



Saare 41 cc²

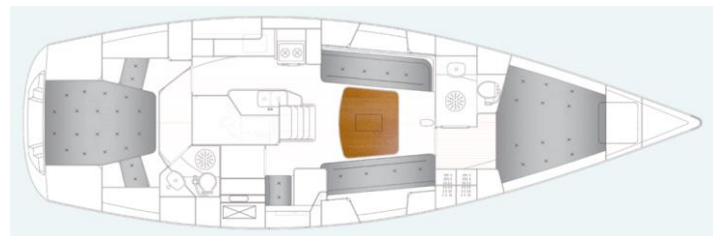
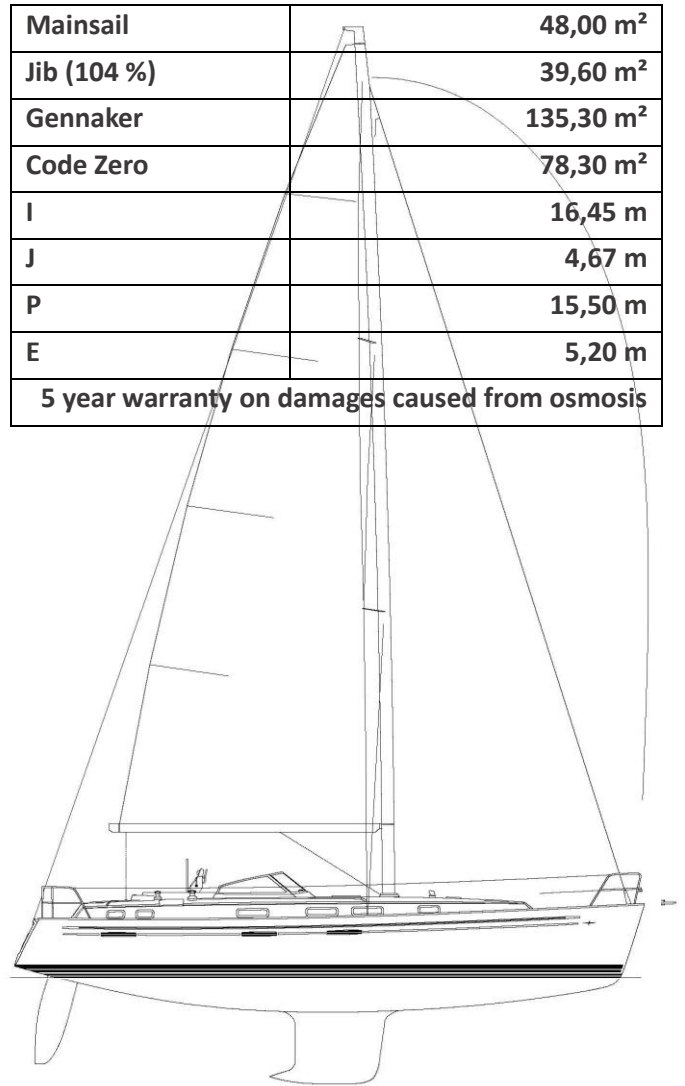
December 2021

CE category	A (worldwide travels)
Length over all	12,50 m
Length waterline	11,20 m
Max. width	3,92 m
Depth	2,00 m
Optional depth	1,80 m
Displacement	9,50 t
Ballast (lead)	3,90 t
Engine	60 PS (44 kW)
Mast height above wl	18,56 m
Water tank V4A	300 l (+ optional 100 l)
Water boiler	30 l
Diesel tank V4A	320 l (+ optional 100 l)
Waste tank V4A	70 l

Consumer batteries	2 x 165 Ah AGM
Starter battery	1 x 90 Ah AGM
Charger / Inverter	70 A / 1.600 VA
Alternator	115 A
Diesel heating	Eberspächer D5 4.800 W

Standing height in Salon	196 cm
Bow berth	
Length	215 cm
Width feet area	92 cm
Width head area	208 cm
Aft berth	
Length	205 cm
Width feet area	111 cm
Width head area	123 cm
Salon berth port	
Length port	209 cm
Width starboard	66 cm
Salon berth starboard	
Length port	209 cm
Width starboard	66 cm

Mainsail	48,00 m ²
Jib (104 %)	39,60 m ²
Gennaker	135,30 m ²
Code Zero	78,30 m ²
I	16,45 m
J	4,67 m
P	15,50 m
E	5,20 m
5 year warranty on damages caused from osmosis	



All measurements and dimensions are provisional and circa dimensions.
Product specifications are subject to change.

