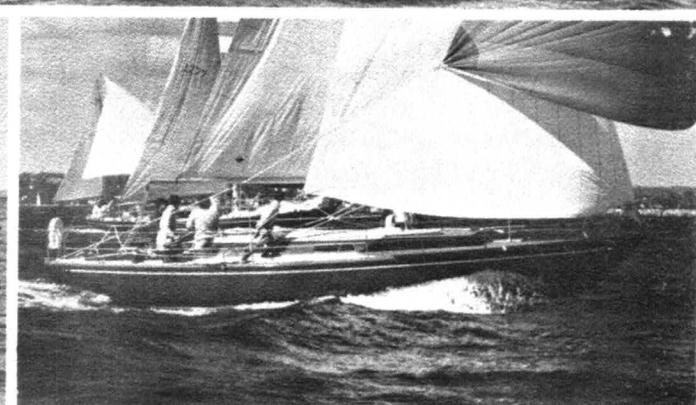
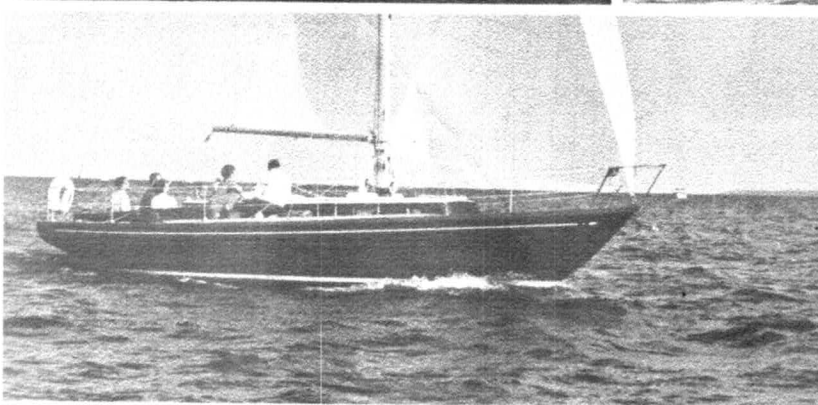
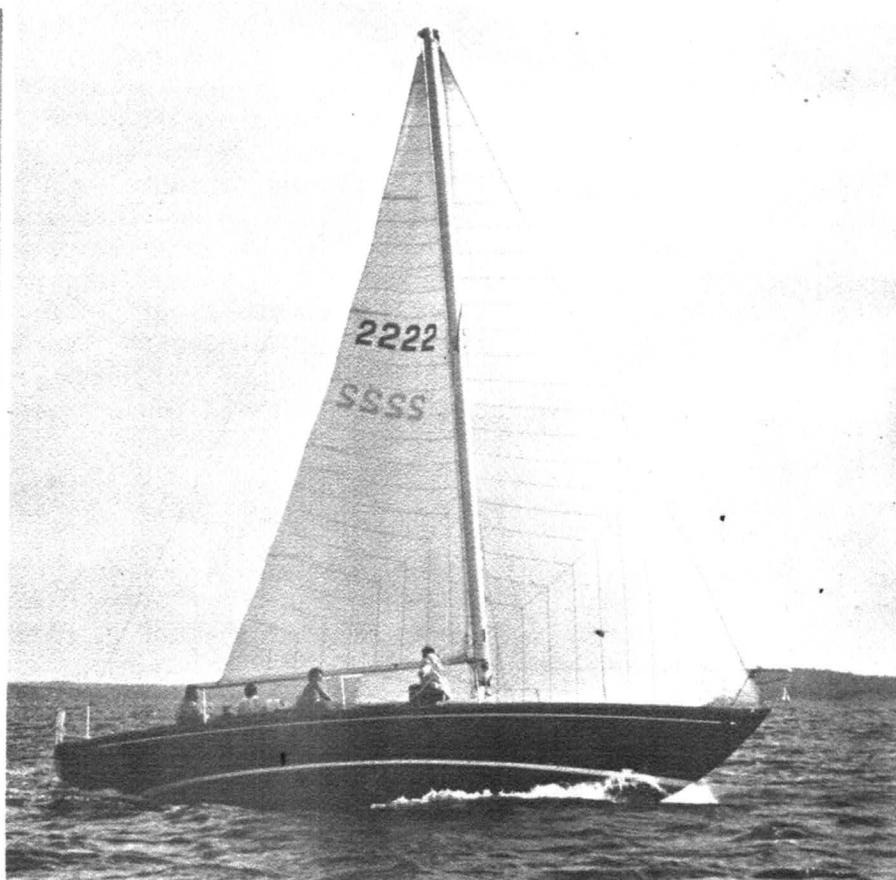
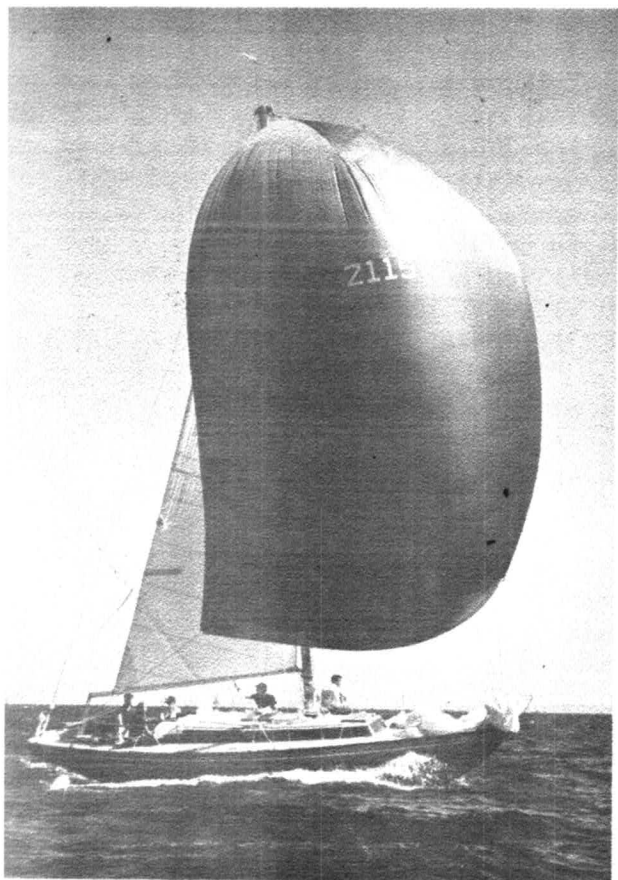


