



SHESTAKOV

Yacht Sales

BLUE PETER - CUSTOM



Builder: [CUSTOM](#)

LOA: 96' 0" (29.26 m)

Year Built: 1928

Beam: 18' 0" (5.64 m)

Model: Fan Tail Motor Yacht

Max Draft: 28' 2" (8.58 m)

Price: \$2,800,000 USD Subject to change.

Cruising Speed: 12 Knots (13.81 MPH)

[See full listing on our website](#)

Location: Seattle, United States

Max Speed: 13.50 Knots (15.54 MPH)

If you would like to buy a yacht **BLUE PETER - CUSTOM** or would like help answering any questions concerning purchasing, selling, or chartering a yacht, please call **+1(954)274-4435** or click here on <https://shestakovyachtsales.com>

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OVERVIEW

There are vessels, and then there are ships whose passage writes stories into the salt air and whose very presence has shaped lives across generations. The 1928 luxury motor yacht Blue Peter belongs unmistakably to the latter category. Homeported at Seattle's prized Shilshole Bay Marina, she stands as a living repository of Pacific Northwest yachting history. With nearly a century of voyages behind her, Blue Peter personifies the enduring allure of classic wooden motor yachts, and after an extraordinary restoration and modernization program—exceeding \$4 million and carried out over the past decade—she is now offered for sale, ready to embark on a new chapter with a discerning steward.

This presentation honors Blue Peter's exceptional lineage, celebrates her mechanical and aesthetic revival, and highlights the rare opportunity she offers: a comprehensively restored, turn-key classic motor yacht delivered with a transferable slip at one of Seattle's most coveted berths. For the owner who appreciates provenance as much as performance, Blue Peter is far more than a yacht; she is an entry into a storied tradition.

Blue Peter was conceived at a time when Seattle was emerging as a center of superb yacht design and craftsmanship. Commissioned by the acclaimed architect John Graham Sr. and drawn by the celebrated naval architect Ted Geary—whose influence on regional yacht design is unmistakable—she was built by the Lake Union Dry Dock Company. One of only a handful of 96-foot fantail motor yachts launched in the late 1920s in the area, Blue Peter's origins lie in a golden era of boatbuilding, yet her history remains singularly compelling.

Her name derives from the International Code flag P, flown to announce that a vessel is about to sail, and that spirit of readiness and the romance of the forthcoming journey is woven into her character.

SPECIFICATIONS

Basic Information

Model Year:
1928

Country:
United States

Year Built:
1928

Dimensions

LOA:
96' 0" (29.26 m)

Max Draft:
28' 2" (8.58 m)

Beam:
18' 0" (5.64 m)

Speed, Capacities and Weight

Cruise Speed:
12 Knots (13.81 MPH)

Water Capacity:
1140 Gallons

Max Speed:
13.50 Knots (15.54 MPH)

