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64' Alden cutter

REDUCED FOR QUICK SALE TO US\$179,000 o.n.o



Specifications

Boat Details

Price	REDUCED FOR QUICK SALE TO US\$179,000 o.n.o	Boat Brand	Alden
Model	64' Cutter	Length	19.51
Year	1952	Category	Cruising Yacht
Hull Style	Single	Hull Type	Timber
Power Type	Sail	Stock Number	#AC6415
Condition	Used	State	New Zealand
Suburb	New Zealand	Engine Make	

Disclaimer

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Description

PRICE REDUCED AGAIN TO US\$179,000. THE PRICE DOES NOT REFLECT THE QUALITY OF THE BOAT BUT THE OWNER'S EAGERNESS TO SELL. THIS OFFER IS FOR A LIMITED TIME ONLY. IF THE BOAT IS NOT SOLD BY JUNE 10TH THE OWNERS WILL TAKE HER OFF THE MARKET AND SAIL HER BACK TO THE US . THE PRICE INCLUDES A NEW MAINSAIL BUT ALLOWS LITTLE ROOM FOR FURTHER NEGOTIATIONS. ORIGINAL PRICE WAS US\$360,000, WHICH WAS ALREADY A REDUCED PRICE AS THE BOAT WAS COMPLETELY STRIPPED AND REFITTED IN 2006-2008 TO THE COST OF USD\$1M. THIS IS YOUR CHANCE! BE QUICK!

Nirvana - 64' Alden Cutter

Get used to receiving numerous compliments as you sail Nirvana into any harbor. She has classic Alden lines with an elevated stern sweeping forward to a raised bow. She was built in 1952 in Newcastle, Australia by S.F. Heaton for his family. Nirvana was the first yacht built specifically for the Sydney-Hobart race. Her sturdy hull is made of ironwood and her topsides are rosewood all fastened with 7/16 inch copper rivets to sawn oak ribs then splined and skinned with dynel. She is beautifully furnished in teak, mahogany and maple below decks. When you step below decks you are transported away from the noise of the outside world into a luxurious sanctuary of tradition and elegance.

She underwent a complete refit from 2006-2008 costing 1 million US dollars, and the current owner has continued to improve her significantly, including repainting the topsides and bottom in December 2015. In 2008, a new engine, all new plumbing, electrical and electronics were added. She was stripped to her frames and the interior was reconstructed from all new material, plus the deck was glassed over, ensuring a dry interior. The carpenter's mandate was to use only the finest materials, adding modern comfort features, while keeping a traditional feel below. The end result is simply stunning.

The master stateroom is located aft of the sail locker, behind a full bulk head, and has a queen-sized bunk on the centerline with extensive mahogany lockers lining the hull on either side. The woodwork is truly exceptional. Aft of the bunk on port is a cleverly hidden wash basin and head and enormous storage cupboard. On starboard there is a large cedar lined hanging locker. Under the bunk are 3 cavernous storage lockers, and 2 wide, flat drawers ideal for storing charts. The drawers handles cleverly double as steps up to the bed.

Continuing aft, the owners lounge/crew bunk occupies the starboard side of the boat maintaining the same beautiful mahogany storage lockers. On the port side is a very large head with abundant storage, and a sizeable shower with bench and full headroom.

Up two steps you enter the spacious main salon with a large wrap-around dinette outfitted in Spanish leather, followed by the galley with new stove/oven aft. Her galley is great at sea or when preparing a gourmet meal for 35. On the starboard side there is a massive refrigerator that holds enough food for months off the grid, followed by a settee that converts to a queen-sized bunk, and navigation station. Etched glass butterfly hatches and a custom stained glass port brighten the salon and add old-world charm. There are very classy touches throughout, fitting a yacht of this pedigree.

Aft on the centerline are the guest quarters, with one quarter berth and a double berth. Our children have comfortably shared this cabin for two years. The large clothing cabinet on centerline can easily be removed to access

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the rudder post and steering quadrant. Under each bunk are multiple storage lockers, which we have used for clothing, toys, sleeping bags and additional food. The lazarette is accessed through a hatch in the cockpit or at the foot of either guest bunk. She has 2 heads and can sleep 8-10 people.

The fo'c'sle, or sail locker, contains two bunks, originally designed as crew quarters, now used as a workbench and for a large amount of storage. The watermaker, a salt water rinse down, and fresh water shower are located here. There is also a large amount of storage throughout the boat.

Nirvana has comfortably cruised the South Pacific for the past 2 years with a family of 4 and multiple guests. Nirvana is setup to be self-sufficient, allowing us to visit distant islands and be months away from groceries and other stores. We have sailed her to secluded atolls, through stunning coral reef passes, and to remote villages, and enjoyed some of the most transforming life experiences.

After a snorkel through the anchorage, it is marvelous to rinse off with the shower on the bow, then relax with a book in the cockpit on comfy cushions. At sea the dinghy fits securely on custom chocks in front of the mast, but at anchor these can be removed and allowing a spacious deck area to enjoy your yoga practice.

She is equipped with modern cruising electronics and the solar panels meet the daily power needs of 6 people. Sailing Nirvana is a dream, she slices silently through the waves, never pounding, effortlessly maintaining 7-8 knots. Nirvana is a solid racing yacht, with many wins to her name, including holding the overall Newport to Ensenada record for over 20 years.

