



# Island Time

38' (11.58m) 2007 Sabre 38 Hardtop Express  
Oxford Maryland United States



## OVERVIEW

**\$394,500**

Manufacturer:	Sabre		
Engines:	2 Cummins	Hull Material:	Fiberglass
Engine Model:	QSB 5.9L	Cruise Speed:	
Engine HP:	425	Max Speed:	
Beam:	13' 8"	Cabins/Heads:	1 / 1
Max Draft:	3' 4"	Fuel Type:	Diesel
Water:	100 G (378.54 L)	Fuel:	350 G (1324.89 L)



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## Data Sheet

Category: Downeast  
Condition: Used  
Model Year: 2007  
Beam: 13'8" (4.17m)  
Max Draft: 3' 4" (1.02m)  
LOA: 38' (11.58m)  
LOD: 38' 6" (11.73m)  
Cabins: 1  
Double Berths: 2  
Head Room: 6' 6"  
Heads: 1

Fuel Type: Diesel  
Deadrise: 16°  
Hull Material: Fiberglass  
Air Conditioning: Yes

Displacement: 21500 lbs  
Bow Thruster: Yes  
Fuel Tank: 350 gal (1324.89 liters)  
Fresh Water: 100 gal (378.54 liters)  
Holding Tank: 30 gal (113.56 liters)  
Builder: Sabre Yachts  
Designer: Sabre Design Team  
Exterior Color: Light Grey  
HIN/IMO: HWSX8049H607

## Engines/Generators

### Engine 1

Cummins  
QSB 5.9L  
Inboard  
425HP  
316.92KW  
Fuel: Diesel  
Hours: 750

### Engine 2

Cummins  
QSB 5.9L  
Inboard  
425HP  
316.92KW  
Fuel: Diesel  
Hours: 750

## Summary/Description

New to the market, this 38 Hardback Express is fully loaded with all the right equipment, very clean, prepping for early spring delivery.

A few of her notable amenities include:

- Cummins Straight Drive Twin Engine Power
- 4-Zone air conditioning and heat
- AC / Heat at Helm Deck
- Side Power bow thruster
- Raymarine electronics package
- Onan generator
- New house batteries
- Teak helm decks
- Light grey painted hull
- Fresh bottom paint added

Yachting Magazine wrote, "For 'over' a decade Sabre Yachts has incorporated the phrase "Crafted in the Maine Tradition" into their marketing efforts. Sabre appears to have nailed a winning formula by combining refined tradition with the comforts and equipment found on untraditional models. A feat by the Sabre design team was their success at creating a hardtop express that didn't resemble a squashed birthday cake. Making a hardtop look good on any traditionally inspired express cruiser less than 45 feet is not an easy task.

On the 38, Sabre has kept the profile unobtrusive, relying on fabric and isinglass to enclose the after seating area. A substantial overhang should keep rain out during an average downpour. Under way I found the 38 Express to be a solid performer. The twin diesels pushed us to a top speed of 32.3 knots in calm seas. But more impressive was the easy cruising speed of around 25 knots at 2700 rpm.

This appeared to be a sweet spot for the 38, as she traveled in perfect trim with no tabs applied, and we recorded sound levels at a reasonable 83 decibels. The transom has a 16-degree deadrise, producing sufficient lift to pop the 38 right out of the water when applying the throttles. Steering throughout the speed curve is very responsive. Considering the 'wonderful, elegant' fit and finish, the long standard equipment list, the performance and above all the timeless downeast styling of the 38, she looks like a 'very smart and desirable' value on the market.

## EQUIPMENT LIST BY LOCATION

### Upper Helm Deck

- Stidd helm and mate's seat
- Wood in helm area is cherry
- Sliding companionway hatch
- Bi-fold teak companionway door

- Clear chart locker cover
- Wet bar with solid surface laminate bull nosed edge will overhang cabinet below
- U-line refrigerator/freezer model# COMBO 29FF, surface mounted
- Forward facing L-shaped settee. Dry storage below
- Cherry with maple inlay table
- Lewmar pilot hatches overhead with roller shades

