

39 ft 1979 Custom Cape 39 Mummery Design

US\$20,000

Anacortes, Washington, United States



**Boat Details**

Make:	<b>Custom</b>	Class:	<b>Sloop</b>	Fuel Type:	<b>Diesel</b>
Model:	<b>Cape 39 Mummery Design</b>	Hull Material:	<b>Fiberglass</b>		
Year:	<b>1979</b>	Drive Type:	<b>Direct Drive</b>		
Length:	<b>39 ft</b>	Beam:	<b>12 ft</b>		
Price:	<b>US\$20,000</b>	Boat Location:	<b>Anacortes, Washington, United States</b>		
Condition:	<b>Used</b>	Heads:	<b>1</b>		

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## Description

### PROJECT BOAT - PRICED FOR QUICK SALE!!!

#### Proven Ocean Cruising Sloop

This Custom 39' sloop was sailed from New Zealand and has served the current owners well in the Salish Sea and inside passage for 30 years, but now she needs a new owner comfortable with topside wood projects. Vessel has a dependable engine, Airex hull core between FRP hulls, **her diesel heater and airex cored hull (great insulating value and virtually no condensation on the inside of the hull contribute to a boat you can enjoy year-round)**. A solid wood dodger and topsides, diesel heater, full teak interior, new running rigging and smart charging.

Could be a live-aboard. This Custom Cape is listed with West Yachts in Anacortes, WA.

A rare opportunity to own and enjoy a custom, 39 ft sloop that is pleasing to eye and proven in her abilities with a crossing of the Pacific. She turns heads at sail, at anchor and marina with beautiful lines, teak decks and sailing capabilities.

## Information & Features

### (Engine 1)

Fuel Type: **Diesel**  
Drive Type: **Direct Drive**

### Dimensions

LOA: **39 ft**  
Beam: **12 ft**

### Accommodations

Heads: **1**

## Dimensions

- . Length Overall (LOA) : 39 ft
- . Length Over Deck : 39 ft
- . Waterline Length : 32 ft 2inches
- . Beam : 12 ft
- . Draft: 5 ft 6 inches
- . Ballast: Encapsulated Lead Plates in Long Fin Keel
- . Gross Tonnage: 9 Tons (*as per USCG Doc*)
- . Net Tonnage: 8 (*as per USCG Doc*)

## General Build Specifications

- . Custom Built Slope in New Zealand (1979) sailed to the US by owner
- . Designed By Alan Mummery (NZ)
- . Fiberglass hull, built over a male mold with an Airex core (strong, lightweight) - *a cut-out is available on the vessel for inspection*
- . Keel is a cut-away design (see photo) with lead ballast, encased in epoxy
- . Skeg-hung rudder providing protection
- . Wheel Steering
- . Teak decks. Decks built with a combination of strips butted together and larger slabs of teak, with pretend grooves for Thiokol). Reportedly, the teak were embedded in either epoxy or resorcinal (exact choice is not certain).
- . Minimal thru decks points with items like stanchions for lifelines attached to metal toe rails, not screwed into the teak decks. Easy access within the boat to inspect underside of deck and resolve any issues before they would become major.
- . Hard dodger installed for wind and spray protection

## History

- . Designed by Alan Mummery and Built in New Zealand in 1979
- . Three Owners Since Inception
- . First Owner was Robert Swan who sailed her to the United States with his family, including Amanda Swan Neil. Amanda later was a rigger for and sailed on the famous all-women crew of Maiden in the Whitbread Round The World Race, has logged over 300,000 miles of sailing. The Swan family sailed across the Pacific using kerosene for lighting (which has obviously been improved upon over the years)
- . Second Owner purchased her and enhanced her with full electrical systems, depth sounder, knot meter, etc. They replaced the galvanized rigging with stainless, remodeled the V berth from a sewing station and single berth to regular, large V berth. They added a full boat cover and sunshade bimini.
- . The current Owners have owned, loved and maintained for over 30 years. Thirty years of ownership is a testament to a great sailing boat. Maintenance and upgrades continued while respecting the classic, rich history of the boat. A boat which has launched dreams, igniting passions and ready for the next owner to continue the dream.