Fuel Capacity:
2688 Gallons

Hull and Deck Information

Hull Material:
Wooden Yachts

Hull Designer:
N/A

Deck Material:
Wood

Interior Designer:
N/A

Hull Configuration:
N/A

Engine Information

Engines:
2

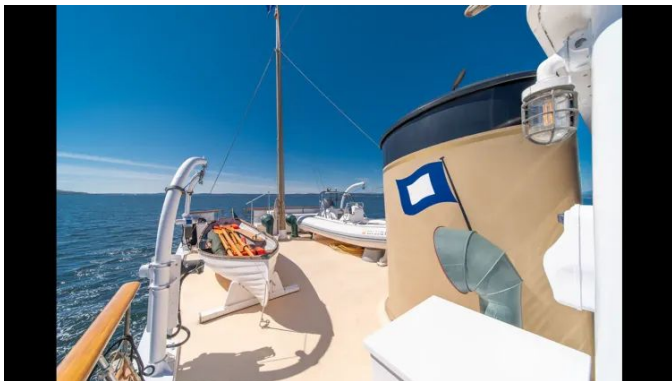
Engine Type:
Inboard

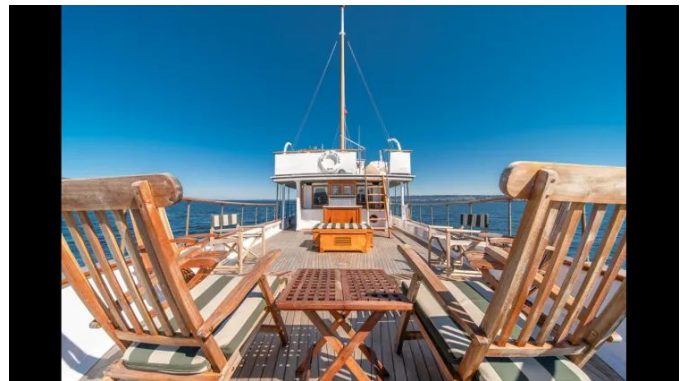
Manufacturer:
Caterpillar

Fuel Type:
Diesel

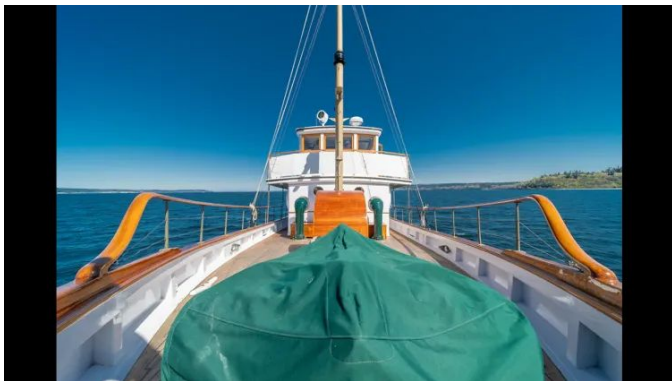
GALLERY









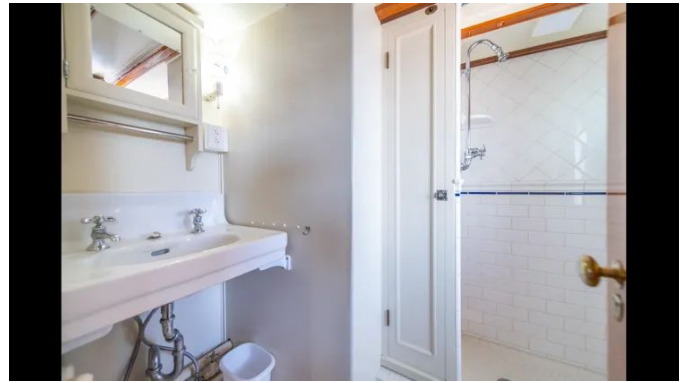


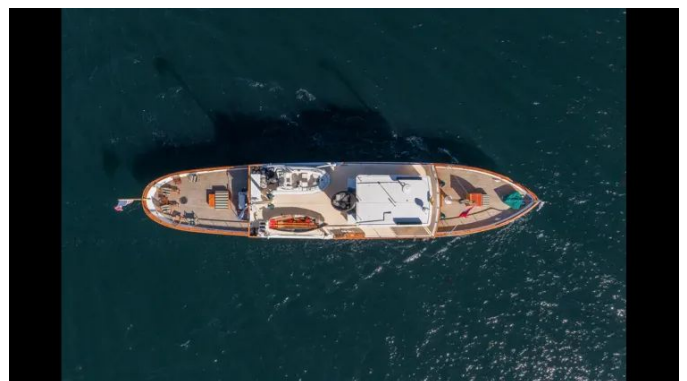














DETAILED DESCRIPTION

Homeports over the years

Launched in 1928, Blue Peter quickly established herself among Seattle's premier motor yachts. Conceived by John Graham Sr., a prominent architect, and executed through the collaboration of designer Geary and the master craftsmen at Lake Union Dry Dock, she introduced a refined silhouette to Pacific Northwest waters, her graceful lines, fan tail stern and sumptuous interiors raising the bar for regional yachting. After Graham's ownership the yacht voyaged along the California coast to San Francisco and Los Angeles before returning to the Northwest in the late 1930s. With the onset of World War II she was requisitioned by the U.S. Army and pressed into service as a transport for workers on the Canol Pipeline project in Alaska, a period that underscored her sturdy construction, comfort and capable seakeeping.

