



STANDARD - CONTINENTAL

Dimensions:	Length overall	11.80 m
	Length of waterline	9.50 m
	Beam	3.85 m
	Draft	2.25 m *
	Displacement	7400 kg
	Ballast (lead)	3150 kg
	I	16.15 m
	J	4.80 m
	P	14.15 m
	E	4.25 m
	Rating IOR	30 feet, approx.

* Shallow draft version with wing keel available DRAFT = 1.75 m

Designed by: Peter Norlin/Jens Östmann

Built by: Sweden Yachts i Stenungsund AB
P.O. Box 80, S-444 01 STENUNGSUND, Sweden
Phone 303-70640 Telex 21241 SWY S

GENERAL CONDITIONS

This specification is a supplement to the arrangement drawings. Details may be changed as a result of experience from building and using the yachts. The standard of quality and completion will be maintained.

The owner or his representative will have access to the yacht at all reasonable time during the construction period.

Insurance	The builder will maintain insurance on the yacht during the construction period until hand-over.
Tests	The yacht is tested in the test pool. The engine is run for four hours and all controls are checked. Fuel, sea water, fresh water and gas systems are tested for proper function. The electrical installations are checked. The water tightness of the hull and deck and all fittings are checked.
Trim	The builder reserves the right to add internal ballast for trimming purposes.
Certification	Lloyd's Register Hull Construction Certificate is supplied with each yacht.
WARRANTY	THE YACHT AND THE EQUIPMENT HAVE A ONE (1) YEAR LIMITED WARRANTY AGAINST POOR WORKMANSHIP AND MATERIAL FAILURE.

CONSTRUCTION

Hull	End grain balsa core sandwich using fibreglass mat and rowing on both sides gives a light, rigid and well insulated hull. Balsa core is used from toe rail to below water line. Solid laminate is used in high stress areas around keel, mast foot and in the joint between the hull halves. Bottom reinforcements are longitudinal and transversal solid laminate design.
Deck	End grain balsa core sandwich with moulded fibreglass on both sides. Stress areas where winches, sheet tracks, etc. are fixed are reinforced by replacing the balsa core with marine plywood or by using aluminum backing plates.
Hull/Deck joining	The hull is laminated to the deck using glass and polyester. The toe rail is then bolted through deck and hull flange using a special sealing material.
Ballast	Ballast keel is lead casting with antimony. Cast-in keel bolts are of stainless steel. Lifting lug is fastened to the keel bolts.
Rudder	The balanced spade rudder is moulded in fibreglass using uni-directional rowing and mat for maximum strength. The rudder stock is of stainless steel with three bearings; 2 ball bearings and one bronze bearing in the heel.
Motor bed	Volvo Penta original glass fibre bed moulded to the hull and filled with heavy ballast for maximum stability.
Mast step	Galvanized mast step bolted to bottom reinforcement.

 = Included in Continental version.

SPECIFICATION

Sweden Yachts 38

Rev. 6, November 1986

Chain plates	Sweden Yachts designed and specially developed steel beam system, allowing heavy loads to be taken by bulkheads without the need for additional internal reinforcements.
Teak deck	Teak deck is laid from 12 mm first class teak ribs bonded to the deck with polyurethane and secured by stainless steel screws. Expansion joints sealed with special silicone. Teak in cockpit.
Interior joinery	Marine grade water proof plywood with pine and birch core faced with selected mahogany is used in all bulkheads and major joinery. Specially selected solid mahogany in frames and doors. Marine grade lauvan in bottoms, shelves etc. where not visible. All main bulkheads bonded to hull and deck using glass mat and roving. All main visible hull sides covered by mahogany planking ribs. Ceiling, top-sides and minor visible hullsides with foam backed vinyl. Hullsides, bottom, bilge, etc. topcoated throughout the interior. Cabin sole teak with inlaid light wood stripes. All mahogany is varnished in satin finish. Cabin sole teak is oiled.