## Engine

- . Volvo Penta MD Series
- . Engine Hours - Unknown\* (see below)
- . HP - Uncertain
- . Ventilation - Natural
- . Cooling - Raw Water
- . Stuffing Box - Bronze
- . Propeller - 14"x11" 3 blade bronze
- . Shaft - 1 1/4" Stainless Steel
- . *Note: The hour meter shows approx 1,200 hours. Owner reports some period of time there was no functional hour meter so there are more than 1,200 hours on this engine.*

## Electronics & Navigation Equipment

- . Compass - Ritchie Powerdamp on binnacle
- . Speed Log - Datamarine
- . Depth Finder - SiTex Colormatic
- . Wind Speed & Direction - Horizon (inoperable)
- . Autopilot - Raymarine 4000
- . VHF Radio - ICOM IC-M80
- . GPS - Garmin GPS-120
- . Radar - None

## Electrical

- . Shore Power : 30 Amp / 125 Volts
- . System Volts : 12 Volt DC
- . Battery Bank: 2 Banks, Wet Cell
- . Alternator : Balmar
- . Battery Charger : Heart Interface 2000
- . Inverter: None.

## Interior and Accommodations

### Main Cabin

- . Companion Way is slightly off-center making for larger galley to starboard
- . Beautiful Wood Interior, Ceiling Painted White
- . Cabin Heater - HiSeas Bulkhead Mounted Diesel
- . U shaped Galley to Starboard (sea friendly)
- . High backed seats on Port and Starboard with folding dining table
- . Open Storage / Sea Berths
- . Head to Starboard Between Main Cabin and V Berth
- . V berth forward

## Galley

- . Cabin Heater - HiSeas Bulkhead Mounted Diesel
- . Fresh Water - Pressured
- . Stove/Oven - Two burner propane stove with oven, not gimballed
- . Swing Butane Canister Cooker for coffee, water for rice, etc
- . Propane solenoid (on/off) along with sniffer for safety
- .

## Sail Inventory & Canvas

- . Dacron Mainsail
- . #1, #2 jibs Dacron
- . #1, #2 genoa Dacron
- . Spinnaker (3/4 oz nylon)
- . Drifter (2.2 oz)
- . Storm Jib
- . Trisail
- . Main Boom Cover
- . Full Boat Cover
- . Bimini Sun Shade

## Tankage

- . Diesel Tank - Approx 50 gallons, FRP. construction, with inspection ports.
- . Water Tank(s) - Approx 150 gallons total. Storage is in two (2) tanks are located both forward and midship, and constructed with FRP..

## Rigging

- . Masthead Sloop
- . Spars - Aluminum, Clea Anodized
- . Deck Stepped with Compression Post
- . Standing Rigging : Stainless 1x19 SS with swage fittings
- . Sheet winches: (2) Barient 28+ST, (1) Cleveco Sheet Winch
- . Reefing winch located on the boom
- . Halyard Winches: Barient 21

Running Rigging: Complete set of running rigging. Vessel includes both standard sheets and heavy weather sheets.

## Ground Tackle & Equipment

- . Anchor Windlass - Nilsson manual anchor windlass
- . Plow Type Anchor with unknown length of chain and rope rode
- . Additional anchors available (type and size to be confirm by buyer and survey)

## Known Items For The Buyer

Pricing Reflects The Following:

- . The Mansfield TXD Marine Sanitization device is likely no longer legal in the United States. It is unclear the tank's capacity (at this time) and ability to discharge. A good option would be to install a composting head.
- . Paloma on-demand propane heater is installed and is no longer an ABYC device. New owner will want to explore alternatives for hot water.
- . Like many boats of this vintage, some blisters exist on the hull. It is assumed these are cosmetic but need to confirmed by the buyer's surveyor. (See photo of part of hull for an example)

## Personal Items

Personal Items will be removed prior to final sale of the vessel.

## 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.















