



# Shanachie



*One of a kind!*

*Built for fast, comfortable, serious ocean sailing—in simplified, elegant style.*

---

**DESIGNER** PAUL WHITING

**BUILDER** BAKAYARO BOAT WORKS

**YEAR** 1981

**L.O.A.** 50 FT. / 15 M

**L.W.L.** 39 FT. / 11.85 M

**DRAFT** 6'8" / 1.73 M

**LEAD BALLAST** 13,500 LBS. / 6,136 KG

**DISPLACEMENT** 34,000 LBS. / 15,455 KG

---

*For more information, contact:*

**USA ≈**      **≈ NEW ZEALAND**

Joe McKeown, Owner  
kazoo@shanachie.org  
CELL | [+001] 831.426.7706  
OFFICE | [+001] 831 421 0282  
NZ MOBILE | 0210 695 800

Gulf Group | OFFICE: +64 9 306 4149  
Marine Broker: David Brabant, Auckland  
davidb@gulfgroup.co.nz | MOBILE: 021 513 399  
Marine Broker: Jason Brosnahan, Northland  
jasonb@gulfgroup.co.nz | MOBILE: +64 27 454 2242





*Shanachie* enjoying an anchorage off Urupukapuka Island, Bay of Islands, New Zealand

## ABOUT SHANACHIE ≈

**Shanachie** is a Paul Whiting (New Zealand) designed custom one-off 50-foot cutter, built with triple skins of Alaskan Yellow Cedar on laminated ring frames for an incredibly strong, rigid, and torsion resistant hull. (Kauri is almost identical to Alaskan Yellow Cedar in characteristics). In essence, **Shanachie** is an enlarged version of Paul's highly successful Reactor 47 series of yachts, with the Reactor 47, in turn, being a modified and enlarged version of D'Arcy Whiting's famous New Zealand yacht, *Tequila*.

With her beautiful cold-molded wood hull complemented by an interior of multi-bicolored (cedar and mahogany) beam laminations, she is a stunning rendition of old-world classic yacht craftsmanship from a strong pedigree of traditional New Zealand boatbuilding, rarely found today. To build a boat like **Shanachie** now would easily cost somewhere in the range of two-million dollars. She is, indeed, like no other.

**Shanachie** was designed and built specifically to be easily handled by a crew of two for extensive coastal or long-range blue water cruising. She is similar in design to the elegant Swan 47, with a fin keel but, with a significant skeg to provide directional stability—an important consideration when using self-steering devices or auto-pilots—and added protection for the rudder.

She was designed to cross oceans, having five good sea berths with lee cloths installed to make sleeping at sea a breeze (though she can sleep 7-9 total). In any type of seaway, she is an amazingly comfortable and notably dry vessel. Her open layout, affording extreme ventilation while cruising in temperate and tropical climates, provides a perfect environment for all.

Built for simplicity and ease while blue water cruising, she is rigged as a cutter with furlers for both staysail and headsail. With oversized winches, a Dutchman (self-stacking) main sail, and an efficient and low-draw electro-hydraulic autopilot she is truly a pleasure to sail. Her stern scoop is a welcome addition for cruising, providing an all-around ideal platform for offloading supplies, cleaning fish, a convenient swim and dive gear platform, and easy on and off boarding from a dinghy, to name but a few advantages. As an added bonus, a self-steering vane is easily fitted to the scoop. (And... it's not a bad place to enjoy a sundowner!).

With nine solar panels, a wind generator, and ample battery capacity, the engine is rarely required for charging. Refrigeration and freezer are both 12-volt, highly efficient, and quiet. Included is a large inventory of spare parts for rigging, engine, plumbing, electrical systems, and other potential needs, from light bulbs to nuts & bolts. Both summer and winter awnings are custom-made to fit, and ready to rig as desired. This is a definitely a turn-key vessel.

