

Ohlson 38

FOR some time now cruiser-racers of 36 to 38ft have become increasingly popular production GRP yachts. Many of these designs have been successful offshore competitors; the Nicholson 36, Excalibur and Swan 36 being notable examples from the past few years. The Ohlson 38, designed by Einar Ohlson has joined these ranks, and although she has yet to make her mark offshore, she has the appearance of an up-to-date workmanlike performer—the modern cut-away profile combined with the lines and appearance of a thoroughbred. Designed with the new offshore rating rule in mind, she will have a flying start.

In Britain the Ohlson 38 is produced and sold on a joint basis. The GRP hull and deck are moulded by Tylers to Lloyd's scantlings; completion is by Robertsons of Sandbank who have a first class background knowledge of racing requirements thanks to their recent 12-Metre and 8-Metre cruiser/racer experience; selling is through Clyde Chandlers (Brokerage) Ltd, Glasgow.

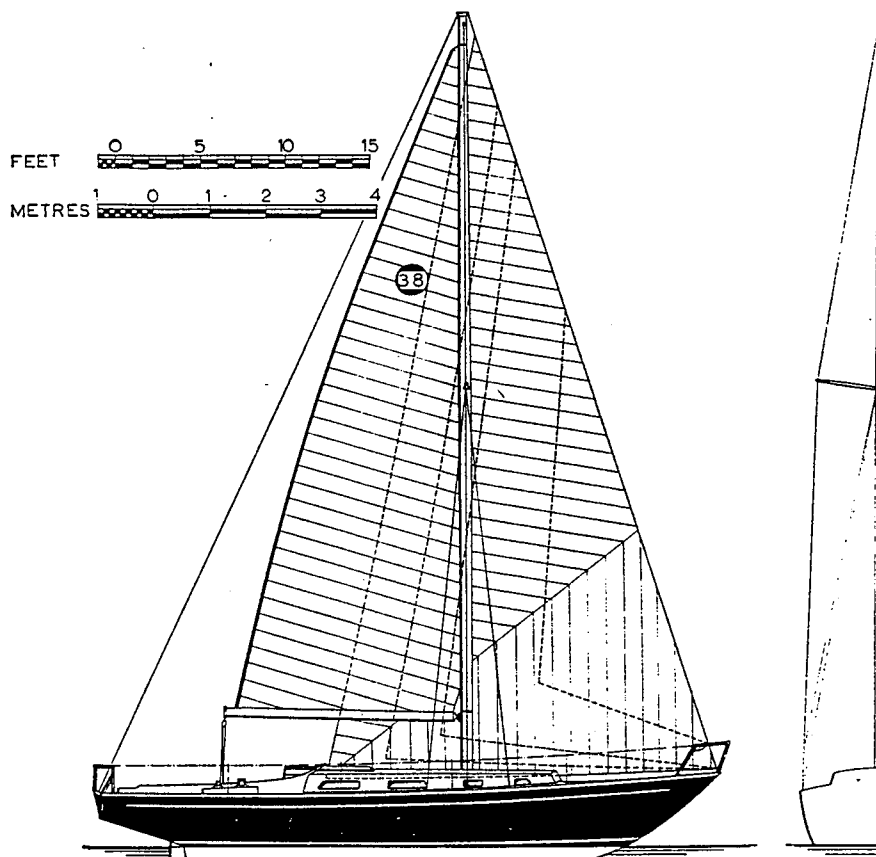
A hull of great strength has been achieved by Tylers as there are seven longitudinal foam/GRP stringers on each side, and the one-piece deck and cockpit moulding has a separate moulded lining to improve appearance and insulation in the accommodation. Exterior joinerwork is varnished teak throughout and the interior cabinet work is either solid mahogany or laminate covered ply. Cabin soles are satin finished teak and the hull sides where exposed have either mahogany or Oregon pine slats. All this adds up to a luxurious interior, in which every effort is made to offset the clinical atmosphere of GRP construction without having the overpowering amount of interior woodwork characteristic of many Scandinavian designs. The saloon layout can be either dinette or settee/pilot berth style, suiting either the mostly racing or mostly cruising man. The owner's wife is also considered, as each galley is individually designed.

The layout below could almost be described as standard—which is to say that it is the pattern evolved through years of offshore experience, both cruising and racing. It is the best possible compromise, which is what yacht design is all about, and is based on a usable galley and chart table, together with the maximum number of seagoing berths.

The standard engine, mounted beneath the companion rather than in the middle of the saloon as is now the fashion, is the excellent Volvo Penta MD2 diesel equipped with alternator and dynastart, each with its own batteries, and a fixed two-blade propeller. Full electrical equipment and lighting is provided. Although the standard specification does not include sails, as these are sensibly left to customers' choice, she is otherwise most fully equipped above and below decks.

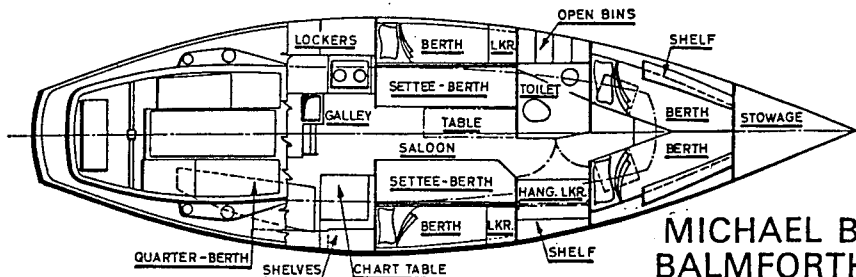
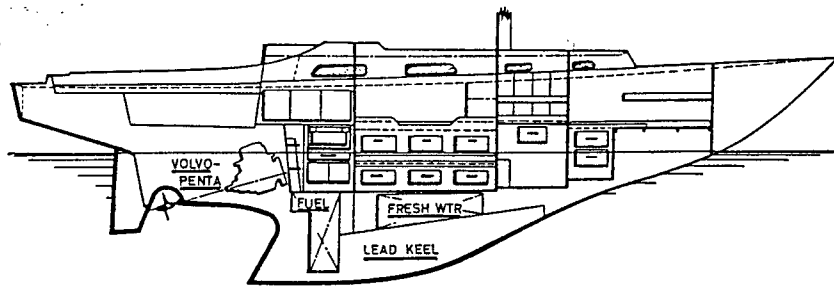
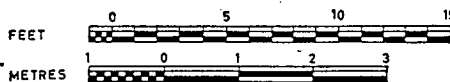
Robertsons delivered their first Ohlson 38 to Col K N Wylie, vice-commandore of the RORC, at the end of the past season. She was completed ahead of schedule, handed over on the appointed day, and made a fast and satisfactory passage south. It remains to follow her and her sisters' racing progress next season.

DETAILS ON TYLER'S STAND E2



DATA

Loa	37ft 6in
Lwl	26ft 3in
Beam	10ft 3in
Draught	5ft 7in
Sail area (100 per cent foretriangle)	563 sq ft
Displacement	6.5 tons
Ballast	2.68 tons
Designer	Einar Ohlson
Moulder	Tyler Boat Co Ltd, Tonbridge, Kent
Builder	Alexander Robertson & Sons (Yachtbuilders) Ltd, Sandbank, Argyll
Sales	Clyde Chandlers (Brokerage) Ltd, 200 Great Western Road, Glasgow



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