

EXPLORER — SABRE YACHTS



Builder: SABRE YACHTS

Year Built: 1989

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United States

LOA: 38' 0" (11.58m)

Beam: 12' 4" (3.76m)

Min Draft: 4' 6" (1.37m)

Max Draft: 4' 6" (1.37m)

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SPECIFICATIONS

Overview

****REDUCED****

**** Stunning Teak Joinery ** Many Upgrades ** Awlgrip Hull ** Excellent Maintenance ** Updated Electronics ** AC/heat (portable) ** Low Engine Hours ** Shoal draft ** Liferaft ** Sabre Quality ****

The Mk-II Sabre 38 is one of the great success stories among the many popular Roger Hewson designed Sabre yachts. With her stunning good looks, fastidious care and maintenance, and many upgrades, EXPLORER is a standout among Sabres to have been offered on the market recently.

The owner of EXPLORER is a major investor in one of the premier sailboat builders in the US. As such, he is not unaccustomed to some "creative deal-making" or a little "horse-trading." For the right situation, for the sale of EXPLORER, he would consider taking a (smaller?) boat in *trade* - and/or deal involving *seller financing*.

Basic Information

Category: Cruising Sailboat

Model Year: 1989

Year Built: 1989

Country: United States

Dimensions

LOA: 38' 0" (11.58m)

LWL: 31' 5" (9.58m)

Beam: 12' 4" (3.76m)

Min Draft: 4' 6" (1.37m)

Max Draft: 4' 6" (1.37m)

Speed, Capacities and Weight

Displacement: 16900 Pounds

Water Capacity: 105 Gallons

Fuel Capacity: 45 Gallons

Accommodations

Total Cabins: 2

Total Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Hull Configuration: Centerboard

Engine Information

Engines: 1

Manufacturer: Westerbeke

Model: 38B

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Features

HIGHLIGHTS

- **Stunning flag blue Awlgrip hull; shoal draft**
- **Extensive upgrades, refit, and maintenance** (*See details below*)
- **Exquisite interior teak; cabin sole rehabbed and varnished**
- **Low hours on Westerbeke diesel**
- **Recent electronics**
- **Liferaft**

UPGRADES and REFIT

(Additional details on many of these items appear in other sections below.)

- *Interior teak refinished ('17)*
- *Custom filtering system – for fresh water system ('17)*
- *Custom thermostatic hot water valve ('17)*
- *Exterior teak – stripped and sealed ('16)*
- *Dodger, bimini, and connector ('12)*
- *Lifelines replaced ('12)*
- *AGM batteries ('12)*
- *Solar panel –w/ regulator ('09/'11)*
- *Mast unstepped and inspected; rod rigging removed, inspected, reinstalled –w/ new boot (12')*
- *200' Nylon anchor rode replaced ('15)*
- *Custom, removable “princess” seats –at stern rail ('16)*
- *Replaced spinnaker halyard ('16)*
- *Chartplotter ('11)*
- *VHF –w/ RAM mic ('15)*
- *Below-deck autopilot ('09)*

HULL DESCRIPTION

- **Dark blue Awlgrip hull; gold cove stripe, red boot stripes**
- **5' draft –w/ retractable centerboard**

ACCOMMODATIONS

Throughout: 6'4" headroom, Sabre quality, varnished teak joinery, gloss-varnished teak & holly sole, Sabre signature "woven" teak and roll-top cabinet doors, CO and smoke detector; Pompanette (portable) 6000btu AC ('17), Ample light and ventilation via 6 Bomar hatches, 9 Beckson opening ports, 4 dorades, LED lighting, and Caframo fans

- Owner's stateroom forward –w/ V-berth and dressing seat, vanity sink, hanging locker, drawers and cabinets
- Main saloon: L-shape dinette (converts to double berth) to port –w/ fold-down teak table (leaf folds up to bulkhead); Settee/berth to starboard; shelves, cabs outboard to port and starboard, storage settee/dinette and behind seatbacks;
- Nav-station, aft to starboard, -w/ desk and chart storage, 3 drawers and locker, Weems and Plath barometer
- Enclosed head compartment –w/ shower and vanity sink, farthest aft to starboard; Raritan head; teak grate in shower; wet locker.
- L-shape galley, aft to port (*see below*)
- Guest stateroom, farthest aft to port, -w/ spacious double berth, hanging locker, shelves, and additional storage.