**Shanachie** underwent a major re-fit in 2008-09 in New Zealand. The hull, cockpit, and cabin top were freshly-painted with LPU, the galley was refurbished, and new dodger, anchor windlass, and bow thruster installed.

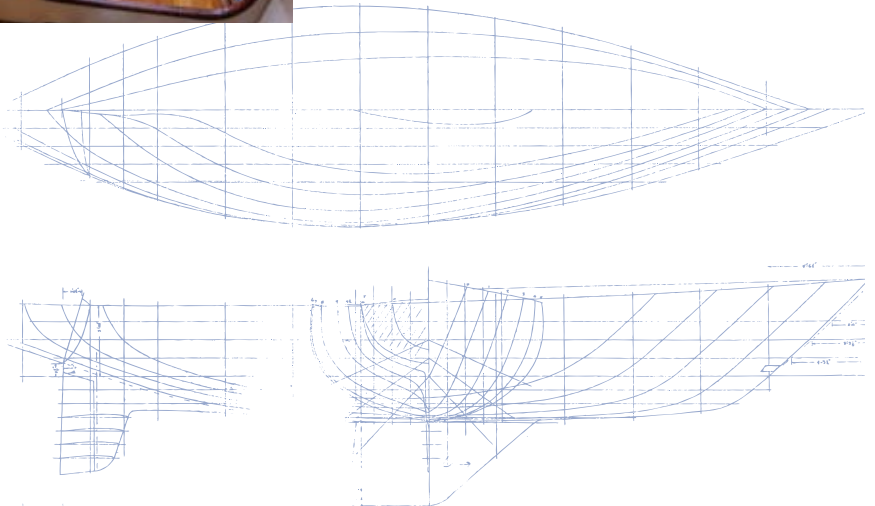
**Shanachie** is currently registered as a U.S. Documented vessel. She is also bonded in French Polynesia, which means the import duty has been paid and she can be based there, or even re-documented there. She has also been imported into New Zealand. She is legally permitted to stay in any of these three countries indefinitely—an incredibly rare convenience (and expense savings) for any offshore sailor cruising the Pacific.

**Shanachie** is in superb condition, fully equipped, and ready to cruise. This is a yacht conceived and built for serious offshore sailing. Powerfully built, functional in design for efficient, safe offshore passages, she's a dream to sail—any discriminating buyer would agree: **Shanachie** is truly a classic.





≈ Views of *Shanachie's* various construction stages, her laminated beams, the under-floor mast step, and original lines by New Zealand designer Paul Whiting, below.





≈ ABOVE: Exterior views of *Shanachie* during various haul-outs, showing keel, rudder, and skag configurations, stern scoop, cockpit, and travel-lift positioning, with bow thruster visible in lower right photo.

≈ BELOW: Interior views, left, looking forward; right, looking aft; bottom left, galley in use; bottom center, midship berth area and mast looking aft; bottom right, forepeak view of the port side built-in workbench.





***Shanachie's*** various interior and exterior details, as follows:

ROW 1: Forepeak, chain locker, windlass, dive tank storage, head  
 Navigation station, showing chart table and instruments

ROW 2: Settee bookcase detail close-up  
 Settee, with mahogany folding table, main bookcase, ports, deck hatch, and companionway into cockpit visible