Step onboard and start your cruising dream, race her to win local or international competitions, or berth Nirvana at your yacht club for sprints around the bay. Own a part of Australian yachting history.

Specifications

Length Overall: 64 feet

Waterline length: 50 feet

Beam: 13' 8" feet

Draft: 7' 8"

Displacement: 67,000 lb

Sail Area (feet): 2500 ft² (main, genoa, staysail)

American registration

Galley

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Refrigeration: R10 Sunfrost 12 V; Air cooled, 9 ft3
Stove: Force 10; 2 Burner Propane w/Oven new 2015
Sink: Double Stainless Steel
Water System: Pressure

Stainless BBQ: Propane

Tankage
Fuel: 200 gallons in 4 tanks
Water: 200 gallons in 4 tanks
Holding: 20 gallons

Propane: 40 gallons in 2 tanks

Electronics & Navigation Equipment
Radar: Raymarine E-80; 24 Miles
VHF: ICOM 304
Auto Pilot: Simrad Hydraulic AP-25
Chart Plotter: Raymarine E-80
GPS: Raymarine E-80
Depth Sounder: Raymarine E-80
Wind Speed & Direction: Raymarine ST 6001
Knot Meter/Log: Raymarine E-80
Rudder Angle: On Autopilot

Electronics new in 2008

Compass: 6" Danforth Constellation
Television: 12 VDC (2014)

Stereo with cockpit and cabin speakers (2014)

Electrical System
Batteries: 9 AGM Golf Cart; 1 Starting
Battery Monitor: Heart interface
Electrical System: 12 VDC
Inverter: Heart Interface 2000 W Inverter/Battery Monitor/ Charger, 110 V
Interior Lighting: 12 VDC
Battery Charger: Heart Interface 110v 60hz, Precept 240v 50hz
Smart Reg: Balmar Max. Charge MC-612
Alternator: 2 Balmar 120 amp

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Solar panels: 2 x 100 W (new 2014)

Entire boat rewired in 2008

Engine & Mechanical Equipment

Engine: Yanmar diesel 87 hp, new 2008, approx. 2500 hours

Engine Alarm; Emergency Engine Stop

Fuel Filters: 2 Racor; 1 on Engine

Fuel Shut Off: Stoves; Engines; S2A Xinex Fireboy Fume Detector and halon automatic firefighting system

Lube Oil System

Raw Water Sea Strainer

Bilge Blower

Bilge Pump: 3 w/Float Switch 2 are high capacity; 1 Manual

Propeller: 3 Blade, Bronze; 2 blade spare

Steering: Wheel

Head Type: 1 Groco manual; 1 Jabsco electric

Holding Tank with electric macerator pump

Watermaker: Spectra; 19 Gallons/Hour

Deck saltwater rinse down

Deck fresh water shower

All plumbing new in 2008

Sails & Rigging

Main; #1 Genoa 155%; Staysail; Dacron; Manufactured by Ullman, all in good condition

Asymmetrical Spinnaker with snuffer, Manufactured by North, in good condition

Titanium reaching strut

Winches: 2 Harken 70 Self-Tailing (Primaries) new 2008; 2 Lewmar 55 (Secondaries); 1 Barient 27 ST (Mainsheet); 1 Lewmar 43 (Spinnaker Halyard); 1 Lewmar 43 (Headsail Halyard); 2 Barlow 24 (Halyard); 1 Lewmar 30 ST (Main Furler); 1 Barient 10 (Boom Topping Lift)

Mast: Aluminum; Stepped on Keel, designed by Bruce Nelson 1980 based on a 12 meter yacht extrusion

Standing Rigging: 1x19 SS, with Spectra running backstays, and removable inner forestay

Lazy jacks on the main

Anchor & Deck Equipment

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Anchor: 88 Lbs. Kingston Anchors Plow; Chain: 300'

Anchor: 75 Lbs. CQR Plow

Anchor: 75 Lbs. Stainless Plow

Anchor: 125 Lbs. Kingston Anchors Fisherman

Anchor: 22 Lbs. Kingston Anchors Plow (Stern); Line: 300'

Anchor Windlass: Ideal

Custom Double Anchor Bow Roller, New 2014

Numerous small dinghy anchors

Navigation Lights: Deck; Masthead tricolor

Masthead anchor light, Spreader Lights

Lifelines: Stainless steel upper and lower with gates on both starboard and port

Dinghy/Motor: 10.3' Avon; 15 HP Yamaha

Covers & Curtains: Dodger; Bimini, Hatch covers, Bow sun shade, Center Boat Cover, Main sail cover, Staysail cover

Deck Material: Epoxy laminate over Marine Plywood and original timbers, cabin-top teak

Custom stainless steel boarding ladder

Safety Equipment

Lifejackets: 10 Type II USCG

Lifesling: 1

Horseshoe: 1

Liferaft: 8 Person Zodiac Offshore with EPIRB serviced in 2014

Complete USCG Safety Package plus additional flares

EPIRB: ACR 406, plus PBL in liferaft

DAN MOB

Strobe

Jacklines

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