



POOH CORNER II

40' (12.19m) 2019 Blue Jacket 40
Red Hook Virgin Islands (US)



OVERVIEW

Manufacturer: *Blue Jacket*
Engines: 1 YANMAR
Engine Model: 3JH40
Engine HP: 40
Beam: 12' 4"
Max Draft: 5' 9"
Water: 100 G (378.54 L)

Hull Material: Epoxy Composite
Cruise Speed:
Max Speed:
Cabins/Heads: 4 / 1
Fuel Type: Diesel
Fuel: 40 G (151.42 L)

\$499,900



Data Sheet

Category: Cruiser-Racer
Condition: Used
Model Year: 2019
Documented Year: 2019
Beam: 12'4" (3.76m)
Max Draft: 5' 9" (1.75m)
LOA: 39' 10" (12.14m)
LWL: 35' (10.67m)
Cabins: 4
Sleeps: 8
Single Berths: 2
V Berths: 1
Double Berths: 2
Heads: 1

Fuel Type: Diesel
Hull Material: Epoxy Composite
Hull Shape: Monohull
Hull Finish: Awlcraft 2000
Air Conditioning: Yes
Bridge Clearance: 62' 6"

Displacement: 18400 Bow Thruster: Yes
Fuel Tank: 40 gal (151.42 liters)
Fresh Water: 100 gal (378.54 liters)
Holding Tank: 24 gal (90.85 liters)
Builder: Island Packet/Seaward Yachts
Designer: Johnson/Jackett
Interior Color: navy
Exterior Color: navy
HIN/IMO: SIP40015K819

Engines/Generators

Engine 1

YANMAR
3JH40
Inboard
40HP
29.83KW
Fuel: Diesel
Hours: 115
Hours Date: 05-01-2023
Year: 2018
Serial #: E10123
Location: Middle

Summary/Description

Pooh Corner II was purchased new, in Florida, by a California couple, who were not able to use the boat as intended. The boat is now in charter in the USVI's. Call Island Yacht Charters

Equipment

The Island Packet Blue Jacket 40 was a masterful collaboration between Tim Jackett (Tartan Yachts) and Bob Johnson (Island Packet Yachts) that created the 2014 Domestic Boat of the Year for the *Cruising World* magazine's Boat of the Year judges. "Combining the performance pedigree to compete effectively in around-the-buoy racing, with the comfort, build quality and ease of use that would gratify the entire family," the Blue Jacket 40 delivers on all fronts. In full disclosure, this broker was along for the whole ride, from inception, through development, build and sea trials in my prior role as VP of Sales and Marketing for Island Packet, and I LOVE this boat. *Pooh Corner II* was purchased new, in Florida, by a California couple, who were not able to use the boat as intended when the pandemic broke out shortly after delivery in late 2019 and travel restrictions prevented their visits to the boat. Now, a little over three years later, *Pooh* has just 115 hours on the engine with everything else in "like-new" condition. Nicely equipped for cruising, with solar, full canvas package, air conditioning and an arch with davits, adding a few more goodies will complete the outfitting and get the new owners on their way to new adventures in style.

MECHANICAL, ELECTRICAL AND PLUMBING

- 40HP Yanmar (3JH4E) w/80 amp high output alternator
- Racor® fuel/water filter on swing out door
- Swaged and threaded fuel lines (no hose clamps)
- AGM Batteries: 2 x "house", 1 x engine w/parallel switch
- ELTI ground fault shore power; GFCI outlets; galvanic isolator
- Pre-tinned, color coded and numbered 600V marine grade wire throughout build
- 30 amp temperature compensating battery charger
- 2 x Dometic 16,000 air conditioning units with reverse cycle heat
- 6 x Caframo fans
- Six gallon water heater

HULL, DECK, RIGGING AND SAILS

- One piece hull molded with vinylester (VE) resin infusion technology utilizing quadraxial E-glass with Divinycell® foam core. Solid glass at all fittings.

