

# Saare 38



## Standard description

CE-Certification: Category A, worldwide

Jan. 2019

### Hull and deck built by using vacuum-infusion technology with vinyl ester resin

All hulls and decks of Saare Yachts are built by using the innovative vacuum infusion technology. The GRP parts are light due to the higher fiber ratio, the structure is even stronger and stabile, than hand laminated parts.

Starting with the application of the grey gelcoat stripes, followed by two layers of white gelcoat which form the hull surface. During the next step, the rub rail gets laminated by hand. After that we start with the first two hand laminated layers of GRP using vinyl ester resin. These layers form a perfect layer against osmosis and due to the high effort we put in these layers, we can prevent the hull surface from shrinkage, which enables a long lasting, perfect gelcoat surface.

After the structure is fully hardened and after grinding the hole surface, all further glass fiber layers and the high-grade Divinycell sandwich foam (density below the water line 100 kg/m<sup>3</sup>, above the water line 80 kg/m<sup>3</sup>) are laid into the hull without resin. These layers get perfectly penetrated by polyester resin (optional: using only vinyl ester resin) during the vacuum infusion process. By using this technology our yachts have a perfect fiber to resin ratio, which forms an even stronger structure. Furthermore, the technology prevents any air bubbles inside the GRP. For all thru-hull fittings, the bilge and the keel area we use only GRP and no sandwich material.

- ✓ NEW for 2019: All thru-hull fittings and sea cocks made by Tru Design from composite plastics.
- ✓ White gelcoat with integrated light-grey stripes and water line.
- ✓ 19 mm sandwich foam for maximal stiffness, optimal insulation and acoustical insulation of the hull.
- ✓ 2 layers of epoxide primer and 2 layers of antifouling in grey or black.
- ✓ Strong full-laminate in bilge section.
- ✓ In hull integrated rubbing strake with stainless steel rail.
- ✓ Strong GfK-frame construction with unidirectional and multiaxial glass fiber-layers, with very strong, closely placed cross and longitudinal beams to ensure high stability of the keel-hull connection and force participation of shrouds and mast connection. This hull structure is hand laminated to the hull and to the deep bilge.
- ✓ The antimony hardened led-keel (2950 kg, ballast 37%), 1.95 m deep, fixed with 14 stainless steel bolts with 24 mm diameter in the laminated bilge. (optional depth 1.75 m)
- ✓ A high righting moment due to the low center of gravity of the L-keel construction
- ✓ 6 elegant hull-windows. (If preferred it's possible to have less or no hull-windows)
- ✓ The inside of the hull below the water line is covered with two layers of topcoat.
- ✓ Wheel-steering system from Jefa with direct force transmission thru a thrust shaft on the cross quadrant.
- ✓ Self-correction rudder bearings laminated in the hull. Stainless-steel rudder shaft with enhancement and rudder blade in epoxy foam, multiaxial laminate and transparent gelcoat.
- ✓ Deck made by using vacuum infusion technology, 19 mm sandwich foam inside the horizontal areas to strengthen and insulate them. The sandwich foam gets recessed and strengthened where hardware or thru-deck fittings are attached later.

### Mast and Rig

- ✓ 19/20 2 spreader-rig from Selden/ Sweden, tapered in the top, mast profile C 245
- ✓ Two pairs of swept-back spreaders assuring best trim. Backstay possible to trim with handle clamp (hydraulic as option)
- ✓ Standing rig, discontinuous with bronze turnbuckles and aluminum protection sleeve. (Rod rig optional).
- ✓ The mast is deck stepped with a VA-steel stanchion below deck or directly stepped on the stabile hull construction.
- ✓ High-quality halyards of spectra with minimal expansion and high stability. The halyards end on 10 clamps and are manageable with two Harken Radial 40 STC winches.
- ✓ Boom with two one-rope-reefs, to handle from the cockpit. (roll-mainsail or furler boom as option)
- ✓ Rodkicker/ boomvang Selden with pneumatic spring
- ✓ FURLEX 300 TD headsail furler, under deck for the genua. Optional with second furler for cutter jib. Optional: The furler line can be looped inside a stainless-steel pipe directly to one of the halyard winches (optional electrical halyard winches).