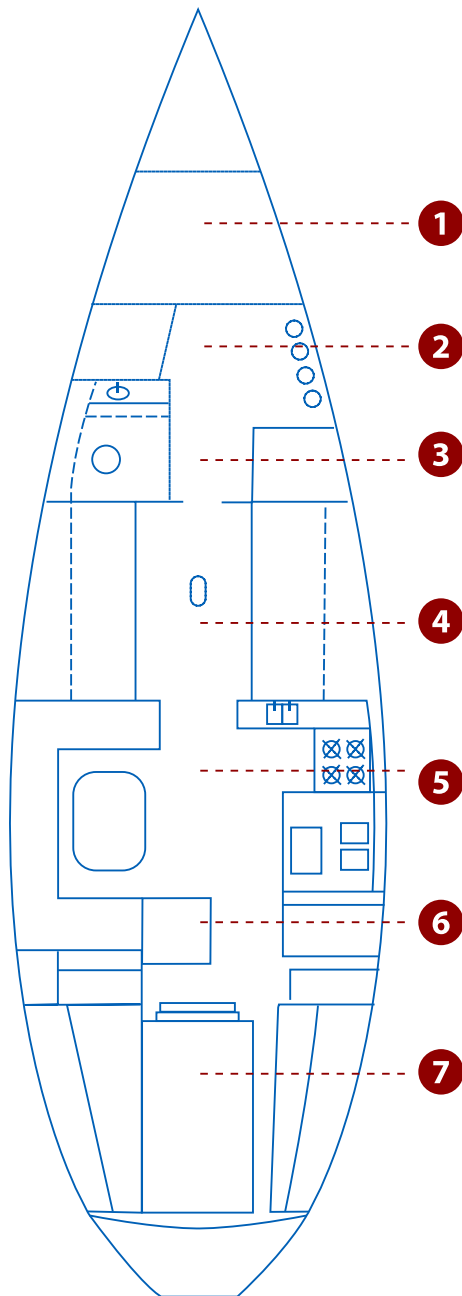
ROW 3: ***Shanachie*** tied at dock  
 Name on hull, cockpit dodger, radar arch, wind generator  
 Stern scoop accommodating SCUBA divers and their gear

ROW 4: Teak deck, looking aft, while at sail in cruising mode  
 Oversized self-tailing winch, with sunset libation



# INTERIOR LAYOUT ≈

*Shanachie's* interior layout is open and spacious with high ceilings, and gives the feeling of a much larger vessel than her 13-foot (4 m) beam might seem. With ample, well-placed hatches and ports, ventilation—particularly welcome in tropical cruising grounds—is superb. She sports a built-in dive tank (or fender) storage rack, work bench, and berths to sleep 7+ adults. The engine cabinet has a removable top and side panels, allowing easy access, with handy tool storage above. Below is a basic outline of *Shanachie's* interior layout and features.



A=PORT SIDE | B=STARBOARD SIDE

AB=BOTH SIDES | C=CENTERED OR BOTH SIDES

## 1. FOREPEAK

C: Sail loft, anchor chain locker, double berth

## 2. WORKSHOP AND DIVING

A: Work bench

B: Dive tank storage rack

## 3. HEAD AND RIGGING

A: Head, sink, cabinet above, rigging storage under sink

B: Hanging/rigging locker

## 4. SLEEPING BERTHS

AB: One upper single berth, one lower wide single berth, storage under

## 5. SETTEE AND GALLEY

A: Settee, storage under and behind

B: Galley: double sink (foot pump—salt and fresh water), stove, freezer/fridge

## 6. ENGINE

C: Engine: removable top and side panels, tool storage above, extra tabletop area

## 7. MAIN CABIN, NAVIGATION, UNDER COCKPIT STORAGE

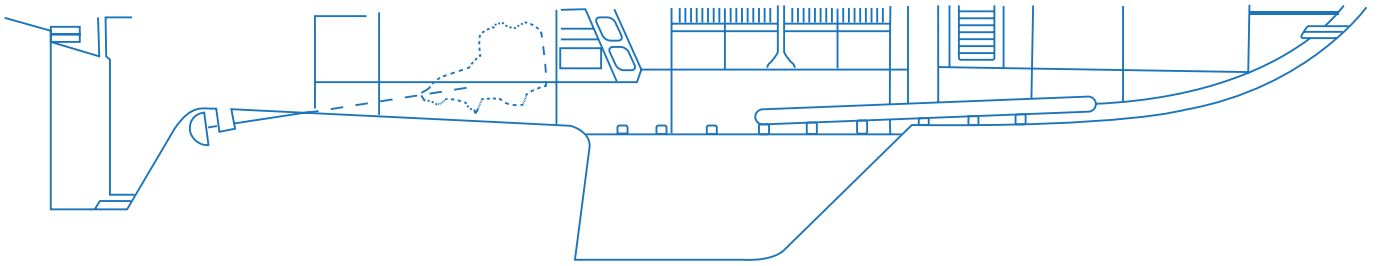
A: Main cabin: double berth, hanging locker, seat, storage