- One piece deck molded with VE resin infusion technology utilizing quad-axial and biaxial E-glass with Divinycell foam core. Solid glass with aluminum backing plates at key deck hardware installations. Two-tone finish: white gel with warm gray slip resistant surfaces
- Lead/antimony alloy bulbed keel cast in NACA foil shape. Ten stainless steel J-bolts cast in place for attachment to hull w/urethane adhesive/sealant. Keel faired and finished with epoxy coating
- Laminated structural grid for reinforcement of keel and rig attachments
- Chainplates (316L) interlocked and bonded directly with hull and deck structure for secure “belt and suspenders” installation
- Hull/deck joint features inward hull flange and downturned deck flange for shoe-box” joint. Urethane adhesive and stainless steel bolts on six-inch centers for strong, leak-free attachment
- Molded fiberglass headliner for low maintenance; varnished hardwood accents; integral lighting; white gel finish w/warm gray textured surfaces
- Carbon fiber composite rudder post with resin transfer molded (RTM) blade; low friction Jefa® roller bearings at hull and deck
- Solent-style rig featuring fully battened main with Hoyt Boom® self-tending working jib and 150% masthead reacher, both on Harken® furling systems. Sparcraft® tapered double spreader spar, anodized and powder coated (white); headsail winches on mast
- Mainsail “stack-pack” with integral sail cover and lazy jacks; Harken® Battcar system. Double set of reefing lines lead aft to cockpit.
- Solid rod boom vang/kicker with tackle tagline leading to cockpit stopper
- Carbon fiber Hoyt Boom® for working headsail; white urethane finish. Provides for self vanging, self tacking sail for improved performance. Double ended jib sheet leads aft to primary winches near helms through foot blocks with integral lock-off cams
- Premium laminated tri-radial sails (mainsail, jib and 150% lightweight mast-head reacher)
- Double ended mainsheet system leads aft through foot blocks with integral lock-off cams to primary cockpit winches within comfortable reach of captain or crew
- Harken main sheet traveler system with tag lines leading aft to cockpit
- Harken furling systems on jib and reacher
- Harken genoa tracks for reacher with adjustable lead cars; sheets lead to primary winches near helm
- Starboard cabin top Harken UniPower® Radial 900 UPWC electric chrome radial winch for main halyard and mainsail handling functions
- Port cabin housetop Harken 40.2 STC chrome radial winch for mainsail handling functions
- 2 x Harken 50.2 STEC Radial electric 2-speed chrome coaming winches for double ended main-sheet, self-tacking jib sheet and reacher

- Twin steering stations on custom Edson® pedestals with s/s leather-covered destroyer style wheels, twin binnacle mounted compasses, single engine control with premium Glendinning® control cables on

starboard side. Center console with engine panel gauges, remote bilge pump control, flip-up FRP table, s/s guard.

- Emergency tiller
- Six-foot long cockpit seats; coaming and line storage bins; four harness padeyes. Starboard seat with hatch and storage tray. Helm seats with backrest pads and gasketed hatches over port storage and starboard LPG lockers. Twin scuppers and aft freeing slots for fast water drainage
- Sliding companionway hatch with seahood, interior latch, exterior hasp and lock
- Solid wood café-style companionway doors
- Centerline anchor roller integral with bow prod; roller feeds rode to Muir electric windlass with power up/down buttons on foredeck with remote control switch in cockpit
- Mooring cleats (4), springline cleats (2), bow chocks (2) chafe guards
- S/S cabin top handrails and full length protective bulwarks.
- Large anchor locker with overhead deck hatch, double rack of hooks for fenders, dock lines, etc.; sealed bulkhead aft, drains overboard

NAVIGATION, COMMUNICATION AND ENTERTAINMENT

- Raymarine i70 repeaters (2 at each steering station in pods) plus 1 at nav station
- Raymarine 12" MFD on center console in swiveling NavPod for easy viewing at either helm
- ICOM M605 VHF with AIS receiver at nav station; RAM mic for cockpit
- ICOM M802 Single Side Band (SSB) radio at nav station; RAM mic for cockpit
- Fusion stereo with Bluetooth/WiFi and Sirius XM radio connections (latter requires subscription); speakers in main salon and cockpit
- 12V plug at nav station and center console in cockpit for charging

SAFETY AND CONVENIENCE

- Flare kit
- Ring buoy

