The NEW
OHLSON 38



REPORT ON THE NEW FIBERGLAS, DIESEL-POWERED

OHLSON 38

SLOOP OR YAWL

Yachtsmen who have inspected the OHLSON 38, and who have seen it perform, agree that the O-38 is the fastest and, in addition, the most magnificently built yacht of its size available today.

Mr. Ohlson, Swedish designer of world-championship and other successful racing yachts, developed in the O-38 a medium displacement hull that includes all the very latest underbody developments, not only having a skeg forward to the space rudder, but also a fin forward of the propeller which the 12-Meters proved effective. Actually, Mr. Ohlson designed the O-38 also to compete for the One-Ton Cup.

After its very first race (2nd), we knew the O-38 was a fast boat. But since then in many regattas amongst top competition, the O-38 hull design has proved itself fast even beyond our expectations! In light to moderate to stiff breezes it outsails its competition upwind and downwind. In breezes of 12 knots, for example, it tacks in 67°, and still foots along at over 5 knots. We have definitely proven this past summer - not in an occasional race but in dozens of races - that there is no boat of this size that has raced against the O-38 that can outpoint and outfoot it! We will be happy to discuss its racing record with actual facts and finish times, (and not just claims) if you desire more information on this point.

For the cruising yachtsmen this speed has proven of advantage, too. O-38 owners who prefer cruising, all report how seakindly and balanced and easy the O-38 is to sail ... and how much quicker they get to far-off places ... than was the case with their former boats.

The moderate displacement of the O-38 has been most carefully selected to provide more all-round performance and better windward ability in a breeze. It also produces a steady, easier motion, so obviously lacking in the light displacement boats. In the O-38 you can enjoy winning and cruising more!

The boat was designed to rate very well under the new combined RORC-CCA Rule. The sail plan has the highest possible aspect ratio without getting into severe penalties. The wetted surface of the hull is extremely low and, therefore, with such an easily-driven hull, the sail area can be kept comparatively small, which, of course, helps contribute to the low Rating of the boat. (Present CCA Rating: 31.)