GALLEY

- Regal 4-burner CNG stove –w/oven
- SeaFrost 12v refrigeration
- Deep, double, SS sinks –w/ hot and cold pressure water
- Ample storage and counter space

SAILS and RIGGING

- Mainsail –w/ 2 reefs and Dutchman flaking system ; Mainsail cover ('12)
- Hall Spars double spreader mast; Tides Marine low friction luff track
- Furling genoa; Harken roller furler
- Rod rigging (inspected '12)
- Spinnaker gear: halyard ('12), pole chocks on deck, pole controls on mast, secondary winches
- Harken 4-part mainsheet traveler
- 6 Spinlock line clutches
- **8 Lewmar 2-speed, self-tailing winches:** 2 #52 primary, 2 #43 secondary, #40 mainsheet, 2 #30 halyard/reef, #30 halyard (non-ST)

ENGINE

- Westerbeke 38B 35hp diesel (rebuilt '00) 1550 hours

- Westerbeke panel –w/ tach, oil pressure, temperature, volt meter

ELECTRONICS

- Garmin 740 GPS/chartplotter at helm ('11)
- Raymarine ST-6002 Autopilot –w/ S-2 Core Pack and Type 2 Linear Drive ('09)
- Autohelm (Raymarine predecessor) depth, knot/log, wind
- Autohelm Multi repeater - at nav-station
- Standard Horizon GPS/plotter – at nav-station
- B&G VHF transceiver with DSC/AIS; RAM mic at helm ('15)
- Sony stereo/CD –w/ Cybernet speakers in saloon, Alpine speakers in cockpit

ELECTRICAL

- 12V “house” system –w/ two AGM group-31 batteries ('12)
- 12V AGM group-31 engine-start battery ('12)
- Xantrex Link 20 battery monitor ('10)
- Solar panel for house batteries ('09); Sun saver Duo solar regulator ('11)
- LED lights: All cabin lighting ('13); red courtesy lights ('13) running lights ('09)
- Low amperage cabin fans ('10)
- 12V outlet
- 110V/ 30A shorepower –w/ 50' cord
- Charles Marine 40 amp battery charger ('11)
- 110V outlets (2 GFCI circuits)

MECHANICAL and PLUMBING

- CNG system
- Thermostatic mixing valve on hot water line ('17)
- Water filter -serves entire fresh-water pressure system- ('17)
- Raritan PHHBII toilet
- Manual and electric bilge pumps
- Raw water deck wash

DECK and OTHER EQUIPMENT

- Dodger –w/ 5 zip-out panels ('12)
- Bimini –w/connector to dodger ('12)
- Binnacle cover; cushions for princess seats ('12)
- Edson pedestal and wheel (elk hide cover) –w/ Ritchie compass, folding teak table, teak drink holders
- Teak cockpit grate; built-in coaming “cubbies”
- 4 dorades –w/ SS cowls
- Solid teak toerails, coaming caps, handrails, eyebrow, swim ladder treads – (striped and

sealed '16)

- Viking 4-person liferaft – in hard canister, deck mounted
- Stern rail –w/ added Zarcor “princess” seats
- Lifelines –w/ 2 gates ('12)
- Yacht ensign –w/ teak staff
- Hot/cold cockpit shower

GROUND TACKLE

- Bruce anchor –w/ 20' 5/16 chain, 200' 5/8 8-plait nylon rode ('15)
- Maxwell electric windlass
- Integral anchor/rode locker
- Cast aluminum dual bow roller
- Raw water anchor/deck washdown

MAINTENANCE HIGHLIGHTS

2017

- Removed, rebuilt, rebedded and reinstalled all winches.
- Painted replacement cabin ceiling plugs
- Replaced defective wireless VHF handset (under warranty)
- Repaired leak in bilge hose connection.
- Awlgrip touched up
- Engine cleaned and touched up
- Polished hatches and ports

2016

- Installed zinc on prop shaft (August)
- Removed and washed running rigging (August)
- Replaced Dutchman System monofilament line
- Reconfigured dodger/bimini connector
- Rebuilt potable water pump, replacing broken inlet port and pressure regulator microswitch
- Cleaned out anchor locker
- Installed new soft-close seat on head
- Removed and cleaned bilge pump check valve
- Repaired port water tank inlet fitting using Uniseal
- Removed, rebuilt and reinstalled fresh water system pump
- Drained (recharged), removed, cleaned, and reinstalled accumulator tank
- Replaced check valve on water heater inlet

2015

- Replaced anchor chain and rope rode
- Adjusted stuffing box
- Re-bedded port genoa track
- Replaced carbon for holding tank air filter
- Ritchie compass rebuilt

2014

- Running rigging removed, washed, rehabbed, reinstalled (halyards, reefing lines, furling line, traveler lines and sheets)
- Replaced gaskets on portlights - in saloon and forward cabin
- Lapped and greased engine raw water, galley sink, and v-berth sink seacocks
- Greased head sink seacock.
- Haul out; Bottom cleaned and painted; Zincs installed
- Cleaned centerboard trunk
- Cleaned knotmeter transducer
- Changed engine transmission oil
- Changed fresh water system pump belt
- Replaced bilge pump; Snaked out bilge pump hose; Replaced check valve in bilge pump line

2011-13

- Cleaned anchor locker and chain
- Replaced bilge pump
- Adjusted bimini upward for more headroom at helm
- Removed and cleaned water tanks; reinstalled with new fill lines, vent lines and supply hoses to main feeder lines.
- Replaced courtesy light fixtures with red LED bulbs.
- Replaced broken hand pump for fridge drain
- Removed, cleaned, reinstalled water heater
- Removed water filter from galley cold water line
- Replaced anchor washdown hose valve
- Changed battery charger setting for AGM batteries
- Installed carbon filter on holding tank vent line
- Removed and rebedded starboard inboard jib block track; tightened port track
- Removed and washed all four halyards
- Installed lower spreader boots
- Install custom drainage system in the mast step
- Rebuilt galley Whale MK III foot pump

