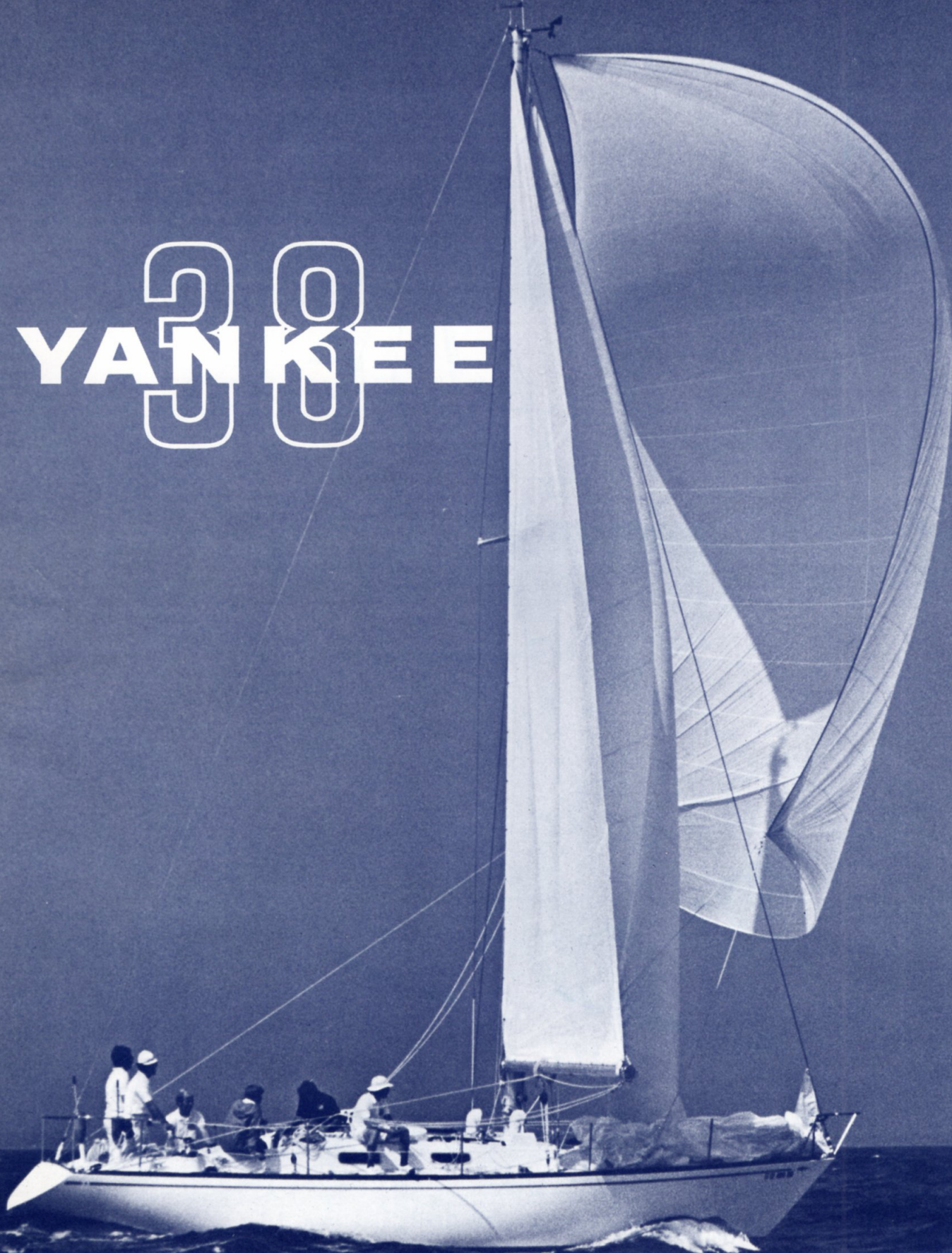


30 YANKEE



**SPARKMAN & STEPHENS' NEWEST ONE-TON-CUP DESIGN
IN U.S. PRODUCTION...NOW, FROM YANKEE YACHTS!**

