



Chasing Sunsets

38' (11.58m) 1989 Island Packet
Solomon Maryland United States



OVERVIEW

\$112,000

Manufacturer:	<i>Island Packet</i>	Hull Material:	Fiberglass
Engines:	1 Yanmar	Cruise Speed:	6 Knots
Engine Model:	4JHBE	Max Speed:	7.7 Knots
Engine HP:	44	Cabins/Heads:	2 / 2
Beam:	12' 8"	Fuel Type:	Diesel
Max Draft:	5' 0"	Fuel:	57 G (215.77 L)
Water:	187 G (707.87 L)		



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Data Sheet

Category: Sloop

Condition: Used

Model Year: 1989

Beam: 12'8" (3.86m)

Max Draft: 5' (1.52m)

LOA: 38' (11.58m)

LWL: 33' (10.06m)

Cabins: 2

Sleeps: 6

Pullmans: 1

Double Berths: 2

Heads: 2

Maximum Speed: 7.7 Knots

Cruise Speed: 6 Knots

Fuel Type: Diesel

Hull Material: Fiberglass

Displacement: 21500 lbs

Fuel Tank: 57 gal (215.77 liters)

Fresh Water: 187 gal (707.87 liters)

Imported: No

Builder: Island Packet Yachts

Designer: Robert K. Johnson

Exterior Color: Beige

HIN/IMO: TDL38090I889

Engines/Generators

Engine 1

Yanmar

4JHBE

Inboard

44HP

32.81KW

Fuel: Diesel

Year: 1989

Generator 1

Entec West

4KW

Summary/Description

The Island Packet 38 is a classic blue-water cruiser that combines comfort, performance, and seaworthiness in a spacious and well-appointed package. "Chasing Sunsets" features a cutter rig, a long keel, a skeg-hung rudder, and a spacious cockpit. Dinghy, davits, and lightly used sails included!

Bring up the Island Packet 38 as a topic of discussion and you're likely to hear opinions that range from amazing offshore cruising yacht to sit back and get comfortable, it's going to be a long ride.

When the 38 rolled off the assembly line in 1986, it offered few surprises from a boat builder known for staying close to the same design despite variations in hull length.

On the upside, buyers expecting a safe, heavy, solidly built, full-keel yacht got exactly that. The boat's relatively high price tag of \$128,000 put off some potential buyers. Sailors in the market for a pre-owned boat have since found the 38 holds its value remarkably well, and in some cases the current used price is about the same as it was in the showroom.

First impressions

Sound construction, utilitarian layout and voluminous storage capacity are the prime virtues of the Island Packet 38. Belowdecks the roominess and overall comforts are likely to catch the eye of liveaboards, couples cruising with guests and sailors planning an extended journey. Teak trim above deck and generous wood panels below add a traditional nautical luster.

Construction

The first 38 was built in 1986, and the 188 were constructed by 1993. Bob Johnson, founder and chief executive officer of Island Packet Yachts designed the 38-footer with a protruding bowsprit that pushed its overall length to nearly 42 feet.

An MIT graduate with a master's degree in naval architecture, Johnson worked in California designing missile systems for McDonnell Douglas and later, using aerospace materials, made surfboards for a company he started under the Hollow Wave brand. As his career progressed, he joined Irwin Yachts as a designer, eventually taking those skills to Endeavor Yachts before striking out to build boats on his own.

The 38, with its distinctive beige hull and deck, boasted 100% hand-laid fiberglass construction. The hull was molded in one piece with strong triaxial glass that was unified with a molded, interior grid structure. The laminated deck was cored with a synthetic material nearly impervious to rot. All deck hardware was through-bolted with aluminum backing plates. The deck was attached to the hull flange with bolts, lock nuts and adhesives. Ballast was integrated into the full keel.

On deck

The 38 has a roomy cockpit with shower, folding swim ladder and cavernous lockers. The engine control panel has a protective cover. Nonskid decking, double lifelines and full-length cabin top rails suggest safety, while teak coamings and cap rail add touches of elegance.