ACCOMODATION DESCRIPTION

Forward cabin	Double berth to starboard. Sail stowage under berth. Shelf forward. Small shelf in the aft end of the berth. Seat to the port.
Toilet compartm.	Moulded bottom section drained by electric pump. Moulded wash basin unit. Lockers along hullside.
Lockers	Double hanging lockers, and locker with shelves.
Main cabin	L-shaped settee on both sides. Table with fixed middle section and folding wings. Stowage behind and under settee on both sides. Book shelf on port side. Door to forward cabin.
Galley	L-shaped galley with 135 l ice-box, double sink, drawer section, cutting board, dry food locker, double overhead cupboards. Formica top. Gas stove with oven. The ice-box is drained to a separate sump. Waste basket.
Navigation area	Large navigation table with stowage for charts etc. Electrical master panel mounted in bulkhead locker. Navigation chair.
Aft cabins	SB: Single bed & sail stowage. Wet locker. Fold-down extra bed built to order. Port: Double bed, seat & hanging locker. Doors to each cabin.

DECK EQUIPMENT

Windows	4 fixed aluminum framed windows in cabin trunk, 2 openable aluminum framed windows in cockpit.
Hatches	Large hatch to forward cabin, medium size hatch to main cabin and small hatch to toilet. Plexiglass companionway sliding hatch.
Ventilation	3 Dorade ventilators, 1 extraction ventilator. Engine air inlet from cockpit. Battery compartment ventilated.
Winches	2 Lewmar no. 48 2-speed S/T genoa sheet winches, 2 Lewmar no. 46 2-speed spinnaker sheet winches, 2 Lewmar no. 40 2-speed S/T halyard winches, 2 Lewmar no. 40 2-speed S/T winches with 2x4 stoppers & 2x2 cleats, for halyards and trim functions, 1 Lewmar 30 reefing winch on the mast. 1 Lewmar 30 S/T main sheet winch 3 10" handles with lock. Lead blocks, cleats, etc.

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General hardware Aluminum toe rail bolted to deck-hull. 4 mooring bollards, 8 stanchion bases and tapered SS stanchions, pulpit, pushpit and ladder in SS, double lifelines, navigation lights, aluminum genoa tracks with roller fairleads. Bilge pump. Anchor roller. Main sheet track with slider.

Steering Pedestal steering with 10" radial wheel, brake and stainless chain and wires. 40" stainless steel wheel.

Compass Suunto/Riviera or equivalent.

General Bolts, nuts, washers and screws used for fastening deck equipment are of stainless steel. Sealing used between deck and equipment is polyurethane, silicone or specially developed material.

INTERIOR EQUIPMENT

Fresh water system Water capacity 320 liters in stainless steel tanks with level meter. Filler lines from deck. Tanks ventilated. Pressure water system. Foot pump in pantry, shower arrangement in toilet. Filling and distribution hoses in reinforced polyethylene. Hand holes for cleaning. Double sinks and wash basin drained through hull with ball valve seacocks. Hot water is optional extra.

Gas installation 15 lbs gas bottle installed in separate drained compartment on deck. Copper tubing, reduction valve for low pressure system, and shutoff valve close to each consumer. 2 burner gas stove with oven installed with Sweden Yachts developed fixed position gimballed position device.

Electrical installation Switchboard and control panel in navigators area, 3 general lights, 6 bulkhead spotlights, 3 bed reading lights, 3 locker lights, navigators light, 2 fluorescent lights. 1 55 amp. alternator 3/2 x 75 amp.hours marine batteries, 2 circuit breakers.

General hardware All hanging lockers equipped with aluminum tube with hooks. Doors have marine locks. Locker doors have finger snap locks and are hinged with brass hinges.

Toilet installation Hand operated marine toilet with sea intake and outlet through ball valves. Waste holding tank and electric toilet are optional extras.

Shower Shower basin is drained by electric drainage pump operated by manual switch in shower compartment.

Cushions Cushions in high quality foam with first class upholstery in a choice of colours, curtains in velvet.

General Bolts, nuts, washers and screws are generally stainless steel. Hose clamps are all stainless steel. Through bottom fittings and other piping fittings are brass. Hoses are reinforced flexible PVC polyethylene.

ENGINE INSTALLATION

Engine Volvo Penta 3 cylinder 28 HP marine diesel with 120S sail drive and folding propeller. Sea water cooled. Fresh water cooling is optional extra.

Controls Volvo Penta single lever controller and instrument panel in cockpit.

