



# ALDEN 44

Year 1978



DIAMOND Yachts, Yachtzentrum Baltic Bay  
Börn 17 | 24235 Laboe

# ALDEN 44


**119.000,00 €**

EU-VAT paid

## Main Info

<b>Model</b>	Alden 44
<b>Manufacturer</b>	Tillotson-Pearson Inc. (USA)
<b>Designer</b>	John G. Alden
<b>Category</b>	Bluewater cruiser
<b>Year</b>	1978
<b>Location</b>	Schlei/Ostsee
<b>Flag</b>	Germany
<b>VAT status</b>	EU-VAT paid
<b>Material</b>	GRP
<b>Rig</b>	Sloop with cutter stay
<b>Cabins</b>	2
<b>Berths</b>	8

## Dimensions & Material

<b>LOA</b>	13.46 m
<b>LWL</b>	10.39 m
<b>Beam</b>	3.81 m
<b>Draft</b>	1.50 – 2.70 m
<b>Displacement</b>	11 t
<b>Sail area</b>	81 m <sup>2</sup>
<b>Engine</b>	YANMAR 4JH57
<b>Power</b>	57 PS/42 KW
<b>Drive</b>	Shaft with VARIPROP
<b>Fresh water</b>	600 L
<b>Fuel</b>	360 L

## Key Facts

- New YANMAR 57 hp diesel in 2023.
- Very safe and seaworthy cruiser.
- Bow thruster new in 2023.
- New teak decks in 2017.
- Mainsail and genoa new in 2025.
- Variable draft (1,50 - 2,70 m).
- Hull painted dark blue.
- New mast in 2016.

## Description

A solid and seaworthy cruiser with the elegant, sleek lines characterising the US East Coast classics. Founded by the legendary architect John G. Alden, the design office Alden Associates has been renowned since the 1950s for their fast yet safe IOR offshore cruiser-racers, many of which have claimed honors in prestigious regattas like the Newport-Bermuda Race. One of their successful models, the Alden 44, was designed in 1976, with close to 40 units built by Tillotson-Pearson. With a total of eight berths in an easy to manage 44-foot size and a flexible sail plan featuring a removable cutter stay, the Alden 44 stroke a perfect balance between a high-performance racer for a full regatta team and a reliable cruiser for a small crew. Its centerboard with a variable draft of 1,50 to 2,70 m make her a versatile yacht, well-suited for demanding cruising grounds like tidal waters or archipelagos. After decades on the US East Coast, the Alden 44 "Tioga" has made her way to the German coast of the Baltic Sea. The current owner has made significant investments in care and equipment in recent years. Upgrades include a new YANMAR diesel engine, drive, and propeller installed in 2023, along with a bow thruster added the same year. In 2017, the yacht received new teak decks and the hull was painted in night blue. Mast and standing rigging were renewed in 2016. For the upcoming 2025 season, "Tioga" will also receive a brand-new set of ELVSTRÖM sails. Currently in winter storage at the ...

## Rig/Sails

- Keel-stepped, top-rigged, white-painted FORESPAR offshore mast (new 2016)
- Two sets of spreaders
- Track for trysail
- Standing rigging new in 2018
- NAVTEC hydraulic backstay tensioner
- NAVTEC hydraulic boom vang
- Baby stay
- HARKEN MK II genoa furling system
- Removable cutter stay with running backstays
- Long tracks for genoa cars on deck
- Short tracks for staysail sheeting points on coachhouse roof
- Running rigging in Sirius 500, Sirius XTS, StaSet
- Aluminium spinnaker pole and spinnaker/gennaker gear
- Two BARIENT halyard winches on mast
- Full batten mainsail ELVSTRØM-Sails Cruising crosscut 410 AP HMT approx. 41 m<sup>2</sup> with two reefs (new 2025)
- Boom cover
- 130 % furling genoa ELVSTRØM-Sails Cruising crosscut 410 AP HMT approx. 64 m<sup>2</sup> with UV-protection (new 2025)
- 120 % furling genoa TBD-Sails with UV-protection
- Working jib DOYLE/Raudaschl
- Heavy staysail NORTH-Sails with one reef
- Gennaker NORTH-Sails
- Symmetrical spinnaker NORTH-Sails

## Deck

- Teak deck on running decks and in cockpit (new 2017)
- Second companionway on coachhouse roof
- Central NAVTEC hydraulic panel for backstay, boom vang, and centerboard (up/down)
- Self-draining anchor locker
- Electric anchor windlass IDEAL with foot control
- Mooring gear: 27 kg CQR-anchor with 32 m anchor chain 10 mm and 50 m anchor line
- Secondary mooring gear: 10 kg Danforth-anchor with 5 m chain lead and 60 m anchor line (in a flush-mounted deck locker)
- Large mooring cleats fore and aft and spring cleats amidships
- Primary winches HARKEN 56.3ST
- Secondary winches BARIENT
- Mainsheet system with HARKEN traveller on coachhouse roof and sheet lead to a BARIENT mainsheet winch in cockpit
- Six BARIENT halyard winches on coachhouse roof
- Sprayhood with stainless steel frame and additional aft grab rail
- Bimini (can be extended into a full cockpit cover)
- White-painted EDSON steering pedestal with compass
- Two cockpit lockers below cockpit seats
- One locker behind helm station
- Cockpit side storage pockets to port and starboard
- Two dorade vents on coachhouse roof
- Swim ladder
- Outboard engine bracket on pushpit

