

FINNSAILER 38

DECK

The deck design and layout aim at easy communication and good sized working spaces even when the boat is heeled. The fore-cabin sides are canted inwards to improve foothold, and every walking surface is non-slip treated.

A stockless anchor can be stowed in the bow fitting, and the bow roller keeps the anchor well away from the hull to avoid damage. An anchor windlass can be fitted, and the chain is stowed in the anchor locker. The locker, which is ventilated, contains the gas bottles, and there is also room for warps and cable. Six 25 cm (10') mooring cleats are provided.

There are two alloy hatches with Perspex lights in the forecabin top, ventilators and alloy grab-rails. The shroud chainplates are mounted on strong knees laminated to the hull, which is additionally reinforced in the chainplate area. The genoa tracks are alloy and equipped with alloy rollers. Genoa winches are Barlow 24 chrome or similar.

The mainsheet track is black anodised alloy, with slider and adjustable stoppers. Handrails are provided on the wheelhouse top, which is equipped with a Perspex hatch.

There are electric windscreens wipers and a horn. The bow, midships and aft pulpits are made of silver anodised alloy, as are the 610 mm (2') stanchions and bases. The lifeline is PVC-covered stainless wire.

SPARS, RIGGING AND SAILS

The black anodized alloy spars are by Selden Masts or similar; the boom is provided with jiffy reefing and the mast is fitted with single profile spreaders, spinnaker boom eye, steaming light, deck floodlight and anchor light. The main and genoa halliard winches, Barlow 16 chrome or similar, are fitted to pads on the mast. The mast is deck stepped, with a stainless thrust bar down to the keel.

Standing rigging is 8 mm 1x19 stainless, with stainless rigging screws.

Running rigging is 7x19 stainless, with rope tails; sheets are 12 mm plaited rope.

Main sail and jib of terylene or similar sail cloth. Rigging screws and chainplates of stainless steel. Sheet winches Barlow 24.

SANITARY EQUIPMENT

Polyethylene water tank 270 litre (60 Imp. gallons). Pressure fed fresh water by PAR or similar electric pump. Taps in fore-cabin, galley and aft cabin. PVC tubing. Stainless double sink in galley.

GRP wash-basins in washroom and aft cabin. Seacocks on through-hull fittings below the waterline. Pump toilet by Raritan or similar. Optional re-circulating waste tank for forward toilet. Stove ENO Diamant, with three burners, oven and flame guards.

One-piece copper gas pipe, flexible tubes at bottle and stove, shut-off valves at collision bulkhead and stove.

Optional Raritan calorifier water heater, operating on engine waste heat.

Optional 45-135 litre electric refrigerator, operating on ship's supply.

ENGINE

The robust, well proved 85 h.p. Perkins marine diesel engine under the self-draining cockpit is easily accessible through a large engine hatch and gives the FINNSAILER 38 a speed of close to 10 knots.

The large cylinder volume and the low revolutions guarantee a quietly running engine and great thrust. At 2,000 r.p.m. the engine has a surprisingly low fuel consumption.

With two filled tanks of 210 liters (48 Imp. gallons) each, the yacht has a range, under power, of about 600 nautical miles. The Perkins diesel engine is fresh water cooled via a heat exchanger, and power is transmitted through a hydraulically operated Borg-Warner (2.1:1) reverse and reduction gearbox to a shaft of acid-proof steel with bronze propeller.

The engine mountings are flexible. The exhaust system has a flexible first part leading to an efficient standpipe silencer.

The engine is effectively sound insulated.

72 BHP (SAE 85 HP) Perkins Diesel 4.236 M

Direct fuel injection
Bore 3.875 in (98.4 mm)

Cubic capacity 235.9 cu.in (3.86 l)

Number of cylinders 4

Reverse and reduction gear 2.1:1 Borg-Warner hydraulic type.

Rating 85 SAE HP at 2500 RPM
Alternator 40 A/12 V

Single-lever Morse controls for gear change and speed.

Two 90 Ah 12 V heavy duty batteries, diode protection
Fuel tanks 2 x 210 l

INSTRUMENTS

- 1 electric fuel meter
- 1 tachometer
- 1 oil pressure gauge for engine
- 1 oil temperature gauge for gear
- 1 ammeter
- 1 ignition lock
- 1 signal horn
- 1 warning light for charging
- 2 electric windshield wipers
- 1 instrument panel dimmer
- 12 V electric outlet in instrument panel

RUDDER ARRANGEMENT

Rudder stock

Double plate rudder, of steel, sandblasted, epoxy coated.

Double operated hydraulic steering system by Tenfjord.

Emergency tiller, galvanized steel.

LIGHTS

Navigation lights according to international rules.

Powerful hand searchlight, socket in instrument panel.

Panel and ceiling lights in cabin.

One ceiling light in saloon and one in galley, toilet, fore and aft cabin.

Two bedlights in fore cabin.

Two bedlights in saloon.

Two bedlights in aft cabin.

Chart light.

Mirror light in fore cabin.

Working light in galley.

LIFELINE

Pulpits, stanchions and sockets of anodized aluminium alloy.

Lifeline of stainless steel wire with PVC covering.

FITTINGS

Handrails of alloy on roof, fore cabin and after edge of steering cabin, fittings of anodized aluminium alloy.

Stern fitting of stainless steel with anchor roller of nylon. Flagstaff with socket.

DECK

All deck surfaces non-skid to prevent slipping.

Separate hatch to anchor box.

Anchor box separated by a water- and gasproof collision bulkhead from the rest of the boat, drainage at lowest point into free space.

As a development-conscious yard we reserve the right to change the specification without notice.

LOA	(37'7")	11,50 m
LWL	(32'6")	9,90 m
BEAM	(11'7")	3,54 m
DRAFT	(5'2")	1,58 m
DISPLACEMENT (9 t)		9000 kg
SAIL AREA (500 sq.ft)		46 m ²