Following the war, Horace W. McCurdy, the distinguished shipbuilder and civic leader, saved Blue Peter from surplus status and devoted five years to an exacting restoration, carefully matching the original joinery with aged teak salvaged from the windjammer HOMEWARD BOUND. McCurdy's stewardship gave the yacht a singular character—one he often described as responsive to the attentions of her crew and guests—and transformed her into a floating salon for Seattle society, welcoming dignitaries, the University of Washington Husky Marching Band and countless Opening Day celebrations. She served as a Seafair VIP boat for nine years and became a cherished regular at the Classic Yacht Association's annual rendezvous.

Today Blue Peter is lovingly maintained by Chuck and Linda Barbo, who have preserved her legacy of gracious hospitality and exploration. The Barbos have opened her decks to friends and guests for cruises throughout the Salish Sea, from Olympia to the San Juan Islands, and have overseen upgrades and repairs

that honor her original spirit. Chuck's devotion to the vessel is evident in every detail of her upkeep. Her continuing service as a committee boat for regattas, her appearances at the Wooden Boat Festival and her active participation in classic yacht events have secured Blue Peter's place as a treasured member of the Pacific Northwest maritime community, a reputation the Barbos intend to sustain for years to come.

Maintenance, repair, rebuild

For more than ten years BLUE PETER has been the subject of an extensive restoration and modernization program of the highest standard, with in excess of \$4 million devoted to preserving her heritage while installing the latest in safety, comfort, and technology. The project was guided by an uncompromising approach to conservation and improvement, centered on a multi-year refit at Haven Boatworks in Port Townsend, Washington, a yard celebrated for its skill in wooden yacht restoration. Under the oversight of master shipwrights, every component was evaluated and either conserved, replicated, or upgraded, drawing on the skills of local craftsmen, marine engineers, and systems specialists to marry period authenticity with contemporary performance.

Structural soundness and the purity of her lines were treated as paramount. The hull received a full survey and comprehensive rebuild, with frames, planks, and fastenings replaced or sistered where required to restore original strength and alignment. Special care was taken with the fan tail stern to maintain its distinctive silhouette while ensuring long-term durability. Decks were reconstructed in one and one eighth inch carvel planked teak, and the bulwarks were renewed in yellow cedar, finished with purpleheart covering boards to combine robustness with historically accurate appearance.

All mechanical installations and onboard systems were overhauled to provide quiet, reliable power and serviceability. The main engines were rebuilt and

fitted with advanced vibration isolation and acoustic insulation. Propulsion shafts were replaced and upsized to new three and one quarter inch dimensions to accommodate a future repower up to four hundred horsepower; stern tubes and the surrounding structure were similarly upgraded and rebuilt in a coordinated program. Propulsive efficiency was further enhanced with two 41" x 40" five blade propellers sourced from Midland, Michigan, and electrical resilience was added with a new Northern Lights 20 kW generator and its supporting distribution systems. Plumbing, freshwater, and sewage systems were renewed throughout with marine grade materials, and steering, controls, and safety systems were modernized to deliver dependable performance and regulatory compliance.

The interior was restored with great respect for BLUE PETER's era. Original joinery was conserved where possible and faithfully reproduced where necessary, while cabins, the salon, and the galley were refreshed with new soft goods, fittings, and finishes. Custom cabinetry, period sensitive hardware, and bespoke lighting were crafted to integrate seamlessly with historic elements, enhancing onboard comfort without diminishing authenticity.

Navigation and integrated electronics were brought to modern standards with a comprehensive suite that includes chartplotters, radar, AIS, and communications equipment, all networked on an NMEA2000 backbone to allow straightforward future expansion. Redundant circuits and systems were incorporated to improve safety and simplify long range passage making.