Fuel 100 L diesel tank in stainless steel with level meter, filled from transom. Ventilated to transom.

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Exhaust system Water cooled exhaust system in reinforced rubber hose through silencer and appropriate fittings.

Engine housing Easily removable engine housing with interior joinery-finish, well insulated with aluminum foil covered foa insulation to prevent oil spillage to impinge foam.

Alternator 1 55 amp alternator charging the electric system. One 12V 75 amp.hours battery is separate and for engine start only. Blocking diodes are used for simultaneous charging of all circuits.

MAST AND RIGGING

Main mast Seldén silver anodized aluminum alloy oval section. Double spreaders in aluminum. All halyards are internal. Spinnaker pole track with spinnpole slide and cleats. Appropriate blocks and exits for halyards. Sound insulated.

Main boom Seldén silver anodized aluminum alloy section. Slab reef system and out-haul internally in boom with stoppers and central winch. Racing kick/Kicking strap.

Standing rigging Forestay and backstay in 10 mm wire, topshrouds, lower shrouds in 8 mm wire. Intermediate in 7 mm wire, inner forestay in 8 mm wire. Check-stay in 6 mm wire. All turnbuckles are Lloyds approved Hasselfors forged stainless steel. 5 off 5/8 and 3 off 1/2".

Running rigging
 1 main halyard: 5 mm - 133 SS wire and 12 mm terylene.
 1 jib halyard: 6 mm - 133 SS wire and 12 mm terylene.
 2 running backstay tackle 10 mm terylene.
 1 main sheet 12 mm terylene with appropriate blocks.
 2 jib sheets 14 mm terylene.
 1 kicking strap 10 mm terylene with appropriate blocks.
 3 reefing lines 10 mm terylene.
 1 spinnaker boom heel lift 10 mm terylene
 1 spinnaker halyard 12 mm terylene
 1 spinnaker boom uphaul 10 mm terylene
 1 spinnaker boom downhaul 10 mm terylene
 2 spinnaker sheets 10 mm terylene
 2 spinnaker guys 12 mm terylene.
 All sheets etc. with appropriate blocks and shackles.

Poles One spinnaker pole and one jockey pole. Round section with appropriate fittings and deck fittings.

Miscellaneous Deck flood light with switch on instrument panel.

THE STANDARD EQUIPMENT also includes

4 mooring lines
 6 fenders
 1 flag pole and one flag
 1 anchor with chain and rope
 Instruction manual

Delivery The boat is to be inspected and approved by the owner before shipment from the yard. Bottom painting with antifouling. Rigging and launching at the yard can be arranged if requested.

