

A white Sabre 30 sailboat is shown from a side-rear perspective, sailing on a body of water. The boat's two large white sails are fully deployed. Two people are visible on the deck. The boat's hull features the name 'Sabre 30' in black lettering. The background shows a distant shoreline with trees and buildings under a clear blue sky.

Sabre 30

Legendary Excellence

Sabre 30

SPECIFICATIONS:

L.O.A.29'11"

L.W.L.24'0"

Beam10'0"

Draft: Standard Model 5'0"

Shoal Model 4'0"

Displacement 8600 lbs.

Ballast: Standard Model . 3400 lbs.

Shoal Model 3600 lbs.

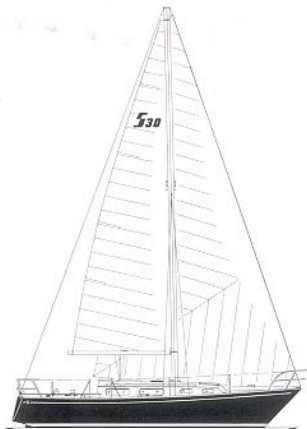
Sail Area 432 sq. ft.

Cockpit Length 7'2"

Headroom 6'1"

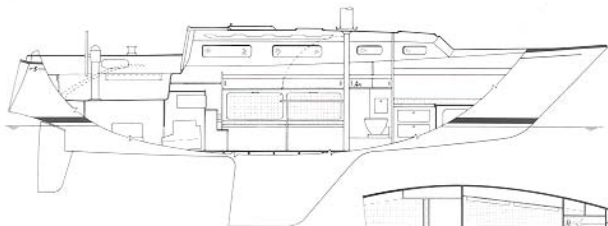
Designed by: The Sabre Design Team

(Some optional equipment is shown and all specifications are approximate.)

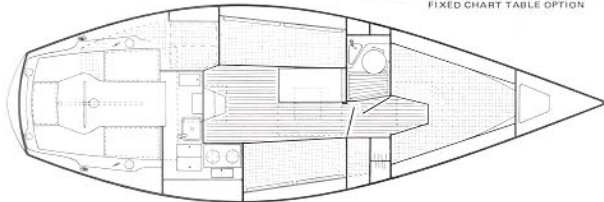


Sabre Yachts

HAWTHORNE RD., SOUTH CASCO, MAINE 04077 TEL. 207-665-3031



FIXED CHART TABLE OPTION





ELECTRICAL: The 12 volt electrical system has two 74-ampere hour batteries with a full disconnect battery switch and a circuit breaker switch panel. There are two bulkhead mounted lights in the forward cabin, one ceiling mounted light in the washroom, one above the hanging locker, plus two bulkhead lights, a galley ceiling light and a chart table light in the main cabin. Teak access panels are provided in the aft face of the headliner to facilitate the installation of navigational instruments in each cockpit face. Navigation lights and a masthead light are installed in accordance with U. S. Coast Guard Standards. All seacocks are grounded to the keel, and a heavy duty lightning ground system connects all chainplates to the keel. A foredeck flood light and anchor light are standard.



FIXED CHART TABLE OPTION



MECHANICAL: The 13 H.P. Volvo MD7A diesel with 1.9:1 reduction drive is standard. Two fuel filters, a fuel gauge and a sea water filter are provided. The tachometer, ammeter, fuel, oil and temperature gauges are recessed in the cockpit face below the companionway step. The galley top and front remove for easy engine access. Full ventilation is provided in accordance with U.S. Coast Guard Regulations. The heavy duty aluminum fuel tank, with side deck fill, has a capacity of 20 gallons.

THE SABRE 30 is built for the yachtsman who appreciates design and construction excellence in a manageable size yacht. You owe it to yourself to see a Sabre 30 and discover a level of refinement seldom found in other yachts. We invite you to see the new Sabre 30 by contacting one of the dealers listed on our price sheet.

