



Saare 38.2

May 2025

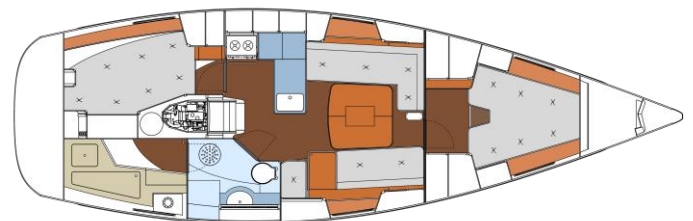
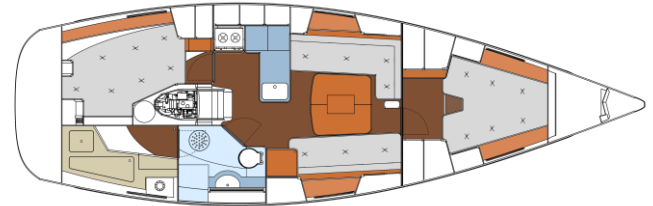
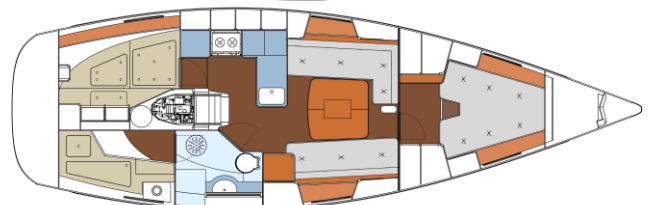
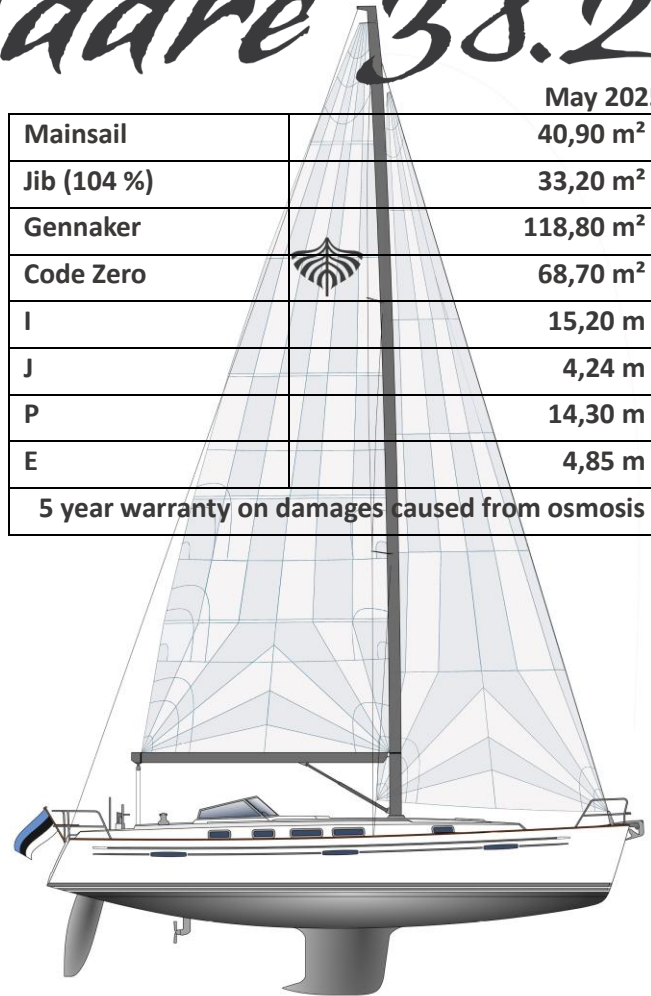
CE category	A (worldwide travels)
Length over all	11,40 m
Length waterline	10,16 m
Max. width	3,66 m
Depth	1,95 m
Optional depth	1,80 m
Ballast (lead)	8,10 t
Ballast (Blei)	3,10 t
Engine Volvo	49 PS (36 kW)
Mast height above wl	17,07 m
Water tank V4A	260 l (+ optional 100 l)
Water boiler	30 l
Diesel tank V4A	260 l (+ optional 100 l)
Waste tank V4A	60 l