### **Forward Stateroom**

- Spacious Island Berth layout with custom 5" cushion. ¾" laminated trim
- Cherry hull ceilings
- 2 Drawers under bed. A/C return grills under drawers
- 2 drawers in bureau w/locker w/shelf above and single louvered door
- Upper enclosed shelves with storage behind. Locker face to have 2 louvered doors. Each door to access partitioned space with shelves in the aft two compartments. Doors hinged at bottom.
- Recessed shelf with fiddle on starboard main bulkhead sized for Sharp 15" flat panel TV. Air conditioning discharge above this locker.
- Large Hanging Locker to port, cedar lined with cedar shelf and hangar pole. Open shelf above. Louvered door.
- Teak and holly sole with 2 coats of sealer
- Soft headliner panels
- Large pocket door between salon and forward cabin

### **Head**

- Stainless sink
- Circular shower stall with seat and locker outboard
- Hot and cold pressure water
- Electric shower sump pump
- Storage lockers
- Corian counter with bull nose
- Towel bar
- Wood trimmed mirror over sink
- Ventilation blower
- Outlet for forced hot air

### **Salon**

- "L" settee converts to double berth, 4 1/2" foam cushions
- Storage under settee
- (2) enclosed lockers outboard with open shelf and removable fiddle forward
- Master AC/DC breaker panel facing fwd on aft bulkhead behind pair of louvered doors
- Fwd starboard bulkhead forms entertainment center space for Sony Bravia 26" flat LCD TV and DVD Player as well as chase for air conditioning duct and discharge grill.
- Clarion M745 AM/FM/CD stereo with six speakers
- Farenheit DVD36 DVD player
- Inlaid salon table on (2) hi- low pedestals lowers to form berth with filler
- Bottle storage locker
- Teak and holly sole w/ sealer
- Sound deadening headliner panels

### **Galley**

- High pressure laminate galley counter
- Stainless steel sink with faucet
- Built-in waste basket
- Drawers and storage lockers below counter
- Storage cabinets outboard and above aft counter
- Two burner Seaward Princess Gourmet electric cook top
- Tappan convection microwave

### **Engine & Generator Systems**

- Cummins QSB 5.9L 380hp electronic diesel engines
- 6 cylinder , fresh water-cooled Includes electronic controls
- ZF IRM85A-2.0 transmission
- 1 3/4" Aquamet 22 stainless steel shaft
- PSS drip-less shaft seals
- Manganese bronze struts with cutlass bearing
- Four blade NiBrAl propellers to ISO Class S
- 80Amp, 12V alternators each engine
- Seawater cooled 5" side exhaust system
- Groco raw water intake strainers
- Engine room blower
- Engine room vent ducts
- Engine room floor with gray anti-skid rubber + removable teak insert
- White gel coated engine room
- Foil face foam noise barrier
- Onan 9.0Kw EQD generator (311 hours)
- Reverso oil change pump

### **Electronics**

- (2) Raymarine E120 screens for radar and plotter
- Navionics Platinum chart card
- Raymarine depth digital sounder w/fish finder
- Raymarine 4 kW, 48 mile open radar array
- Raystar 125 GPS
- AIS Transceiver
- Raymarine ST6002 autopilot
- Raymarine S100 remote autopilot control
- Standard Horizon Quantum GX5500S VHF w/AIS at helm
- Standard Horizon VH310 remote VHF at mate seat
- KVH M3 Sat TV dome
- Maxwell AA710 auto anchor control

### **Fuel System**

- Single 350 gal aluminum diesel fuel tank
- Racor fuel filters
- 2" "Diesel" deck fill plate
- Fuel Level Indicator at helm

### **Steering & Trim Systems**

- Teleflex hydraulic steering system (BA135-7ATM cylinder)
- Tilting Teleflex helm pump
- Twin bronze rudders w/adjustable tie-rod. (1 3/8" dia rudder post.)
- Twin Bennett stainless steel trim tabs

### **Helm Station**

- Cummins single lever DTS electronic controls
- Engine Start/Stop control panel
- Custom gauge panel to include for each engine: tachometer w/hour meter, engine temperature, engine oil pressure, transmission oil pressure, voltmeter displayed in two SmartCraft displays
- Water in fuel warning light.
- Hi water temp and low oil pressure alarm
- Triple windshield wipers with washers
- Fuel gauge
- Switch controls for horn, running lights, anchor light, engine room blower and optional equipment
- Control for red instrument lights w/dimmer
- Stazo wood steering wheel

### **120VAC Electrical System**

- Two 30A AC shore power inlets and two 50 ft. cords
- Galvanic isolator w/monitoring system
- Illuminated main circuit breaker distribution panel.
- 120V outlets in each cabin and one in engine room
- All galley and head receptacles are GFI protected
- Additional outlets positioned in locations appropriate for entertainment systems in main cabin and fwd cabin
- One outlet located on the upper helm deck
- MasterVolt 50amp, 3-bank battery charger
- MasterVolt BTM-III battery monitor control
- Below deck reverse cycle heat/ air conditioning in (2) zones

