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Sarah

40' Hinckley B40 Custom

- Year: 1966
- **Current Price:**
US\$ 124,900 (03/13)
- Located in Annapolis, MD
- Hull Material: Fiberglass
- Engine/Fuel Type: Single diesel
- YW# 4344-2588157

News Flash!! Brand new flag blue awlgrip hull!!!!

MORE PHOTOS TO COME!!

Stunning transformation of this gorgeous yacht. If you've been following along this winter, she just spent a few months in the paint tent getting a new flag blue hull paint job, new white painted decks (dont the RIGHT way), all new exterior brightwork, and some other nice upgrades. Her owner has just invested \$30K on a beautiful refresh of this incredible yacht.

Activity on this boat is very high. She may not last long! She'll be all cleaned up and ready for viewing VERY soon.

Hinckley has been renowned as the premier name in yachting since their beginning back in 1928. The Bermuda 40 first debuted in 1959 and represented the evolution of Bill Tripp's famous Block Island 40. His design paved the way for top-of-the-line American fiberglass yacht manufacturing in the United States. For 33 years, this glorious yacht has been built for serious sailors worldwide. Her lines

are timeless, her sheer gently curved, and her construction so very solid. Her yawl rig allows for perfect balance at any point of sail and nearly any sea state. She's a fast and powerful yacht that cuts through big seas rather than pounding overtop of them. Further, her swing keel, with a shallow draft of only 4'-1" allows you to poke your nose way up the narrowest creeks. Drop her fin down to the full 8'-7" while off shore and she'll just scream to weather. Even today, she is still built as the further refined Sou'wester 42. I defy you to identify a make/model yacht of this caliber that enjoyed a longer production run. She truly is an incredible boat.

How many get to call their yacht an investment? In 1992, her last year of production in this iteration, the Bermuda 40 ran around \$400K, fully loaded. Were you to query past owners you would find that those who kept their yachts in top operating condition were able to sell them years later for similar money to what they paid. Only a very few brands can make that claim. Hinckleys are so well built and so highly regarded, value retention is extraordinarily high. Even today, you can find Bermuda 40's, from as far back as the 1960's, that have sold for \$175K -- \$250K.

It's a privilege for me as a broker to present this yacht to you. In my quest to become intimate with her so that I may portray SARAH thoroughly to you, I asked her owner for a brief history of his time with the boat — where she's been and how she was used. Here is what they shared with me regarding their 8 years of ownership.

Skipper's Note:

Sarah has been a joy to sail and own. After many years of cruising and racing in a number of different boats, we set out to find the boat of our dreams. We traveled through New England and the Chesapeake area looking at many different boats. We were test sailing another boat when a Bermuda 40 sailed by and we both exclaimed that "that was the boat we wanted." After looking at a number of Bermuda 40's, we found Sarah in Glen Cove, NY on the Long Island Sound. She was beautiful and we both knew that she was the one. Sarah had been sailed and raced extensively on Long Island Sound and she was clean, comfortable and fun to sail. Our first long trip was a sail through NY Harbor bringing Sarah through the Cape May canal, up the Delaware and down the Chesapeake to her new home in Annapolis. It was a beautiful sail. We are now using it to introduce a new generation of grandchildren to the thrill of sailing.

Under our ownership, we have done extensive upgrading including new refrigeration, new propane system, air conditioning, heat, instrumentation, windows, toilet and thru-hulls for example. The yawl rig makes it easy to sail for a couple. Sarah is a pleasure to handle for a day cruise and the accommodations are comfortable for an extended cruise. The self-tailing winches, lazy-jacks and roller furling all add to the ease and joy of sailing the boat.

Please contact Dave Townley, CPYB at 410-271-5225

Located in Annapolis, Maryland, showing appointments can be easily arranged. Contact DAVE TOWNLEY at 410.271.5225 (mobile) or 888.352.1797 (toll free) for information and a tour! A note to brokers: Our singular goal is to SELL this boat! We'll do everything we can to help you and your client towards that goal.

