



Rafaeleo

38' (11.58m) 1988 Carver 3807 Aft-Cabin
Southport North Carolina United States



OVERVIEW

Manufacturer:	Carver		
Engines:	2 Mercury	Hull Material:	Fiberglass
Engine Model:	454	Cruise Speed:	15 Knots
Engine HP:	350	Max Speed:	22 Knots
Beam:	14' 0"	Cabins/Heads:	2 / 2
Max Draft:	3' 0"	Fuel Type:	Gas/Petrol
Water:	91 G (344.47 L)	Fuel:	280 G (1059.91 L)

\$110,000



Data Sheet

Category: Motor Yachts
Condition: Used
Model Year: 1988
Beam: 14' (4.27m)
Max Draft: 3' (0.91m)
LOA: 38' (11.58m)
Cabins: 2
Sleeps: 6
Convertibles: 1
Queen Berths: 2
Heads: 2

Maximum Speed: 22 Knots
Cruise Speed: 15 Knots
Fuel Type: Gas/Petrol
Hull Material: Fiberglass
Hull Shape: Modified Vee

Gross Tonnage: 24
Dry Weight: 27000 lbs
Fuel Tank: 280 gal (1059.91 liters)
Fresh Water: 91 gal (344.47 liters)
Holding Tank: 50 gal (189.27 liters)
HIN/IMO: CDRV0024H889

Engines/Generators

Engine 1

Mercury
454
Inboard
350HP
261KW
Fuel: Gas/Petrol
Hours: 50
Year: 2022
Location: Middle

Engine 2

Mercury
454
Inboard
350HP
261KW
Fuel: Gas/Petrol
Hours: 50
Year: 2022

Generator 1

Kohler
8.50KW

Summary/Description

Rafaeleo is a beautifully remodeled Carver 3807 Aft Cabin. The 3807 Aft Cabin is very spacious updated with all the bells and whistles. The deck and fly bridge are very comfortable with a full enclosure. It has new twin 454's that provide plenty of cruising power for all you aquatic adventures.

Rafaeleo is a fully remodeled 38 Aft-Cabin with new engines and transmissions. Enjoy a comfortable air conditioned fully enclosed fly bridge and aft deck with all upgraded electronics. As you enter the main salon you will feel at home with the huge newly remodeled and carpeted living space. Stepping down into the roomy fully equipped galley that has new cabinetry, induction cook top, dishwasher, microwave and refrigerator. The dinning space has plenty of storage and two countertops that are multipurpose for workspace, office or dinning. Moving forward is a dual access head with a shower connected to a guest berth. Walking up to the main salon you will find it very roomy with a sectional couch. The newly carpeted floor provides a very homey feel and clean-living space. You will find no odors from the engine room or below deck because of the reverse air pressure system and four A/C units. Stepping down into the aft cabin there is a queen-sized bed and lots of storage space. The master bathroom has been beautifully remodeled. Topside you will enjoy a fully enclosed flybridge and aft deck equipped with A/C. This is definitely a must-see motor yacht totally refitted.

Electronics

- Garmin GPS
- Furuno radar
- Stereo
- VHF radio
- Led lights
- Washer
- Dryer
- Dishwasher
- Induction cook top
- 4 AC units
- Heat
- Windless
- Battery charger and management system
- Refrigerator
- Microwave
- Macerators
- Auto pilot
- Depth finder
- Reverse air purifying system
- Induction cooktop

Cabin

- 2 estate rooms
- 2 heads
- Galley
- Main salon

- 2 showers
- 3 A/C units
- Plenty of storage
- Led lights
- New Carpet
- New blinds

The Rundown On The Remodel

So, here's a rundown of everything that's been done to the boat. Why it is like new. Let's start at the very bottom. Had the boat pulled out of the water. Even before that, I'm only the third owner. I bought it from a guy who had it for about 12 or 14 years, and then the first owner had it the rest of the time. The second owner was an engineer, so he kept great records. So, all the things that I've done from the ground up and had the boat, pulled and put on the hard and had the bottom media blasted and consequently had it barrier coated with epoxy, which is good for 10 years. The bottom looked good. There was like one or two little, tiny blisters, which we fixed, and then we painted them.

We also replaced the trim tabs because they were getting rusty. But they still worked. But some of the hinges were coming out. We also striped the boat and we did some paint around the hull when it was needed. So that gets the bottom.