Deck hardware and equipment includes cutter-style standing rigging with twin backstays, self-tailing Lewmar winches, a mainsheet traveler, a boom vang with preventer package, spring line cleats and a single-line reefing system.

Down below

Spaciousness is a key word aboard the 38. Headroom tops out at 6 feet 4 inches. Large staterooms are located fore and

aft, flanking the saloon. There are two heads, but owners have maximized the space by keeping the forward head and transforming the aft head into a dedicated navigation station instead of a cramped navigation nook.

Bill and Amy Betts of Florida, who spent 12 years circumnavigating aboard their 38, *Estrellita*, gutted the forward head and turned it into a sail locker, but say the boat has plenty of storage.

"This boat swallows tools and spare parts, along with three month's worth of groceries," he said. "We have all kinds of storage, especially behind the settees. We call it our hardware store."

Belowdecks there are oversized hanging lockers, a bureau with chest of drawers, large settees, retractable table and a pull-out double berth. The U-shaped galley has an LPG range with oven, double deep sinks, 14-cubic-foot icebox, teak dish rack, cutlery drawers, hot and cold-water pressure in the galley and both heads, and lots of natural light via overhead hatches and opening ports. Four dorade vents assist ventilation. The boat can carry 157 gallons of water.

Engine

The yacht is equipped with a reliable 44-horsepower, freshwater-cooled Yanmar diesel engine. Access to the engine compartment is excellent, via matching side panels and from behind the companionway ladder. The fuel tank holds 57 gallons, and a supplemental, flexible fuel tank can be added.

Underway

"It's comfortable, and in heavy air it doesn't get knocked around in a following sea like boats with fin keels."

It should be noted the owners of an upgraded 38 have sailed it without incident along the East Coast, to the Bahamas and on to Central America. She has been everywhere at some point in time and enjoyed the world over.

Bill Betts offered a different view, noting Island Packet yachts often participate in the Newport-to-Bermuda Race and other prestigious offshore competitions.

"We cruised around the world for 12 years and just got back in the fall. We had a 110% genoa and a large drifter. The latter makes all the difference in light air," Betts said, adding the boat is seakindly and has never been swamped by a following sea. "The rear end lifts up for a dry and comfortably ride, not a sloshy one."

Blaine Parks wrote about his family adventures aboard their Island Packet in an online journal.

"We agree that our boat doesn't move as well in light air, but we're going around the world, not just around the racing buoys," he wrote. "The ability to take the heavier air is more important to us than the lighter air sailing."

Parks added that a quality cruising chute kept their boat moving in most conditions.

Conclusion

Built for comfort, the spacious and stable 38 is an ideal yacht for a family planning to coastal cruise, sail offshore to the Bahamas, hang out indefinitely in the Caribbean, and maybe even go around the world.

DESIGN QUALITY: The 38 is a full keel, cutter-rig sloop designed by naval architect Bob Johnson. Ballast is integrated into the keel and its design does not offer the performance of a fin-keel boat, but most IP-38 owners are not racers.

CONSTRUCTION QUALITY: The 38 is solidly constructed of hand-laid fiberglass and the deck is securely fastened to the hull. Teak handrails and trim enhance the deck while exotic wood panels warm the interior. High-quality Island Packet workmanship is exhibited throughout.

USER-FRIENDLINESS: The full-keel design lessens the need to worry about snagging fishing nets while providing plenty of living and storage space below deck. The cutter rig allows for easier sail handling. The 38 is, however, a weighty vessel and that typically translates to needing more sail area to get her going.

SAFETY: The 38 was designed with generous freeboard that keeps its passengers high above the water where it's easier to stay dry. The boat has a Category A offshore rating. From the helm, views across the cabin top and deck surface are unobstructed.

TYPICAL CONDITION: Most Island Packet owners take pride in, and care of, their boats, so finding a used 38 in good-to-excellent condition is more the norm than the exception.