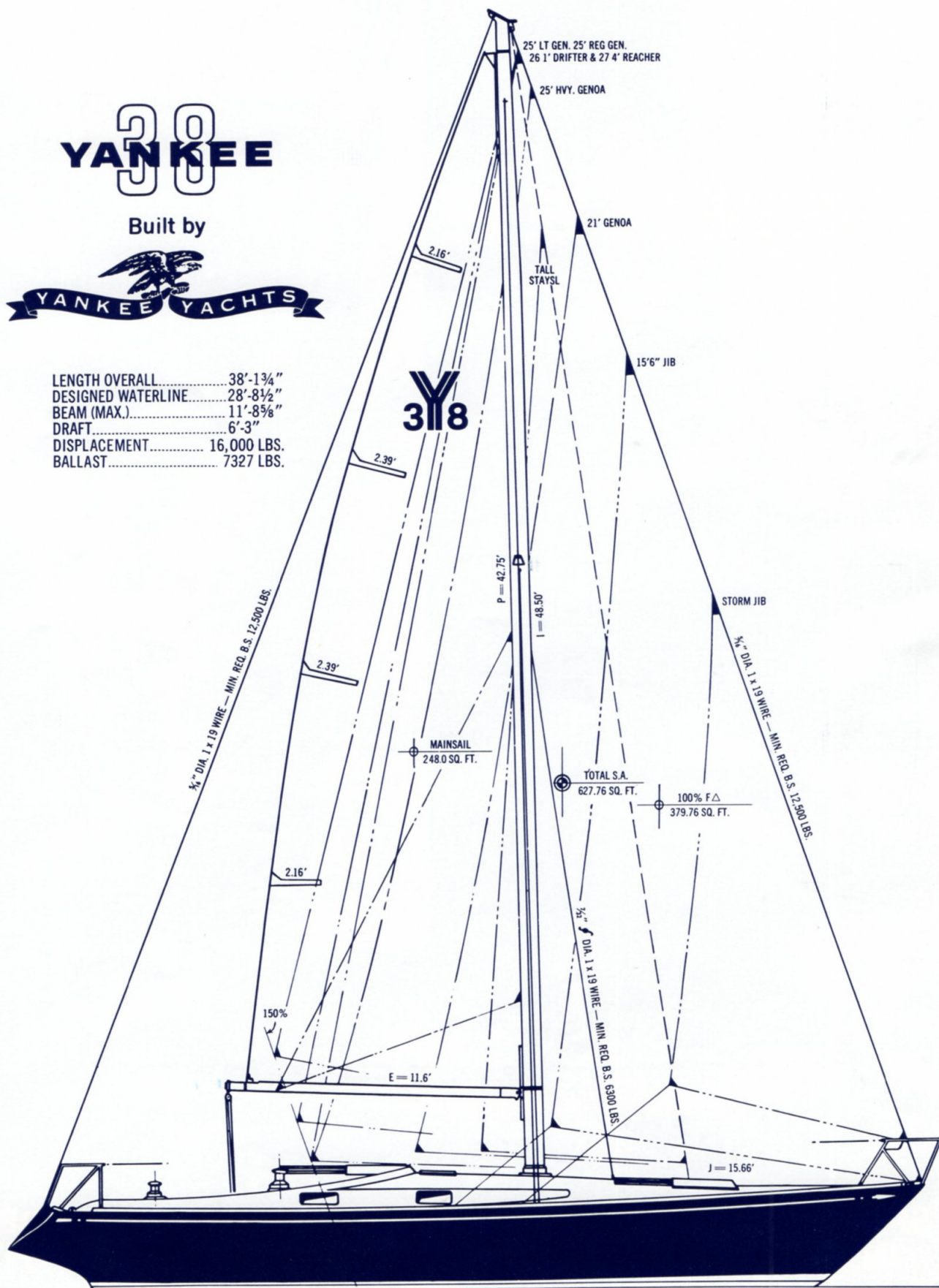
SPARKMAN & STEPHENS' BRILLIANT,

38 YANKEE

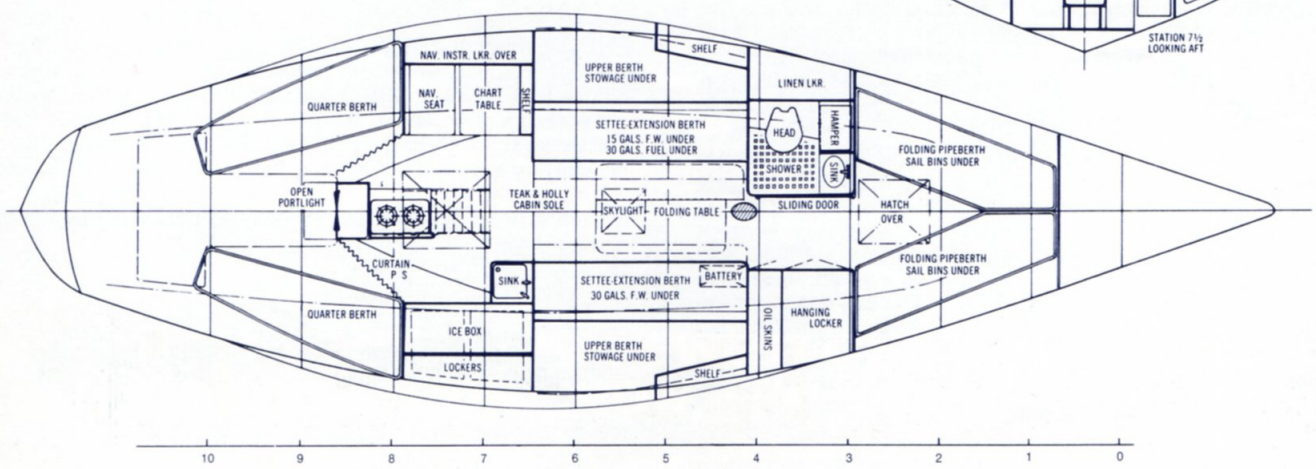
