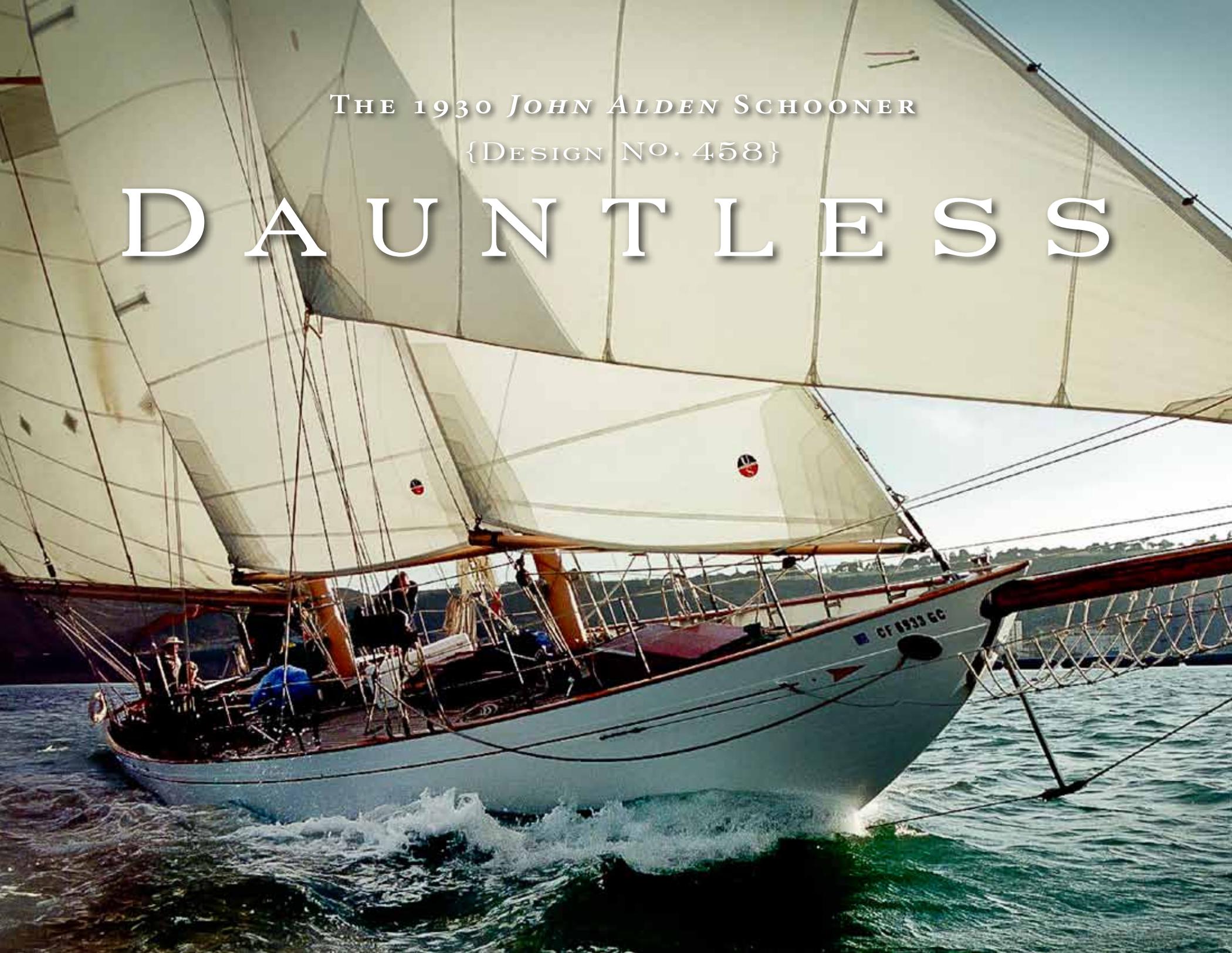


THE 1930 JOHN ALDEN SCHOONER
{DESIGN NO. 458}

DAUNTLESS





FOR SALE BY OWNER

THE 1930 JOHN ALDEN SCHOONER

{DESIGN NO. 458}

DAUNTLESS



DAUNTLESS IS DESIGN #458 IN THE *John Alden Design Book*. She was launched at the Dauntless Shipyard in Essex, Connecticut on the 16th of June, 1930. In that same year she participated in the Newport to Bermuda Race alongside the schooners; Rose of Sharon, Curlew and Teragram - all of which she still sails against, with the exception of Teragram.

She is 61' on deck with a LOA of 70'. Her beam is 13'3", draft of 9'3" with a lead keel.

Her hull is double planked, the inner plank is Cedar, and her outer plank is Honduras Mahogany. The decks have been reworked in the last five years.

Her sail complement includes; a high-cut jib, a 110% jenny, forestaysail, mainstaysail, a main of approximately 950 square feet, fisherman, gollywobbler and an asymmetrical spinnaker, for a total sail area of 2,200 square feet.



The power plant is a John Deer 135 HP diesel engine that was installed in 2010. In flat water she burns 1.25 gal per hour @ 1,200 RPM while traveling at 8 knots. She employs a 21-inch feathering maxi prop.

An all-new electrical system was installed in 2010. The system includes a Protech 4 charger, monitored by a Link 20 system, and a 110V shore power system. In addition to the 100 amps alternator on her engine, she has a belt driven 130 amp alternator.

There is a separate 8D battery for starting, and three 8D house batteries.

She is outfitted with a Horizon VHF radio

and an Icom M700 single-sideband with tuner.

Dauntless carries 70 gallons of fuel in two tanks, and 240 gallons of water in four stainless steel tanks. Her grey water tank has a capacity of 40 gallons.

She has an Edsen worm gear steering system. Her auto pilot is a Robertson and has proven quite adequate in 25 knots of breeze with eight foot seas.

The winches have been upgraded to Barrent 28s and 35s.

She carries a 60-pound CQR with 350' of chain, supported by a 12v Nielson windlass, and a 100-pound Danforth back-up anchor.



