,
- Cockpit table insert against Mizzen mast,
- Teak grid cockpit flooring.

Safety Equipment

- Off-shore safety package including: 12 gage pistol flare launcher with cartridges, hand held flares,
- Man-overboard horseshoe and throwing line,
- 10 type-II adult life vests,
- Two auto-inflate halter life vests with whistles and Snap-on life tethers,
- Foul weather tether lifelines attached to Bow and Stern pulpits,
- Ships bell mounter on mizzen mast and manual horns,
- Three fire extinguishers, 1. Hanging locker 2. Over engine box behind companionway ladder 3. On deck inside of steering box/ helm seat.
- First aid kit in head/shower room,
- Hull puncture plugs of various sizes.

Engine and mechanical systems

- Reverse cycle heat and air conditioning, pump replaced 2016,
- Racor primary and secondary fuel/water separator filters,

- 110 V, 10-gallon water heater, with engine intercooler/ heater for hot water while sailing or away from 110 shore power, 2015,
- Recently installed 52 hp, VW Pathfinder overhead cam Diesel (this is a “marinized” VW Rabbit type industrial engine)
- New exhaust elbow and piping, 2010,
- Hurth # 10 transmission rebuilt with new clutches, 2009,
- New starter motor 2019,
- New automatic bilge pump, 800 GPH (2020),
- Manual bilge pump,
- All thru hulls have bronze ball valves,
- Manuals for all ship’s systems including an original Allied Princess II owner’s manual.
- Maintenance and fuel logs included,
- Worm and Screw steering, basically indestructible and provides auto steering without auto pilot (wheel moves rudder, but rudder does not move wheel),
- Electric auto helm included and stored out of the way below chart table since un-necessary on Chesapeake Bay,

Comments: Virtually all the total 141 Allied Princesses built were unique, with much input during the build from the owner. They were blue water boats with several having completed circumnavigations. In the 1979 year, beginning with Hull # 127, Allied Princesses were built with a new interior which replaced the Formica (faux wood) bulkheads and trim with Teak wood. This upgrade was intended to upscale the interior from strictly utilitarian to a more “Corinthian” yacht design to differentiate from competing mass-produced boats of lesser blue water pedigree. Often the competition's focus on interior amenities was to the detriment of sailing qualities.

This will be Gabriel’s 15th sailing season with the current owner. She is an exceptional sailing boat and can exceed her design hull speed (7.23 knots) quite easily. With all canvas flying we have seen sustained speeds of over 8 knots on a beam reach in a 20-knot breeze. She can beat at 7.5 knots in a spirited breeze. She does this with a steady 20* heel. Initially tender, she sets at a 15 to 20-degree heel and just goes, she does not round up! For a ketch with a full keel, she is surprisingly close winded and both main and mizzen draw well when close-hauled (many ketch designs are unable to carry their mizzen close-hauled). She can motor all day at 6.5 knots with a clean bottom and sip diesel fuel at ½ gal/hr. and she can punch thru heavy winds and chop with her powerful 52 hp diesel to get out of harm’s way. Gabriel’s not perfect, but she is a thing of almost living beauty under sail.















