The props have been off and, and tuned, the shafts have been out and new Cutless bearings have been put in and new packings have been put in. We also installed a secondary depth sounder, which is tied into the new Garmin chart plotter. So that's what's been done on the bottom end.

As we get into the engine compartment. Again, the boat was out of the water and both engines were removed. Both transmissions were removed. Everything in the engine room was removed, including all the original plywood, which was old and smelly. So, we took all the plywood out, super cleaned, the v part of the bilge and, you know, 25 years of old oil down there. So, we got it spotlessly clean and painted that. And then we replaced all the wood with new wood. We also put in new holding tanks and built a little place for them.

And we re-engineered the holding tanks with, with upgraded materials and new hoses. Also down in the engine compartment, we replaced the battery charger with the battery high end charger and a remote monitoring station.

The transmissions were done locally by Greens, supposedly the best. And the engines were brand new engines from Jasper, Jasper Remanufactured with a guarantee. Then they were installed. And along with that we put in new alternators and starters. We also replaced both intercoolers with the Mr. Cool Unit, which is better than the original. We had the carburetors taken off and flow benched.

We replaced some of the ignition parts and of course all the tune up spark plugs, the rotor distributor cap oil change. We ran break in oil for the first 10 to 15 hours, and then we updated the oil to the correct Mercruiser oil, replaced all the belts and all the hoses that were available. When everything was out, we had to have all the shafts realigned, and we did all of that.

One of the key features of this vessel is that there's a reverse pressure, a negative pressure air system. So, it's constantly pulling air out of the engine room and blowing it outside so there's no odor inside the boat.

We've also replaced most of the polybutylene plastic water lines, which is brittle and tends to crack with pex. We've replaced all the shower sumps, we've replaced all of the bilge pumps, and we've added a bilge pump up front where there wasn't one that's all tied in automatically. We also replaced the fresh water pump. We replaced the solenoid for the windless as well. One of the other huge modifications to this boat was the fact that the shore water line came in on the aft deck, which was always a problem. And so therefore we moved it to the transom, which was a huge effort. But we did that. And so now you don't have that hose to trip over on the back deck.

In terms of what's above the water line, let's start with some of the mechanicals. So, all the air conditioners have been replaced. The one in the aft cabin is in the process of being replaced. We're just waiting for an adapter or two to get that plumb, but it's a brand new unit as well, and the aft is now fully heated and air conditioned. In addition to that, we enclosed the entire aft deck by providing some maintenance free expanded polyurethane panels all around the side, fully enclosed it, and of course all the new. And we used all strata glass and stamoid material instead of canvas because the stamoid will just stay much better in the eyes and glass or strata. Glass is put in such a way so that you don't have to roll it up. It's snapped at the top so it doesn't scratch the entire enclosure, including the new wing doors with the polycarbonate windows, and it was just under \$15,000 and it's in perfect condition.

It also makes the back look much better because it's white. I was cautioned against white, however, I've seen no drawback, only pluses to it. In addition to that, we added extra lighting to the aft deck. We added a beautiful waterproof carpet. We added a two place loveseat with those nice blue cushions, and the loveseat also has storage underneath it.

We have two white German made outdoor chairs as well as two teak chairs, one inside and one outside. Again, the biggest enhancement to the aft deck is getting rid of that water fitting that was inside the aft deck so that you had to walk over a hose every time that's no longer there, and it makes a huge difference.

We also put in two small windows for line handling at each corner upon the flybridge. We added a nice Garmin chart plotter, and we also added, because it has that new type of interface, we added a second depth sounder so that the, that you can see it while you're looking at the charts. You don't have to take your eyes off it.

We also replaced the stereo upstairs with the new radio stereo system and new speakers, and we also replaced the VHF radio upstairs. Additionally, right before I bought the boat, the windless was rebuilt and the rotating spotlight with remote control has been rebuilt.

We also added a brand new captain's chair, took out the old one, and put in a new captain's chair. Forward storage. There is lots of spare lines. The required number of life preservers and a boarding ladder stainless steel boarding ladder. We also recently serviced a hydraulic steering changing out the fluid.

Note. There are two items on the fly bridge that are inop, and I don't plan on fixing them because they're extremely minor one is the fuel flow on one of the engines. The fuel flow on both engines is identical, so as long as one is operable, it's pretty easy to calculate what the total fuel flow is. It's a fairly old unit and if someone wanted to replace it with a newer one, they could, but it works fine for me. And secondly, the fuel gauge. When the fuel is relatively low one of the tanks doesn't read accurately. However, I do keep both tanks filled as a safety precaution. So as long as I'm getting reading on one tank, I know what the other tank is. There's a control in the aft cabin where you can select for each engine, the left or right or port or starboard tank to draw from or turn them or turn it off. Those have no impact on operating the boat whatsoever, and they have not been an inconvenience.