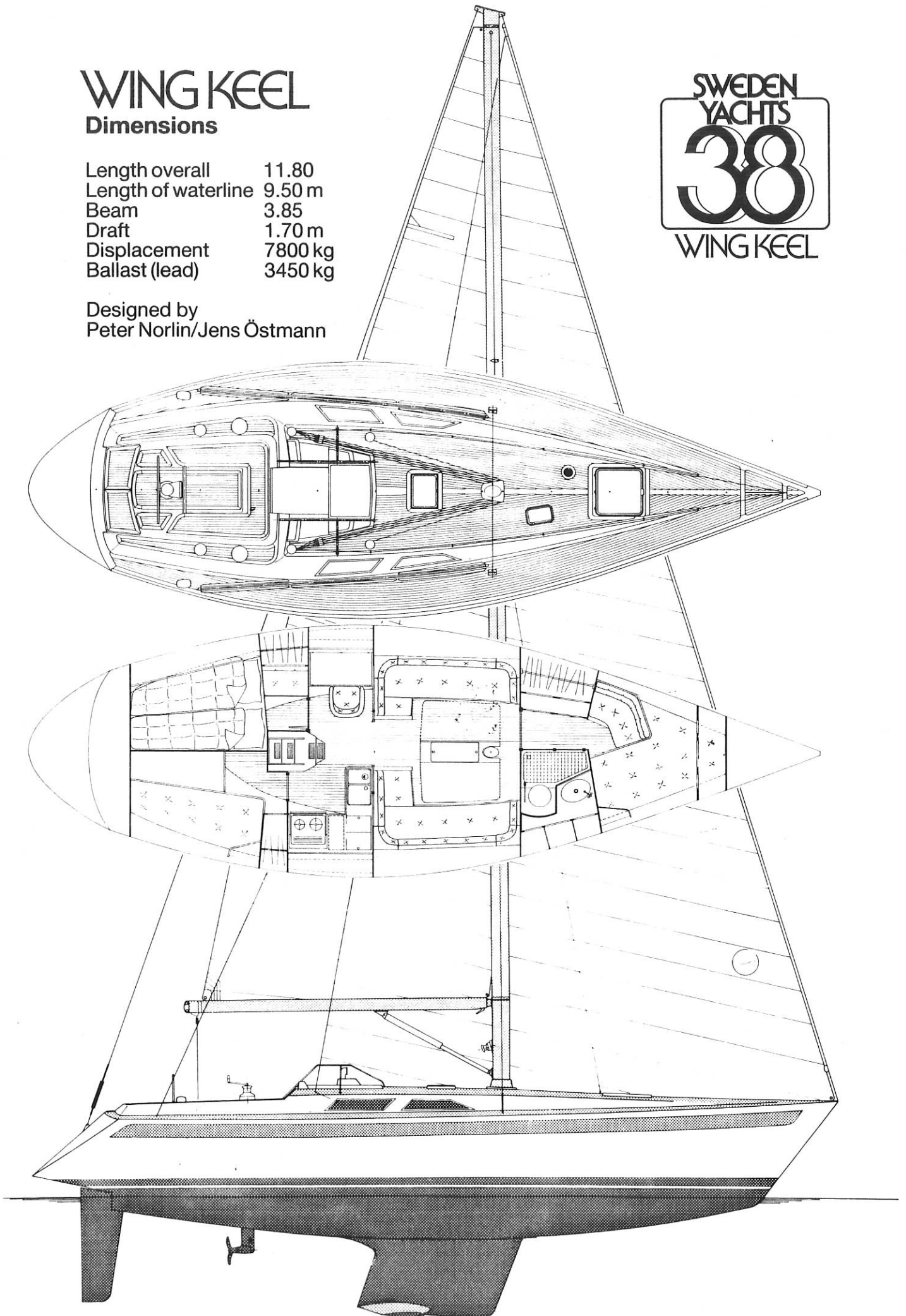
Changes to the specification Sweden Yachts reserves the right to change the material, equipment and other specifications without prior notice. Only a signed specification is binding for the yard.

WING KEEL

Dimensions

Length overall	11.80
Length of waterline	9.50 m
Beam	3.85
Draft	1.70 m
Displacement	7800 kg
Ballast (lead)	3450 kg

