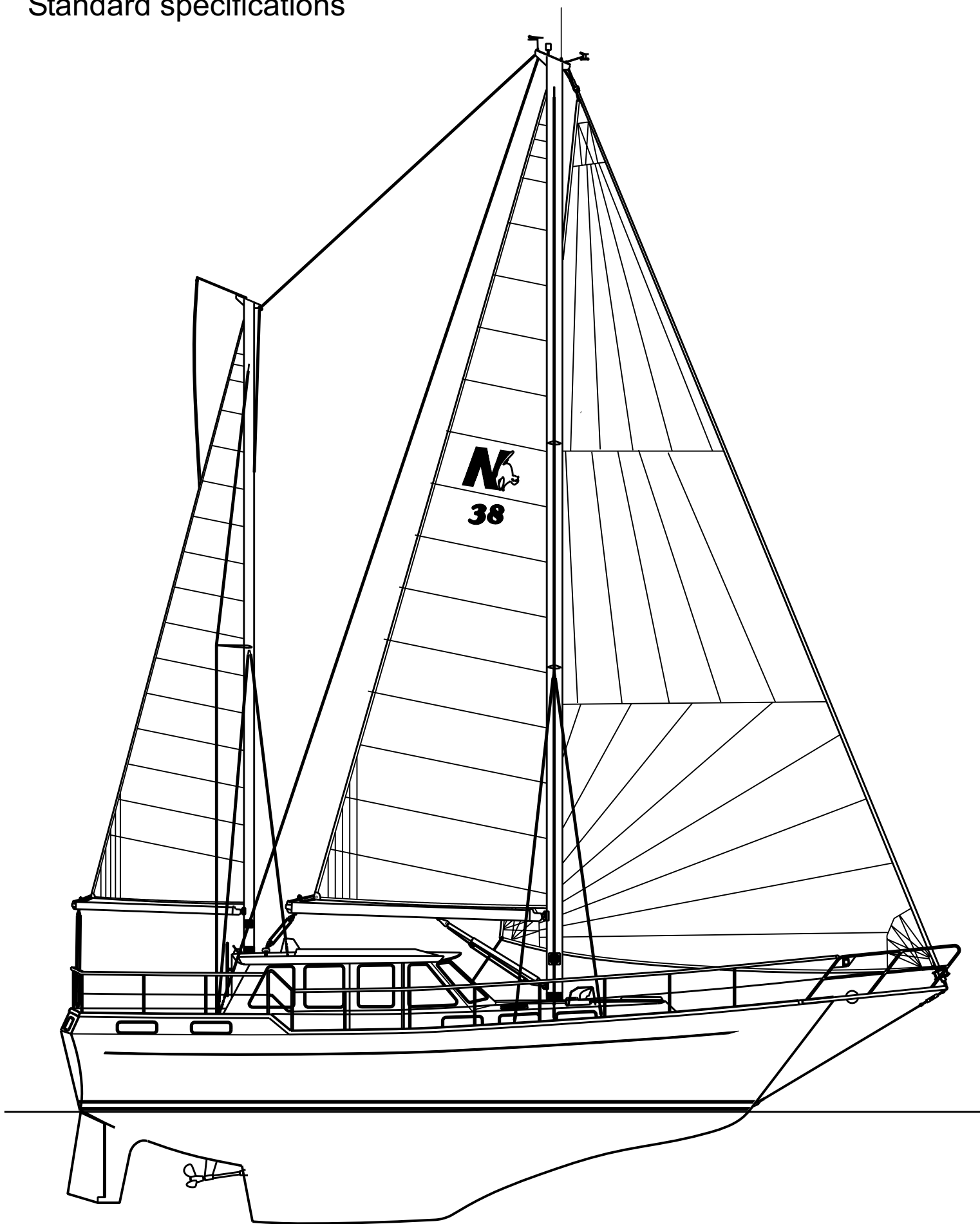


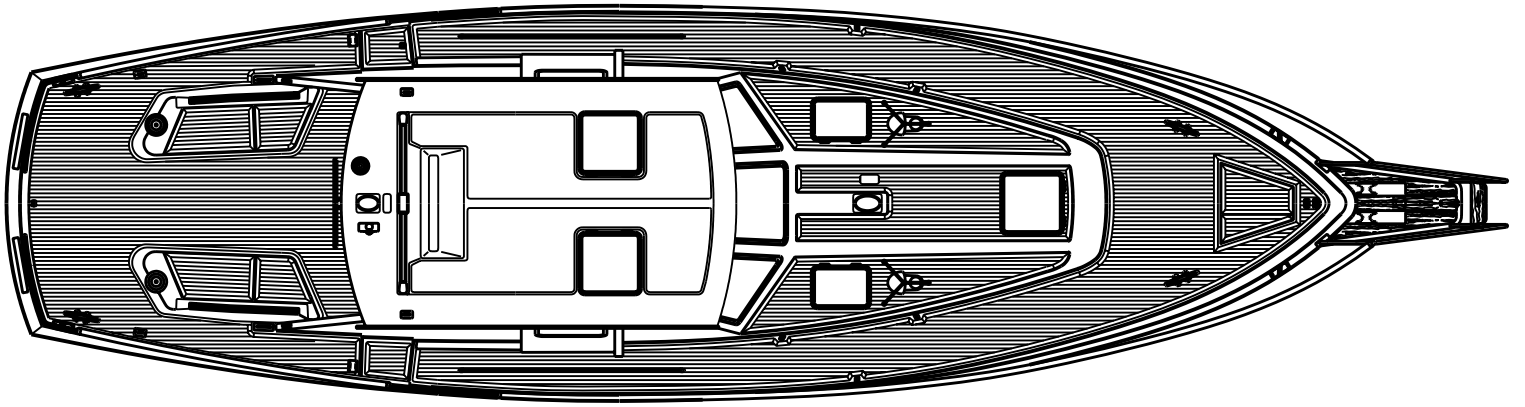
# ***nauticat 38***

Standard specifications

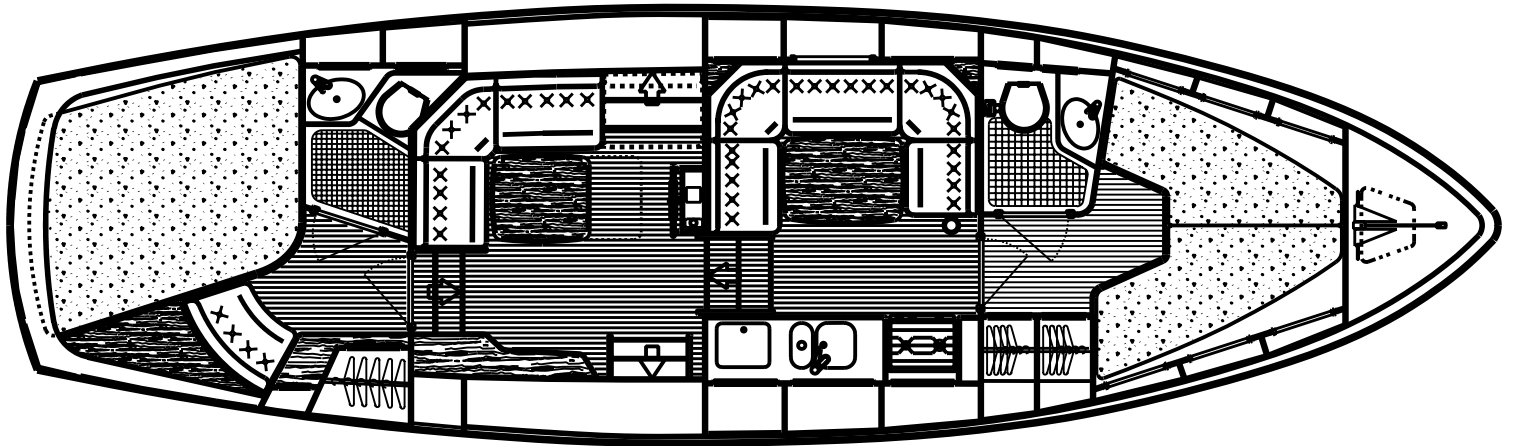


NAUTICAT 38 KETCH

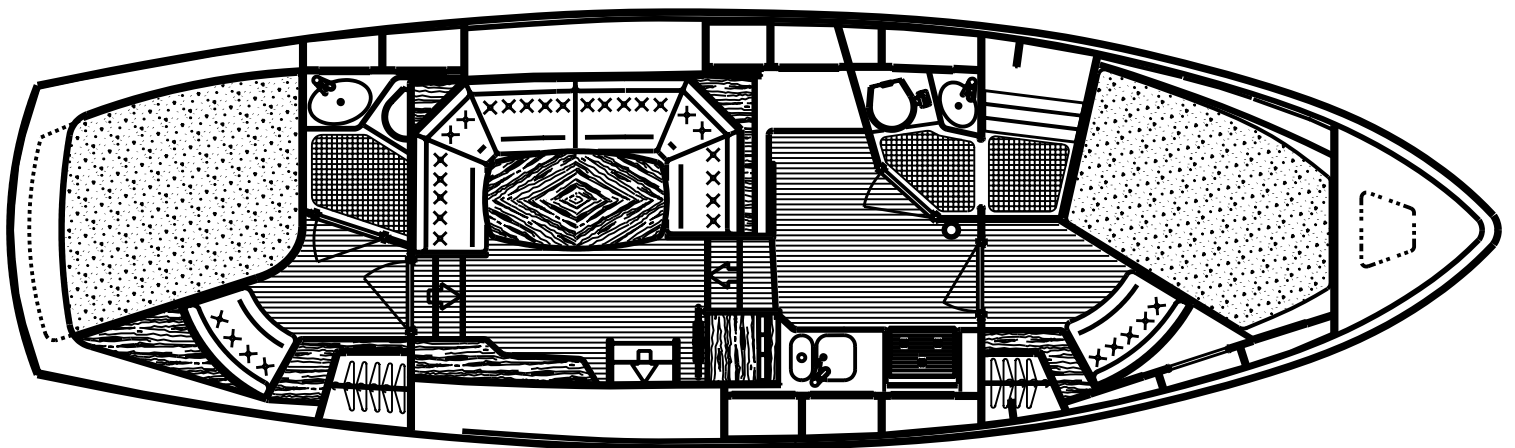
## DECK LAYOUT



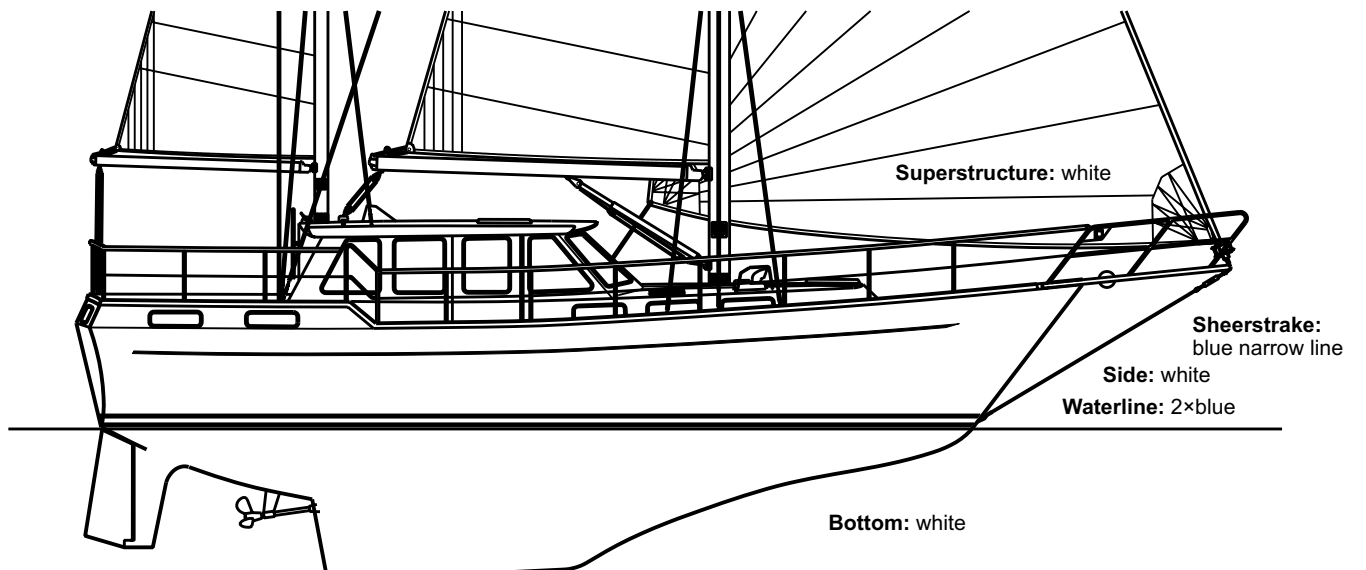
## INTERIOR 38-001



## INTERIOR 38-005 Live-on-board



## STANDARD COLOURING



## NAUTICAT 38 MOTORSAILER STANDARD SPECIFICATIONS

L.O.A., hull	11,80 m	38'9"
L.W.L.	9,25 m	30'4"
Beam	3,40 m	11'2"
Draft	1,80 m	5'11"
Freeboard, fore	1,55 m	5'1"
Freeboard, aft	1,40 m	4'7"
Displacement, approx.	11,0 tons	24200 lbs
Headroom		
– fore and aft cabin	1,78 m – 1,82 m	5'10" – 5'12"
– pilothouse and saloon	1,86 m	6'1"
Ballast approx.	3,1 tons	6800 lbs
Fresh water capacity, approx.	400l	88 gal. UK
Fuel capacity, approx.	600l	131 gal. UK
Height above waterline, approx.	15,3 m	50'2"
Speed under power, approx.	8 knots	