The engine is set deep, almost all under the waterline, and all water, fuel, and sump tanks are also deep in the keel, giving the boat a most excellent ballast-displacement ratio. This is another reason why the boat has proven so stiff in a hard breeze.

About the fiberglass hull: This is completely hand laid-up fiberglass, using mat, roving, and cloth, with the lead inside for minimum upkeep and freedom from keel bolt leaks. It is molded by Tyler Boat Company in England, under Lloyd's supervision, and each hull has a Lloyd's Certificate. Throughout the hull, there are longitudinal stiffeners, spaced about 14" apart, creating a washboard effect. This provides a hull unmatched for strength-with-lightness. But, we did not even stop here! Additional vertical stiffening members fore and aft and at the chainplates, and a massive mast step area, assure an absolute minimum of deflection, even with rod rigging. We assure you there is no fairer, smoother, stronger fiberglass hull available today.

After molding, the hulls are shipped to Ohlson's yard in Sweden. O-36 owners say that we have made the O-38 even more livable and beautiful, above and below decks. The boat now sleeps seven, with a quarter berth, a completely separate navigation desk, and an even larger head.

Now, as to the joinerwork and finish below, we can demonstrate to you that the O-38 is without equal! No fiberglass shows below decks, not even in the cockpit lockers. The joinerwork is fashioned by hand, by master craftsmen who live in the north country on the west coast of Sweden, among the fjords. Actually, the quality of their craftsmanship must be seen to be believed. To have this same quality of handwork done in America, at our labor rates, would make the O-38 from two to three times more costly!

All mahogany used is first-quality matched African and has a hand-rubbed varnished finish. There is no Phillipine mahogany in this boat! All teak used for the floorboards is 1/2", solid!

A diesel engine is standard! Included is the well-known Volvo Penta MD-2 Engine, as more and more yachtsmen are turning away from the ever-present danger of explosion from gasoline engines. In addition, this diesel means far less trouble as there is no carburetor! No sparkplugs! No distributor or condenser to fail or need costly tune-ups! Those who have spent beautiful weekends tied up at a repair dock will especially appreciate this! Of course, down go upkeep costs, over the years. Also, you save greatly on fuel bills, as the diesel uses far less fuel and it costs only about half as much. And, you get even lowered insurance rates - (10% less for diesels!).

Compare the O-38 with all others! It is actually impossible to describe fully this new auxiliary. Those who have seen what we are talking about have been convinced beyond a doubt that here, at last, is real, exquisite quality in a fiberglass boat in the finest yacht tradition. We are not stamping out boats to meet a price; we are interested only in custom-building yachts that we - and the owners - can be proud of for years to come.

We realize none of us likes to take time off traveling distances, but for an investment like this, one should make certain to see all the boats being offered. Therefore, we suggest that you plan to come here for a look at the O-38. We are certain that you will agree that the smart design, joinerwork and finish absolutely have no equal. In fact, once you have seen the O-38, we are confident that you will gain a whole new concept of what quality and elegance can mean in a fiberglass yacht!

Specifications

LOA 37'6"
 LWL 26'7"
 Beam 10'3"

Draft 5'7"
 Displacement 14,900 lbs.
 Sail Area 563 sq.ft.
 (Sloop, 100%)

7 1/2 TONS

CCA Rating 31.0

Designed by: Mr. Einar Ohlson; completed by Ohlson Brothers, Sweden.

Fiberglas Hull by: Tyler Boat Co., England. Hull entirely of fiberglas, using cloth laid up by hand, with 6,000 lbs. lead inside, for less maintenance and prevention of keel bolt leaks. Longitudinal stringers extend full length of the hull, spaced about 12" apart from rail to garboards, providing a hull of extraordinary strength for its weight. Vertical plywood stiffeners in bow and stern fibreglassed over, provide even more longitudinal stiffness. Fiberglas rudder. Hull molded under supervision of Lloyd's. Each hull has a Lloyd's Certificate.