Now let's go inside and take a look at the tremendous amount of work that's been done there. Let's start with the forward cabin. The forward cabin has a brand new mattress that also has new curtains that were made by Stricklands. It has a new hatch gasket. It has a custom made teak hatch screen, which I saw on a Hatteras and I had a boat builder make me one exactly like that so that you can open the hatch and not have any bugs in the forward cabin. In the anchor locker. I replaced the regular solenoid with a waterproof solenoid which controls the windless, which works just fine. I also replaced the anchor line and the anchor attachments. The front cabin has a brand new high capacity air conditioner and I replaced the old fashioned air conditioning controls with new digital controls.

Also rerouted some of the air conditioning ducting, so it's significantly more efficient,

In the forward head. I converted the toilet from seawater to freshwater, which makes a huge difference in terms of odor and just general cleanliness. You'll note that all the teak and all the plexiglass polycarbonate is in absolute excellent

condition in the forward head, and the teak floor is in excellent condition. The previous owner added some teak towel holders to each of the doors.

Now let's go into the galley. The galley has been completely remodeled. The original two little, tiny stainless steel sinks and old fashioned faucet was completely removed. And a brand new household oversized composite kitchen sink was put in along with the new faucet and fittings. This made a huge difference and completely converted the galley from an unusable galley to a beautiful home style gallery galley. In addition to that, all the surfaces in the entire boat, all the laminate has been replaced, including the kitchen. Additionally, we took out that old marine oven and stove and you never really use the oven.

And I replaced the stove with a two burner induction unit, which is flush mounted right below the microwave. The microwave is an inverter microwave, which doesn't work like a regular microwave. It works more like an oven. And additionally, you may want to just purchase an air fryer if you do need to use an oven where the oven was. I put in a beautiful stainless steel dishwasher, an appliance I don't want to live without when I'm staying aboard. And all of the plumbing in that general area has been replaced with Pex versus the old Polybutylene.

Moving under the steps, we have a new fresh water pump which pumps water from the holding tank. And then on the starboard side, we took out the useless dinette and two little seats, which was too small for normal people and enlarged that area. So, we have two shelves. One is above a cabinet and one is there where you can sit and have dinner with two bar stools. You'll notice too, the custom made brackets that we had will hold over 300 pounds. You can actually sit on those and they're completely solid. This totally opened up the whole area in the boat and made that feel almost twice the size. These Carvers came with a central vacuum system, which was a real odor producing device. So, we pulled that out and we increased the storage space above the new cabinet by almost 50% and also added light below that. Behind the refrigerator is a new holding tank, which we replaced and re-plumbed with the brand new holding tank, new plumbing and new lines and more.

We also did some remodeling underneath the sink to increase the storage area, and we added some very nice LEDs which have two brightnesses. You use the rocker switch for low and hit it twice for high. Over on the side where the cabinet is, there are two fluorescent lights and we added also an additional LED, just like the ones that are in the kitchen.

We also put a filtering system above the induction cooktop so that any grease through the air would be trapped in that and those pulled out and they can be easily washed.

Moving into the salon, one of the main things we did to make the engine area more accessible is we changed the hatch arrangement. So instead of having two gigantic hatches on either side and one hatch with a hinge in the center, which was very inconvenient, we did away with the center hatch with the hinge and put two hatches with flush pulls.

And then on either side we cut the two gigantic hatches in half, trimmed them out, and now each one can actually be managed by one person for easy access and they're easy to move out of the way.

In the salon, we replace the sofa with a completely new one, the only thing left of the sofa is the actual wooden frame, which was quite good, made out of hardwood. And we restyled and reupholstered it. Everything is brand new, the cushions and all the material. Note, the material looks like suede, but it's actually a washable plastic, so it's very heavy duty. We also added storage underneath the sofa where there previously was a terrible pullout bed, which has been completely removed, so now there's complete storage up underneath there. Stricklands did all the wall coverings and all the panels on either side of the shades are new. With new material, the shades will pull down from the top.

the shades will pull up from the bottom. They were all made by Stricklands, so they're the highest quality and they also have sunblock on the outside part. Now notice there's a wooden panel where one of the windows was that was accidentally cracked, and then we removed it, and I'm waiting for that to come in. That will be part of it. It'll be a new piece of tempered glass, made in Raleigh.