THE SABRE 30 is designed and engineered to be the finest, most elegant, performance cruising yacht in her size. Emphasis has been placed on refinement of detail and grace of line. The Sabre 30 is designed in the style of the Sabre 34, with reverse transom, cabin top traveler, tall rig and a performance oriented hull. Her hand-crafted teak interior is built in the finest Maine tradition, with exceptional storage and cruising accommodations. Each Sabre undergoes an extremely thorough quality control procedure to assure that the highest quality standards are met. The best available materials are used in the Sabre 30. Suppliers are recognized industry leaders and include Volvo Penta, Lewmar, Schaefer, Glidden and Perko to name a few.

DESIGN: The Sabre 30 incorporates many new details that make her a truly outstanding performer. Her hull design evolved from concepts recently developed in the competitive world of off-shore yacht racing, blended with our design team's years of racing and cruising experience. The high aspect ratio sail plan provides optimum light weather performance. Maximum hull speed, without sacrificing cruising comforts and stability, was the design goal for this newest Sabre.

CABIN ACCOMMODATIONS: The interior plan of the Sabre 30 has a remarkably spacious and functional cruising layout, with standing headroom throughout. The forward cabin has two 6'4" vee berths with a filler cushion to form a double. Storage includes two full length bins, two drawers and four lockers. The walk-in washroom is to port. The vanity sink with foot pump, a teak towel rack, toilet paper holder, teak faced mirror and toothbrush holder are all standard. A shower option is available including pressurized hot and cold water. Opposite the washroom are the hanging locker and additional storage.

The main cabin has berths to port and starboard, plus a large quarterberth. The port main berth extends to form a double. All berths are 6'4" long with fabric covered four-inch foam mattresses. There are deep storage lockers under each berth. The double leaf teak table folds up against a magazine rack on the main bulkhead. Teak handrails and trim below the ports are standard in the main cabin. A fold-away chart table is mounted at the forward end of the quarterberth, and provides additional galley counter space. For the performance oriented yachtsman who prefers a complete navigator station, an optional interior plan is offered. This includes a

five berth layout and a complete chart table with a lift top and a chart light, two large drawers and a locker below.

GALLEY: The galley has a formica counter top with teak trim, a two burner recessed alcohol stove with cutting board top and a deep stainless steel sink. The built-in wastebasket is a special Sabre feature. The large ice box is provided with a hinged top, shelf and ice box pump. Storage includes four drawers and five lockers.

COCKPIT: The large, self-bailing cockpit is designed for maximum comfort on a long cruise, with careful attention to the correct seat measurements and visibility over the coach roof. Hatch covers provide access to two large storage lockers, and a convenient storage bin under the port seat. The starboard cockpit locker has a large shelf for extra storage.

HULL CONSTRUCTION: The hull is a single unit, hand laminated fiberglass molding, built with alternate layers of mat and roving, with additional layers of fiberglass and balsa core in high stress areas. The interior construction is of handcrafted wood, and the finest and most meticulous boatbuilding methods are used. Oiled teak is found on all visible surfaces except in the washroom. Varnished mahogany is used under the berth cushions and in other concealed areas. All trim, drawer fronts and locker doors are solid teak. The cabin sole is striped teak.

DECK CONSTRUCTION: The deck is hand laminated fiberglass with balsa stiffening and molded in non-skid deck surface. The toe rails, handrails, coaming caps and trim are all teak. The companionway hatch has a fiberglass spray hood for foul weather protection. A foredeck anchor well simplifies the handling of ground tackle. Two large aluminum framed hatches with Lexan translucent panels provide light and ventilation in the forward and the main cabins. The welded bow pulpit, stanchion posts, stern rail, two gates plus upper and lower lifelines are standard.

RIGGING: The mast and boom are aluminum, with a durable Awlgrip finish. The internal jib halyard is led to a Lewmar #16 two-speed winch. The internal main halyard is led to a Lewmar #8 winch. The genoa sheets are led through blocks on the standard inboard or outboard tracks, to foot blocks on coaming pads, and then to Lewmar #40 two-speed winches mounted on the coaming caps. The four-part main sheet is led to a roller bearing traveler on the cabin top and then to a Lewmar #8 winch.