Deck: Three types of deck and trunk are available:

- (1) Complete fiberglas deck and trunk and cockpit of sandwiched construction with bare teak trim on coamings, toe and hand rails. Teak grate for cockpit sole available. Forward hatch of translucent fiberglas. Winch mounts also of fiberglas, integral.
- (2) Deck of marine plywood covered with two layers of fiberglas cloth and resin, with African mahogany trunk cabin, ends and coamings. Cabin top of plywood also covered with fiberglas cloth and resin. Both deck and cabin top are painted with an anti-slip paint, your choice of colors. Trim on toe rail, hand rail, and entire horizontal cockpit areas is 3/4" bare teak. Solid bare teak seats and lockers. African mahogany winch bases.
- (3) Deck of 3/4" solid, bare teak, laid in Thiokol over waterproof, impervious masonite as in Choice #2 above, trunk and coamings are African mahogany and cabin top is plywood covered with fiberglas and resin, all with teak trim.

All three deck choices have heavy-duty plexiglas window ports, fixed. Small ports can be opening if desired. All three deck choices have the same general appearance, and have a large forward hatch, two dorade vents by the mast, an aluminum main hatch, painted, three seat lockers in the cockpit, two deck drains, four drains in cockpit, and drains for all hatches, all draining below the waterline. Tiller, varnished mahogany. Wheel steering available.

Winches: Two #22 Barient chrome genoa winches with two plain single grip chrome handles. (Other genoa winches may be substituted, or spinnaker winches added.)

Two #2 bronze main and jib halyard winches on the mast.

Genoa Gear: Two genoa tracks port and starboard. Pair of track slides; two aluminum roller bearing turning blocks bolted through clamp. Two Nicrometal 3" snatch blocks. Two 1/2" dacron sheets.

Cabin interior: With deck choice #1, the complete fiberglas deck has an inner liner with smart-looking linen pattern. The other choices have a painted white coach roof, with hand-rubbed African mahogany trunk sides.

On all models, the entire cabin interior below the trunk has a hand-rubbed varnish finish, with no fiberglas showing whatsoever. All lockers and drawers have teak finger rings with snap locks inside. Lockers and the hanging locker are lined on the outboard side with an attractive insulating vinyl. Cabin sole solid 1/2" varnished teak. Headroom in main cabin 6'3". All designed and built for maximum

strength, and yet with lightness for top racing performance. Bulkheads are covered with attractive scrubable vinyl with tan canvas pattern.

Forward Cabin: Two berths 6'5" with one drawer and one locker under each. Shelves over berths. Forepeak has stowage room for anchor gear. Optional "V" piece of plywood and mattress converts berths to a double bed, some 8 feet wide.

Toilet Room: Two large linen lockers with sliding doors. Vanity has stainless wash basin with water pump and formica counter. Groco marine toilet. Head is fully enclosed, with two doors permitting cutting off either or both cabins; thus extending head across the boat. Also, these two doors can be joined, closing off the toilet compartment itself, permitting access to forward cabin while head is in use. Plenty of room for shower. On port side is a very large enclosed hanging locker. Ventilation through two vents on cabin top on dorades. Opening port optional.

Main Cabin: Two layouts available:

Dinette consists of a "U"-shaped settee on the port side with a 6'5" pilot berth, 26" wide, outboard, a table with folding leaf which recesses to form a large berth. On the starboard side is a 6'5" pull-out pilot berth and, below, a pull-out settee berth.

Conventional layout has the same arrangement on the starboard side as the dinette, but on the port side is a fixed pilot berth and a pull-out settee. The large table folds up against the bulkhead.

In each layout are three lockers under each pilot berth and each lower berth.

Galley: The large galley area is covered with formica and trimmed with African mahogany. It has a two-burner Homstrand, Mariner alcohol stove (stove with oven optional) placed in a stainless steel well, gimballed, with formica cover. One silver drawer and large pot locker underneath. Stainless steel sink with water pump. A very large and well-insulated stainless steel ice box, holding about 125 lbs., is next to the stove; this drains to an enclosed sump tank. Separate compartments and shelves in ice box for ice and food. Large lockers for dishes, food and utensils. Whale water pumps in galley and toilet room. Unusually spacious counter area.

Navigation: Navigation desk on starboard side opposite the galley, approximately 24"x30". One sits facing forward on forward end of quarter berth, completely out of the way. Lid opens fore and aft, providing large, deep bin for charts, etc. Lockers and book shelves outboard of desk for books, navigation instruments.