Cruising range	600 nautical miles	

### SAILS (all sails are optional) Sail area

A = Ketch rigged without bowsprit	64,2 m <sup>2</sup>
B = Ketch rigged with bowsprit	70,1 m <sup>2</sup>
C = Ketch rigged with bowsprit and double (cutter) headsails	84,6 m <sup>2</sup>
Main sail (A+B+C)	24,5 m <sup>2</sup>
Mizzen (A+B+C)	11,5 m <sup>2</sup>
Genoa I (B+C)	43,6 m <sup>2</sup>
Genoa II (B+C)	34,1 m <sup>2</sup>
Genoa II (A)	28,2 m <sup>2</sup>
Jib, self-tacking (C)	14,5 m <sup>2</sup>
Storm jib (A+B+C)	8,7 m <sup>2</sup>
Spinnaker (A+B+C)	96,0 m <sup>2</sup>
Cruising spinnaker (A+B+C)	92,0 m <sup>2</sup>

Sails manufactured by North Sails  
Masts manufactured by Seldén Mast.  
CE approved category B.

### HULL

All hand laminated GRP construction using alternate layers of mat and woven roving. Longitudinal stringers and transverse floor members in appropriate areas. All bulkheads are teak-faced marine grade plywood, securely bonded to the hull. Engine bed in GRP construction with steel plates. The external ballast of 3,1 tons is fastened with heavy duty stainless steel bolts. Draft 1,80 m.

### DECK AND SUPERSTRUCTURE

The deck and superstructure are of 100 % hand laminated GRP construction. Teak deck. All exterior trim, including handrails are of teak. All windows of toughened safetyglass suspended in alloy frames. Stainless steel stanchions with teak rails. Boarding gates aft and starboard. Four heavy duty mooring cleats and four heavy duty fairleads plus a stainless steel stemhead fitting incorporating an anchor roller. Caprail of teak. Anchor well on fore deck. All external wood parts in natural teak without any treatment.

### ENGINE

The standard engine is a Yanmar 4JH4-HTE marine diesel developing 110 hp/81 kW at 3200 rpm. Mechanical transmission, reduction 2.45:1. Engine is fresh water cooled. The acid-proof propeller shaft swings a 22" x 14"R bronze propeller through heavy duty bronze bushings complete with lubrication system. 600 l of fuel are carried in two tanks, one each side of the engine room, properly vented, with side deck fillers and a separate handpump for taking out the dirt. A cruising range of approx. 600 nautical miles is provided.

### PLUMBING

All through-hull fittings below waterline supplied with seacocks. Fresh water capacity of 400 l, includes a polyethylene tank beneath the main saloon sole with large inspection/clean out port and filler from deck. A pressurised water system supplies both the galley and heads. Tubing in rigid polyethen. Double stainless steel sinks in galley, basins and handshowers in toilets. The toilets are supplied with marine pump type heads and a holding tank for the fwd toilet as standard with pumpout fitting on deck. One automatic, electric bilge pump and one manual bilge pump.