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Additional Specs, Equipment and Information:

Dimensions

LOA: 40.75 feet LWL: 27.83 feet Beam: 11.75 feet
Displacement: 20000 pound Ballast: 6500 pound

Engines

Engine(s) Total Power: 35 HP
Cruising Speed: 6 knots @ 2700 RPM Maximum Speed: 7 knots

Tankage

Fuel: 50 gallon Water: 100 gallon Holding: 20 gallon

INTRODUCTION

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Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

DAVE'S RATING

I know that when I travel with clients FAR out of town for yachts, I don't like surprises when I get there. It's embarrassing for me and can make for an expensive trip. With that in mind, I'd like to share my rating of various systems on the boat so you'll be as informed as possible before you come for a visit. My rating system is on a 1-10 scale with 10 being 'excellent' (in MY opinion). Please view this list as a GUIDE only. Everyone's idea of good and bad can vary quite a bit. My goal in doing this is to help you reach a comfort level with the boat before you invest time and energy to come and see it. I'll summarize by saying that this appears to be an excellent yacht worthy of serious consideration.

- Overall Rating: 8.0/10
- Well maintained and thoughtfully updated. Regardless of age she shows well. Considering she is 46 years old, she's just superb. The hull both above and below the waterline is pristine. I've learned when I shop for buyers to ask about what's wrong with a boat. It's just as important as what's right about it. Here is all I could find:
- The radar/chart plotter is in the wrong place. I'd re-install it out at the helm. It's a fine unit though but it just needs to be relocated.
- In my history of selling over 200 yachts, I'm just amazed that the decks are so dry -- yet another testament to the build quality of Hinckley Yachts. I remind you however, you'll need to have your own surveyor perform his own examination to confirm my findings.
- The windlass could use a good cleaning but is a high end model and should continue to function for years to come.
- Interior: 8.0/10
- Cabinetry in excellent condition. Interior upholstery is a bit dated but serviceable.
- The cabin sole is in good shape.
- Hatches as well as fixed and opening ports all look good.
- Exterior: 6.5/10
- The decks are dry and the hull is dry, but the decks and topsides need to be repainted.
- Dodger is in good shape.
- Teak needs to be refinished.
- Electronics: 7.5/10
- Needs some minor updating.
- VHF, EPIRB, other gear all good but dated.

- Engine Room: 8.0/10 (visual inspection only)
- Engine has been regularly serviced. Everything looks good. Could use some minor touch-up paint.
- Galley/Head Systems: 8.0/10
- Excellent condition. Stove/oven is clean. Shipmate head is an excellent choice. Icebox is very well insulated and huge. Could use some fresh weather stripping under lid.
- Storage compartments and spaces are thoughtfully laid out for maximum efficiency. I like that the galley is out of the way of passage through the yacht. The chef does not impede traffic flow through the boat.
- Rig & Sails: 8.0/10
- Rig is turn-key.

WHY FOR SALE?

Owners have really enjoyed the boat, taught their grandchildren how to sail, but they really lack the time to truly enjoy her anymore.

EXTERIOR VESSEL TOUR

Construction: Solid hand laid fiberglass hull, reinforced with additional laminations in all stress areas. Deck is basla cored set in a 6&rdquo flange which is molded into the hull, fiber glassed and bolted to form a permanent hull/deck joint. Non skid pattern is molded into the deck. External lead keel is fastened with stainless steel bolts and bronze centerboard operated by a worm gear with over ride in case of grounding. Decks are white with grey non-skid.

- CQR 35 lb anchor in bow roller
- Ideal 12V windless w/chain and gypsy
- Teak deck house hand rails, eyebrows, toerails, cockpit combings and hatch boxes
- Stainless stanchions w/double lifelines and gates
- Horseshoe liferings (2)
- Docklines
- Pedestal wheel steering
- Folding teak pedestal table
- Binnacle-mounted 5" Constellation compass w/stainless steel cover and guard
- Dodger
- Cockpit cushions
- Removable Helmsman seat

INTERIOR VESSEL TOUR

SARAH has a classic below decks layout that has been copied so many times by other yacht designers. She sleeps a total of six crew: two in the V-berth owner&rsquo's stateroom forward and four in the main salon including two traditional elevated sea berths.

The main companionway hatch is just off-center of the yacht and descends from the cockpit seat level, to protect the cabin from green water when off shore. Four steps below is an L-shaped galley to port and navigation station/ice box to starboard. Electronics and electrical panels are tucked in well accessed spaces above the ice box and under the steps. There is ample space over the icebox for chart plotting the old fashioned way, a rare find in yachts these days.