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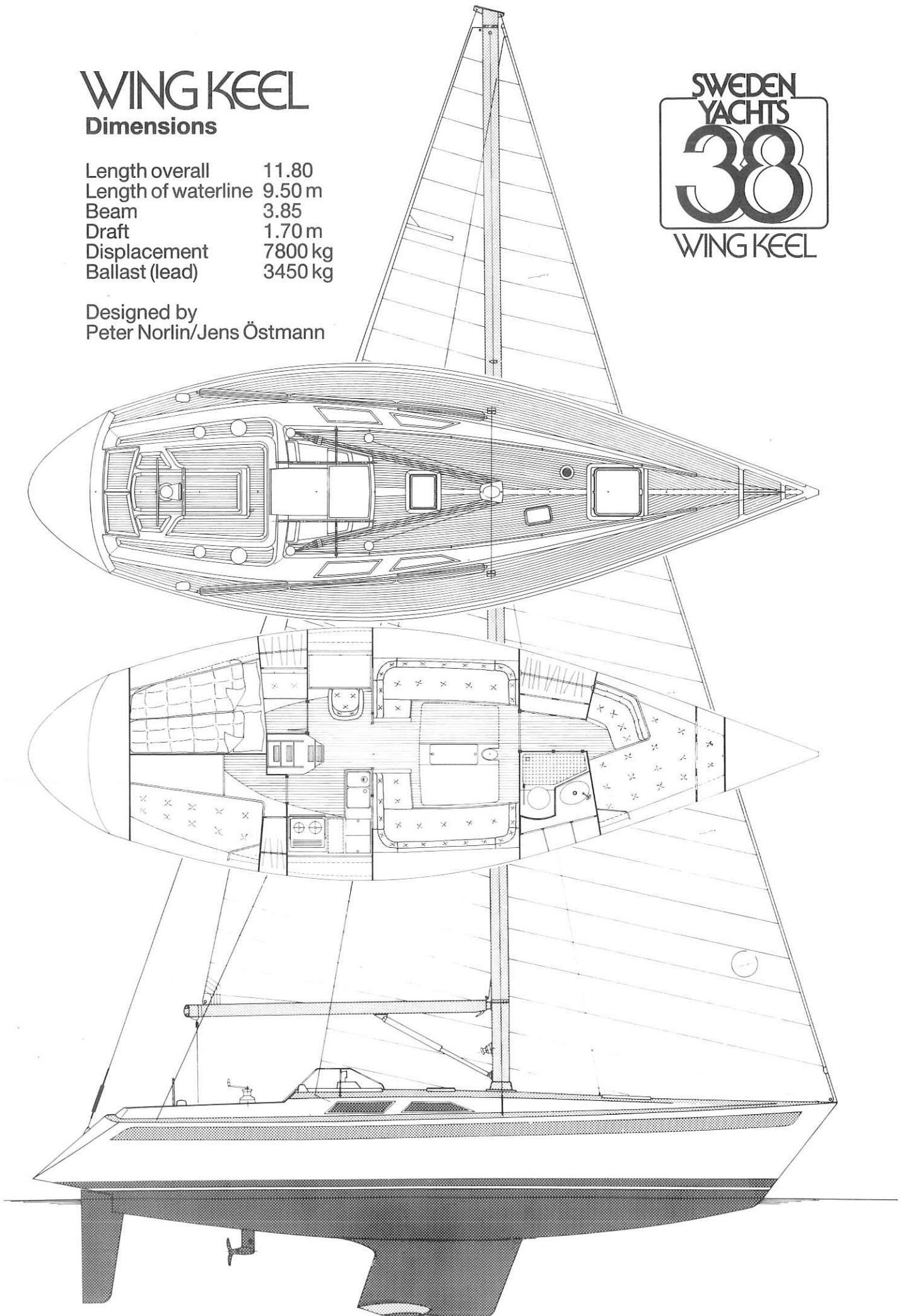