## Deck and hardware

On deck you will find the very best hardware: Harken rails, pole cars, blocks and chrome self-tailing 2-speed Radial winches by Harken. The ball bearing mainsheet traveller from Harken with rope adjustment is mounted in front of the steering column inside the cockpit. The Harken genoa tracks sit on top of the coach roof, to ensure an optimum, narrow sheeting angle and a wide and free side deck. The ball bearing, 4 to 1-line adjustment of the lead cars is easily adjusted from the cockpit, even under load.

The ball beared mainsheet traveller from Harken is mounted in front of the steering console. (optional: mainsheet traveller on coach's roof) It is possible to selected an option for a German mainsheet system, in this system the mainsheet is looped do the mast and from there back to two Harken Radial 40.2 STC winches, mounted next to the steering wheel.

- ✓ Synthetic deck on both side decks, coach roof, cockpit seats and- floor and bathing platform This deck is glued. As option we over traditional Teak wood.
- ✓ Synthetic teak band on top of hull-deck connection
- ✓ Stabil sea railing bases. Pulpit, stern pulpit with seats / Teak seats and railing stanchions all stainless steel with perfect and stabile workmanship. Quit a few handrails on the coach roof.
- ✓ Deep bathing ladder.
- ✓ 2 water drains on each side on the lowest point on deck with outlets just above the water line.
- ✓ 6 stabile stainless-steel mooring cleats with stainless steel protection profiles.
- ✓ Bow spool for 25 kg anchor. (Optional: bow sprit with ladder and anchor holder).
- ✓ 2 halyard winches 40.2. STC (all winches electrical powered das option)
- ✓ 2 genua winches 46.2 STC. (all winches electrical powered or Rewind winches as option)
- ✓ 10 Spinlock XTS clutches for halyards, downhaul, reff lines and sheets.
- ✓ 10 openable windows in the coach roof and 5 deck hatches (salon, bow cabin, wet locker, pantry and aft cabin).
- ✓ 6 elegant hull-windows. (If preferred it's possible to have less or no hull-windows).
- ✓ 4 gillthead aerators and one permanent aerator for good ventilation in all areas.
- ✓ 4 padeyes on Deck for life-lines. 6 additional padeyes inside the cockpit for life-belts.
- ✓ Solid aluminium frame and fixed windshield with integrated light-grey sprayhood
- ✓ Steering console with engine panel and control lever, housing for instruments and plotter, switches for navigation lights and deck spotlight.
- ✓ Teak cockpit table mountable on the steering console, bag for cockpit table.
- ✓ Steering wheel with elk leather cover.
- ✓ Anchor locker in the bow with room for fenders and moorings.
- ✓ Inside the cockpit on port, the yacht has a very big storage compartment, this is accessible trough a hatch or a door for walking in below deck. On stb. is a shallow storage compartment for moorings and life lines.
- ✓ Sliding hatches made from acrylic glass.
- ✓ 2 storage compartments in the stern. Separate gas locker in the stern for a big 6 kg bottle.

## Instruments

- ✓ Volvo engine display, fuel gauge, voltmeter.
- ✓ Raymarine i 70s display for log and echo sounder in the panel above the hatchway.
- ✓ Magnet compass in the steering console; Windex.

## Engine

The Saare 38 is equipped with a strong and reliable 4-cylinder diesel engine Volvo D 2 – 50 (51 hp) with saildrive (option 60 hp). The engine is pleasantly silent. The engine room is spacy and has a good insulation.

- ✓ Two cycle cooling system, shafting.
- ✓ 2 blade foldable propeller, Volvo or Flex-o-fold.
- ✓ Stainless steel V4A diesel tank 200l, placed under salon bunk for ideal weight balance.
- ✓ Tank with fuel dip stick, stabilizing bulkheads and inspection opening (option additional tank 100 l)
- ✓ Electric fill level display, water trap, sea water filter and diesel filter.