Moving forward into the main salon there is a centerline drop-leaf table and the keel stepped mast. Ingeniously, Hinckley found a way to fit the worm drive gear for the retractable table within the table base. There are 6" salon benches to both port and starboard. Behind them on each side are dedicated sea berths with lee boards, also 6" in length. On the port side forward salon bulkhead, there is a Shipmate solid fuel heating stove, vented to the deck above. An Espar diesel heater with thermostat is plumbed throughout the cabin. For additional storage there is a large shelf locker along with bookshelves and storage drawers under the pilot berths and seating berths. The cabin sole is teak & holly. All interior spaces are well lit and ventilated via fixed side lites and opening hatches/ports.

- Varnished mahogany solid wood interior
- Blue sunbrella upholstery
- (4) Sea berths everywhere!
- Great storage
- Varnished mahogany solid wood interior
- Sleeps six owners and crew
- Huge owner's stateroom V-berth forward
- Excellent natural light and ventilation
- L-shaped galley
- Large navigation platform over icebox
- Drop-leaf table allows dining for the entire crew
- Shipmate solid fuel stove/heater
- (4) sea berths with lee boards
- Teak & holly sole

GALLEY

The icebox has a three-part lid so you can help keep it cool by opening only as much as needed. Immediately to port is a stainless steel sink, more under counter storage, and a 3-burner propane stove/oven combo. A large opening hatch under the galley sink allows for excellent access to the Yanmar diesel engine. On that note, the companionway steps also peel away for even more engine access.

- Huge well insulated icebox w/3-lid configuration
- SeaFrost twin-plate heavy duty engine driven/shore power driven combo refrigeration/freezer
- Hot/cold pressurized water
- 6-gallon hot water heater, engine heated when away from shore power
- Fresh water hand pump
- Gimballed Shipmate 3-burner propane stove/oven combination (with two spare burners)
- Stainless steel sink
- Under-counter dry storage next to sink

MASTER STATEROOM

Beyond the salon up the starboard side of the mast is the owner's stateroom. It's an oversized V-berth layout with a filler cushion that makes the space even more spacious if needed. This is one of the places where the varnished mahogany solid woodwork really stands out. There are two hanging lockers with shelf, bureau, and book shelves. From the owner's stateroom there is

access to the forepeak anchor locker which is partitioned into both a primary all-chain locker and a secondary chain/rode locker. An opening overhead hatch provides for extra light and ventilation; A bulkhead mounted fan provides additional ventilation.

- Huge V-berth with expansion filler cushion
- (2) hanging lockers
- Drawers, drawers, and MORE drawers!!!!
- Large opening hatch for cool lounging at anchor
- Anchor locker access

HEAD

Just past the mast to port is the head which provides plenty of room for showering. There is a hand held shower, mirrored medicine cabinet, stainless steel sink, stylish faucet, hamper, linen locker, opening port light and six toiletry drawers. The head was upgraded to a Groco head in 2004.

- Shipmate head (new 2004)
- Stainless steel sink
- Hot/cold pressure water
- Separate shower controls
- More drawers!

DECKS, RIGGING & SAILS

Sails and Rigging

- Harken Roller and Furling Jib
- Main sheet traveler with trim
- Reaching Strut
- (2) Spinnaker poles - Dip Spinnaker Pole, End For End spinnaker pole
- All spinnaker sheets and lines - Lines and blocks for two spinnakers
- Boomvang and blocks
- Winches: Barent primary and secondary two-speed winches (all self tailing)
- SAILS:
- Mainsail
- Mizzen sail
- Mizzen staysail
- Genoa
- twin jib
- cruising spinnaker

ELECTRONICS, NAVIGATION & ELECTRICAL

SARAH has been regularly maintained and updated below decks as well as above. Her systems have been kept in "ocean-ready" condition for decades. As equipment technologies and choices have changed, her owner has kept pace with the changes. She has ample supply of house amp hours, an oversized alternator, and some modernized electronics as well. Her Furuno radar and chartplotter are the most useful pieces of gear on board from both a safety and functional viewpoint.

- Wood freeman custom hydraulic autopilot
- Tack Tick wireless depth, speed, wind instruments
- Furuno 1721MK-II 24 mile chartplotter
- Furuno color GP-1650D
- VHF radio
- 5" Constellation compass
- Automatic bilge switch
- Bilge pump
- Shower sump pump
- battery charger
- house battery bank
- starting battery

MECHANICAL & ELECTRICAL SYSTEMS

Mechanical

1966/Rebuilt 1996 Westerbeke 4-108 FWC 35hp diesel engine with approximately 400 engine hours. The engine was pulled from the boat and top-to-bottom rebuilt in 1996. Only 100 hours have been put on the engine with its current owner since 2006.