Consumer batteries	2 x 165 Ah AGM
Starter battery	1 x 66 Ah AGM
Charger / Inverter	70 A / 1.600 VA
Alternator	115 A
Diesel heating	Eberspächer D6L 6 kW

Standing height in Salon	190 cm
Bow berth	
Length	205 cm
Width feet area	89 cm
Width head area	201 cm
Aft berth	
Length	222 cm
Width feet area	120 cm
Width head area	115 cm
Salon berth port	
Length port	200 cm
Width starboard	66 cm
Salon berth starboard	
Length port	200 cm
Width starboard	66 cm

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

Mainsail	40,90 m ²
Jib (104 %)	33,20 m ²
Gennaker	118,80 m ²
Code Zero	68,70 m ²
I	15,20 m
J	4,24 m
P	14,30 m
E	4,85 m
5 year warranty on damages caused from osmosis	



Saare Yachts

Saare yachts are built to the highest quality in a proven combination of traditional craftsmanship and innovative construction methods using the best materials in individual small series.

The hull and deck are built using vacuum infusion as a sandwich construction.

In addition to improved working conditions for the laminators, the product produced in this way will be better, more stable and more durable in every aspect. The amount of resin is adapted, all layers are perfectly soaked, the laminate is significantly denser due to the vacuum and air pockets are avoided. The result is a slightly lighter, but still significantly more stable and stronger component with a high glass/resin ratio.

All laminates are made exclusively with vinyl ester resin.

The entire hull and deck, as well as all other GRP parts, are laminated with vinyl ester resin at the Saare Yachts OÜ shipyard. This laminating resin is about 300 times more resistant to hydrolysis than the usual polyester resin. This means that osmosis phenomena are practically impossible. It is close to the technical qualities of epoxy resin, but without its disadvantages.

We install a particularly strong and safe structure.

For each Saare, we build the structure in a special shape, which consists of longitudinal stringers, longitudinal bulkheads and large, high floor wrangles, as a GRP construction. For technical reasons, we do not like to use steel in this area. This custom-fit component is placed in the hull and laminated with great effort with a large number of laminate layers and angle laminates on the hull and in the deep bilge. This floor assembly forms the backbone of the yacht, it takes the loads from the keel and the rig. This stable assembly is essential in ensuring that a Saare yacht does not twist or make any unwanted noise in heavy seas.

The hull-deck connection is fully laminated all around.

The connection between hull and deck is also produced by very few shipyards in this way. The deck is glued to the hull via a high flange and is additionally laminated from the inside over the entire length in several layers. Hull and deck are joined together in this force-fit way to form a unit. The entire construction becomes even more torsion-free, stiffer and stronger.

The bulkheads are laminated on both sides of the hull and deck.

The load-bearing bulkheads are laminated on both sides of the hull and on the deck and are therefore also part of the load-bearing structure of a Saare yacht.

Inner surfaces are coated twice with topcoat. The **rubbing strake** is also part of the hull, it is massively filled and can absorb impacts.

The lead keel is securely bolted in the deep bilge.

The deep bilge not only ensures that the lead keel has a low center of gravity and thus generates a high righting moment, but with a softly rounded course of the hull laminate, it also offers the greatest possible safety for the introduction of even extraordinary forces, such as in the event of grounding.

The interior fittings are made in the best, traditional craftsmanship.

The finest Khaya mahogany or oak veneers and solid woods, form-glued edges, curves and edgings, very precise fits and gaps. Carefully laminated bulkheads and a traditional multiple varnish offer a quality that can hardly be found in yacht building today.

The doors and cabinet doors are manufactured as a honeycomb sandwich construction. The weight advantage and the torsion-free design justify this high effort.

We use the best components throughout the technical field.