B: Chart table, nav bunk (quarter berth, storage under)

C: Battery bank storage, misc. safety gear storage, bail-out bag



# SHANACHIE PROFILE ≈



*"While inspecting the Shanachie, I was constantly impressed by the obvious care and expertise used during construction. She is without reservation the finest vessel of her class that I have had the pleasure to survey."*

*~Excerpted from a construction survey by James K. Wallace*

## CONSTRUCTION

The hull is 1/2" dark Philippine mahogany horizontally planked and screwed, and glued to two inner skins of double diagonal 3/8" light Philippine mahogany and 3/8" Alaskan yellow cedar. The entire hull is covered with a layer of 6-ounce fiberglass cloth set in epoxy. The inner lamination is bronze boat nailed and glued to frames and stringers. West Epoxy System was used in all phases of construction.

Stringers are 1-1/4" square vertical grain fir suspended outboard of frames, checked through the transom, and scarfed into the stem. Frames are laminated 3" square Alaskan yellow cedar and frames, stringers, and sheathing are copper riveted on every other stringer alternately.

Chainplates and frame doublers are through-bolted with countersunk stainless.

Backbone is 10" wide x 5" deep x 55 ft. laminated continuous Alaskan yellow cedar glued and copper bolted to frames and floors. there are no scarfed joints in the stem.

Floors are 3" square laminated Alaskan yellow cedar from the backbone to the sixth and seventh stringers alternately.

Sheet clamps are 1-1/4" x 4" vertical grain fir notched on a beel to receive deck beams.

All major bulkheads are 3/4" Finn ply: 12 laminations of birch and spruce. There are four structural bulkheads.

The mast step is laminated oak 5" thick fastened over floors and frames to form a girder section 17 feet 6 inches (5.33 meters) long.

The entire interior structure up to the waterline has had three flow coats of epoxy applied. The entire inside structure of the hull has been sprayed with two coats of clear LPU.

The skeg is formed of a 12" x 3" laminated Alaskan yellow cedar central post let through the backbone to the cockpit sole level supported to the backbone with a cedar external knee sheathed with mahogany. The rudder post is 2-1/2" solid 316 stainless steel, with three 3x3/8" 316 SS (stainless steel) straps fastened to the Alaskan yellow cedar laminated rudder, covered with a layer of 6-ounce fiberglass cloth set in epoxy. A Honduras mahogany keel stubby flattens the keel surface to receive the ballast. Nine 1" Monel keel bolts form a uniform pattern.

Deck beams are 3-1/2" x 3" yellow cedar and mahogany, 1/2" laminations. Hatch carlines are 2-1/2" x 3" laminated mahogany and a like set at the mast partner. Side deck beams are 2" x 3" cedar and mahogany 1/2" laminations and carlines are 2-1/2" x 2" Honduras mahogany. A set of longitudinal deck stringers of 2-1/2" x 2" Honduras mahogany are notched to the side deck beams and back the genoa tracks, which are screwed into these stringers with twenty 4" screws. Decks are 1/2" Finn ply doubled at the mast partner. 1/2" teak is glued to the Finn ply, and is caulked in rabbited grooves with polysulfide compound.

Coamings are three laminations of 1/4" Finn ply with a 3/8" teak veneer on the outside surface screwed and glued to carlines with the teak butted against the deck. Cabin-top beams are 2" x 3" cedar and mahogany 1/2" laminations. The 3/4" x 3" tongue-and-groove Port Orford cedar planking is covered with 3/8" Finn ply, which is then covered with 6-ounce fiberglass cloth set in epoxy.

