

## **32' Allied SEAWIND MK II KETCH Ketch**

**Location: Port Charlotte FL**

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**Listing Number:** M-7045272

**Price: Was Listed At:** \$ 29,292

**Broker:** Pier One Yacht Sales  
1200 W Retta Esplanade #43  
Punta Gorda, FL  
(941) 639-7777

**LOA:** 32'

**Beam (ft):** 10.42'

**Max. Draft (ft):** 4.50'

**Model Year:** 1980

**Model Name:** SEAWIND MK II KETCH

**Hull Material:** Fiberglass

**Fuel Tank Capacity (gal):** 40 gallons

**Water Tank Capacity (gal):** 60 gallons

**Engine Horsepower (hp):** 27.0 hp

**No. of Engines:** 1

**Boat just finished cruising and has been detailed for future buyers. Very nice shape, solid, great running and ready for some serious blue water cruising!!**

**Southern Light just finished it's last cruising season with the current owner. She is currently in summer storage and is ready to sell. Boat has been owned by current owner since 2004, is built for blue water cruising and has been meticulously cared for by the seller.**

**\*For Sale Allied Seawind MK II Ketch, \*Westerbeke 30 Diesel Engine - \*Fresh Water Cooled, \*Brand New Water Maker, \*All New Wiring, \*New Electrical Panel and Circuit Breakers, \*GPS, \*Chart Plotter, \*Radar, \*Auto Pilot, \*Newer Max Sails, \*Standing Rigging Excellent, \*Chain Plates Excellent, \*Running Rigging Good, \*MORE!!**

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#### **COCKPIT ACCOMMODATIONS**