### **12VDC Electrical Distribution System**

- Two LifeLine AGM 8D-12VDC batteries
- Three New Group 31-12VDC sealed lead acid batteries
- One Group 24 AGM battery
- Battery Management panel including:
- Emergency crossover switch.
- Ships power switch
- Starting Battery switch
- Illuminated main circuit breaker distribution panel w/battery condition gauge
- Lighting:
- Danish Cabin reading lights
- Cantalupi halogen lights in the overhead
- Halogen bar lighting in appropriate locations
- Cabin LED lighting
- Improved engine room lighting
- Cockpit courtesy lights w/remote switch at transom door
- Tinned wire throughout

## Hull Composite

- Deep "V" Planing hull design with Shallow prop pockets
- 23 degree deadrise amidships and 16 degrees at transom
- ISO NPG white gelcoat w/ vinylester back-up resin
- Knitted Biaxial structural E-Glass reinforcements
- Vacuum Bagged Airex foam core in hull bottom and topsides
- Foam/plywood cored fiberglass stringer system
- Swim platform with under mounted telescoping ladder
- Hull side rubbing strakes
- PVC rub rail with stainless steel cap
- Painted (IMRON) Double Boot Strip
- Gold Cove Stripe

## Deck, Windshield, & Hardtop Composite

- ISO NPG gelcoat
- Knitted Biaxial Structural E-Glass Reinforcements
- Molded in anti-skid deck surfaces
- Windows with clear anodized frames recessed into hard top
- Inside walls sheathed w/high pressure laminate
- Hardtop w/ anti-skid surface on top
- In-swinging Transom Door with latch system
- Fiberglass bow pulpit with single anchor roller and windlass
- Anchor locker w/ Southco slam latch #M1-64-8
- Fresh and salt water washdowns for anchor/chain/pulpit/deck at bow
- (1) Large Aft hinged double sided lazarette locker hatch with gas struts and Southco (2) 3" dia compression latches
- (1) Large double-sided Engine Room hatch with 3" compression latches, and heavy SS hinges
- Hinged helm pod
- Center opening windshield powered
- Hot and cold transom shower

## Deck Hardware

- 1 1/4" Diameter type 316 stainless steel perimeter rail system
- (6) 12" Stainless Steel Cleats (2 fwd, 2 mid ship, 2 in aft cockpit)
- (1) 10" Stainless Steel Cleat to starboard of windlass as anchor rode tie off
- Windlass Lewmar rope/chain with Maxwell remote/wireless control and feet counter
- Single anchor roller sizes for 35# CQR w/150' chain and 150' line rode
- Flagpole holder and flag staff. Burgee staff on pulpit
- Lewmar Low Profile polished aluminum hatches w/screens
- (2) #44 on foredeck, (2) #10 port and starboard
- Custom stainless steel opening ports
- Teak toe rails port and starboard with custom stainless steel cast mid rail chocks and forward skene chocks
- Teak cabin side eye-brow
- Custom cast stainless steel "SABRE" medallion
- Cast stainless steel corner hawse pipes in cockpit coamings

## Fresh Water System



- Water capacity 100 gals
- Force10 11 gal. stainless steel hot water heater off 110V and engine
- Hot and cold water pressure system 12V
- Wema tank level indicator

### **Decor**

- Varnished cherry interior finish
- New screens on all opening ports and hatches
- Ocean Air screen/blinds on deck hatches
- Laminated wood trims on counters and shelves
- Dovetailed maple drawer boxes
- Bedding, throw pillows

### **Waste Disposal**

- Polyethylene holding tank with 30 gallon capacity
- Jabsco Quiet Flush fresh water MSD
- Shurflo macerator pump on holding tank
- Overboard Discharge pump system with dedicated through-hull

### **Safety**

- Fire extinguishers, (4) at 2 1/2 lbs.
- Marelon sea valves on all below waterline fittings.
- Bonding system to safeguard against galvanic corrosion.
- Automatic fire extinguishing discharge system with override.
- Automatic 12V electric bilge pumps

### **Additional Equipment**

- Sunbrella window covers
- Wiring for powered cockpit shade
- Fenders
- Lines
- Fender whips
- Boat Hook

## **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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