

## LA MAÏA



### Main Characteristics

<b>Type</b>	Two Mast gaff-rigged Schooner	<b>Length O. A.</b>	32,50m (106'7")
<b>Shipyard</b>	Psaros Shipyard, Greece	<b>Length O. D.</b>	24m (78'8")
<b>Design</b>	George Psaros	<b>Length W. L.</b>	21 m (68'10")
<b>Hull material</b>	Wood	<b>Beam</b>	6,15 m (20'2")
<b>Year</b>	1956 Last Refit 2018	<b>Draft</b>	3,20 m (10'5")
	by Cantieri Navali di La Spezia	<b>Displacement</b>	85 tons
<b>Registry</b>	Guernsey	<b>Ballast</b>	30 tons
<b>Lying</b>	Porto Mirabello, La Spezia, Italy	<b>Engine</b>	1x Caterpillar 390 Hp
<b>Price</b>	400'000-€ 275'000 €	<b>Accommodation</b>	6 guests in 4 cabins
<b>VAT Status</b>	Paid		3 crew in 1 cabin

## INTRODUCTION

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LA MAÏA is a 32m classical schooner, built in Greece by Psaros Shipyard and delivered in 1956.

She was ordered by Baron Alain de Rothschild, who had already ordered 36 Cargoships from the same shipyard.

The Baron named her LA MAIA IV and his family spent numerous summers on board cruising the Mediterranean Sea.

In 1982, the famous fashion designer Hubert de Givenchy purchased her for new sailing adventures with friends like Greta Garbo, cruising regularly on the French Riviera.

Her third and actual owner purchased LA MAIA in 1994 and based her in Northern Italy. He has refitted her thoroughly at Beconcini in 1994 and 1996 and again at Cantieri Navali di La Spezia in 2017/18. After having enjoyed many family vacations on board LA MAIA, he wishes now to sell her due to his age.

With accommodation up to 6 guests and 3 crew members, LA MAIA is a beautiful classical yacht, full of the glamour and history, perfect for new owners wishing to cruise the Med in great style.

## HULL

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The hull is made of oak frames and pine planks with 46mm thickness. Their width is between 150mm – 220mm.

The wooden frames are double frames of 210mm x 150mm. Frame distance is 420mm.

The hull was repainted completely in 2018, the varnished parts are attended every season twice.

## RIG, SAILS & AWNINGS

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<b>Foresails</b>	1x Flyer, 2x Foresail 1 & 2, 1x Staysail
<b>Mainsail</b>	1x Gaff Schooner sail, serviced & washed in 03/2022 1x Gaff Main sail + Topsail
<b>Mast height</b>	approx. 25 m
<b>Sail area</b>	360 m <sup>2</sup>
<b>Awning</b>	Yes, aft Cockpit and Crew
<b>Winches</b>	1x electric/manual 2 gears 4x electric 2x manual

## MACHINERY/PROPULSION

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<b>Main Engine</b>	1 Caterpillar C12 DITA main engine with 287 kW (390Ps) @ 1800rpm, new in 12/2016, 31hrs in 06/2022 with new Aventics marex OS III remote control, new 2018
<b>Propeller Shaft</b>	ZF gearbox, Type ZF325-1 new in 12/2016 1x Idrotentuta TS Propeller shaft seal, new 2018
<b>Generator</b>	Onan-Cummins 13,5kw, 4cyl. 220V 32hrs in 06/2022

**PERFORMANCE UNDER POWER**

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<b>Max. speed</b>	11 kn
<b>Cruising speed</b>	9-10 kn

**AUXILIARY EQUIPMENT**

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<b>Bow thruster</b>	BCS hydraulic 56hp with new Innessi Meccanici-clutch, new 2018
<b>Air conditioning</b>	Marine Air 2004, 32Btu in owner, guest and crew cabin and galley
<b>Rudder</b>	Hydraulic steering plus manual emergency steering

**TANKAGE**

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<b>Fuel tank</b>	3'000 l
<b>Fresh water tank</b>	2'000 l
<b>Grey water tank</b>	300 l
<b>Black water tank</b>	300 l tank installed but not connected
<b>Hot water</b>	Austria Email AG, EKH-S 120U, 120L, new in 2018