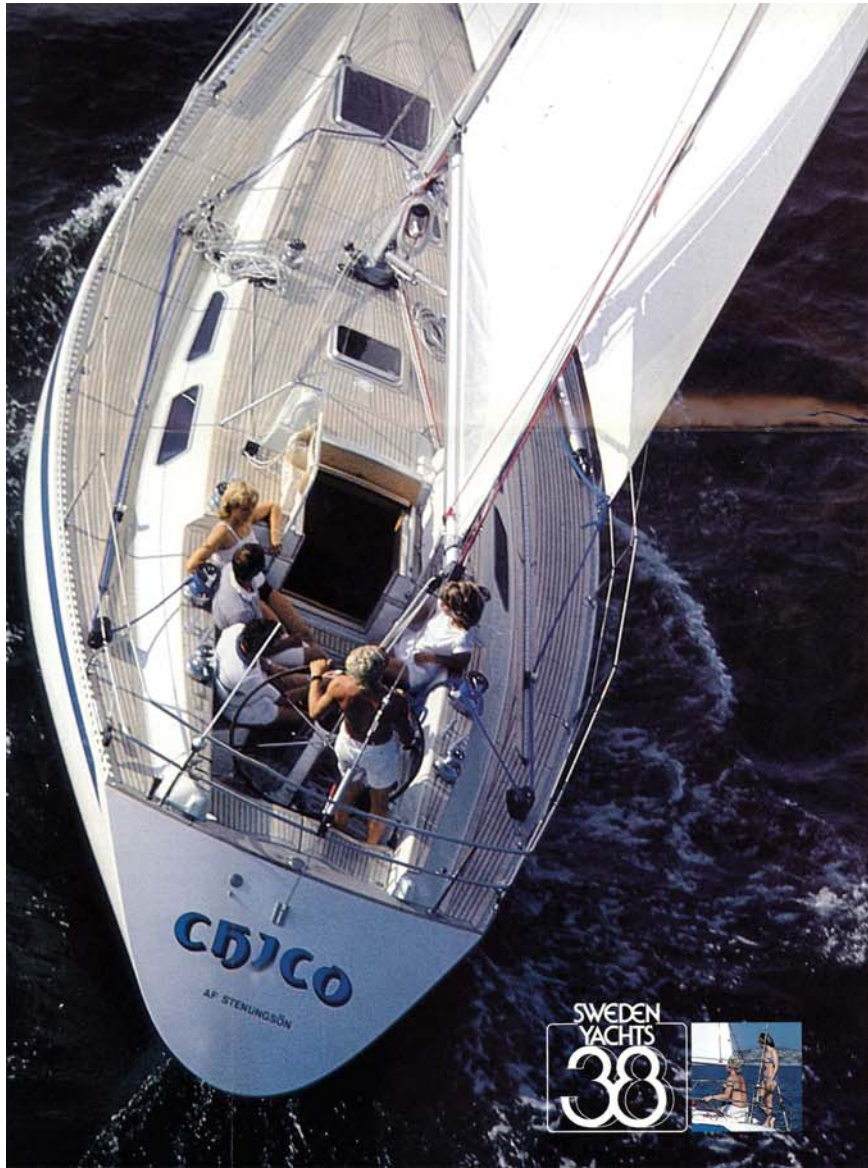
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SWEDEN YACHTS 38 —A MASTERPIECE



