



The Sabreline 38 Hardtop Express



PERFORMANCE

LOA (w/o swim platform).....38'6"
 Beam.....13'8"
 Draft.....3'4"
 Disp.....21,500 lbs.
 Bridge Clearance (w/mast).....13'5"
 Transom Deadrise.....16 degrees
 Water.....100 gals.
 Fuel.....350 gals.
Test Power: (2) 440-hp Yanmar 6LY2AM-STP diesel inboards w/ZF transmissions turning 25" x 30.5" four-blade Nibral props through a 2.2:1 reduction. Standard power is twin 370-hp Yanmar diesels.

RPM	MPH	Knots	dB-A
1000	7.5	6.5	67
1250	9.4	8.2	70
1500	10.8	9.4	75
1750	14.6	12.7	75
2000	17.9	15.6	76
2250	21.5	18.7	78
2500	26.3	22.9	80
2750	29.9	26.0	83
3000	33.2	28.9	86
3250	36.6	31.8	87
3350	37.1	32.3	87

Speeds measured by GPS in Long Island Sound off Norwalk, Conn., in calm conditions w/three people aboard, 3/4 fuel and full water. Sound levels measured at the helm in dB-A.



EQUIPMENT

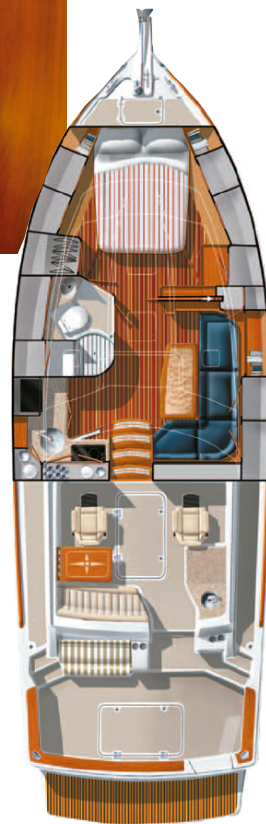
Standard (major items): Hardtop w/non-skid top surface; bow pulpit w/anchor roller and windlass; wet bar on the helm deck w/fridge/icemaker; interior teak-and-holly soles; galley w/coffeemaker, two-burner electric cooktop, microwave/convection oven and refrigerator/freezer.

Optional (major items): Composite radar mast; L-shaped settee in lieu of mate's seat; 9-kW generator; air conditioners/heaters; teak helm deck sole; dark hull colors; hard or soft aft enclosure; bowthruster; oil-change system; remote searchlight.

Warranty: Five-year coverage on the hull and structural components.

Sabre Yachts, (207) 655-3831. www.sabreyachts.com.

PANORAMA: A handcrafted cherry interior adds to the sense of luxury in the 38 (above); the helm deck is a careful study in ergonomics, with maximum light and ventilation (right).



If you want to see how well a boat handles a chop, stand at the bottom of the companionway steps and have the helmsman open up the throttles. It's akin to surfing; you feel every shake, rattle and roll of the craft as it carves a path through the waves. When I do this, I usually make it a point to grab something and hold tight, because a fall here can be far less forgiving than a wipeout from a longboard.

I didn't have to hang onto anything, however, while measuring sound levels in the salon of Sabreline's new 38 Hardtop Express (85 decibels at cruise). The 10-ton yacht flattened what few bumps we met on Long Island Sound without so much as a hiccup—even at a grin-worthy top speed of 32.3 knots. Sure, we saw only one-footers and the occasional boat wake, but I got the feeling this thoroughbred is capable of taking much larger seas without breaking its stride.

Powered by twin 440-hp Yanmar diesels, the 38 planed quickly with no bow rise during my sea trial. It carved strong turns of roughly two boat lengths with just slight effort applied to the Teleflex hydraulic steering. According to factory tests carried out on the same boat, range is 274 miles at 3000 rpm (28.9 knots), but this can be increased to 376 at 2200 rpm (18 knots).

Fine performance aside, the 38 is a testament to Sabreline's constant pursuit of quality. It not only exhibits the timeless lines of a classic Downeast cruiser, but it also boasts a number of modern design elements that help

to set it apart from the competition. That's important, because hardtop express boats are a hot trend these days, even in European models, says Bentley Collins, marketing manager of Sabre Yachts.

Collins joined me aboard the 38 to point out some of its smart features. A firm believer in onboard comfort and convenience, he says the "big bed" theory drove much of the boat's design. "We made the berth wide and moved it aft so it's easy to get into," he explains. "And it's low enough for a woman to sit on without having to jump up or down." You lose a bit of cabin space, but I think most owners will be happy with the trade-off.

In the salon, there's a stylish, curved bulkhead to port (actually the backside of the show-er stall in the head compartment) and a star-board-side cherry entertainment center. The table serving the convertible settee here has an inlaid pattern that's a work of art, as well as a nod to Sabreline's subtle shift toward au courant features in its yachts. More of this is evident on the helm deck, where owners can choose an alternate layout: an L-shaped bench in lieu of the mate's seat. In the standard configuration, both the captain and mate get fully adjustable Stidd mounts. If you've spent a lot of time cruising, then you know a quality perch can help prevent an aching back. There's a clear-top chart box forward to port and a folding table—again beautifully inlaid—aft.

Sabreline paid close attention to ventilation and visibility on the helm deck. The hardtop

has two screened hatches for air, plus an overhead grabrail for safety. The big windows forward have wipers with washers; the ones on the side slide open. The helm deck space also can be sealed with aft enclosures and climate-controlled by a pair of optional 12,000-BTU air conditioners/ heaters with separate "his and her" controls; another two-unit system is available for the cabin.

Look closely and you can even see Sabreline's new contemporary attitude at work on the 38's traditional exterior. The teak toerails, for example, end with sculpted stainless steel chocks forward, and two more are set into the toerail amidships. The aft corners of the deck are rounded, and the hullsides have a one-inch "puff" (not quite a tumblehome) to provide a fuller body.

Sabreline also makes boats in open and fly-bridge sedan styles, but Collins says the company has had its greatest success as of late with its hardtop express boats. It has built 46 of its 36-footer and 28 of its 42-footer in the past few years. "We sold seven thirty-eighters before even launching the boat," says Collins. "Hardtop expresses are where we are right now." Clearly, it's a great place to be.