## Freshwater system

- ✓ 240 l water tank V4A stainless steel under port salon bunk (option: additional 100 l tank in the bow).
- ✓ Electronical tank fill level display, filling spout on deck, food-safe water hose.
- ✓ 30 l water boiler with 220 V heating powered by mainland electricity connection and heating via engine cooling circle.
- ✓ Cold and warm water mixing valve in bathrooms, pantry (stern- /cockpit-shower optional).
- ✓ Foot-pump for seawater or switchable to fresh water in the pantry.

## Bilge pumps

All thru-hull fittings below the water line are provided with ball valves. They are flush mounted to enable minimal way resistance.

- ✓ 2 manual bilge pumps, operatable from the deck or inside the boat.
- ✓ Electric bilge pump with automatic switch.
- ✓ All hoses are secured by double stainless-steel clamps in the areas below the water line.

## Electronics

New for manufactured yachts in 2019 all cables galvanized (as far as deliverable).

12 V board net with 3 batteries in standard. All electrical installations are carefully and prudently made, so retrofits can be made easily. All lamps are LED's to have the lowest possible energy consumption.

- ✓ Halogen or LED reading lights in the cabins and salon.
- ✓ 12 V outlets at chart table and on the hatchway, 230V outlets at the chart table, the pantry and the head.
- ✓ Starter battery 70 Ah for engine. 2 AGM service batteries each 160 Ah.
- ✓ 115 A alternator on the Volvo engine.
- ✓ 230 V shore power connection with 50 A board charger. 230 V sockets, FI-switch, automatic fuses.
- ✓ Saare switch panel with automatic fuses and sockets on the navigation space.
- ✓ Ampere- and voltmeter. Electric fuel gauge for diesel and water tanks.
- ✓ Control display for navigation lights. LED - navigation lights, steaming light and deck spotlight.

## Interior

The entire interior design is made in the best, traditional craftsmanship. Finest mahogany-inlay and solid woods (optional: light European oak), glue laminated edges, very precise fits, carefully laminated bulkheads and a traditional multiple paint offer highest quality, which you can hardly find in any serial production nowadays. The doors and cabinet doors are manufactured as a honeycomb sandwich construction, offering a weight advantage and a torsion-free structure.

All cushions are made of high-quality foam and covered with easy-care Alcantara in the salon and with light-colour covers in the cabins. Thanks to several windows and hatches, including the 6 hull windows, the entire boat is bright and has a cosy atmosphere. Even all windows closed the aerators can guarantee good ventilation of air.

The Saare 38 has an optimal use of storage space.

All deck hatches are equipped with integrated fly screens and curtains. Curtains at all windows.

The diesel heating Eberspächer 5000W with outlets in cabins, salon, bathroom and wet locker is standard.

The interior can be adapted accordingly to your wishes in many areas. The shipyard is, as long as there are no technical limitations, very flexible. Different coloured panelling and edging of the hull windows, other upholstery fabrics, and another floor in the cabins - many solutions are conceivable. The shipyard Saare Yachts OÜ builds Saare 38 in real, traditional handicraft work in small series. The boat builders are highly motivated and well trained. Saare Yachts makes no mass production, but is still a real shipyard.

## Bow cabin

Large owner's double berth with 12cm thick mattress in the bow (about: 2.02 m long, 0,60 m wide at foot part, head of 1.75 m wide). Padded seat at starboard, wardrobes on both sides, LED ceiling lights, storage in sponsons, large drawer and additional storage space under the bunk. Large deck-/escape hatch with integrated curtains and fly screens, 230 V socket.

2 reading lights and indirect LED lighting. 2 hull windows for a bright, friendly atmosphere.

## Head

- ✓ Toilet, laundry room and large, separable shower in the bow. Jabsco board toilet (electrical as option), storage space and heat able wet section. 230V socket.
- ✓ Spacious shower area separateable with an acrylic glass door.
- ✓ The shower waste water is pumped via a separate electric pump directly to the outside.
- ✓ Small openable decks window and hatch for good ventilation.
- ✓ Waste tank (stainless steel, 70l) with drainage from deck and through hull fitting with ball valve. Only high-quality, odour-proof hoses are used.

## Salon

Spacious and bright with a sofa of 1.98 m length on the port side (L-shape as option), sofa berth on starboard 1,97 m. Both salon berths are equipped with removable back cushions for berth broadening (with about 67 cm). Solid, thick upholstery with alcantara covers. Both sides folding, large table with bottle and storage compartment (as option table one-side foldable with additional fridge), with space for 6 to 8 persons. Bookshelves and shelves as well as cupboards at the sides.

