

The Sabre 28 is #440 from 1979. I purchased it in 1991 and shipped it from Connecticut to Minnesota. The boat has been in fresh water ever since. It is always stored in a heated garage from September to May annually, until last Winter when I had it shrink wrapped at Shores. The boat has been almost completely upgraded to much better than when I purchased it. The upgrades are substantial.



1. Volvo 13 HP MD7 rebuilt with new Volvo parts less than 50 hours use, including a new high pressure fuel pump. The work was done by Bruce Johnson, boat owner and diesel mechanic as Shores.
2. All port lights replaced with new, except one in head.
3. Two new NFM port lights in v-berth.
4. Three spinnakers, full radial in excellent condition, reaching spinnaker UK new, heavy wind spinnaker UK new.
5. 135 UK Genoa used four times.
6. Mainsail full battened with Schaefer batt cars very good + condition.
7. Two racing Kevlar head sails, 110 and 135 very nice. 110 used three
8. times.
9. Harken IV unit 2 head furler (replaced Profurl).
10. Keel professionally stripped, and re-fibre glassed with 4 coats of Micron followed by VC 17, several coats. Its bottom is perfect faired for racing.
11. Teak anchor platform from Sabre Corp. professionally installed.
12. Forespar Carbon fibre spinnaker pole.
13. Forespar Whisker pole.
14. Replaced cushions throughout, which have no tears and are in excellent condition with high quality new foam.
15. Professional structural repair of the compression pole base (a common design problem for Sabres).
16. New head.
17. CNG stove in excellent condition with two full tanks.
18. New stanchions and life lines.
19. All running rigging is in excellent condition.
20. Hall boom vang.
21. New rub rail professionally installed by removing the entire teak rail (yes a major undertaking).
22. New 3/4 inch solid teak coaming covers.
23. Stainless binnacle mount for main sheet which is fantastic for single handing, and not a compromise for racing.
24. All instruments are Autohelm ST 50 and work fine.
25. Custom wire connection panel to mast bottom for electrical wires.
26. Stainless "halo" top of mast for Spinnaker.



27. Garhauer Headsail track with pulley adjustment for headsail sheeting angles when racing.
28. VHF and stereo system with cockpit speakers and Bose cabin speakers.
29. Custom wooden Sailing dingy optional.
30. Custom Tri-axle trailer which allows the mast to be alongside the boat (a huge benefit). Trailer has new truck tires and one set of electric brakes. This is an extra option for purchase outside the stated price of the boat.
31. Standing rigging is oversized 19 strand stainless wire and in excellent condition.
32. Harken turning blocks in cockpit.
33. CQR 25lb anchor and nylon rode.
34. Dodger green (replaced) with stainless hoop.
35. Custom swim ladder on stern.
36. Safety gear.
37. Oversized Lewmar 42 ST winches as primaries. Lewmar ST 16's on cabin top. Two mast winches.
38. Rebuilt high pressure injection pump and Bruce Johnson installed. June 2023. 2200\$.
39. 2023. 2200\$.



Two First place and two Second place finishes in the last 4 LLR sailed.

The Sabre 28 sails notably smoother and faster than many boats currently at the Shores of Leech Lake. It is a joy to race and very adequate as just a boat to enjoy days on the lake. I am only selling it because I also have a very nice Valiant 40 over on Madeline Island WI. It literally needs nothing. Will seriously sacrifice at 18,500. For serious interests, of course a sea trial is easily available.



The Sabre 28 is at Shores currently and ready to see and sail. My understanding is that the slip will go with the boat. William Petersen 218-766-8535.

