



Bluestar

49' (14.94m) 1973 Hinckley 49
Annapolis Maryland United States



OVERVIEW

Manufacturer:	Hinckley		
Engines:		Hull Material:	Fiberglass
Engine Model:		Cruise Speed:	
Engine HP:		Max Speed:	
Beam:	13' 5"	Cabins/Heads:	/
Max Draft:	10' 0"	Fuel Type:	Other
Water:		Fuel:	

\$225,000



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Data Sheet

Category: Center Cockpit

Condition: Used

Model Year: 1973

Beam: 13'5" (4.09m)

Max Draft: 10' (3.05m)

LOA: 49' (14.94m)

Fuel Type: Other

Hull Material: Fiberglass

Engines/Generators

Summary/Description

Henry R. Hinckley envisioned the H49 Center Cockpit Ketch as an easily handled, comfortable, and capable cruiser with live aboard accommodations for his own family.

The big beamy shoal draft cruiser has proven to be just that, whether cruising northern waters, the Bahamas, or world voyaging. 24 were built between 1971 -1976. *Bluestar* is a rare find who's owners have spared no expense towards her upkeep including several major refits and constant upgrades and attention. Sailed seasonally the past twenty years on the eastern coast of the US, *Bluestar*, is in excellent, turn-key, set-sail, condition and ready for her next adventure. A detailed review of the H49 Ketch can also be found in the July 2010 issue of Practical Sailor.

Overview

Design Details

Builder: Hinckley Yachts of Southwest Harbor Maine

Model: Hinckley 49 Center Cockpit Ketch

Design No. 49007

Hull No. 1362

Hinckley Yacht's well deserved reputation for building yachts of sound seaworthy design and hand crafted quality has and will continue to serve *Bluestar's* owners well for many years to come.

The H49 Center Cockpit Ketch with a shoal 5'10" draft with the center board up and 10' draft with the board down provides a great deal of versatility for cruising the Great Lakes, Eastern Seaboard, Chesapeake Bay, South Florida and the Keys, the Bahamas, and beyond. The ketch design makes for an easy to manage sail plan while also keeping the mast height low enough for easy transit on the ICW. The H49's beam and full volume has the capacity for plenty of fuel, water, and stores to extend your cruising range and live aboard comfort. The fully enclosed center cockpit helm is a comfortable all weather space to operate from with good visibility and seating room for crew and guests. The aft cockpit also offers pleasant seating with ease of access from the master stateroom.

Owner's Notes & Upgrades

Homeported in Morehead City, NC, *Bluestar* has spent most summer cruising in New England. Owned by an experienced yachtsman who actually crewed aboard the boat in his twenties. No expense has be spared maintaining *Bluestar* in bristol condition including the following major upgrades and service items over the past ten years:

2023

- Upgrades to Victron Lithium Batteries with Inverter/Charger
- New EPIRB installed

2020

- New Doyle Genoa

2019

- New Doyle Mainsail
- New Northern Lights 6kw Generator (350 hours)
- All exhaust hoses for main engine and generator changed
- New wash down pump for anchor installed in the chain locker
- Inspection ports for diesel tank installed

2017

- New cushions and mattresses throughout
- New cockpit cushions and canvas
- Windlass motor overhauled
- New 150' anchor chain with 150 rode installed
- All interior lights converted to LED

2016

- Stripped and painted entire deck and cabin top
- Mast removed, inspected, painted and re-installed with new self-tailing winches
- New standing and running rigging
- New Schaefer roller furler drum for genoa
- New B&G electronics includes two Zeus 2 displays
- New autopilot controllers
- New PSI dripless coupling
- New Icom VHF with remote RAM mike at the binnacle

Interior Accommodations

Descending the companionway you will find a welcoming main salon finished with richly hand crafted joiner work in mahogany and highly finished teak and holly cabin sole all complimented by luxurious upholstery. There's an L-shaped settee to port with a large salon table and settee to starboard to accommodate all for dining and socializing both settees have pull-outs to form additional twin berths. Aft and to port is the well organized and appointed galley running in-line the full length of the passageway aft. To starboard is a dedicated and neatly organized navigation station equipped with fully updated Raymarine instrumentation and numerous drawers for charts and ship's papers. Just aft of the navigation station is a separate and well organized electrical and mechanical room for vessel maintenance and servicing. Moving forward is a spacious head to port. The forward stateroom has a double v-berth with numerous drawers and a large hanging locker. The forward bulkhead provides easy access to the anchor chain locker. The aft master stateroom is easily accessed from the main salon via the port galley/passageway. You will find a comfortable stateroom with port and starboard double berths that will be secure sea berths when underway. The aft stateroom includes a private head with a fully enclosed shower. From the stateroom is easy access to the aft cockpit. Bluestar has a huge amount of storage in numerous, cabinets, drawers and hanging lockers for organized live aboard comfort. Last but certainly not least is the comfortable headroom you will find in all the cabin spaces.

- 300 Gal. Fresh Water Capacity
- 325 Gal. Diesel Capacity
- 2 Cruisair Reverse Cycle Air Conditioning and Heating Units
- Refrigeration with Top Load Access
- Freezer Top-Load Compartment
- Digital Temp Monitors for Refrigeration and Freezer Compartments
- Hot & Cold Pressurized Water System
- 12 Gal. Hot Water Heater 120Volt and with Engine Heat Exchanger (New 2023)
- Sharp Microwave Oven

- Ice Maker (non-operational)
- Force 10 3-Burner LPG Range W/Oven
- Propane Monitor/Controller (new 2020)
- Two-burner electric cooktop

Sails & Rigging

- Ketch Rig
- Sail Area: 922 Sq. Ft.
- Mast removed, inspected, painted, and self-tailing winches installed (2016)
- New standing and running rigging (2016)
- New Doyle Mainsail (2019)
- New Doyle Genoa (2020)
- Mizzen stay sail (2001 little use)
- Mizzen Sail (2009) use it rarely
- Asymmetrical spinnaker with snuffer and tackler hardware
- Mast height from waterline to masthead (excluding antennas etc.) 59'

Navigation Electronics

- New B&G Electronics system (Zeus 2) displays w/ RADAR (installed in 2016)
- Raymarine autopilot with multiple controllers
- Raymarine Tridata speed, depth, and wind
- Icom IC-M424G VHF with remote RAM mike at binnacle -AIS equipped
- SEA 235 SSB
- Danforth 5" Binnacle compass
- JVC AM/FM Stereo with Bose Speakers in main salon

Mechanical & Electrical Systems

- Perkins 135hp Diesel Engine, 5,420 hrs (2016)
- Northern Lights 6kw Generator, 379 hrs (2019)
- Walker Algae-Sep Fuel Polishing System
- New Victron Lithium batteries and inverter/charger combo (2023)
- New Flexofold 20 inch propeller (2016)
- Spare three-blade Max-prop (in forward locker)
- New PSI dripless shaft seal (2016)
- Main engine through hull replaced (2016)

Tankage

- 300 Gallons Diesel Fuel
- 350 Gallons Water
- 2 Gray Water Holding Tanks
- 2 Black Water Holding Tanks

Ground Tackle & Safety Gear

Ground Tackle

- 75# SS CQR Anchor with 150' chain and 150' rode

- Ideal Windlass overhauled (2016)
- Spare Fortress anchor (on deck)
- Storm Drogue w/ 300' rode
- dock lines, boat hook & fenders

Safety Gear

- Liferaft in valise (2017 - need re-certification)
- First Aid Kit
- Flares
- 6 life jackets

Disclaimer

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