

# Mariner 39

39'

**F**air Weather Mariner 39 is a world-class, high-performance, cruising sailboat. Everything is consistent with the philosophy of an integrated total system. The key is **QUALITY IN DESIGN, QUALITY IN MATERIAL AND EQUIPMENT, QUALITY IN CONSTRUCTION!**

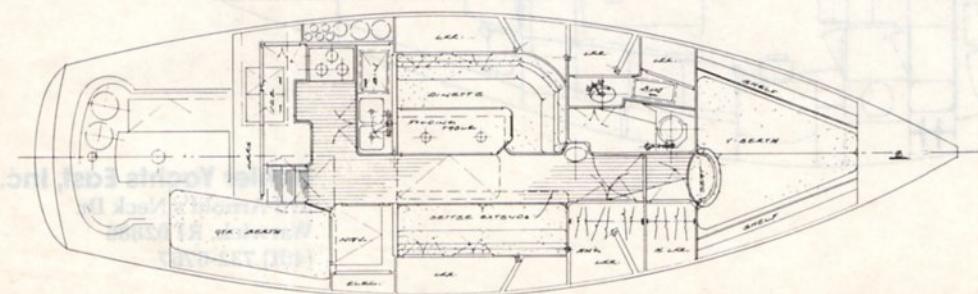
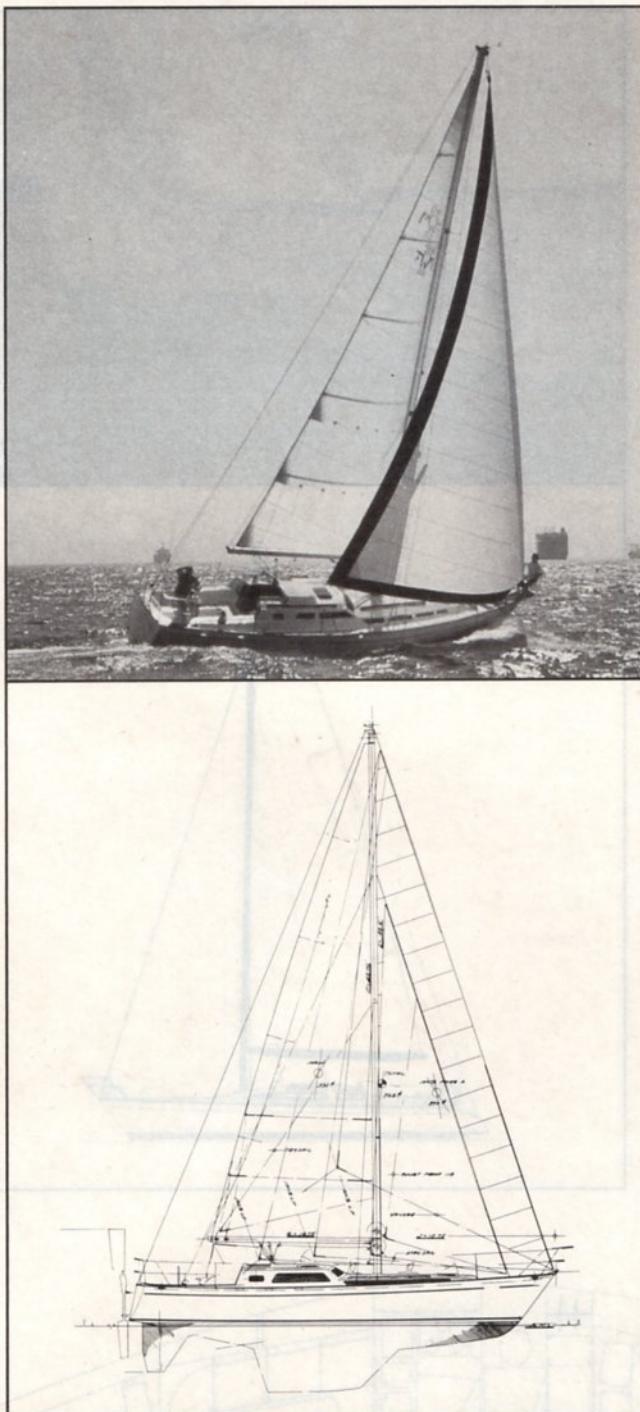
**QUALITY IN DESIGN!** The Fair Weather Mariner 39, a Robert Perry design, is a high-performance world cruiser. Design emphasis on the Fair Weather Mariner 39, is on performance. The exceptional hull design with easy compatible lines provides sailing characteristics that result in exceptional tracking, perfect balance, outstanding stability, and speed. The theoretical hull speed is 7.86 knots, which she easily achieves and readily exceeds. The combination of the modified fin keel, large skeg, and rudder system provide tracking and stability you'd expect with a full keel . . . yet the balance, pointing ability, speed, and control you'd expect with a fin keel.

**QUALITY IN MATERIAL AND EQUIPMENT!** The only way to build a superior product is to use superior goods. Only top-quality material and equipment are used in the Fair Weather Mariner 39. The resin's a new unsaturated polyester, thexotropic resin from Japan especially designed for open mold hand lay-up operations. It's particularly suitable for large boats and bears the Lloyd's Register of Shipbuilding Approval. The interior is a complementary blend of white vinyl overheads, hand-selected Burmese teak or optional rose wood,

luxurious cushions upholstered in soft, elegant velours. The parts, pumps, and components are top of the line, stainless steel tankage, lead ballast, and Isomat spars with all  $\frac{3}{8}$ " stainless steel standing rigging as standard.

**QUALITY IN CONSTRUCTION!** The quality must be built-in. The Fair Weather Mariner 39 is hand laid with an extra thick deck and hull lamination schedule using alternate layers of mat, woven rovings, and cloth for greater resin absorption, interlaminar bonding, and strength. The hull is all single-layer construction, whereas the entire deck is all reinforced sandwich construction. They're then through-bolted and glassed. The inside of the hull is separated from the interior lining by a 1-inch dead-air space to provide extra insulation.

L.O.A.	38'10"
L.W.L.	34' 4"
Beam.	11'10"
Draft:	
Deep Keel	6' 0"
Shoal Keel	4'10"
Ballast	8,400 lbs.
Displacement	19,200 lbs.
Sail Area:	
100% Foretriangle	390 sq. ft.
Main	332 sq. ft.
Rig Dimensions	
Foretriangle:	
I (Height)	49' 6"
J (Base)	15' 9"
Main:	
P (Luff)	45' 0"
E (Foot)	14' 9"
Rig	Isomat
No. of Berths	6-7
Water Capacity	150 gal.
Fuel Capacity	55 gal.
Auxiliary	51 H.P. Perkins
Sails	Top Sails
Winches	Lewmar
Stove	Seaward
Steering	Edson
Blocks	Schaefer
Designer	Robert H. Perry
Year Introduced	1985
Selling Price	\$128,000



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