Externally, the yacht's appearance received the same meticulous attention. Hull and superstructure were completely stripped, faired, and refinished, while brightwork was treated with multiple coats of varnish to produce a deep, durable sheen. All deck hardware was polished, re-chromed, or replaced as necessary, restoring every fitting to showpiece condition.

Tenders were either renewed or fully restored and paired with upgraded davits and launch mechanisms for reliable, effortless handling. Safety equipment has

been updated to meet or exceed current USCG and SOLAS standards, and fire suppression, alarm, and emergency systems were installed or enhanced to the highest expectations.

Every phase of the work is documented: extensive photographic and written records accompany detailed maintenance logs, survey reports, and provenance files, all organized for a seamless handover to the next owner.

The outcome is a vessel that feels refreshed yet true to her origins—BLUE PETER preserves her historic soul and ambiance while offering the reliability, comfort, and safety of a modern superyacht, ready now for immediate cruising, charter service, or continued participation in classic yacht regattas and events.

Construction and structural details

The hull is crafted in yellow cedar planking set atop double-sawn Douglas fir frames that measure 3.75 by 7.25 inches, further strengthened by an Iron Bark keel shoe, a Douglas fir bilge keel, a Douglas fir keel and a Douglas fir guard. The decks have been renewed with carvel-planked teak at 1-1/8 inches, forming double teak decks that are finished with new purpleheart covering boards and yellow cedar bulwarks. The superstructure is built from mixed hardwood framing, sheathed in marine-ply and capped with GRP, and the yacht's silhouette is distinguished by a fan-tail stern, two expansive decks and a traditional raised pilothouse.

Choosing yellow cedar for the hull follows the finest practices of 1920s yacht building; its notable strength, dimensional stability and natural rot resistance have been central to BLUE PETER's enduring condition. The double-sawn fir frames deliver a solid structural backbone, while the twin teak decks offer long-term durability, an ageless appearance and a gentle acoustic softness below. During the recent restoration all structural interventions honored traditional craftsmanship, replacing any compromised members with matching

materials and techniques, while incorporating modern adhesives and bronze fastenings where appropriate to ensure longevity. Comprehensive inspections and surveys carried out after the refit confirm the hull is in exceptional condition: all structural members test sound, moisture readings and fastener integrity fall well within acceptable limits, the hull has been faired and finished to a mirror sheen, and underwater coatings have been applied for optimal protection.

Mechanical systems and recent overhauls

Twin Caterpillar D334 diesel engines, each rated at 320 hp and displaying 6,560 and 6,510 hours respectively, form the heart of the yacht's propulsion and were fully rebuilt in 2020, including new engine mounts, updated controls and modern monitoring systems. The driveline has been given equal attention: transmissions and shafts were carefully inspected, aligned and serviced, with new cutless bearings and seals installed, and the prop shaft enlarged to 3-1/4 inches to accommodate future repairs up to 400 hp. A completely renewed, marine grade, water cooled exhaust system improves onboard safety while significantly reducing operational noise.

Electrical generation and distribution are engineered for reliable, quiet operation, centered on a Northern Lights 20 kW M844LW3.3 generator installed new in 2021 and currently showing 1,868 hours within a sound attenuating enclosure. Power management is handled through custom built electrical panels that provide digital monitoring and thorough circuit protection, while 50 amp shore power is routed via an isolation transformer with surge protection. AC conversion is supplied by seven Outback VXFR3524A inverters fitted in 2025, supported by a robust battery bank of thirteen FullRiver Group 21-L16 Deep Cycle units for dependable reserve power.

Comfort systems have been upgraded to deliver refined onboard climate

control: a Kabola B17 diesel boiler with circulation pump commissioned in 2026 provides efficient heating and assistance to the air conditioning system, with domestic hot water available from the diesel boiler or AC electric sources. Insulation throughout the vessel has been improved to raise thermal efficiency and reduce transmitted sound. Handling and steering are precise and secure thanks to hydraulic steering with new pumps, rams and controls installed in 2022, complemented by a redundant manual backup for added safety and regulatory compliance.