Cockpit well is 1/2" Finn ply, and sole and seats are 1/2" teak covered. Cabinetry is Finn ply or Honduras mahogany.



# SHANACHIE GEAR ≈

## SAILS

- Mainsail: 493 sq. ft. 9.62 oz.; fitted with Dutchman stacking system and slab reefing with four reef points
- Genoa: 110% 510 sq. ft. 8.77 oz. on a Profurl furler
- Staysail: 231 sq. ft. 9.77 oz. on a Profurl furler
- Storm Jib
- Storm Trysail, separate track on the mast
- 1.5 oz. Spinnaker and sock

## SPARS & RIGGING

- Ballenger spar, hard anodized, LPU painted, top tapered
- Mast steps to the top, low profile 3-point contact
- Separate Trysail track
- All standing rigging is Navtec Dyform, 316-S31 stainless steel, 1x19, which is smoother with less stretch, and is rated 30% stronger than standard 316
- Cap Shroud 12mm (or 1/2")
- Headstay 10mm (or 3/8")
- Backstay 10mm (or 3/8"), with two Navtec insulators for the radio
- Upper terminals Navtec and swaged. Lower terminals Navtec Norsemans
- All turnbuckles are Navtec
- Halyards are rope to wire, 7mm (or 1/4+" ) 7x19)
- Running Backs are Dyneema double braid
- Metal Fabricator Vang, spring-loaded, quick and powerful
- Navtec Hydraulic backstay Model -22
- Spinnaker pole, carbon fiber
- Reaching stormsail pole
- Boom gallows
- Roller bearing mainsheet traveler

## ANCHORING & GROUND TACKLE

- Maxwell 2200 VWC Windlass, 12-volt (new)
- 100 meters 10mm or 3/8" high test chain
- Rocna 55 primary anchor
- Danforth secondary anchor
- Dual bow anchor roller
- Stern anchor rollers (port and starboard)
- Bow anchor washdown spigot on foredeck, pumps salt water

## TANKAGE

- 2 stainless steel water tanks: 378 liters/90 gallons total
- 2 stainless steel diesel fuel tanks: 378 liters/90 gallons total
- Bladder holding tank: 56 liters

## DECK GEAR | STEERING

- Steering is sheave and cable with an Edson Classic Destroyer pedestal, with quick access to quadrant and all cables
- 48-inch spoked stainless wheel, covered in leather

# SHANACHIE GEAR ≈ (CONTINUED)

## DECK GEAR | WINCHES

- Primary: Barient 36 s/s (stainless steel), 2-speed ST (self-tailing)
- Secondary: Barient 28 s/s, 2-speed ST
- Genoa Halyard: Barient 27 s/s ST
- Spinnaker Halyard: Barient 23 s/s ST
- Reefing: Anderson 40 s/s 2-speed ST
- Mainsheet: Barient 28 s/s 2-speed ST

## DECK GEAR | RADAR ARCH

- Furuno 20 Cathode Ray Tube radar (also listed under Electronics & Navigation)
- 4 solar panels
- Antennas for Radar, Satphone, GPS, Chartplotter, VHF, AIS)
- Rutland Wind Generator, non-vibrating mount
- Outboard engine lifting davits
- Outboard engine mounting pads
- Bimini, extends from radar arch to dodger and is easily opened and closed

## DECK GEAR | LIGHTING

- Deck lighted mounted on mast below spreaders
- Masthead: LED tri-color/anchor/strobe
- Deck-level running lights for inshore use
- Cockpit lighting (including red for night vision), on radar arch
- Searchlight socket in forepeak

## DECK GEAR | CANVAS

- Dodger, new: includes removable shade and ventilation panels over clear Stratoglass polyvinyl
- Boat covers, for deck protection during winter and/or tropics storage (2 sets)
- Shade awnings & weather cloths, custom-fitted
- Custom-fitted, removable open-weave Phifertex shade panels for the tropics