## Layout/Interior

- Solid, traditional mahogany interior with slats on hull sides and teak floor boards
- Saloon featuring an L-shaped dinette to port and a sofa to starboard, with a folding saloon table
- Both saloon sofas can be converted into berths (with lee cloths)
- Additional pilot berth to port
- Forward cabin with two single berths and storage in a locker, shelves, drawers, and compartments below berths
- Longitudinal galley to starboard
  - Double sink
  - Additional manual seawater pump
  - 2 x large electric cool box
  - FORCE10 gas stove (3 burners and oven, new 2024)
- Heads compartment to port with marine toilet, sink, and shower
- Aft cabin with double berth to port, single berth to starboard, chart table, storage in locker, shelves, drawers, and a second companionway from cockpit
- LED interior lighting (white/red)
- Hatches and windows replaced within the last 3 years

## Technical Equipment

- YANMAR 4JH57CR 4-cylinder inboard diesel engine 57 hp/42 KW (new 2023)
- Engine hours (as of December 2024): 130 h
- 30 mm propeller shaft with 3-blade VARIPROP folding propeller (new 2023)
- Dripless stuffing box (new 2023)
- 12 V/125 A alternator (new 2023)
- Bow thruster SLEIPNER Sidepower SE100 (new 2023) with separate battery
- 110 V and 230 V shore power connections with charging cable for EU and USA
- American outlets below decks (depending on shore power, either 110 V or 220 V)
- STERLING ProCharge Ultra 12 V/40 A battery charger
- 12 V/230 V/1.000 W inverter
- 4 x 12 V/105 Ah service batteries
- 2 x 12 V/105 Ah starter batteries
- 80 W solar panel mounted on frame above stern
- WEBASTO EVO 5500 diesel heater
- ISOTHERM 20 l hot water boiler (new 2025, heats via 230 V and heat exchanger on engine)
- LED navigation lights

## Navigation/Electronics

- 3 x B[&]G Triton instrument displays in cockpit
- Transducers for log, echo sounder, and wind
- Compass
- SIMRAD ROBERTSON AP22 autopilot
- B[&]G Zeus chart plotter in cockpit
- B[&]G 4G radar antenna on mast
- AIS Class B transponder Digital Yacht AIT2000
- Digital Yacht GV30 combined antenna for VHF, AIS, and GPS
- STANDARD HORIZON Matrix 2000 VHF-radio with AIS display, DSC, and RAM3 remote mic in cockpit
- Digital Yacht WLN10HS WiFi router
- SIMRAD GoFree WiFi-1 module enabling iPad navigation

## Safety

- VIKING 8-pers. liferaft (new 2014, serviced until 2027)
- EPIRB
- Lifesling
- MOB strobe
- MOB offshore buoy/flag
- Life ring
- Manual and electric bilge pump
- Four fire extinguishers

### Accessories

- Large sun awning (from mast to backstay)
- Folding teak cockpit table
- Winter cover (new 2023)
- Mooring lines
- Fenders

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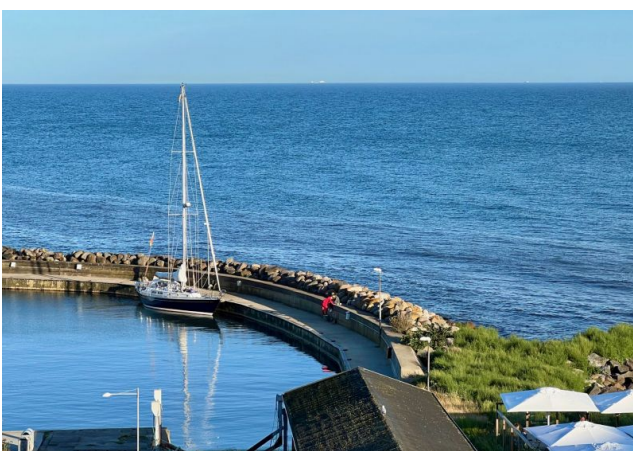


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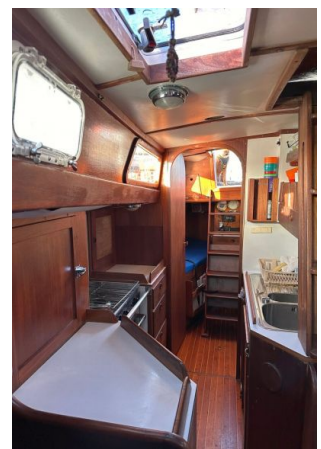
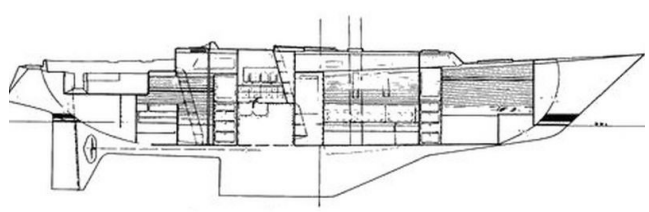
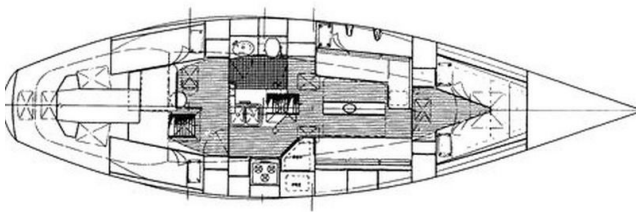




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