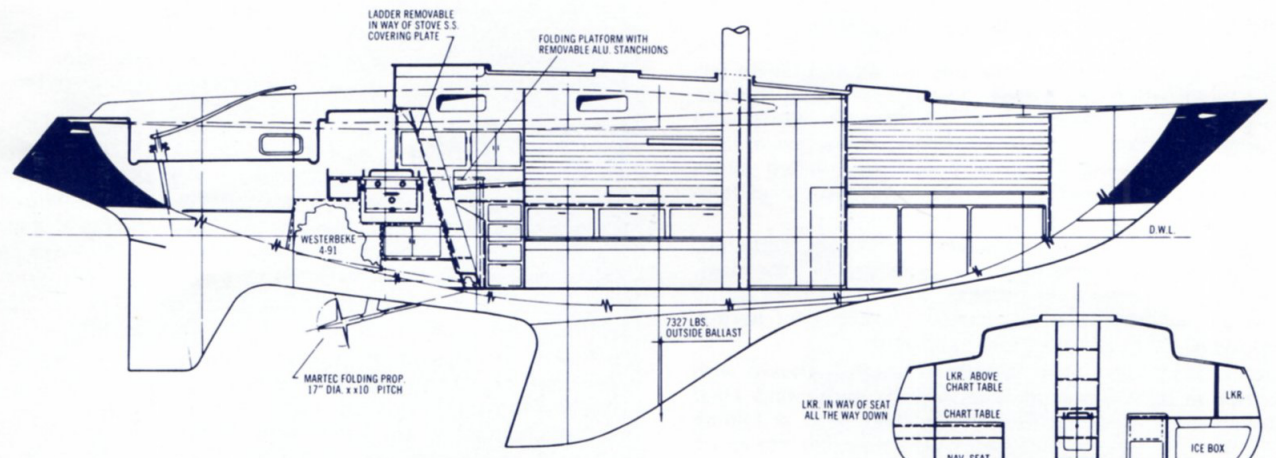
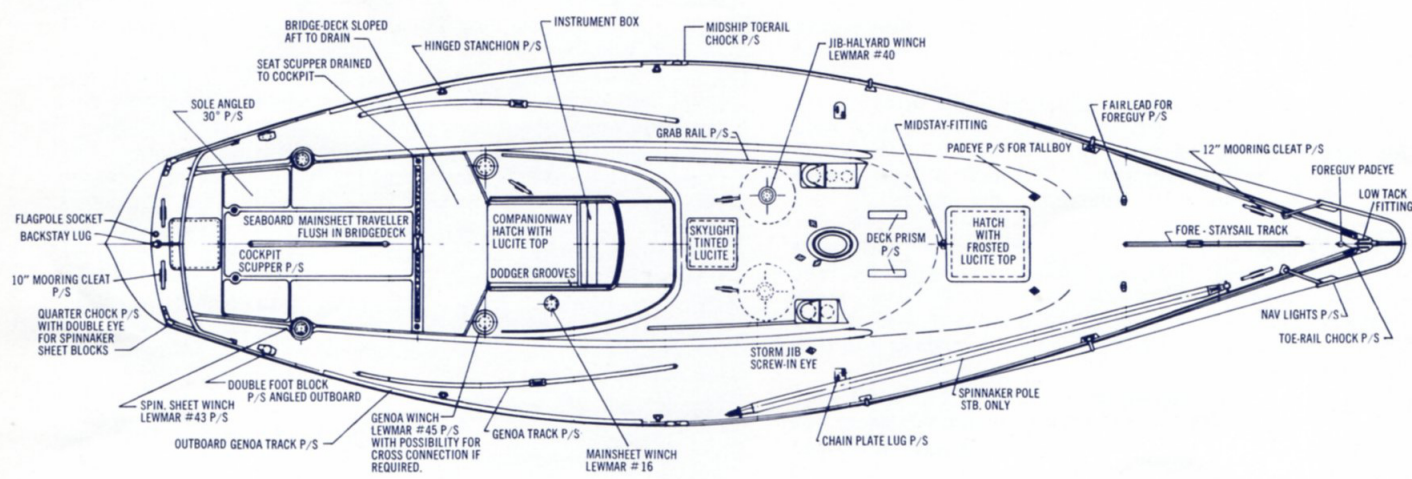
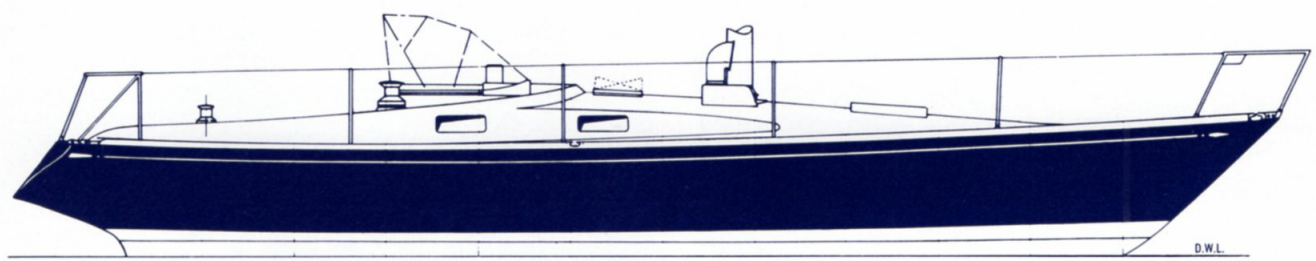
Built by



