

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 windscreen 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 pressure gauge for gear
1 temperature gauge
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 steering 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.

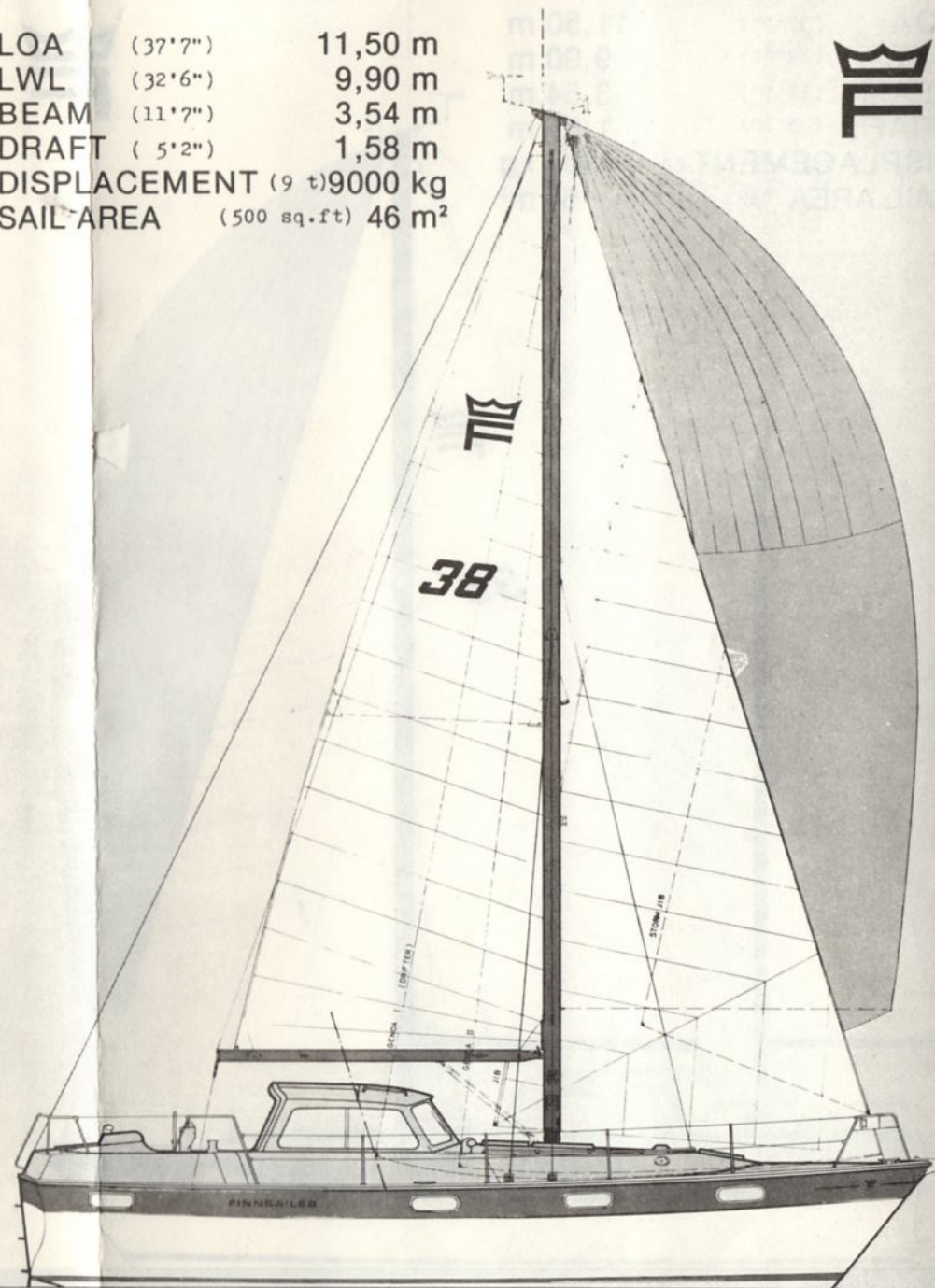
Anchor box separated by a water- and gasproof collision bulkhead from the rest of the boat, drainage at lowest point into free space.

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



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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



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FINNSAILER 38 is the sailing man's motor sailer — the tank tested hull with moderately long fin keel carries an efficient sloop or optional ketch rig. The twin-cabin interior layout is built to the same generous specification that yachtsmen have come to expect from the FINNSAILER family of motor sailers.

ACCOMMODATION

The ingenious radial main companionway leads below to the navigation and galley area. The folding leaf chart table is to port at the companionway, giving direct contact with the helmsman at the forward steering position.

The oilskin locker is also located in the navigation area, and the ventilated battery box is under the companionway stairs.

GALLEY

The galley is to starboard, opposite the navigation area, with a stainless steel double sink on the centre line — no fear of water entry when the boat heels. The fresh water supply is pressurised to all outlets.