The rig from **Selden** from Sweden is securely anchored with three pairs of spreaders. The **FURLEX** headsail reefing system is located below deck. This also makes boarding much more comfortable. On request, the reefing line can be elegantly guided below deck to the halyard winch.

HARKEN supplies our large winches, the sheet rail for the headsail is located on the coach roof. An excellent height upwind is the result, a free running deck a very pleasant side effect.

The steering system from **JEFFA** with a push rod control transmits the movements on the wheel directly to the rudder quadrant without slippage. Due to the excellent hull design and moderate width of the yacht, the vessel is easy to steer in all conditions and the autopilot has low power consumption on all courses.

Our generously dimensioned built-in diesel engine comes from **Volvo**. The gear lever is easily accessible on the starboard side of the steering column. The diesel tank is equipped with an electrical sensor that shows the level on the display on the chart table. In addition, we install a classic dipstick. All tanks are made of stainless steel.

The new elegant **windshield** frame is made of **stainless steel**. This construction is both elegant and sturdy, with windows made of safety glass. The standard sprayhood offers excellent protection in bad weather.

A powerful diesel heater from **Eberspächer** is installed as standard in our yachts. The hull and deck are exceptionally well insulated, making a Saare yacht perfect for the heat of the south and for journeys in the far north.

The hull and deck are exceptionally well insulated, which ensures Saare yacht is also perfect for the heat in the south and for cruising in the far north.

Raymarine navigation electronics have been tried and tested for decades. The standard scope of delivery includes the log and echo sounder I70s.

Of course, our yachts are equipped with a shore power connection, charger, galvanic isolation from shore power, as well as many USB, 12 V and 230 V sockets. Position lights from **Lopolight**, but also all indoor lamps are equipped with LED technology. Indirect LED lighting in the saloon can be dimmed. Even as standard, we supply large battery capacities with long-lasting AGM batteries or optional lithium batteries. Tinned cables can be found almost everywhere.

Saare yachts are timelessly elegant, they sail easily and safely, are sporty with pleasant movements even in heavy seas. The moderate freeboard and the width of our yachts make harbour maneuvers uncomplicated even in strong winds and easy to control even with a small crew.

Our yachts are built particularly carefully and elaborately, they are durable and sustainable.

Saare 38.2 The perfect 2-person cruising yacht from Saare Yachts OÜ in Estonia.

This yacht offers more comfort, storage space and safety than any other yacht of this size.

The new Saare 38.2 is designed for use by two to four people or for single-handed sailing. Equipped with various assistance systems, this yacht can extend your active sailing for years. The 38.2 offers the comfort and living space of a 12 to 14 m yacht.

Selden mast and rigging

2 spreader rigs from Selden/Sweden. Two pairs of swept spreaders to ensure the best trim. Trimmable backstay with crank tensioner. Discontinuous standing rigging with bronze shroud tensioners and aluminium protective sleeves. (Rod rigging optional). The mast is on deck, supported from below by the main bulkhead and a stainless steel support below deck. (optionally standing on the keel). The halyards are diverted to the cabin roof on two Harken Radial 40.2 STC halyard winches with a total of 10 clamps. Main boom with 2 single-line reefs, diverted to the cockpit. Optional: furling mast. Rod kicker/ boom vang Selden with gas pressure spring. FURLEX 304 TD headsail reefing system, below deck, for the genoa. The Furllex reefing line is led aft through a unique system in a stainless steel tube directly to the halyard winch on the cabin roof. The starboard The halyard winch is already installed as an electric winch as standard.

Deck, cockpit, winches and fittings

On deck you will find the very best fittings: HARKEN rails, slides, blocks and chrome-plated self-tailing HARKEN 2-speed radial winches.

The ball-bearing, 4-way reduction line adjustment of the headsail hauling points can be adjusted from the cockpit, even under load (optional: also with self-tacking jib). All winches can be equipped with electric drive.

The mainsheet traveler from Harken is ball-bearing, with line adjustment mounted in the cockpit in front of the steering column (optional: mainsheet traveler on the cabin roof or mounted on a Targa arch). The mainsheet can also be guided forward on the boom as a GERMAN MAIN SHEET system and then over the cabin roof and through stainless steel tubes below deck to the helmsman on two HARKEN 40.2 STC mainsheet winches.