- stainless steel shaft
- new max prop feathering 3-blade propeller
- racor fuel filter
- engine overheat alarm
- hot water heat is from engine underway
- electric sump pump
- electric bilge pump
- ELECTRICAL
- 12-volt battery system:
 - all gel-cell deep cycle and starting marine units
 - (4) house batteries, (1) starter battery (new in 2006)
 - override switch to allow engine start from lighting batteries
- 110-volt system:
 - converter (for shore power cord)
 - shore power cable *all electrical, electronics and engine are grounded to the keel

UPGRADES/RENOVATIONS

- new max prop and shaft
- new drip less shaft stuffing box
- new electric panel and rewiring
- new seafrost refrigeration-works both with shore power and off engine
- new cruisair air and heat
- new shore power outlet and cords (2)
- new main windows and refinished and caulked opening ports
- new wash down pump
- new pressure fresh water pump

- new backstay
- new thru hull valves
- new cockpit pump
- new shower plumbing and shower handle
- new bilge pumps (2)
- new propane tanks
- new propane lines, safety valve and CNG fume and control panel
- rebuilt transmission
- new tack tick instruments--knot, wind, log depth
- new Skipper head
- new holding tank and plumbing

JACK HORNER'S HINCKLEY BERMUDA 40 REVIEW FROM MAY 2003

I'm going to be very up front with my prejudice here and tell you that, personally, I don't recall a time when my sense of style, balance and proper proportion of sailing yachts has not been influenced by the design work of the late Bill Tripp. The Bermuda 40 is a quintessential example of Tripp's art and masterful eye for near-perfect balance. I think it can be safely said that this boat has stood the test of time, and, although the design is now 40 years old, many people, myself among them, still consider the Bermuda 40 one of the most beautiful yachts afloat. It's true that beauty is in the eye of the beholder, but I have yet to meet anyone who would deny the classic style and elegance of the Bermuda 40. The Bermuda 40 was designed in 1958 as a refinement of Tripp's earlier Block Island 40 design. The sheer of the B-40 is slightly flatter, the transom more vertical and broader, and the bow is slightly less spoon-shaped. Although the differences in the two designs are subtle, to my eye, the B-40 has a better balance and a less dated look than the Block Island 40.

Henry R. Hinckley & Co. began production of the Bermuda 40 in 1959. Although Hinckley had experimented some with fiberglass boats prior to 1959, the B-40 was to become the bellwether for future production and established Hinckley as the premier North American builder of exceptional quality fiberglass sailing yachts. Over 200 Bermuda 40s have been built to date.

There have been two relatively minor variations of the original design over the years. In about 1968, the flat plate centerboard was replaced with an airfoil-shaped centerboard and the mast height was raised slightly, resulting in approximately 20 square feet more sail area. In 1972, the Bermuda 40 Mark III was introduced with a main mast over four feet taller and the position of the mast moved aft nearly two feet. The increased sail area and the raised center of effort that resulted necessitated the addition of nearly a 1000 pounds of ballast. And, likely to help offset the added weight as well as further reduce the center of gravity, the decks of the Mark III were constructed first with balsa and later with PVC foam. Construction of the B-40 is as good as it gets for custom or production built boats. Although not built to any specific standard, other than Hinckley's own, that I know of, the scantlings are impressive by anyone's standards. The hull of most B-40s is a solid laminate of fiberglass cloth and resin although newer boats reportedly used some Kevlar fabric. Originally, the decks were also solid fiberglass and resin laminates but, as noted above, later models were built with a core material to reduce weight while maintaining strength. The hull and deck are joined on an inward flange. This is a fairly common method of construction but what sets B-40s apart is that the hull flange is nearly twice as thick and twice as wide as comparably sized boats. Another sign of the craftsmanship and attention to detail that goes into the construction of the B-40 is the method of attachment of fittings and hardware. Fastener holes are drilled slightly undersized and then tapped for the appropriate sized machine screw. When bedded and secured, leaks are less likely than with conventional attachment. I could go on with details of custom fittings and craftsmanship but space doesn't permit.

Accommodations of the B-40 are comfortable for four people. Because Hinckley has always offered clients considerable latitude in choosing layout, finishes and furnishings, each B-40 I have seen is slightly different. The cockpit is very large and comfortable, and decks are wide, uncluttered and well laid out.