Plumbing was comprehensively renewed in 2021, including new freshwater tanks, pumps and filtration, while wastewater is managed with USCG compliant holding tanks, macerators and deck pump out fittings for sewage and blackwater; greywater is collected and discharged through a dedicated filtration system. Safety systems include USCG approved fire suppression protecting both the engine room and galley, and high capacity bilge pumps that operate in automatic and manual modes with alarm monitoring. All mechanical work is fully documented, and complete maintenance logs and manuals are available for review.

Electrical, electronics, navigation, and communications

A Garmin 7612xsv 16-inch touchscreen chartplotter/MFD commands the helm and serves as the nucleus of an advanced navigation array that includes a Garmin GMR Fantom 54 solid-state radar with MARPA target tracking, a Garmin Reactor 40 hydraulic autopilot with remote control, and an integrated Garmin AIS 800 Class B transceiver. Precision sensors include an Airmar UDST800 ultrasonic transducer supplying depth, speed and wind information across the NMEA2000 network, while a Ritchie Globemaster magnetic compass is paired with a digital fluxgate to deliver an exceptionally accurate heading reference. Voice and bridge-to-bridge communications are handled by an Icom

M605 fixed-mount VHF at the helm and an Icom M510 on the flybridge, each equipped with DSC and a hailer, with a waterproof Standard Horizon HX890 handheld VHF with GPS carried as a rugged backup. Connectivity and onboard data distribution are assured by a Pepwave MAX Transit Duo router matched with Starlink Mini satellite internet, and a wired intercom provides direct links between the helm, engine room and crew quarters for efficient coordination. The electrical architecture supplies 240V/120V AC protected by an isolation transformer and surge protection, supported by robust 24V and 12V DC systems fed by AGM batteries installed in 2023 and monitored through a Victron Energy Cerbo GX. LED lighting with dimmers and emergency backup illuminates the yacht, while shore power is available at 50/100 amp with smart switching and load management to safeguard systems and optimize performance. Entertainment and comfort are delivered via Sonos multi zone audio and a Samsung 4K TV in the salon with Apple TV streaming over full boat WiFi, which offers separate guest and crew networks. All electronics are professionally integrated on an NMEA2000 backbone to simplify future upgrades, and complete documentation — manuals, schematics and software licenses — is provided.

Accommodation and interior features

Blue Peter's interior is a refined expression of classic yacht craftsmanship married to contemporary comforts. The arrangement serves both intimate family cruising and gracious entertaining, offering expansive communal salons alongside carefully composed private cabins. She accommodates eight guests overnight across five staterooms and can host up to twelve guests for day cruises, with bespoke configurations available for larger gatherings.

The full-beam master suite occupies a forward position on the main deck and is appointed with twin berths, an en suite head with shower, and generous storage. On the lower deck forward, the VIP stateroom provides a queen berth

and shares a head equipped with a bathtub. Also on the lower deck are two further guest cabins: a twin with its own en suite head and a single midship cabin that shares the VIP's head. Crew quarters are located forward of the galley in the bow and comprise two bunks and a dedicated head.

There are five heads in total, each fitted with modern marine toilets, basins and showers, while the lower-deck guest area is enhanced by three additional showers and a custom bathtub, combining convenience with classic comfort. The main salon is notably generous, anchored by an original wood-burning fireplace, sumptuous seating and broad windows that flood the space with light, creating an inviting center for social life aboard. A formal dining salon on the lower deck, adjacent to the galley, is centered on a table seating eight, and the partially covered aft deck provides al fresco living with teak recliners, a wet bar, grill and coffee station—perfect for relaxed dining whether underway or at anchor. The traditional pilothouse includes a guest bench and commanding sightlines, remaining a preferred vantage while cruising.

The galley is arranged for both effortless family service and professional catering, equipped with a Wolf professional range with hood and oven, multiple built-in refrigerators and freezers, a Miele dishwasher, microwave and trash compactor. Soapstone countertops at the galley and breakfast bar were custom-built and are complemented by extensive cabinetry, a pantry and dry stores, affording ample room for caterers. Laundry facilities—washer and dryer—are situated in the crew area forward of the galley.

