





HIGH ENERGY

39' (11.89m) 1985 Custom FABOLA YACHTS DIVA 39 Portsmouth Rhode Island United States



Water:

Manufacturer: Custom

Engines: 1 Yanmar Hull Material: **Fiberglass** Engine Model: 2GM20 Knots Cruise Speed: Engine HP: 16 Max Speed: Knots Beam: 9' 10" Cabins/Heads: / 1 Max Draft: Fuel Type: Diesel

Fuel:







Data Sheet

Category: Cruisers
Condition: Used

Model Year: 1985 Beam: 9'10'' (3.00m)

LOA: 38' 9" (11.81m) Single Berths: 3

Heads: 1

Knots Knots

Fuel Type: Diesel

Hull Material: Fiberglass

Imported: No

Engines/Generators

Engine 1

Yanmar 2GM20 16HP



Summary/Description

Over 100 of the Diva 39s were built, with active one-design racing in the Baltic. The boat is light and relatively narrow, with a near shoal draft and a large rudder. Despite its shallow keel, she is surprisingly close-winded and a joy to both cruise and race.

Over 100 of the Diva 39s were built, with active one-design racing in the Baltic. The boat is light and relatively narrow, with a near shoal draft and a large rudder. Despite its shallow keel, she is surprisingly close-winded and a joy to both cruise and race. The large main and light displacement give her a SA- DSP ratio of 21.2 for good light air performance even with a non-overlapping jib. The mast bend and headstay tension can be precisely controlled with both permanent and running backstays. As a result, the power and balance of the boat can be tuned for any wind condition, and she can be handled easily by 2 people. The normal racing crew is 5, but the long overhangs easily accept more or less crew weight. And with the narrow beam, weight on the rail is less critical, so you don't need a large crew. This boat has been very successful both in evening beer can racing and weekend doublehanded racing. On deck, there is little woodwork for easy maintenance. All control lines lead to the cockpit for easy shorthanded sailing. Tiller steering allows much better visibility and handling in tight quarters, and with the boat so well balanced it has little load. Belowdecks, the chainplates and floor stringers were rebuilt and the cabin sole repaced. Nonetheless, this is a lightweight boat, lively for local racing and wonderful for gunkholing throughout New England, but not suitable for bluewater passages. She was regularly cruised for 1-2 weeks each season.

DESCRIPTIONS

MEASUREMENTS

- LOA 38'9"
- LWL 30' 10"
- Beam 9'10"
- Displacement 9920 lbs
- Ballast 4575 lbs
- Draft 5' 9"
- Sail Area/Disp Ratio 21.2

CONSTRUCTION

- Divinycell H80 Core Fiberglass Hull
- Divinycell H45 Core Fiberglass Deck

ENGINE

Yanmar 2GM20 16HP

Stainless Fuel tank 10 gallons

Gori folding prop

DECK

- Lewmar 40 self-tailing sheet winches
- Lewmar 30 self-tailing backstay winches (new)



- Lewmar 30 halyard winches
- Carbon spinnaker pole (new)
- B&G Triton performance electronics (new) 2
- Triducer Multi sensor
- Tapered low stretch performance halyards
- · Racor fuel filter
- Tapered light weight spinnaker sheets
- JLocks on Jib sheets
- Tiller (new)
- Propane tank (new)
- Sparcraft mast (new)

SAILS

- Quantum Carbon Sport TriRadial Main (new)
- North Technora TriRadial Main
- Doyle X-Tech TriRadial light-medium jib (new)
- Doyle Dacron Crosscut heavy jib
- Doyle Code Zero
- Quantum 130% drifter (new)
- Quantum Airx 650 Symmetrical AP Kite (new)
- Quantum Airx 700 Symmetrical AP kite
- Quantum Asymmetric AP kite
- · North oversize storm jib

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The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

FEATURES

ELECTRONICS

- Compass
- VHF

RIGGING

- Tiller
- Spinnaker Pole

INSIDE EQUIPMENT

- Electric Bilge Pump
- Marine Head

OUTSIDE EQUIPMENT/EXTRAS

· Radar Reflector



Mechanical Disclaimer

Engine and generator hours are as of the date of the original listing and are a representation of what the listing broker is told by the owner and/or actual reading of the engine hour meters. The broker cannot guarantee the true hours. It is the responsibility of the purchaser and/or his agent to verify engine hours, warranties implied or otherwise and major overhauls as well as all other representations noted on the listing brochure.

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