LENGTH OVERALL.....38'-1 1/4"
 DESIGNED WATERLINE.....28'-8 1/2"
 BEAM (MAX.).....11'-8 5/8"
 DRAFT.....6'-3"
 DISPLACEMENT.....16,000 LBS.
 BALLAST.....7327 LBS.



ALL NEW, ONE-TON-CUP YANKEE 38!





SPECIFICATIONS and STANDARD EQUIPMENT

Designed and engineered by Sparkman & Stephens and built in the superb craftsmanship of Yankee Yachts this exciting new One Ton Cup yacht offers the ultimate in performance and comes truly race-ready with double lifelines and complete deck and spinnaker gear.

HULL—offered in a selection of eleven standard colors with molded in contrasting boot top and cove stripe. 100% hand lay-up fiberglass hull and deck are carefully engineered by Sparkman & Stephens to yield great strength and rigidity commensurate with moderate light displacement. Four full length $1\frac{1}{2}$ " x 4" balsa core stringers running fore and aft are glassed in integrally with the hull assuring further strength and rigidity. Bow area is further re-inforced for attachment of stemhead fitting. $\frac{3}{4}$ " Honduras mahogany bulkheads are glassed in full perimeter for the shroud chainplates and, in addition, two $\frac{3}{8}$ " fiberglass ribs on either side of these bulkheads insure secure fastening of shroud chainplates. Backstay lug is secured between heavy fiberglass webs glassed into hull.

Keel area is $1\frac{1}{4}$ " thick fiberglass and a series of fiberglass floor timbers running athwartship provide an extremely rigid area for support of the mast and the attachment of the 7,327 lb. cast lead ballast secured with 1" diameter silicon bronze keel bolts. Rudder shaft is $1\frac{3}{4}$ " diameter solid bronze.

DECK—100% hand lay-up fiberglass construction with $\frac{1}{2}$ " balsa core sandwiched between fiberglass laminations. All critical areas for fastening hardware are re-inforced. Strategic traffic areas have heavy nonskid pattern molded in and inboard genoa tracks and foredeck staysail track are recessed. Teak toerails and taff-rail encircle entire boat.

T-shaped cockpit for efficient helmsmanship and crew work with removable teak seats in "T" section, instrument panel box molded into companionway hood, ample lazarette hatch, recessed engine controls and cockpit mounted diaphragm bilge pump provide maximum convenience racing or cruising. Cockpit well has three large opening dog-down portlights — one for each quarter berth, one for stove ventilation and pass-thru.

INTERIOR—bright and airy interior has a teak and Lucite forward hatch, flush mounted Lucite deck prisms P/S, Dorade boxes molded in P/S fitted with 5" Nicro-metal vents with screw-in base. A tinted Lucite midhatch provides extra light and ventilation. Teak and Lucite companionway hatch slides into hood, fitted with aluminum grooves for the supplied folding dodger.