Aft of the furling system and the electric anchor winch (the motor of the winch is in the dry sail storage space) is a large, watertight hatch (approx. 60 x 60 cm) in the deck that can be closed off to the sail storage space in the foredeck. This sail storage space can accommodate, for example, an inflatable boat folded with a fixed transom and a sail.

Synthetic "rod deck" from Flexi Teek 3G on the entire side deck, cabin roof, cockpit seating areas, cockpit floor and bathing platform. Fully vacuum-glued. Hull coaming with Flexi Teek 3G deck strip.

Stable railing feet. Pulpit, stern baskets with stern basket seats / Iroko seating area and railing supports made of V4A stainless steel in first-class, stable design, 2 railings. 4 handrails on the cabin roof. Deep, foldable bathing / rescue ladder.

Two water drains on each side at the lowest point on deck with exits in the area of the waterline. 6 large stainless steel mooring cleats with stainless steel protective profiles. Bow roller for anchor. (Optional stainless steel bowsprit with integrated anchor roller and bow ladder).

Electric halyard winch Harken Radial 40.2 STEC on starboard. Below the sprayhood, 1st and 2nd gear on the winch and on the steering column. Port halyard winch Harken Radial 40.2 STC.

Two genoa winches Harken Radial 46.2 STC, optional 50.2 ST or electric winches. Rewind winches are also possible.

10 Spinlock XTS clamps for halyards, sheets and outriggers.

9 opening portlights. 4 deck hatches (saloon, foredeck, bathroom, pantry). 4 deck ventilators for the best ventilation in all areas.

Three padeyes on deck on each side for lifelines. 6 padeyes in the cockpit for clipping in the lifelines.

Solid stainless steel frame with fixed windshield and integrated sprayhood (light gray). Steering column with engine panel, compass and gear lever, housing for instruments and plotter. Large cockpit table made of teak to hang on the steering column, stowed in the locker with padded storage bag. Steering wheel with leather cover. Large lockers accessible from the galley and through the shower. (on port. Optional guest cabin) Additional openings from the cockpit.

Two further lockers in the stern area. Separate gas compartment in the stern for a large 6 kg gas bottle.

Engine and instruments

260 l diesel tank in stainless steel. Volvo engine with dual-circuit cooling. 2-blade folding propeller. Volvo. Saildrive 130 S.

Electric level indicator and dipstick. Water separator, sea water filter and diesel filter. Volvo engine display.

Fresh water system

260 l fresh water tank in stainless steel. Electric tank display in the monitor at the chart table. Filling nozzle on deck, food-safe water hoses. Cold and hot water mixing valves in the wet rooms, in the pantry and for the stern shower. Foot pump for sea water in the pantry, switchable as a pump for fresh water.

Bilge pumps

All underwater through-hulls are fitted with Truedesign / NZL ball valves made of composite plastic, only the refrigerator's heat exchanger valve is made of brass and has its own zinc anode. To ensure minimal drag, the through-hulls are flush with the hull. Manual bilge pumps, 1 in the cockpit, 1 in the large port locker. Electric bilge pump with automatic switch. All hoses in the underwater area are secured with double stainless steel clamps.

Electrics

Victron charger (70 A) with shore power unit and 1,600 VA.

All cables are tinned (if available). 12 V on-board power supply with 3 AGM batteries as standard.

12 V and USB sockets at the chart table. 12 V socket above the companionway. 230 V sockets at the chart table, the galley, the wet room and a concealed double socket at the saloon table.

230 V shore power connection. Saare switch panel with Victron monitoring monitor with tank displays for diesel and water tanks, holding tank.

Forward cabin

Very large owner's double berth with 18 cm thick luxury mattress from FLEXIMA in the forward cabin. Wardrobe with 2 doors on the starboard side for hanging and/or laying clothes. On the port side there is a cupboard combination with a small sideboard with 2 compartments, as well as two cupboards with 3 shelves each. Large drawer under the berth. Storage space in swallow's nests and further storage space under the berth. Large deck/escape hatch with integrated roller blind and mosquito net.