Quarter Berth: On starboard side, is oversize, and doubles as excellent stowage area. Completely cut off from engine compartment, shelves on each side.

Engine: Volvo Penta MD-2 diesel engine, U.S. Rated 19 hp. at 2.300 rpm, completely rubber mounted and installed in well-insulated engine box for silent operation. Stainless steel muffler and exhaust tubes. Instruments in cockpit. Removable forward bulkhead snaps off, providing unusual accessibility to engine. Two-bladed solid bronze propeller. Martec folding prop optional.

Electical System: Generator connected to 60 amp/h 12-volt battery in fiberglassed box. (Extra battery with alternator optional.) Regulation running lights on bow pulpit. Stern light; bow light. Lights in main cabin, over navigating desk, and galley. Reading lights over each pilot berth, berths in forward cabin; over quarter berth and head.

Tanks: Fiberglas tanks for water and fuel integral, for exceptional strength in keel. All tanks fully baffled, vented and lined with special resin, and with large sealed inspection covers. Water tank capacity approximately 48 gallons. Fuel tank capacity approximately 21 gallons. All tanks well below waterline for extra stability.

Ventilation: Two ventilators on cabin top, mounted in dorades. One mushroom vent on aft deck. Forward vent optional. Opening ports or center hatch optional.

Plumbing: Bronze "Blakes" lever-type seacocks and/or valves on all thru-hull openings, specially made for fiberglass hulls. Plastic hose for lightness. PAR bilge pump. Sump tank for ice box, and shower if installed. Water and fuel fill pipes on deck, flush-mounted.

Spars & Rigging: Mast and boom and other spars ordered are SPARLIGHT aluminum; roller reefing boom, internal main and jib halyards in tapered mast; sound deadened. Provision for a second jib halyard. Standing rigging is stainless steel with swaged fittings and Swedish stainless turnbuckles. Chainplates, stainless. Main and jib halyards, dacron and wire. Mainsheet and genoa sheets, dacron. Mainsheet blocks, tufnol.

Deckfittings: Bow fitting and integral bow chocks bronze; special, tapered s/s stanchions; stanchion bases aluminum. Bow pulpit and stanchions stainless steel. Life lines white plastic covered stainless wire. One teak and bronze bow cleat, and one stern cleat. Two flush-mounted jib fairleads in deck. Traveller, inverted track with slide. (Roller bearing optional)

Mattresses: Mattresses are 4" foam to be covered with your choice of smart, decorator-selected fabrics, either textile or vinyl.

Painting: Owner choice of colors on topsides, deck and cabin top.

SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE OR OBLIGATION.

ALL DIMENSIONS AND OTHER FIGURES ARE APPROXIMATE.

Sept. 1, 1969

CAMPBELL/SHEEHAN, INC.
22 Boston Post Road - Larchmont, New York

The New Fiberglas, DIESEL-POWERED

OHLSON 38

BASE PRICE: \$26,750 - F.O.B. Sweden, including U.S. Duty.

Shipping Charges (complete, including off-loading and ocean insurance): New York \$1,950; Miami \$2,270; Detroit \$2,385; West Coast \$2,975; (other U.S. Ports of Entry on request).

<u>INCLUDED:</u> DIESEL ENGINE (Volvo Penta MD-2)	Barient #22 genoa winches
Tapered aluminum mast	Genoa track and complete gear
Internal halyards (sound deadened)	Stainless bow pulpit, tapered
Roller reefing aluminum boom	stanchions, lifelines
	Two-burner gimballed stove

OPTIONS

The new fiberglas OHLSON 38 comes equipped with all the gear necessary to sail the boat (except the sails), including many items listed as extras on other auxiliaries. The following items may be added to race or to further increase your pleasure and convenience in cruising the boat.