Authentic teak and mahogany joinery, either restored or meticulously replicated to original patterns, is paired with teak-and-holly flooring softened by area rugs, while period lighting has been thoughtfully upgraded with LEDs. Custom upholstery, draperies and bedding enhance the interiors, with key amenities including the wood-burning fireplace on a bespoke hearth, vessel-wide WiFi and climate control managed by individual radiators with dedicated controls. The result is an interior that honors Blue Peter's heritage

while delivering modern luxury, every element considered for beauty, comfort and functionality.

Tenders, davits, and auxiliary systems

BLUE PETER carries a carefully selected complement of tenders and water toys, all discreetly stowed on the upper deck for rapid use and deployed by a robust, custom-fabricated davit arrangement. The principal tender is a Rendova RIB driven by a Yamaha 60 hp outboard, complemented by a 12' Whitehall sailing dinghy fitted with a sliding seat to optimize rowing efficiency. The RIB is supplied with comprehensive safety equipment, navigation lighting, and fitted protective covers, while the davits and chocks have been engineered to ensure secure stowage and smooth, trouble-free launch and recovery; the davit system is rated to 1,500 lbs. Further expanding the yacht's leisure capabilities are two kayaks and two stand-up paddleboards, providing a range of options for exploring nearshore waters. BLUE PETER's safety fit-out meets or exceeds applicable USCG and SOLAS standards for her class and size, and includes two 12-person life rafts complete with SOLAS A-packs serviced in 2025, 24 adult and 12 child USCG-approved life jackets, five immersion suits, and an ACR GlobalFix V5 EPIRB that is registered and tested. Fire protection is comprehensive, with an automatic suppression system in the engine room, a manual system in the galley, and portable extinguishers positioned throughout the interior. All cabins and public areas are monitored by smoke and carbon monoxide detectors, and bilge management is provided by six automatic and two manual pumps equipped with high-water alarms. A full, current array of flares, signaling apparatus, and first-aid kits is carried, and man-overboard contingency is addressed with a dedicated MOB package featuring a Lifesling, throw rings, and retrieval tackle.

Transferrable slip information

Among BLUE PETER's most significant assets is her transferrable slip at Shilshole Bay Marina, widely regarded as Seattle's premier deep-water marina. The berth extends 100 feet, providing ample room for BLUE PETER along with her tenders, and is fully serviced with 50/100 amp shore power, water and marina WiFi. Security is robust, with gated access and a twenty-four-hour staff on site, while marina-side amenities include parking, shower facilities, laundry, mail service and bicycle storage; liveaboard status can be arranged for an additional fee. The slip may be transferred to the new owner, subject to approval by the Port of Seattle.

Disclaimer

All particulars have been compiled with care and in good faith; nevertheless, the accuracy of these statements cannot be guaranteed and no warranty is made regarding the condition of the vessel. The yacht is offered subject to prior sale, alteration of price, or withdrawal from the market without prior notice. This information is supplied as a convenience by the broker to its clients and is not intended to constitute a direct representation of any specific yacht offered for sale.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

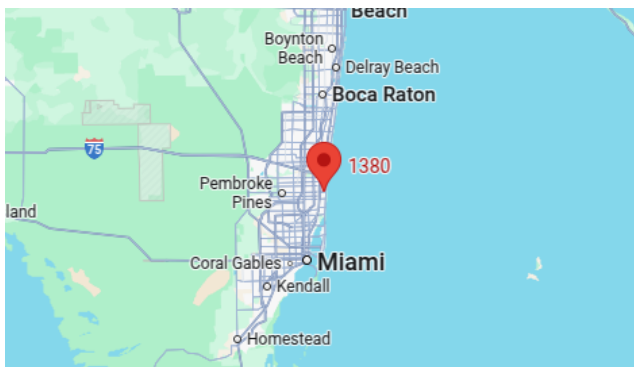
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Contact details

Phone: +1(954)274-4435

Email: andrey@shestakovyachtsales.com

Address



1380 Weeping Willow Way, Hollywood,
Florida 33019