2 elegant hull windows, windows in the deck and a deck hatch with integrated curtain and fly screens. Reading lamps and LED ceiling lights, as well as a beautiful indirect lighting LED are integrated in the salon.

## Navigation area

- ✓ Large, classical chart table in travel direction with map compartment in and 3 drawers under the table
- ✓ Lockers under and next to the upholstered chair
- ✓ Additional card slot under starboard berth
- ✓ Switch panel next to navigation seat with automatic fuses, voltmeter, amperemeter and fuel gauges
- ✓ Control display for position lights, installation space for plotter, marine radio service, etc: 12V, 230V and USB sockets
- ✓

## Pantry

- ✓ Gas stove 2-flames with oven, half-cardanic suspended. Openable window above the stove and hatch
- ✓ Sliding door cupboard over the stove. 3 storage compartments above the pantry
- ✓ Two large drawers and compartments for cutlery and pans
- ✓ Big fridge, with minimal energy consumption and waste heat prevention equipped with water-cooled compressor unit (as option second fridge and additional cooling unit)
- ✓ Large waste compartment with two garbage containers
- ✓ Double sink, hot and cold fresh water and seawater pump (switchable to fresh water).
- ✓ Passage to optional second aft cabin or storage compartment. 230 V socket.

## Aft cabin

Beautiful and bright double cabin in the aft with good air circulation

Double berth with solid mattress (around: length 2.05 m in shortest part, 2.25 m in middle, wide feet section 1.15m, width in middle 1.55m)

- ✓ Cupboard and storage space and sponson
- ✓ Elegant hull window, opening window and deck hatch
- ✓ Three LED ceiling spotlights and two reading lights, as well as a 230 V socket

## Storage compartement/stowage

From pantry accessible, walk-in storage with big opening from cockpit. Lots of space for all the things you will need on a long trip. (as option a second aft cabin with a single bed is possible)

Included in the standard are a foldable partition and a heat able wet cloth area.

## Comfort-standard equipment

- ✓ 5000W diesel heating with outlets in every room of the boat and in the wet locker
- ✓ Sprayhood with fixed windshield.
- ✓ Teak cockpit table with attachment possibility at the steering column
- ✓ Big walk-in storage.
- ✓ Pressured water system with 30l water heater; heating through engine waste heat or land power
- ✓ Big fridge with subdivisions (as option second fridge)
- ✓ Gas stove with oven
- ✓ 4 gillthead aerators, 1 permanent aerator, 5 opening deck hatches, 10 windows in the roof, possible to open, 6 elegant hull windows
- ✓ Curtains and fly screens and integrated blinds in windows and hatches
- ✓ Several LED lights and lamps, 12V and 230 V sockets
- ✓ Elegant alcantara upholstery
- ✓ AGM batteries, shore power and charger.

## Safety and boat equipment

- ✓ 2 foam fire extinguishers in the storage compartment and the bow cabin, 1 CO<sup>2</sup> extinguisher below the hatchway.
- ✓ Emergency tiller; 2 Harken winch handles.
- ✓ Flagpole with flag, 2 signal flag lines on the mast, boat hook.
- ✓ 9 host port country flags for all Baltic sea countries.
- ✓ Board manual with drawings and instructions.
- ✓ CE certification class A.

## Delivery destinations

A delivery to any harbor in Europe on a truck is possible. We also enjoy delivering your yacht in Eckernförde/Germany or in Estonia ready to sail. A special offer is the transfer of the yacht directly from the shipyard in Estonia. Together with a skipper from Yachtsport Eckernförde you will be sailing to your destination from Estonia. In doing so you have the possibility to test your yacht for 5 to 8 days. To visit the shipyard during the time of the production of your Saare 38 is possible anytime. You are welcome in Estonia to visit us and Kuressaare on the island of Saaremaa with best 4-stars hotels, perfect spa offers and cozy restaurants.

All dimensions are provisional and circa measures.

Changes in the specification are reserved.