Varnished Honduras mahogany bulkheads, joinery, and trim, solid teak and holly cabin sole with removable sections for maximum access to all hull and bilge areas, mahogany ceiling strips cover exposed hull area in main, forward, and quarter berths, cabins, overhead grab rails port and starboard.

Main cabin has large upper berths port and starboard with high bunkboards with three stowage lockers under and shelf over both, slide-out lower berths port and starboard. A folding mahogany table with removable sea rails folds and stows on main bulkhead.

Navigator's station separated from main cabin and quarter berths by full bulkheads has 27" x 42" lift-up chart table with chart stowage inside, drawers under gooseneck chart light, special saddle type seat over tool box, oilskin lockers, instrument panel with navigation and cabin lights, switch breakers, bookshelf and navigator's instrument shelf.

Port and starboard quarter berths with 3" vinyl covered foam cushions fold up for easy access to engine. Separate hanging locker and oilskin locker with louvered doors and shelf over are opposite head. Exceptionally comfortable galley has Formica counter top with generous sea rails, stainless steel sink with high capacity foot pump. Ten cu. ft. ice box with pump to sink, self-locking drawers, ample dish lockers and stowage, center-line mounted gimballed 2-burner alcohol stove, 30 gallon fresh water tank.

Forward cabin has unique vinyl covered foam cushion on folding pipe berths port and starboard, sail bin stowage, forepeak locker.

Head with sliding louvered door has 15-gallon fresh water tank, sink with foot pump and Y-valve for sink or shower operation, telephone type shower head, shower sump with diaphragm pump, head with quick throw valves (or re-circulating tank), clothes hamper, medicine cabinet, drawer and six cubby-hole stowage lockers.

HARDWARE—special Sparkman & Stephens design all stainless weldment stemhead fitting with double low tack fitting and stainless pad eye for foreguy block, bow pulpit with running lights P/S, stainless stanchions — 2 hinged for after guy clearance, double lifelines, and stern pulpit.

Alloy bow chocks port and starboard, 10" marinium bow cleats (2), 8" marinium stern mooring cleats (2), custom cast quarter chocks with double eyes for spinnaker sheet blocks.

Foreguy fairleads, 14 stainless diamond pad eyes along rails recessed Merriman "T" track with car for fore staysail, recessed "T" type inboard genoa tracks, "T" outboard genoa tracks on toe rail, 4 genoa track cars, Schaeffer 10,000 lb. working load double foot blocks.

Recessed seaboard mainsheet traveler on aft edge of bridge deck with purchase tagline and cleats. Double end mainsheet system — Schaeffer mainsheet fiddle with cam on traveler — forward trim of main to cabin top winch. Ash shell roller bearing mainsheet blocks.

Lewmar winches are standard or Barlow optional—
no extra charge

2 #55 3 speed—primary	2 #30—primary
2 #43 speed—spinnaker sheet	2 #26—spinnaker sheet
1 #40 2 speed—spinnaker halyard	1 #24—spinnaker halyard
2 #40 2 speed—genoa halyard	2 #24—genoa halyard
1 #16 2 speed—mainsheet	1 #20—mainsheet winch
1 #1 wire reel—main halyard	1 #2 wire reel—main halyard
1 #8—staysail halyard	1 #16—staysail halyard

MAST & RIGGING—Sparkman & Stephens specification special Le Fiell roll-flo section, 1 piece weldless mast — top tapered forward and athwartship 4-sheave masthead system with double spinnaker cranes, masthead light. Le Fiell tapered air foil spreaders, stainless tangs and bolts. Special adjustable mast step with lug and screw to simplify rake adjustment. Halyard exit boxes for internal main and jib halyards.

Round section boom with geared roller reefing or slab reefing with extra winch. Internal clew outhaul. Topping lift.

1 x 19 stainless standing rigging, Navtec shroud turnbuckles, Merriman adjustable backstay turnbuckle and Johnson adjustable midstay turnbuckle with quick release pin.

One set light, 1 set heavy genoa sheets. Spinnaker sheets, guys, lift. Four Merriman spinnaker snatch blocks. Spinnaker pole with socket inboard quick release outboard and two internal release lanyards. Jockey pole with toggle fitting inboard.

ENGINE—25 H.P. fresh water cooled Westerbeke 4-91 four cylinder Diesel with Water V-drive, Martec folding propeller, double level Morse controls, tachometer, hour meter, ammeter, oil pressure and water temperature gauges, electric blower, master switch with battery selector and blower switch, 105 amp hr. starting battery plus lighting battery, 30 gallon fuel tank.

Standard price: **\$43,950** completely equipped as shown above, less sails.