Although the Bermuda 40 has achieved classic status as a cruising yacht, many of the elements of this design are the direct result of the CCA (Cruising Club of America) rating rule which was popular at the time. Unfortunately, the long overhangs, broad bilges, shallow draft and centerboards encouraged by the rule do not make for a boat that is particularly fast upwind. Hinkley's own advertising once described the Bermuda 40 as "a great gentleman's ocean racer" and everyone knows gentlemen don't sail to weather. What the B-40 lacks in speed to windward she more than make up in other sailing qualities. Her performance off the wind is very good, and the full keel and centerboard make the boat easy to balance and comfortable to sail on beam and broad reaches. She is very well mannered in conditions that would give fits to the helmsmen of modern boats with high aspect fin keels and spade rudders. As for stability, I compared 11 boats, measured under the IMS rule, and found the average range of positive stability index to be 116.5 degrees. This is not bad for a centerboard boat with moderate beam and relatively shallow draft. Until 1992, the B-40 was powered by Westerbeke diesel engines ranging from 35 to 46 hp. Later models are powered by the 51 hp Yanmar. All these auxiliaries, in good running order, are sufficient for the majority of situations. However, as engine age and hours build up, older models will lose some of their ability to punch through choppy seas and strong currents.

For all this beauty, class and quality there is a price. ... The bottom line is these are very expensive boats, but they do retain their value exceptionally well and under some market conditions may even appreciate in value. They're out of my range of affordability but I can still dream of someday being able to own one or, better yet, design a boat of such lasting beauty.

Last Revised: Apr 25, 2013



> Photo 2



> Photo 3



> Photo 4



> Photo 5



> Photo 6



> Photo 7



> Photo 8



> Photo 9



> Photo 10



> Photo 11



> Photo 12



> Photo 13



> Photo 14



> Photo 15



> Photo 16



> Photo 17



> Photo 18



> Photo 19



> Photo 20



> Photo 21



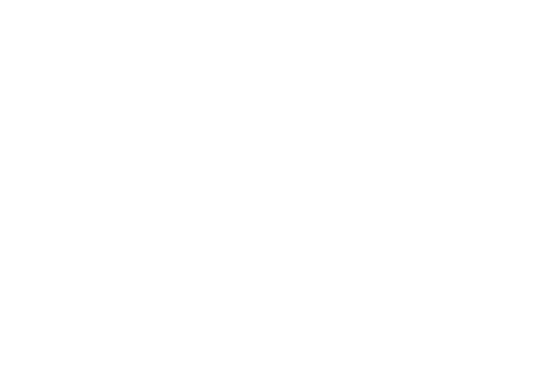
> Photo 22



> Photo 23



> Photo 24



> Photo 25





> Photo 26



> Photo 27



> Photo 28



> Photo 29



> Photo 30



> Photo 31



> Photo 32



> Photo 33



> Photo 34



> Photo 35



> Photo 36



> Photo 37



> Photo 38



> Photo 39



> Photo 40



> Photo 42



> Photo 44



> Photo 46

> Photo 41



> Photo 43



> Photo 45



> Photo 47



> Photo 48



> Photo 49



> Photo 50



> Photo 51



> Photo 52



> Photo 53



> Photo 54



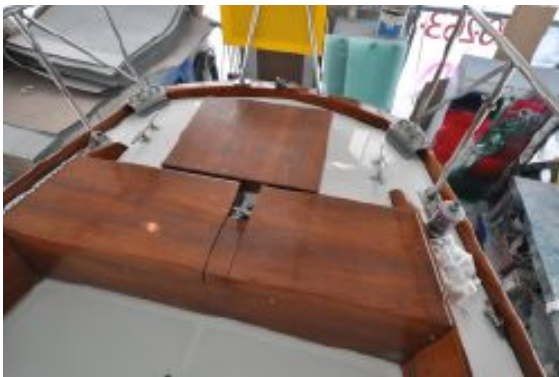
> Photo 55



> Photo 56



> Photo 57



> Photo 58



> Photo 59



> Photo 60



> Photo 61



> Photo 62



> Photo 63



> Photo 64



> Photo 65



> Photo 66



> Photo 67



> Photo 68



> Photo 69



> Photo 70



> Photo 71



> Photo 72



> Photo 73



> Photo 74



> Photo 75



> Photo 76



> Photo 78



> Photo 80



> Photo 82

> Photo 77



> Photo 79



> Photo 81



> Photo 83



> Photo 84



> Photo 85



> Photo 86



> Photo 87



> Photo 88



> Photo 89