**ELECTRIC SYSTEM**

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<b>Voltages</b>	220 V 50 Hz / 24V
<b>Batteries</b>	1x 1440Ah 24V Zenith -Cells (Service) new in 2015 2x 180Ah @ 12V Varta M18 (Engine) new in 2021 1x 63Ah 12V Banner Power Bull Professional (Generator) 03/2019
<b>Battery charger</b>	2x 100A 24V (Service) 1x 30A 12V (Generator) 1 x 275A 24V with splitter for both service battery banks (Engine)
<b>Shore power</b>	220V 50Hz 63 (50) Amp/h

**NAVIGATION / COMMUNICATION EQUIPMENT**

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<b>Compass</b>	Robertson
<b>GPS / plotter</b>	1x Simrad NSE 12, new in 2018 1x Philips Navigator GPS
<b>Radar</b>	Furuno
<b>Log</b>	Furuno FI 70, new 2018
<b>Depth sounder</b>	Furuno FI 70, new 2018
<b>Wind speed + direction</b>	Furuno FI 70, new 2018
<b>Rudder indicator</b>	Yes
<b>VHF radio telephone</b>	"Sailor"-Compact VHF RT 2047, plus one handheld

## ACCOMMODATIONS

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### Owner

Cabins	1
Berths	2 (double)
Bathrooms	1 with Bathtub/Shower

### Guests

Cabins	1x double; 2x Single
Berths	4
Bathrooms	1

### Crew

Cabins	1 forward
Berths	3
Bathrooms	1

**Salon** In Deckhouse

**Galley** 1

## APPLIANCES

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<b>Refrigerator</b>	1x Liebherr with 154L volume, 1xScholtes 220V with 190L volume
<b>Deep freezer</b>	1x Liebherr with 70L volume
<b>Bottle cooler</b>	yes, in deck house
<b>Stove</b>	lve (gas four burners and electric oven)

## DECK EQUIPMENT

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<b>Gangway</b>	Yes, very long and stable gangway
<b>Bathing platform</b>	On starboard side
<b>Bathing ladder</b>	Mounted on bathing platform
<b>Deck shower</b>	Yes
<b>Anchor</b>	1 anchor of 300kg Bb. + Stb 170kg
<b>Windlass</b>	1 hydr./electric Anchorwinch with 120m port and 65m stb. chain Anchor winch completely overhauled in 2018
<b>Capstans</b>	Yes, hydr./electric
<b>Deck wash system</b>	With chain wash system
<b>Paint</b>	White hull, last painted in 2018 / varnish deckhouse, each season

**TENDER**

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<b>Dinghy</b>	1x Zodiac YL 340 Deluxe
<b>Engine</b>	1x Yamaha &FMK, 4-Stroke outboard (2018)

**SAFETY**

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<b>Life raft</b>	1 x 10 pers. SURVIVA RFD 10
<b>Life jackets</b>	Yes, 10 pers.
<b>Bilge alarm</b>	Yes
<b>Fire-extinguishing system</b>	By seawater on Deck, 2 connections
<b>Fire-extinguishers</b>	6
<b>EPIRP</b>	Yes, 2008

## REFITS

**Refit at Beconcini, Italy in 1994 and 1996:**

- All planks were checked and re-nailed onto the planks; Bilges repainted
- Rigg and masts were modified and renewed where necessary
- Teak deck was re-sealed and replaced where necessary
- Main engine was taken out and completely overhauled
- New Generator was installed
- Bow thruster was installed
- New winches were installed
- Main engine base renewed
- Engine room roof was renewed and lifted in order to obtain more space and sound insulation improved
- Engine room ventilation was renewed
- Mast base in metal installed, mast frame strengthened with steel frame
- Hot and cold-water pipes were replaced and circulation pump for hot water installed
- Modification in crew cabin
- Steering position changed and manual steering changed for hydraulic steering
- Chain wash system installed
- Galley rebuilt and improved
- Total costs of overhaul: 360'000€

**Refit at Cantieri Navali di La Spezia from 04/2017 until 08/2018:**

A comprehensive refit was carried out including:

- Installation of new Main engine, new Gearbox, Propeller shaft and bearings including a new Propeller shaft seal.
- Where necessary the seacocks were replaced.
- The hydraulic pumps for Bow thruster and Anchor winch were completely overhauled and a new clutch via PTO from main engine reinstalled.
- New Generator with new exhaust system and new remote start panel installed.
- A new bilge pump, a new fresh water pump and a new AC pump were installed.
- Changing of Pine planks and frames in the hull/keel section and renewing of stern post where necessary was carried out.
- The masts and booms were laid, sanded and with 17 layers re-varnished. The wiring was renewed and re-installed inside the mast.
- Rig was checked and re-mounted.
- All wooden blocks were serviced and received 17 coats of varnish
- New navigation instrument system of Furuno installed.
- All interior lights were changed to LED.
- Costs of refit: in excess of 500'000€

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Bow sprit



Deck



Deck

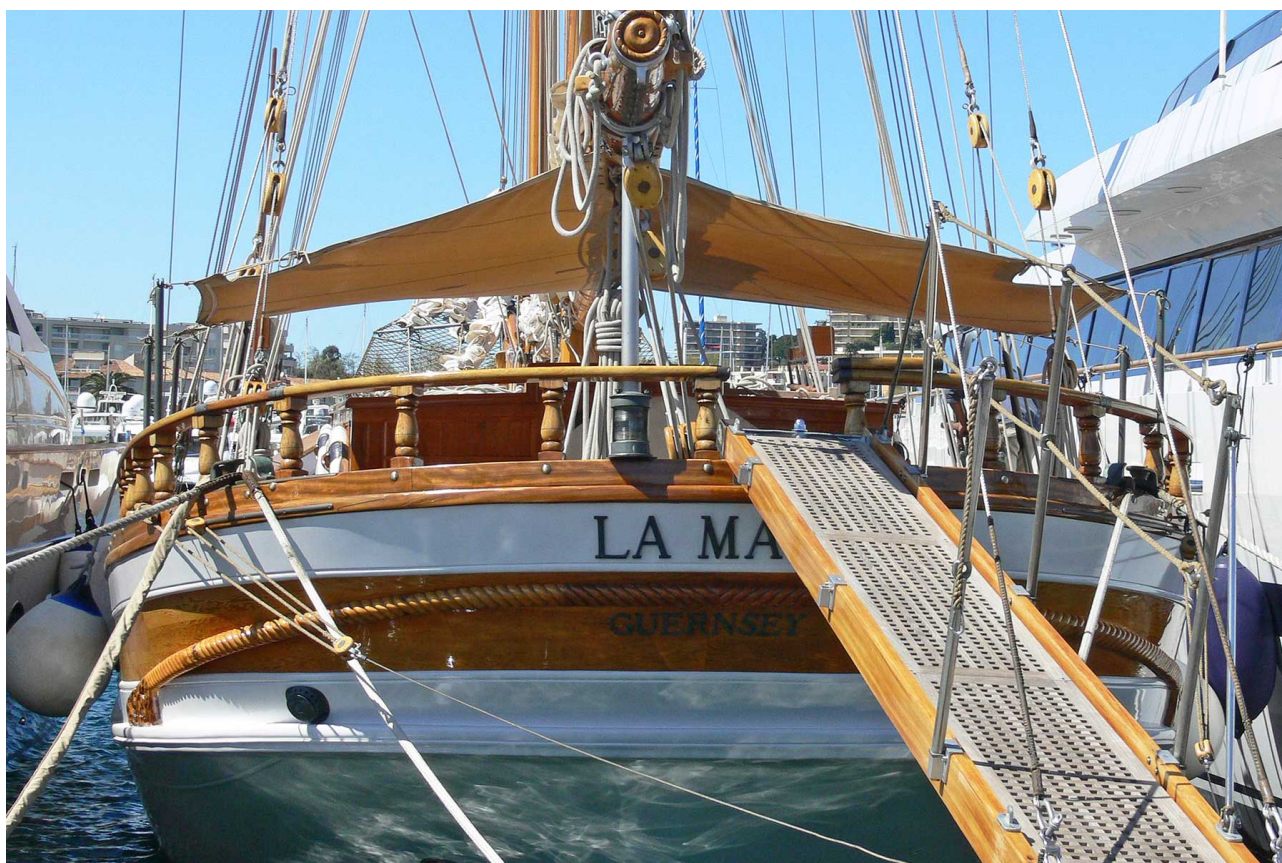


Mast detail







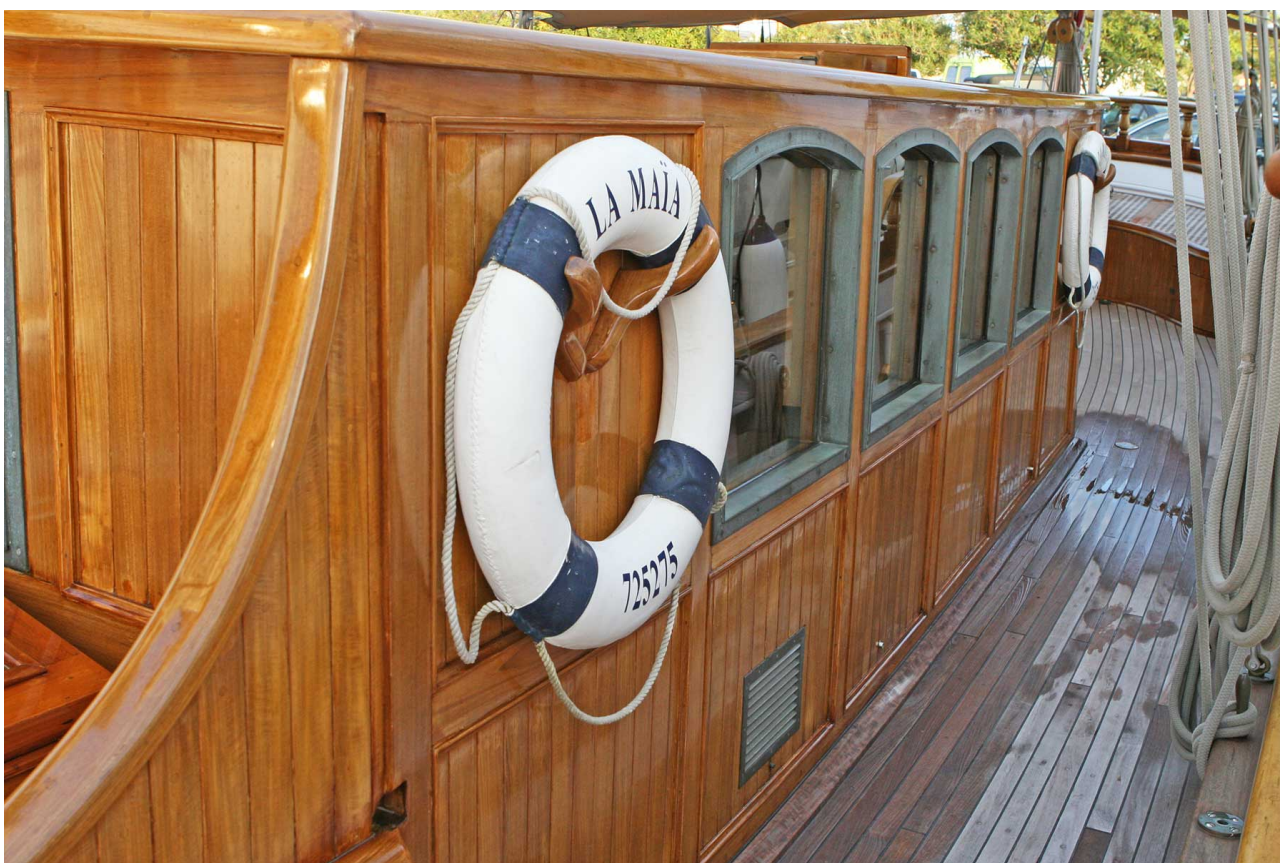


Aft deck





Deckhouse



Deckhouse portside





Deckhouse detail



Deck saloon





Owner's cabin



Owner's bathroom





Guest cabin



Single guest cabin





Galley



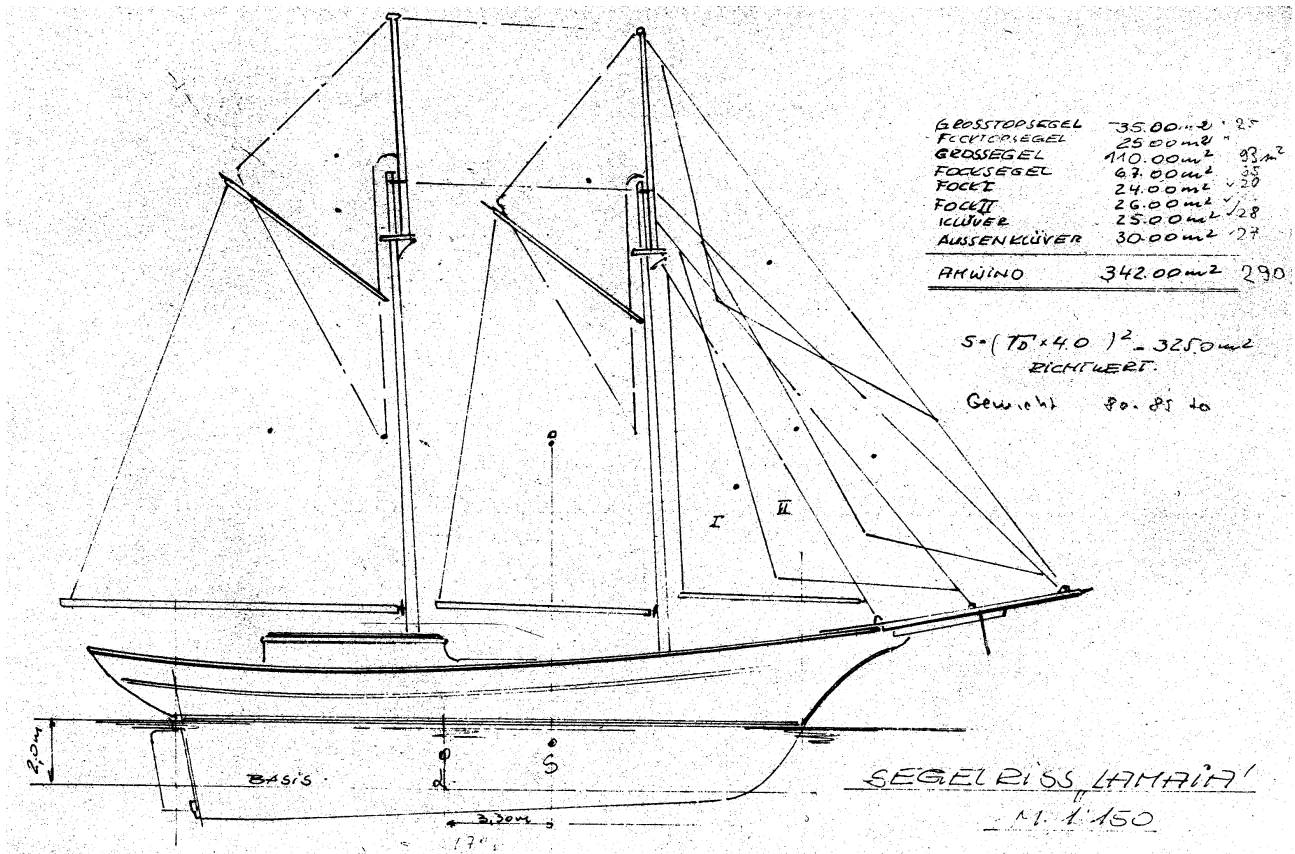
Engine room



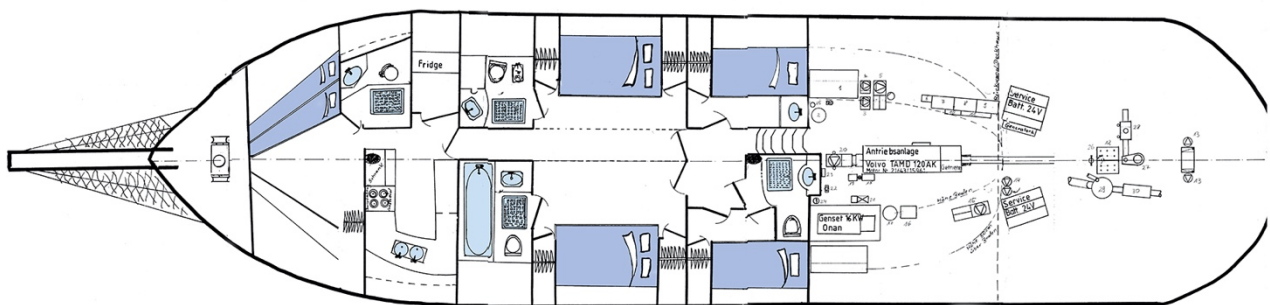


Engine room





Sail plan



Interior layout