### STEERING

A Capillano hydraulic steering system enables effortless control, and services both steering stations. Turnover rate of the inner wheel is adjustable 3–6 turns from lock to lock. The skeg-hung rudder is of GRP with a heavy duty acid-proof steel stock. Emer-

gency steering by way of a tiller connected directly to the rudder stock.

### ELECTRICAL SYSTEM

Boat's service is by way of a 12 V DC system employing 2 heavy duty lead/acid batteries of 210 Ah each and one 180 Ah for start. A master switch for the batteries. The charging system employs a 12 V/80 A alternator and a relay for parallel connection during engine-running. Lighting throughout the yacht as needed, all wiring is properly harnessed and bundled. Navigation lights to international regulations.

### SPARS AND RIGGING

Silver anodised aluminium spars with internal halyards; elliptical spreaders. Main mast boom equipped with Rodkick boomvang. Main mast is deck stepped with stainless steel mast support to the keel, mizzen mast is stepped on the wheelhouse. Main mast is fitted with anchor-, masthead- and deck lights. Mizzen mast is fitted with floodlight, flag halyard and flag staff.

#### Main mast halyard winches:

– 3 x Andersen 16, 2-speed

#### Main mast reefing winch:

– 1 x Andersen 16, 2-speed

#### Mizzen mast halyard winch:

– 1 x Andersen 10

#### Standing rigging:

– Main mast, 1 x 19 ø 7–8 mm, stainless steel wire  
– Mizzen mast, 1 x 19 ø 6 mm, stainless steel wire

#### Running rigging:

– Internal halyards of stainless steel 7 x 19, with ropetails  
– Sheets ø 14 mm of rope

#### Sheetwinches:

– Fore sail: 2 x Harken B44.2STA  
– Main sail: 1 x Harken 32.2STA

Chain plates and turnbuckles are of acid-proof steel.

### INTERIOR

The interior is finished in satin varnished teak throughout, to the highest yachtbuilders standards. Countertops in the galley and heads are of durable decorative laminates. The floorboards are of teak-faced plywood. An excellent selection of standard curtains and upholstery fabrics is available. Wall-to-wall carpeting in wheelhouse. Toilets and shower room floors are of mosaic tiles. Floor drain in toilet.

### FORECABIN

Two berths with reading lights and storage shelves port and starboard, and storage under. A large translucent hatch to provide light and ventilation. 12 V outlet.

### FORWARD TOILET

The forward head is located by the fwd cabin and contains a marine pump type toilet, holding tank and a pumpout fitting on deck. Pressurised water, basin and handshower. Inside the door on the ceiling there is a curtain rail of aluminium. Ceiling light. Storage behind and underneath basin. Finished in light laminate. One Dorade vent. Opposite the head is a large hanging locker.

### AFT TOILET

Spacious toilet with pressurised water, basin, and handshower. The head is supplied with marine pump type toilet. Inside the door on the ceiling there is a curtain rail of aluminium. Ceiling light. Mirror and openable window.

### MAIN SALOON / GALLEY

A large U-shaped settee provides comfortable seating for up to six persons and is convertible to a luxurious double bunk. Cabinetry, bookshelf and space for a TV and radio. Large stowage compartments under seats. The galley, opposite the main saloon features a two-burner propane stove with oven (gimballed), and flame guards. Gas installation; solid copper pipe, flexible hose to gas bottle and stove. Shut off valve in the cabinet under the sink. Double stainless steel sinks, a compressor driven approx. 100 l top loading coolbox. Full-length storage cabinets provide ample space for dishes, provisions, and typical on-board cooking utensils. Drawers for cutlery etc. in cabinets. Cutting board, trash pail.

One Dorade vent and one hatch to provide light and ventilation to this area.

#### PILOTHOUSE

The visibility is unimpaired to all directions through the aluminium framed safetyglass windows. The pilothouse features a steering position with full instrumentation, compass, depth sounder etc. An extra large navigation/chart table with magnificent storage under and engine controls are at the helmsman's fingertips. All instruments are illuminated for night use. Overhead lighting as well as chart light are provided. Ventilation is provided by two hatches overhead, and the two sliding doors, port and starboard. Storage for miscellaneous sailing gear. Fire extinguisher.