Saare Yachts

Saare Yachts are built in the highest quality with a combination of traditional craftsmanship and innovative building methods, using only the best materials in an individual small series.

Hull and deck are built as an sandwich construction using vacuum infusion technology.

This technology does not only improve the working conditions for our workforce, but it also gives you a better, more stable and durable product. The amount of resin is always the same, all layers are perfectly saturated, the laminate is more dense and there are no air pockets due to the vacuum. This results in a lighter, but a lot more stable and solid component with a high fiber to resin ratio.

All GRP works are made by using vinylester resin.

The entire hull and the deck, but also all small GRP parts are made by using only vinylester resin at Saare Yachts OÜ. This resin is about 300 times as hydrolysis resistant as normal polyester resin. This makes an osmosis appearances nearly impossible. The quality of this resin is close to epoxy resin, but without all the disadvantages of it.

We build in an extraordinary strong and safe bottom group.

For each Saare we build a bottom group in a special mold, which consists of longitudinal stringers and big, high floor timbers as a GRP construction. We consciously do not use a steel frame out of technical reasons here. This exact fitting piece is placed in the hull and laminated with lots of layers of fibers and angle laminate, even inside the deep bilge, to the hull with extensive effort. This bottom group is the backbone of the yacht, it takes the loads from the keel and the rig. This stable bottom group is the main reason why a Saare Yacht does not warp, clank or groan even in heavy seas.

The hull-deck connection is laminated all around.

Only a few yards still make a hull deck connection which takes so much effort. The deck and hull are glued together on a high flange and additional to that we laminate the connection from the inside with several layers all around. This way hull and deck form one stabile and force-locking unit. The whole construction is nearly torsion-free, stiffer and stronger.

The bulkheads are laminated to the hull and deck from both sides.

The bulkheads are laminated to the hull and deck from both sides, this way they are also part of the load-bearing structure of a Saare Yacht. Interior surfaces are covered by two layers of Topcoat. The rubbing strake is a part of the hull and massively filled and can withstand hard knocks a lot better than a thin stainless steel profile or teak rubbing strake

The lead keel is safely bolted in the deep bilge.

The deep bilge enables a deep center of gravity, resulting in a high righting moment. Also the deep bilge with her rounded shape of the hull laminate improves the safety enormous if there is a grounding

The interior is made in the best, traditional craftsmanship.

Finest Khaya mahogany or European Oak veneers and solid wood, form glued edges, roundings and surrounds, very precise fits, carefully laminated bulkheads and a traditional multi-layer varnish, offer a quality which is hard to find in yacht building nowadays.

The doors and cabinet doors are made with a honeycomb core. This saves some weight and the construction is torsion-free, which makes up for the effort.

We use only the best of technical components in all technical areas.

The rig is from Selden in Sweden with two spreader pairs for a safe tensioning. The headsail furling unit by Furlex is mounted below deck. This makes it much more comfortable to step on board. On request we can lead the furling line below deck directly to the halyard winch.

HARKEN delivers our large winches, the sheet slide for the jib is mounted on top of the coachroof. Resulting in an excellent height while sailing and a free side deck.

Wheel steering system by JEFA which transmits the movement of the wheel via pushrods directly and without slack to the rudder quadrant. Due to the smart hull design and the moderate width of the yacht, it is easy to steer the boat in all conditions and the autopilot has a low power consumption on all headings.

Our opulent sized inboard engine comes from Volvo. The gear-shift lever is easy accessible mounted on the starboard side of the steering pedestal. The diesel tank is equipped with an electronic sensor, which transmits the filling level to the SIMARINE display on the chart table. In addition to that the tank has a classical dipstick. The tank is made from stainless steel.

The new elegant frame of the **windshield is made from stainless steel**. This construction is elegant and strong, the windows are made from safety glass, VA-grab rails are attached to the frame and the sprayhood which is in standard offers good shelter during bad weather.

A powerful diesel heating from **Eberspächer** is standard in our Yachts. Hull and deck are exceptionally well insulated, that is why a Saare is perfect for the hot south and for cruises in the far north.

Navigation electronics from **Raymarine** has proven itself over decades. Log and echosounder I70s are included in standard. As a matter of course our yachts are equipped with a shore power, charger, a galvanic isolation of the shore power, as well as lots of USB-, 12 V and 230 V outlets. The navigations lights from **Lopolight** and interior lights are LED lights. Indirect LED lights in the salon can be dimmed.

In standard we deliver big battery capacities with long-life AGM batteries. All cables are tinned.