	PRICE
African mahogany trunk and coamings, teak cockpit seats, instead of all-fiberglas deck and trunk (see choice #2 in specs.)	\$ 950.
Teak deck added to African mahogany trunk model (Choice #3 in specs.)	695.
Yawl rig	1,180.
Extra 12-volt battery with 60 amp. alternator	165.
Edson wheel steering, #324AC; 24" wheel, 5" Constellation Compass C-456	1,185.
Spinnaker gear; aluminum pole, mast slide and track; dacron halyard; swivel block, topping lift; two 1/2" dacron sheets 75' each, and 1/2" dacron downhaul, all with snap shackles. No winches.	460.
Plexiglas forward hatch (clear or opaque)(available only on mahogany trunk model)	55.
Adjustable stoppers on forward hatch, each	22.
Gate in lifelines	94.
Double lifelines	37.
Barient #28 stainless steel w/chrome standard handle, installed (two)	892.
Barient #26 stainless steel w/chrome standard handle, installed (two)	487.
Barient #10 spinnaker winches, chrome w/standard handle, installed (two)	290.
Barient #16 spinnaker winches, chrome w/standard handle, installed (two)	380.
Barient #3 chrome main halyard winch, w/brake and main halyard all wire	135.
Fathometer or speedometer transducer, installed	45.
Fathometer or speedometer instrument installed (instrument extra)	85.
Stainless stern rail	255.
Extra interior lights installed, each (eight standard)	26.
Forward removable vent, with deck plate, Nicro 4", #804 installed	77.
PAR pressure cold water, galley and head	230.
PAR pressure hot and cold water in galley and head, and including shower, engine-heated, w/8 gallon tank, electric sump pump	875.
Hiller gimballed 2-burner range #2B0-W/BT, w/oven and 2 gal. tank installed	435.
Bronze moldings on coamings	47.
Insulated backstay (porcelain type) - others quoted on request	80.
Opening port with screen, each	120.
Seaboard roller bearing traveller	135.
Spreader lights	52.
Martec folding propeller, including installation	235.
Stern flag pole 36", chrome socket, and 20"x30" nylon ensign	28.
Dacron mainsail, No. 1 Genoa, working jib	from 1,350.

PRICES SUBJECT TO CHANGE WITHOUT NOTICE. PRICES ASSUME INSTALLATION BY Builder.

CAMPBELL/SHEEHAN, INC., 22 BOSTON POST ROAD, LARCHMONT, N.Y.

Aug. 1, 1969

REPORT ON THE NEW FIBERGLAS, DIESEL-POWERED

OHLSON 38

guthrie

SLOOP OR YAWL

For years now we have been asked why we have not brought out the well-known and highly-successful Ohlson 36 in fiberglass. If we did, we knew we would be backlogged with orders because this lovely vessel proved itself a top racing winner and also a wonderful cruising boat. However, Mr. Ohlson, its designer in Sweden, resisted this temptation because he knew that as a result of his newest world-championship 5.5 Meters and other recent successful racing boats, he could now design an even faster and more powerful hull. And so he held off until now, conducting further tank tests and carefully, meticulously developing and refining this new hull form to create an outstanding boat. The OHLSON 38 is the result!

This new hull, the most up-to-date available today, includes all the very latest underbody developments, not only having a skeg forward of the spade rudder, but also a fin (forward of the propeller) which the 12-Meters proved to be quite effective. Actually, the hull has been designed for competing in the One-Ton Cup.

After its very first race (2nd), we knew the O-38 had winning capabilities beyond our expectations! In stiff breezes it easily outpoints and outfoots its competition and still is able to slip along downwind, keeping up with the larger boats that rate much higher! We will be happy to discuss its racing record with actual facts, not claims, if you desire more information.

The displacement of the O-38 has been most carefully thought out to keep it light and lively, yet not so light as to take a displacement penalty. Its moderate displacement provides more all-round performance and better windward ability in a breeze. It also produces a steady, easier motion, so obviously lacking in the light displacement boats - which may be all right for the hair-shirt racing skipper - but which is a nightmare to cruising yachtsmen! In the O-38 you can enjoy winning more!

The sail plan has the highest possible aspect ratio without getting into severe penalties and a higher Rating. The wetted surface is extremely low and, therefore, with such an easily-driven hull, the sail area can be kept comparatively small, which of course helps contribute to the low Rating of the boat. (CCA Rating 30.6)

The engine is under the waterline and all water, fuel, and sump tanks are deep in the keel, giving the boat a most excellent ballast-displacement ratio. This is the reason why the boat has proven so stiff in a hard breeze.