## SAFETY & EMERGENCY GEAR

- EPIRB emergency beacon signaling device
- Life ring and M.O.B. strobe light
- Emergency tiller
- Back-up hydraulic backstay
- Emergency Lexan port overlays for hull ports
- Flares
- Masthead LED strobe light
- Zodiac 6-man Offshore Life Raft with double bottom, hard cannister—stored on cabin top
- Padeyes for safety harness and jack stays, enabling work fore and aft while harnessed
- Slide-out stainless steel “stealth” ladder in stern scoop, for easy boarding from the water

# SHANACHIE GEAR ≈ (CONTINUED)

## ELECTRONICS & NAVIGATION

- Icom 802 Ham/SSB radio transceiver with insulated backstay antenna and 150 feet of 2" copper grounding strap in hull
- Icom AT-140 HF Automatic antenna tuner
- Furuno 20 Cathode Ray Tube radar (mounted on radar arch)
- Interphase/Koden 16 Digital Radar on mast, integrated with chart plotter
- Interphase CVS Chartplotter
- Interphase Forward-Looking Scanning Depthometer
- Furuno Weatherfax
- Garmin GPS
- Simrad A.I.S.
- Icom VHF radio
- Midland CB radio
- Prosine/Xantrex 1800 watt Inverter with remote panel
- Prosine/Xantrex 30 amp shore battery charger
- EPIRB
- Steror/cassette/CD player with iPod connectivity
- DVD player and TV screen
- Danforth Constellation 6" Binnacle Compass
- Plath Bulkhead Compass in cockpit
- Tack Tick/Raymarine Wireless Multifunction System with both digital and analog remotes in both cockpit & nav station. Compass, depth, speed, wind, and trip reports all in one integrated system.

## MACHINERY & ELECTRICAL

- 12-volt system. All wiring is full length drawn tinned copper with all joints and terminals soldered
- House Battery: three separate 6-volt deep cycle Trojan batteries, wired in series, providing a total of 675 amp hours
- Starter Battery: one Trojan Starter Battery charged by Xantrex Echo Charger off house battery and one dedicated solar panel
- WH Autopilot P-3D electro-hydraulic, very powerful and energy efficient autopilot system—the most reliable and powerful (yet low power consumption) available for sailboats. Direct drive to the quadrant with a powerful ram.
- Bow Thruster: Max Power, 12-volt Tunney Thruster, new

## MACHINERY & ELECTRICAL | ENGINE

- Pathfinder VW 65 hp diesel engine with Hurth 2.8/1 transmission and Bowman Heat Exchanger
- Engine Box: sound-insulated cabinet houses engine mid-ship, affording superb weight distribution, and easy access to all sides and top of engine. Top cabinet is completely removable, and allows easy-access tool storage via opening hinged covers. The recessed surface is a handy extra tabletop for offloading groceries, serving food, extra seating, etc.
- Heavy duty 220 amp (hot rated) Alternator
- Balmor Max Charge MC-612, 3-stage voltage regulator
- Racor Max Turbine Fuel Filter/Water Separator; dual fuel filter, allows a filter change while the engine is running
- Groco water filter
- Max Prop Classic-VP three-bladed, self-feathering model, pitch adjustable in the water

# SHANACHIE GEAR ≈ (CONTINUED)

## MACHINERY & ELECTRICAL | REFRIGERATION

- Refrigeration is two separate and independent Technaatic Cool Blue, 12-volt systems, one each for the freezer and refrigeration. Highly efficient, low power draw, and very quiet.
- Technaatics' use of a Danfoss compressor and large holding plate makes this system's power usage extremely conservative and efficient
- Refrigerator/freezer box is all stainless exterior and interior, with 4" insulation within the walls.