2 reading lamps and LED lighting. USB sockets. Hull window for a bright, friendly atmosphere.

Wet room

Comfortable bathroom on the starboard side next to the companionway: seaworthy toilet installed in the direction of travel, Jabsco on-board toilet (electric optional) with large basin. Washbasin in the vanity unit, wall cupboards and storage compartments. 230 V socket.

Spacious shower area with acrylic glass doors that can be separated. The shower grey water is pumped directly outside via a separate electric pump.

Small deck hatch and window in the superstructure for cross ventilation. Door to the walk-in starboard locker.

Salon

Spacious and bright, with sofa berths. Both salon berths are equipped with removable back cushions to widen the berth. Solid, thick cushions with Alcantara cover. Large table that folds on both sides with bottle compartment and storage compartment (optional modern folding table with storage compartment or integrated cool box), with space for 6 people. Cupboards and large shelves.

2 elegant hull windows, windows in the superstructure and a deck hatch with integrated roller blind and mosquito net. Reading lamps and LED ceiling lamps, as well as beautiful indirect, dimmable LED lighting are installed in the ship.

Navigation station

Small chart table with chart compartment and 3 drawers, can be used as a standing table; optional with a seated chart table. Simarine switch panel at the navigation station with battery and fuel gauges. Control display for position lights. Installation space for marine radio etc. 12 V, 230 V and USB sockets. (Optional: Chart table with seating, resulting in a smaller starboard saloon bench and a smaller diesel tank)

Pantry

Large seaworthy pantry with lots of storage space for long trips. 2-burner gas stove with oven, half-gimbal-mounted. Window that can be opened above the stove and small deck hatch. Sliding door cupboard above the stove. 3 storage compartments above the pantry.

4 drawers for cutlery and dishes next to the sinks, extendable lengthways. Large garbage compartment.

Large cool box with hanging baskets (volume: 92 litres). Double sink. Hot and cold fresh water from the pressurized water system, additional sea water foot pump (can also be switched to a fresh water pump). Passage to the locker / walk-in storage space and 230 V socket. Or to the aft cabin.

Locker / storage space on the port side

Storage space accessible from the galley, with a large locker opening from the cockpit. Lots of space for all the things you need on a long trip. This room can optionally be converted into an aft cabin with a large berth and cupboards.

Locker / storage space starboard

Storage space accessible through the wet room / shower, with large locker opening from the cockpit. With heated oilskin area. With storage spaces and a shelf. (optional: workbench), Storage boxes.

Safety and on-board equipment

2 foam fire extinguishers in the locker and in the foreship, 1 CO2 extinguisher on the companionway. Emergency tiller. 2 Harken winch handles. Flagpole with flag, 2 flag lines on the mast. Boat hook. 9 host country flags for all Baltic Sea states (or other flags).

On-board manual with drawings, operating instructions. CE declaration of conformity Class A.

Delivery locations

Truck delivery and handover is possible in every port in Europe. We are happy to deliver the yacht to you directly from Eckernförde / Baltic Sea or from Estonia, ready to sail in the water. Taking over your yacht in the beautiful port of Kuressaare on the island of Saaremaa gives you the opportunity to enjoy a particularly beautiful cruise in the north of the Baltic Sea. You will sail through the most beautiful areas of Europe via Finland, the Aaland Islands, Sweden and Denmark. But the cruise via Latvia, Lithuania and Poland also offers very special experiences.

You can view your individual Saare yacht at the shipyard at any time during the construction phase. You are very welcome at the shipyard. The uniquely beautiful old town of Tallinn and the cozy spa town of Kuressaare on the island of Saaremaa, with first-class 4-star hotels with excellent SPA areas and cozy restaurants, make a trip to the Saare Yachts OÜ shipyard twice as worthwhile.

All dimensions and measurements mentioned are approximative.

The specification list is subject to change.

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