The three-burner ENO gas cooker with oven is fitted with flame failure gas cut offs on all four burners. The cooker is gimbaled and fitted with fiddles. An extractor fan expels cooking fumes. A stainless steel guard bar is fitted in front of the cooker.

An icebox is fitted and there is space reserved for optional refrigerators of 45—135 litre sizes. There is very generous locker, drawer and cupboard space.

The galley and navigation areas are lighted by ports in the hull and also by the Perspex light alloy hatch in the roof forward of the semi-bulkheads separating the galley from the main saloon.

The floor in the entry and galley area is of koto/teak striped plywood and gives excellent foothold.

MAIN SALOON

The spaciousness of the main saloon owes much to the generous beam of the yacht. The dinette area is taken right out to the hull sides, with a settee on the port side and a U-shaped settee to starboard.

A centre table with drop leaves can comfortably accommodate a crew of 7—10 either at formal mealtimes or on more convivial occasions. The port backrest folds for conversion into an extra bed, making a total of up to four beds

available in the saloon, if required. There is a great deal of stowage space under the settees and behind the backrests.

Lockers with acrylic sliding fronts are fitted between the strong GRP chainplate knees. To port the locker is fitted out as a bar, to starboard as a bookshelf.

Rich, deep green cord upholstery, moss green carpeting and orange curtains to the hull ports complete a picture of subdued luxury.

FORECASTLE

TOILET AND WARDROBE AREA

As befits a boat of this standard, the toilet room, located to starboard between the saloon and the fore-cabin, is large and well equipped. Opposite to port is a very large wardrobe. The double hung doors form a passage to the fore-cabin, whilst closing the wardrobe and toilet room, or alternatively close off the saloon and forecabin to form a very large toilet-cum-dressing room with privacy and plenty of elbow room to put on a full dress uniform.

Pressurised fresh water supplies the spacious one-piece GRP wash-basin unit and shower and the bulkheads are in tasteful formica, to facilitate cleaning, and a reliable sea-water pump toilet is fitted.

For those requiring full domestic comforts, pressure hot water and an electrically discharged shower waste water sump are available optionally.

FORE-CABIN

The fore-cabin has one fixed berth of 210 cm (6'11") and one of 185 cm (6'1") length. A filler piece between the berths provides at will a full length double berth.

Full length shelves run along the hull sides, and there is ample stowage space beneath the berths. A gas- and water-proof collision bulkhead separates the forecabin from the anchor box and gas bottle stowage forward. The fore-cabin is lighted by ports in the hull sides and a Perspex light alloy framed deck hatch.

Again, the mattresses are covered with deep green Manchester velvet, with thick pile carpet to the floor and orange curtains at the windows.

AFT CABIN

The aft cabin is reached either through a passage-way from the galley, starboard of the engine room, or through the aft companionway. In the passage-way area there are stowage bins along the hull sides for bulky equipment.

Loading is through a hatch to the cockpit, which opens only from the inside for better security. A quarter-berth can be built in the passageway as an option, giving an additional cabin for guests or a mixed crew. An opening port gives light and ventilation in the passageway.

The aft cabin sleeps three in one double and one single berth, with a GRP handbasin, fed by pressurised water, retractably mounted in the cupboard between the berths. A toilet can be provided, complete with door. It will be installed in the forward part of the passageway. Again, there is generous stowage beneath the berths, under the handbasin, and on a shelf across the transom. The berths are a full 200 cm (6'6") long. The same upholstery fabric, carpeting and curtains are used in the aft cabin, as in the saloon and fore-cabin.

COCKPIT AND STEERING

The cockpit is roomy and comfortable in the best FINNSAILER tradition — in fact, the whole boat is conceived around the cockpit and the need to provide good living space for widely varying conditions. Thus, when motoring or slugging against bad weather, the inner steering position on the centre line gives maximum visibility, with good protection, in the semienclosed wheelhouse. The instrument panel in front of the helmsman houses comprehensive instrumentation, the single-lever Morse engine controls, and space for fitting extra navigational aids. A Perspex roof hatch provides a view of the sails, and helps navigation in crowded waters. There is chart space to starboard of the steering position.

Steering is hydraulic by Tenfjord, with automatic change-over from one position to the other. The outer steering position, in a black anodized alloy pedestal, with a moulded-in seat in the aft cabin hatch, provides perfect command when sailing. The wide coamings, well rounded off, are designed for sitting out when on the wind or on a fine day. Benches, coamings and the whole poop deck are designed to offer very generous seating and sunbathing spaces. The genoa winches are close to the aft steering position. There is a cockpit locker in the port seat to accommodate fenders and warps, and a locker further forward to port, prepared for the installation of the optional heating system. Another locker is to be found under the cockpit sole.