MAINTENANCE and REFIT - 2010 and Prior

- Flag Blue Awlgrip –(hull paint)
- Add new Xantrex Link 20 battery amp-hour meter

- Strip teak; apply Cetol
- Added Zarcor seats at the stern rail
- Added low amperage cabin fans
- Installed Rule 2000 bilge pump and float switch
- Installed new manual bilge pump bilge
- Replaced masthead wind transducer
- Replaced macerator pump, sanitation hoses
- Replaced mainsheet, genoa sheets, reefing lines and traveler lines
- Installed replacement main and genoa halyards
- Replaced instrument pod
- Replaced lifelines and hardware
- Installed new Raritan PHHBII toilet
- Restored section of cabin sole at mast step
- Installed LED running lights (bow combo and stern)
- Cleaned and lubed all winches
- Mast unstepped and inspected; full rigging survey
- Replaced VHF antenna co-ax
- Replaced mast boot
- Replaced Dutchman system & topping lift
- Added 12V cigarette lighter outlet at Nav station
- Added 200 lbs. lead to port side - to correct minor list

MANUFACTURER'S COMMENTS

** Extracted verbatim from manufacturer's published info; Some details may not apply to this particular yacht**

The Sabre 38 achieves high-performance levels through a unique combination of power and handling characteristics. Whether bluewater sailing or cruising, the Sabre 38 gives the control needed while providing comfort and convenience. She has a high aspect rig with double airfoil spreaders and rod rigging. The boom is equipped with an internal clew outhaul, topping lift and two sets of jiffy reefing. The jib halyard is led to a mid-cabin top Lewmar winch. Main halyard and reefing lines are led aft to Lewmar winches on the cabin top within easy reach of the cockpit.

Her ergonomically designed cockpit measures 8 feet 3 inches long and is fitted with top quality hardware. With a separate cabin fore and aft and a spacious main salon, the Sabre 38 can easily accommodate three couples with privacy. Elegantly finished in varnished teak or cherry, she makes entertaining at the dock or at sea a pleasure. Below, the Sabre 38 has 6-feet 4-inches of headroom, two private cabins, seven berths, an expansive galley, head and navigation station. The aft cabin is another delightful retreat, with a comfortable double berth, a wide settee and hanging locker, and plenty of shelf space. The forward cabin has a wide V-berth, hanging closet and an elegant vanity with sink and settee. The main salon features a large dining area

with contoured seating and a handsome teak or cherry table. The table folds away and the port settee converts to a double berth. The starboard settee serves as another berth.

The Sabre 38's hull is designed to be easily driven while carrying the weight of a moderate displacement yacht. It's a powerful hull shape that yields speed, stability and sail-carrying ability. The rudder, a semi-elliptical foil section, adds to the yacht's performance abilities. Her skeg gives the directional stability of a full-keel boat with much less drag. With over 1,500 meticulously hand-crafted, varnished wood components, the Sabre 38 is built to custom boat builder's standards.

In keeping with the Sabre heritage of quality, we select the finest materials for every yacht we build. You'll find names such as Edson, Hall Spars, Harken, Lewmar and Westerbeke to name a few - a few more reasons why Sabre has come to stand for superior quality and craftsmanship for over two decades. The hull and deck are made of hand-laminated fiberglass mat and knitted roving with balsa core as a stiffener.

Exclusions

Owner's personal belongings.

Disclaimer

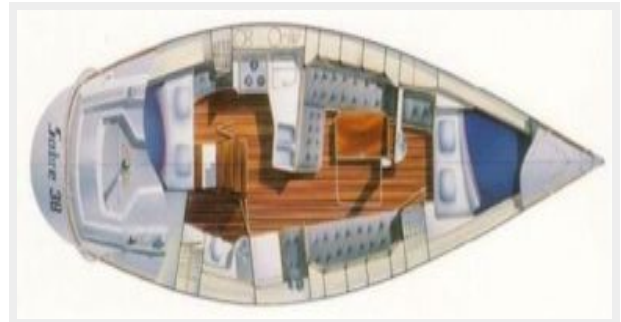
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PHOTOS

Main Cabin



Layout --from Brochure



Owner's Stateroom



Expansive Table



Galley



Nav-station



Head



Foredeck View



Looking Aft...



At the Pier...



Cruising...



CONTACTS

Andrey Shestakov, leading yacht broker of the sales department of Shestakov Yacht Sales Inc. Shestakov Yacht Sales Inc., the official representative of the Miami/Fort Lauderdale FL headquarters.

Contact details

Email: andrey@shestakovyachtsales.com

Web: shestakovyachtsales.com/en/

Telephones

USA: +1(954)274-4435

Office hours

Monday – Saturday: **9:00 - 21:00** EDT

Sunday: **closed**

Address



Harbour Towne Marina, 850 NE 3rd St,
STE 213, Dania, FL 33004