#### AFT CABIN

The completely private aft cabin is large, airy and exceptionally comfortable. The warmth of the natural teak is combined with a large double berth to starboard and a single to port. In addition to two windows in transom four openable windows. A full-size wardrobe with shelves, and private access to the aft head. Reading lights above the berths and one overhead light. 12 V outlet.

#### EQUIPMENT

Anchors and warps	1 × 35 kg (77 lbs) stock anchor, 1 × 10 kg (26 lbs) anchor. 5 m (16') chain, 2 × 50 m (2 × 164') warps.
Anchor box	One forward. Locker under step on aft deck for gas bottle.
Bar locker	In saloon with bottle rack etc.
Batteries	2 × 210 Ah/12 V for service and 1 × 180 Ah for start
Bilge pump	Manual and automatic electric bilge pump
Boarding ladder	At stern
Cleats	4 cleats
Compass	Suunto C95, lighted or corresponding
Depth sounder	Raymarine ST70
Electric outlets	12 V, in forecabin, aftcabin, saloon, wheelhouse and cockpit
Emergency steering	Direct to rudder stock
Fairleads	4 heavy duty aluminium
Fenders	4 fenders
Fire extinguishers	1 × 2 kg (4 lbs), 1 × 6 kg (13 lbs)
Holding tank	App. 80 l emptying from deck or to sea.
Padeyes	4 pcs for lifeline
Horn	Electric marine horn with push button inside and outside.
Instruments	1 tachometer 1 engine oil pressure gauge 1 water temperature gauge 1 engine hour meter 1 ampere meter 1 volt meter 2 fuel gauges 1 fresh water gauge
Lifebuoy	1 horseshoe type
Life rails	Stainless steel stanchions, handrail of teak, gates on aft and stb.
Lights	Navigation, steaming and anchor lights according to international rules Flood lights Chart light in pilothouse Searchlight Overhead lights and reading lights at berths Indirect lights in galley
Log	Raymarine ST70 speed and distance recorder, trip recorder.
Mooring warps	4 × 15 m (49')

Navigation table  
Refrigeration

Repair kit  
Sink  
Stove

Switch board

Toilets

Ventilation

Water pressure

Water tank  
Wash basin  
Winch handles  
Windshield wipers

In pilothouse, storage space for charts  
Approx. 100 l insulated box, cooled 12 V compressor, top loading.  
Gelcoat in hull colour, 11  
Double sink in stainless steel in galley.  
Propane gas stove with two burners and oven, flame guards, gimbaled.  
Start/stop switch  
1 signal horn push button  
3 windshield wiper switches  
1 warning light for charging  
Warning signals for malfunction on engine oil pressure and engine temperatures (at both steering stations)  
1 switch for pressurised water  
Switches for navigation and anchor lights  
All instruments are illuminated.

One forward, one aft, marine pump type toilets.

Wheelhouse is ventilated through two overhead hatches and sliding doors Galley and fwd cabin are provided with adjustable hatches on roof tops. Dorade vents in fwd toilet and saloon. Openable windows in aft cabin and one in aft toilet.

Pressurised water in toilets and galley  
Approx. 400 litres in polyethylene tank  
In both toilets  
1 × 8", 2 × 10" with lock  
Three in front windows

Nauticat Yachts tries to improve its products by using the latest techniques and equipment while still maintaining high standards. Therefore, it might be necessary to alter the specifications from time to time and Nauticat Yachts reserves the right to alter specifications without prior notice. The pictures may show options. Depending on the fact that the ordered amount and placing of extra equipment varies from boat to boat, each boat is balanced with lead before delivery at our testpool. The interior drawings presented in this specification should only be considered as examples of possible interior layouts. The interior layout according to which the boat is to be built is confirmed separately for every yacht at order. See also your dealer's additional specifications as variations appear due to national safety rules. All dimensions mentioned in this specification are approximate.

Nauticat Yachts Oy has during its existence evolved to one of the leading boatyards, building traditional motorsailers and pilothouse sailboats. At the end of the year 2009 over 2750 Nauticats have been launched in different parts of the world. In addition to the famous "Grand Old Lady", the Nauticat 331, the current range comprises the traditional motorsailers, Nauticat 38 and 441. Nauticat 321, 351, 37, 385, 42, 515 and 525 we call pilothouse sailing yachts.



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