The Sweden Yachts 38 is a pure sailing yacht with modern, racy lines; yet she has a classical beauty which will last through the years.

The mast and rig are well dimensioned to carry the large sail area; this, combined with the modern hull lines, gives the yacht an amazing turn of speed, even in the lightest wind. The Sweden Yachts 38 has a very favourable IOR rating and she is extremely competitive at all levels of racing.

As you can see from the interior pictures, the Sweden Yachts 38 is very well appointed and will give you a comfortable second home. This degree of luxury is especially important for long distance sailing; the Sweden Yachts 38 will meet your highest expectations. The interior is finished in solid mahogany, the fabrics are both durable and attractive, the cabins are functional for living on board both at sea and in harbour.



The pace of a true cruiser-racer!

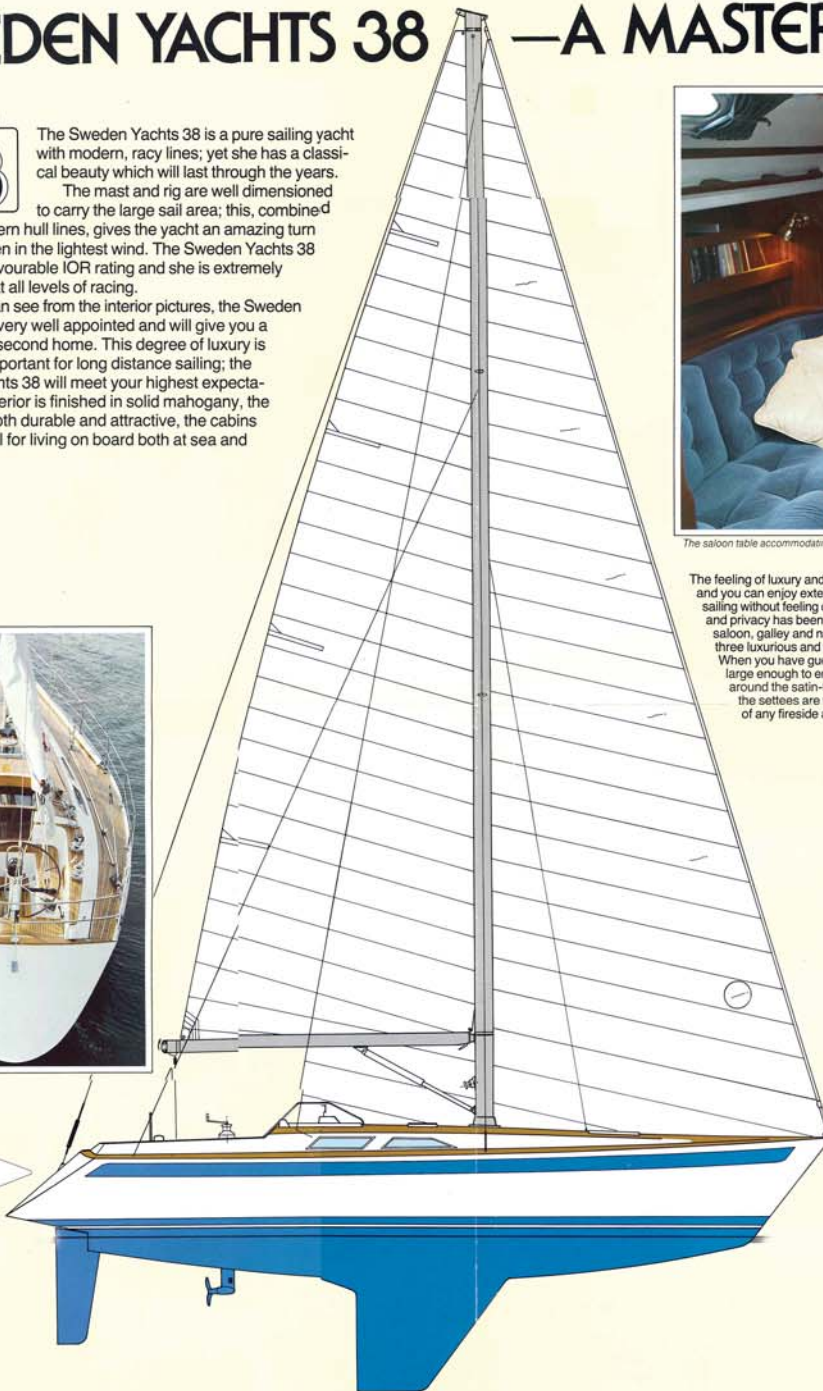
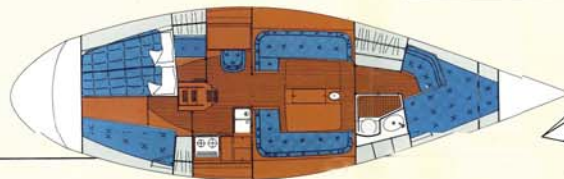


A galley which will satisfy the most demanding chef.

The cockpit, deck and coachroof are teak laid as standard in the Continental version. With regard to equipment, only the best has been considered good enough, from the extra big winches down to the smallest shackle.

In the cockpit there is ample room for everyone on board. The companionway has been designed to be especially comfortable and protected.

Few performance yachts can offer the same deck space as the Sweden Yachts 38. Pictures can not do justice to this beautiful craft — only a personal inspection of every minute detail will reveal the thought, preparation and craftsmanship which made the Sweden Yachts 38 a MASTERPIECE.



The saloon table accommodating up to ten people

The feeling of luxury and comfort aboard is absolute, and you can enjoy extended periods of exciting sailing without feeling crowded. A sense of space and privacy has been achieved by separating the saloon, galley and navigation area from the three luxurious and well-proportioned cabins. When you have guests, you will find the saloon large enough to entertain up to ten people around the satin-finished mahogany table; the settees are warm and offer the comfort of any fireside armchair.



Three comfortable berths in the two separate aft cabins



The navigation area is spacious and is equipped with an ingenious fold-down instrument panel.



The toilet compartment is roomy with ample showering space.

SWEDEN YACHTS

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DIMENSIONS	IOR	SAIL AREAS	ENGINE
LOA 11,80 m	I 16,15 m	Main Sail 32 m ²	Volvo Penta 3-cyl Diesel 28HP
LWL 9,50 m	J 4,80 m	Genoa 1 58 m ²	Sail drive VP-120
Beam 3,85 m	P 14,15 m	Genoa 2 46 m ²	Propeller 16x11 folding
Draft 2,25/2,00 m	E 4,11 m	Genoa 3 32 m ²	
Displacement 7,400 kg	Rating (approx.) 30 feet	Jib 38 m ²	
Ballast (lead) 3,150 kg		Storm jib 12 m ²	
Mast above WL 17,5 m		Spinnaker 131 m ²	