

ALDEBARAN

CUTTER RIGGED CENTRE COCKPIT

Construction; Fibreglass

L.O.A.; 12.5m (41ft), Beam; 3.9m (12.8ft), Draught; 2.0m (6.5ft).

Engine; 50hp Yanmar, Water; 700 litres, Fuel; 350 litres.

Sail area, Mainsail 33sq. metres, Headsail 45 sq metres, Staysail 16.5 sq metres

In addition we have a Cruising Chute and Storm Jib.

Anchors, Stainless Delta 50lbs with 80 metres of 9.5mm chain, CQR 45lbs, Danforth 25lbs,

***Fortress FX23* & *Fortress FX11* used as a light kedge.**

***Generator 4kw*, *Water maker capable of making 40 litres per hour*.**

Batteries = 3 x 110amp house and one 110amp engine.

**Electronics; Icom VHF, Furuno SSB, *Furuno radar*, *Simrad GPS coloured chart plotter*
Navico wind, log and depth.**

*** * = items added since buying boat**

Accommodation; Large saloon, 2 x Double cabins, 1 x Bunk cabin, 2 heads, and good galley.

ALDEBARAN is an **Angelo Lavranos** designed “**CROSSBOW 40**” built in Cape Town and launched in 1991 by Bill & Lorraine Sissons who completed the interior to their own liking.

Having searched for over eighteen months for a suitable boat to circumnavigate with, we came across Aldebaran by accident. Having flown to the island of Majorca in the Mediterranean, in December 1997 to view a Rival 40, we spotted Aldebaran listed with Ancasta Yacht Brokers. The Rival 40 has a very good reputation as a good sea boat but her design is old and we found the interior cramped and very dark and as Olivia said “ I could not live a week in this, let alone four years”.

As soon as we saw Aldebaran, on the hard, we both immediately fell in love with her. Her interior African teak finish was by far the nicest we had ever seen, she was bright and we remarked to each other, “we could live in this”. Naturally it was more than we had budgeted for, and so, out came the calculator with copious amounts of writing paper on which we produced many financial permutations before coming up with one that we believed would work, and so began the bargaining. Bill and Loraine were back in South Africa and so all negotiations were through Ancasta. In January '98, after a survey the final price was agreed and on Wednesday 17th March '98 we returned to Majorca to meet Bill and Loraine, who flew from South Africa, to complete the sale. We spent three, very enjoyable, days with them learning the ‘ins and outs’ of the boat prior to the relaunching on Saturday 20th March. On the following day together with our friends Gerry & Barbara Sargent, who flew from Dublin with us, and Pauline Clery who we were staying with in Majorca and of course with Bill and Lorraine we went sailing. While not the fastest yacht we have been on, it certainly was the most comfortable and we felt it was the right boat for our circumnavigation. On Monday, as arranged our surveyor came down and completed the ‘on the water survey’ after which we shook hands with Bill and Lorraine thus finalising the deal. Two days later they moved off the boat and we moved on together with Gerry and Barbara. They left Aldebaran in immaculate condition including all galley utensils, tools, additional equipment and believe it or not, made up berths (beds) with clean linen and bed cloths.

We woke up the next morning to my 55th birthday, what a birthday present. That evening with Gerry, Barbara, Pauline, Bill and Lorraine aboard Aldebaran we had perhaps my most memorable birthday party.

Four months later in July, Olivia and I flew back to Majorca and with the help of friends for part of the 1,800 nautical mile passage, sailed Aldebaran back to Dublin. Eleven months later on 18th July 1999 we began our planned four year circumnavigation.