The carpet in the salon is new, high quality, and the pad underneath it is new and high quality. During the renovation, we removed some of the old equipment that was useless and we made extra storage. You'll note that to either side of the panel where there's fabric, there used to be some speakers in there. We've removed all of that and made that storage, and also there was some old stereo equipment to the right of all of that. And that is now a wine storage area, which you'll be able to see with some very nice polycarbonate wine stackable wine racks.

There's also a foldable table that slides into the forward side of the sofa. So should you want to put a TV up there and watch TV and eat that table will slide out and you can put it up and eat on the sofa while you're watching tv.

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I may have mentioned this before, but one of the great features is the fact that the boat has no odor, and that's because I learned about a negative pressure system from a friend of mine who was in commercial heating and air conditioning many years ago. And so, I have built and installed that system so that there is no odor from the engine area coming into the living quarters.

The carpet rolls up easily for easy access to the engine room, and again, with the series of small hatches, they don't weigh anything. One person can easily get in there. So, when you're getting underway, all you have to do is pull out one of the center hatches and you're right there where you can check the oil and you can check the fluid in the heat exchangers and check the transmission fluid.

I also failed to mention that down in the engine compartment, we replaced the hot water heater with a high quality oversized hot water heater. So, we've actually never run out of hot water when multiple people have been showering. And we have a custom made cover on top of that hot water heater, which makes it nice for kneeling on or standing on when you're doing something.

In the engine room, also in the salon, as you walk down towards the aft cabin, you'll notice two additions. One is a remote panel for the battery charger. It's a very sophisticated battery charger. And we have them wired up with both engine batteries and house batteries with selector switches. And also, there's a volt meter, so you can check the voltage on either bank of the batteries as you go down into the master state room.

We've reupholstered some of the vinyl trim on the bed and that has all new bed coverings. Behind the door that goes to the master state room. We have built-in cabinets in that locker there on the right hand side, which are adjustable. And also, the boat came with these old fashioned mirrors on the two doors that go to the largest locker, and we replaced those with matching teak doors. All of the window coverings, the curtains and the blinds are new. Stricklands made all of the window coverings in inside, and there are some new linen draperies in the AF cabin, which I had made. The original lighting has also been updated in the aft cabin, and one of the less desirable things was that all of the drawers in the aft cabin weren't on slides.

You just had to kind of yank 'em out. So, with a lot of effort, we replaced all of those with custom slides. So, all of the storage underneath the master cabin bed is now on slides with automatic closing. So, you pull them out and then they close automatically. We've also replaced the shower sump that's underneath the bed and cleaned the drain so that it drains better. And again, you'll see that the air conditioning, the front panel is off because we're working on getting a new air conditioning unit in there, which is mostly installed and should be finished up shortly. Also, we changed the filter housing. You'll notice as you walk down from the salon to the master cabin, the one that was put in by Carver, it was impossible to change the filter on. It took over an hour, so now we have a new one in there with two clips, and it takes less than a minute to change the filter. The master head has also been significantly modified. It came with that fuzzy material on the wall, which we removed because that stuff gets wet because of the sink. And we, it was a lot of work, but we replaced it with a Formica type material. We also removed the old stainless seal, stainless steel, tiny little round sink and replaced it with a nice vessel sink.

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And also, the boat came with these old fashioned mirrors on the two doors that go to the largest locker, and we replaced those with matching teak doors. All of the window coverings, the curtains and the blinds are new. Stricklands made all of the window coverings, and there are some new linen draperies in the master stateroom.

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There are also two inspection plates in there, which we put in there and we replaced most of the plumbing. One of them is for the new 30 amp line that we put in for the heating and air conditioning of the aft deck. And the other is for the swim platform bolts because we replaced all of the swim platform bolts, which is a major operation because swim platforms will fall off because the bolts rust and some of them are behind the liner. So, it was a huge job and we did have to put an inspection plate there and make way for us to replace that. So the swim platform should be good, good for the imaginable future. It also has a new shower sump, and the shower drains extremely well.

I've probably missed about 25% of what we've done, which I could identify when I do a walkthrough. But I wanted you to understand the tremendous amount of work that has been done on this vessel to make it like a new boat.

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.

Disclaimer

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.







































































