REFITTING: The 38s are often upgraded with refrigeration, electric winches, electric windlass, full-batten mainsail, larger genoa to replace the standard 110% genoa, and three-blade propeller instead of the stock two-blade version.

AVAILABILITY: Brokers report the boats tend to get snapped up quickly.

INVESTMENT AND RESALE: The 38 holds its value and can even sell for more than its original price when new. A cultlike following ensures the resale value remains high.

Deck

Deck, Gear, Machinery

- Like new (2016) Mack Sails (Main & 130 Genoa: replaced when they purchased the boat and lightly used)
- Molded polyester putty cored fiber reinforced plastic with gel coat exterior and molded nonskid in the tread areas
- Lofrans TIGRES 1500W 12V Anchor Windlass
- Ritchie Liquid Filled Compass w/ "Island Packet Yachts" Dial Face
- Teak Outboard Mounting Plate
- Stainless Steel Dinghy Davits with Manually Operated Block and Tackle System
- Stainless Steel Cockpit Bimini and Dodger Frame (Hard Top)
- Starboard Beverage Holder (Mounted to the Pedestal)
- New 55# Mantis Anchor, with 250' of 5/16 chain and 100' of 3 strand rode

Galley

- Starboard Side Layout
- Dual Deep Stainless Steel Sink with
- High Arc Faucet (Hot & Cold)
- Pull Out Sprayer
- Hand Pump Fresh Water Faucet
- Refrigerator/Freezer with Countertop Access and Alder Barbour Plate
- Princess 3 Burner Propane Stove with Oven
- Sliding Door Built In Storage Along the Hull
- Built in Plateware and Drinkware Storage (Aft of the Galley)
- Opening Port Window (Above the Stove)
- Opening Hatch (For Maximum Ventilation)

Electronics

In the Cockpit

- Garmin GPSmap 4210 Chartplotter
- Raymarine ST60+ Depth Display
- Raymarine ST70 AutoPilot Display/Control
- Raymarine ST60+ Wind Speed/Direction Display

Down Below

- Standard Horizon Explorer VHF Distress/GPS enabled
- SONY MEX-N4380BT Bluetooth Enabled CD/Pandora Radio
- Xantrex LinkPro Battery Monitor
- Magnum Energy Battery Charger/Inverter Control Display
- FURUNO GPS/WAAS Navigator DGPS GP-37
- 32" LG Flat Screen TV
- AC/DC Electrical Panel
- Perko Battery Selector

Cabins

Owner's Cabin (Forward)

- Pullman Berth on the Starboard Side (with multiple drawers underneath for storage)
- Bifold Door to Cabin
- Large Hanging locker on the Port Side with Vented Doors
- 3 Large Drop Down Storage Lockers on the Port Side (Adjacent to the Hanging Locker)
- Forward Head with Vanity and Shower (Semi-Wet Head Style)
- Jabsco Manually Operated Head
- Forward Access to Chain Locker
- Opening Port Windows
- Teak and Holly Floor

Aft Cabin (Port Quarter)

- V Style Berth with Drop In (Double or Twin Singles)
- Rear Access to Stern (Water Heater)
- Long Bulkhead Storage (Boat Hooks)
- Opening Port Window
- Teak and Holly Floor

Interior Space

Salon

- Navigation Desk (Forward of the Galley) Facing Aft
- Straight Settee on the Port Side
- Dog Leg Style Settee on the Starboard
- Multiple Opening Port Windows Throughout

- Plentiful Storage EVERYWHERE
- Dometic Cruise Air 18,000 BTU Reverse Cycle Marine Air Conditioner
- Teak and Holly Floor

Guest Head

- Port Side, just Forward of the Aft Cabin
- SPXFLOW Manual Johnson Pump
- Vanity with Stainless Steel Bowl and Pull-Out Shower
- Protected GFCI Outlet
- Large Amount of Storage (Behind Gorgeous Teak Doors)

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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