## MACHINERY & ELECTRICAL | SOLAR & WIND

- 8 solar panels with Flexcharge controller. 4 Solartec on the radar arch, 120 watts total; 4 on the cabin top, 300 watts
- Rutland Wind Generator

This combination of solar panels and wind generator is usually adequate to run all of the boat's electrical systems—including the WH autopilot, refrigeration/freezer, navigation instruments—without engine charging!

## MACHINERY & ELECTRICAL | PUMPS

- 84 gallons/minute engine-driven bilge pump
- 25 gallons/minute 12-volt washdown pump, with valve for auxiliary bilge pump
- 3 electric 12-volt bilge pumps with auto/manual switch and sealed sensor switch in the bilge
- 1 diaphragm bilge pump, 12-volt
- Gusher 10 hand pump at bottom companionway ladder, with long extension handle
- Gusher 10 in cockpit, aft end

## INTERIOR | ACCOMMODATIONS

- Designed for comfort in the tropics—open, spacious and well-ventilated layout
- Sleeps 9 in 3 separate double bunks, a “nav bunk” single berth, and two wide mid-ship bunks. The double berths are in the master cabin, the forepeak, and, when the telescoping table is converted, the settee. Bunks are equipped with lee cloths for comfort during offshore passage sailing
- Interior ventilation via six dorades, two large and four small overhead Lewmar hatches, five opening ports in the hull, and a large, very convenient forward hatch.
- Numerous 12-volt fans throughout each bunk, the main cabin, and galley—quiet, with low power consumption
- Large navigation station with full-size chart table and storage underneath
- Storage everywhere—hanging lockers, under bunks, large settee “bin” under port bench, cabinets, shelves, lockers

## INTERIOR | GALLEY

- Force 10 Galley Stove: propane, 3 burners, large oven, gimballed
- Electric solenoid shut-off for the propane stove
- Large-capacity refrigerator and freezer in well-insulated stainless steel built-in enclosure
- Salt water and fresh water foot pumps at galley sink
- Ample storage for pots, pans, utensils; built-in fiddles for dishes and mugs storage

## INTERIOR | FOREPEAK

- Workbench with vise, large rigging locker, specially built-in teak rack for 4 dive tanks
- Easy access to windlass and bow thruster
- Anchor chain locker, double berth above sleeps two
- Lavac manual vacuum-type head—the simplest and most reliable on the market today!

# SHANACHIE STORY ≈

## SAILING HISTORY SUMMARY

**Shanachie** was designed for serious ocean crossings with minimum crew—she is easily sailed by just one couple, and her unique, no-nonsense open layout also makes tropical cruising a breeze. She has semi-circumnavigated the South Pacific twice, over many legs, and throughout many hundreds of islands on her way to and from New Zealand, as well as the West Coast of the USA from Vancouver Island and its surroundings in Canada to points south throughout Mexico and Hawaii.

As a U.S. Documented vessel, she is free to move around and/or stay indefinitely in U.S. waters and territories. She has also been imported to both New Zealand and French Polynesia. Coupled with her U.S. Documentation, she can be cruised and based in any one of these areas indefinitely, without the typical—and often inconvenient—time limit constraints normally suffered by cruising yachts in foreign countries.

**Shanachie** is a beautifully unique and substantial vessel of extremely strong construction. She was built to handle long ocean passages while providing her crew with superior comfort, sailing pleasure, and absolute safety and security at all times.

**Shanachie** has given her present owners a lifetime of memorable experiences, and would make any discerning sailor happy and proud to call her theirs.

---

*For more information, contact:*

**USA ≈ ≈ NEW ZEALAND**

Joe McKeown, Owner kazoo@shanachie.org CELL   [+001] 831.426.7706 OFFICE   [+001] 831 421 0282 NZ MOBILE   0210 695 800	Gulf Group   OFFICE: +64 9 306 4149 Marine Broker: David Brabant, Auckland davidb@gulfgroup.co.nz   MOBILE: 021 513 399 Marine Broker: Jason Brosnahan, Northland jasonb@gulfgroup.co.nz   MOBILE: +64 27 454 2242
---	--