**Monitor Windvane**

**SS Steering Wheel**

**White Bimini Top**

**White Doger w Strata Glass**

**Carbon Fiber Shade Tree**

## **INTERIOR ACCOMMODATIONS**

**Can Sleep 5**

**Absolutely Bone Dry Bilge**

**Forward Cabin w V-Berth**

**Galley w Shipmate Kerosene Stove and Oven Alder  
Barbour Cold Machine**

**Fold Up Dinette**

**Settees To Both Port and Starboard**

**Starboard Settee Converts to a Double Bunk**

**Enclosed Head Compartment w Fresh Water Sink and  
Compost Toilet**

**No Leaks Bronze Port Lights and Bronze Screens**

## **MECHANICAL**

**ROwater 20 GPH Water Maker - Installed - Not  
Commissioned**

**Westerbeke 30 Diesel Engine - Fresh Water Cooled - 2900  
Hours**

**New Hour Meter w 470 Hours**

**Edson Rack and Pinion Steering**

**Balmar High Output Alternator**

**Racor Fuel Filter**

**Brand New Oil w Zero Hours**

**Fuel Filter Vacuum Meter**

**New Gimbal Bearing**

**New Muffler**

**New Engine Mounts**

**Stainless Steel Prop Shaft**

**3 Blade Bronze Prop**

**Manual Sea Tiger Anchor Windlass**

**Over Engine Fuel Tank - can be drained easily w ball valve**

## **ELECTRONICS**

**CPT Auto Pilot & CPT Auto Pilot Compass**

**Raymarine C80 GPS, Chart Plotter, and Radar w Gold Card**

**Garmin 541 GPS and Chart Plotter**

**B&G Digital Depth Finder**

**Icom VHF Radio w Distress Button**

**ACR 406 Satellite EPIRB**

## **ELECTRICAL**

**New Electrical Panel w New Breakers**

**All New Wiring**

**Guest Galvanic Isolator**

**4 ea. 6V Golf Cart Batteries (House)**

**2 ea. 12v Engine Batteries**

**BNS Battery Monitor System**

**2 ea. Solar Panels 85 Watt (12 years old)**

**Pro Star 30 Amp Battery Charger**

**20 Amp Shore Power Battery Charger**

## **HULL**

**2004 Completely Peeled and Stripped - 10 Millimeters of Epoxy - There are no blisters**

**4 Coats of Barrier Paint**

## **SAILS AND RELATED**

**Newer Max Sails - 6 Years Old All Excellent to New Condition**

**Fully Battened Main Sail**

**130 Genoa**

**Inner Stay Sail**

**110 Working Jib (Never Used)**

**Oversized Lewmar 48 Self Tailing Winches**

## **Standing Rigging and Chain Plates New 10 Years Ago - Excellent**

### **Running Rigging is Good**

### **Whisker Pole**

#### **SELLERS FULL EQUIPMENT LIST**

**Equipment List:** Mack Sails- full batten main, 130% jib on Alda roller furling, 110% working jib hank on, mizzen main. Thomas-storm jib hank on. Sta-Loc rigging. Forespar telescoping whisker pole. Lewmar Seatiger manual anchor windlass. Lewmar #48 two speed self tailing jib winches. Kingston 53 lb fisherman storm anchor. CQR 35 lb anchor with 100' 5/8 braided/ 30' 5/16 chain. Ronca 33 lb anchor with 125' 5/8 three strand. Danforth anchor. Bruce 15 lb stern anchor on 1/2 three strand Anchor bridle for storm anchor. Monitor wind vane self steering. CPT auto pilot. Garmin GPS Map 541. Ray-marine C80 radar/chart plotter with gold card. B&G depth sounder. Self leveling mount for radar dome. Danfort 6" Constellation compass. Orca LED tri-color/anchor/strobe mast head light. Standard running lights at bow and stern. Steaming light. Deck light. Two radar reflectors at mast spreaders. Dodger/bimini. Two SS dorade vents for cabin. Solar vent for head. Life line gates. Mystic SS folding swim ladder. Two weather cloths. Eight bronze opening ports with bronze screens. Two Bomar hatches with screens. 60 gal SS fresh water tank. 25 gal poly fresh water tank. Foot pumps for both sinks. Cruise RO SM20 water maker ( new, not commissioned yet). 40 gal diesel fuel tank with drain. Racor 500 fuel filter. Emergency stand-by electric fuel pump. Groco bronze seacocks and thru-hulls bolted thru hull. Natures Head composting head. Shipmate two burner stove with oven (K-1 kerosene). Adler/Barbour 12V cold machine refrigerator. Three 12V cabin fans. LED cabin lights. Two lea cloths. Four Deka 6V golf cart batteries for house bank (480 amp). Two Deka 12V starter batteries (225 amp). 20 amp True charger with remote panel. Morning Star 30 amp solar controller. 110 amp Balmar engine alternator with Smart regulator. Westerbeke 30 diesel engine (2900 hrs). PSS dripless prop shaft seal. Flexible prop shaft coupling. Tri Metric 2030 battery management system. 1500 watt dc/ac inverter. Blue Sea AC/DC distribution panel. Guest galvanic isolator. Two electric bilge pumps. One manual bilge pumps. I-Com M502 VHF radio Two 6"/two 8" fenders with fender boards. Braided dock lines and spring line. Shade Tree cabin awning. Fore deck hatch awning. Four life jackets, two inshore, two off shore. Spares- fuel filters, oil filters, belts, thermostat, glow plugs, fuel pump, raw water pump, oil sending unit. New teak batter boards for companion way. New teak grab rails for starboard side cabin interior/exterior. (port side just replaced)

#### **BLUEWATER BOATS REVIEW**

Following in the hallowed footsteps of the original Seawind, a salty 30 foot ketch designed by Tom Gillmer that happened to be the first fiberglass sailboat to circumnavigate the globe, the Seawind II is a larger, more comfortable redesign

that's a foot longer, a foot wider, and over 23% heavier. These boats were launched in 1975 by Allied Yachts and they had a reputation for being solidly built, though with a history of inconsistent and uninspiring internal finishing. The company went out of business four times, before finally shutting down for the fifth time in 1981, spelling the end of production for the Seawind II.

Despite the original Seawind proving itself as a competent bluewater sailboat, it had minimal accommodations that were, at best, cramped. So after over a decade of successful production of the Seawind, Allied approached Gillmer to evolve the design into a successor—the Seawind II. Though it was only 13 inches longer, its beam was 13% wider which resulted in a displacement 23% heavier. The result was a much more comfortable boat with significantly larger internal volume and improved accommodations.

Structurally the new boat was just as sturdy and had improvements over the original construction. The hull was hand-laid and substantially thick and well supported bulkheads that were fiberglassed into place. Furthermore the hull-deck joint, which was prone to leaking in the original Seawind was improved with no expense spared. The new joint was complex, labor intensive to construct but very strong.

Unusual to see in a sailboat this small is a ketch rig which was offered as standard, there was an optional cutter rig which carried slightly less canvas but had similar performance. As to be expected, Seawind II sails well under heavy sea conditions, but perhaps surprisingly it's quite competent in light weather as well. She has a very comfortable motion at sea, is well balanced with very little signs of weather helm.

Overall the Seawind II today is a practical and affordable choice as a go-anywhere cruiser. She's strong without being overly heavy, well constructed and proven. Many examples on the used market have held up well, with later models generally having better finished interiors.

### **Disclaimer**

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### **customContactInformation**

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