

Fisher 37



Year:	2019	Heads:	0
Location:	Southampton	Cabins:	0
LOA:		Berths:	
Beam:		Keel:	Intermediate Long
Draft:	5' 3" (1.6m)	Engines:	

Remarks:

The Fisher 37 is the epitome of the large, powerful motor sailer. Over one hundred and forty have been built since her introduction in 1973. Over this period the interior layout and rig have evolved into what many owners today would say is the best motor sailer of its type.

£259,715 Tax Not Paid

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Mechanical and Rigging

ENGINE

Beta Marine - Beta 105 - 4 cylinder, turbocharged diesel propulsion engine developing 99bhp at 2,600 rpm with a swept volume of 3769 cc (Recreational Craft Directive emission compliant). The engine is supplied complete with a heat exchanger and header tank, exhaust manifold, fresh and sea water pumps, injection bend, mechanical fuel lift pump, fuel and oil filters, sump pump, flywheel housing, special quiet air intake filter, 12 volt starter, 65 amp battery charging alternator, shutdown solenoid. The engine is mounted on rubber anti-vibration mounts and secured to glass fibre, steel reinforced, engine beds moulded to the hull. The engine instrument panel has a tachometer, water temperature gauge, oil pressure gauge and voltmeter. An audible alarm is fitted. A bronze stern tube with water lubricated cutlass bearing carries a stainless steel shaft driving a 3 bladed bronze propeller. A zinc sacrificial anode is fitted to reduce stern gear corrosion. The engine is accessed via traps in the wheelhouse floor and through the door from the toilet compartment. The engine compartment is sound proofed

SPARS

The sloop rig is standard. The ketch rig is available as an option. The mast and boom are silver anodised aluminium alloy with stainless steel and alloy fittings. The following are fitted: Steaming light. Combined anchor and tri-colour masthead light. Deck floodlights. Main and genoa halyard winches. Mainsail reefing winch. The main boom is equipped with slab reefing.

RIGGING

The standing rigging is heavy duty 1 x 19 stainless steel wire with stainless steel rigging screws. The running rigging is of pre-stretched Terylene. The following are supplied: main, genoa (staysail and mizzen for ketch rig) halyards and sheets, boom topping lift, burgee and signal halyards. A Furlex or similar genoa reefing system is supplied.

SAILS

The following are supplied: For sloop: Mainsail and furling genoa in white Terylene cloth. The main is equipped with slab reefing, foot outhaul and leech tension. Sail cover for mainsail. The genoa is fitted with luff tape to suit the roller furling system and a UV protection strip. For ketch: Mainsail, mizzen and furling genoa in white Terylene cloth. The main is equipped with slab reefing, foot outhaul and leech tension. Sail covers for mainsail and mizzen. The genoa and staysail are fitted with luff tape to suit the roller furling systems and a UV protection strip.

Inventory

CONSTRUCTION

The hull is a heavy duty hand laid GRP. The underwater section is finished in clear gel coat. Approximately 6 tons of cast iron ballast is encapsulated inside the GRP keel and glassed over with further laminates to form an integral part of the hull structure. The transverse structural bulkheads, of marine specification plywood are bonded to the hull. Heavy double skin GRP bulwarks, incorporating the hull to deck joint, are moulded as an integral part of the deck and capped with 25mm thick teak.

A teak rubbing strake and teak bulwark cladding is fitted. The deck is a heavy duty hand laid GRP moulding. Balsa stiffening is incorporated in all horizontal areas with plywood infills in way of the deck fittings. Heavily stressed areas are additionally reinforced with unidirectional glass reinforcement. The deck is bonded to the hull and bolted throughout the whole hull to deck joint. The bulkheads are laminated to the deck resulting in a strong and integrated unit.

STEERING GEAR

A Whitlock heavy duty steel torque tube and bevel box steering system drives the rudder stock from the teak steering wheel in the wheelhouse. Emergency steering by tiller in cockpit (a varnished teak tiller is available as an option). The rudder stock is stainless steel and is connected to the rudder by a bolted flange.

BILGE PUMPS

A high capacity manual bilge pump is provided in the aft cockpit locker. An electric pump with manual and automatic switches on the console is fitted in the grey water tank fitted under the cabin sole.

ELECTRICS

Two banks of two 12v batteries supplying a total of approx. 400 amp/hr are fitted with isolator switches, one bank is for engine starting and the other for domestic systems. Charging is via the engine driven alternator. Cabin lighting is provided throughout the accommodation including a chart light at the chart table. Standard navigation lights are fitted with port and starboard lights in teak shield boxes mounted on the wheelhouse roof. The wiring loom is colour coded and all circuits are fully protected and controlled by circuit breakers on the main panel.

UNDERWATER FITTINGS

All underwater fittings except the propeller shaft and rudder stocks are bronze. Through hull skin fittings are kept to a minimum by draining all waste water to a central small grey water sump from where it is pumped overboard by the electric bilge pump.

DECK FITTINGS

The following are fitted: Stainless steel pulpit and stanchions with plastic sheathed lifelines. Lifeline gates with pelican hooks and adjustable bottle screws, to port and starboard. Stainless steel bowsprit with teak slatted platform available at additional cost.

Forestay and genoa attachment points and double anchor roller with anchor stowage. Two large mooring cleats on foredeck with fairleads, two midship cleats and two large bollards aft. Chafing plates fitted to the teak rail capping in way of the fairleads. Through-bolted headsail tracks on coamings. Self tacking track for staysail. Two Lewmar 46 self-tailing winches for genoa on cockpit coamings. Two 16ST for roller reefing line and staysail sheet. 45lbs CQR anchor with 55 metres 9.5mm calibrated chain. Manual 2 speed anchor windlass. Teak fore and aft handrails on wheelhouse roof. Mainsheet attachment point on the wheelhouse roof. All working areas including those on wheelhouse roof are covered with Ceylon Teak.

WINDOWS, PORTLIGHTS AND DOORS

All window frames and portlights are anodised aluminium alloy glazed with toughened glass. The wheelhouse/deck saloon has 3 slide opening windows, one each side, and one aft. The centre forward wheelhouse window is equipped with a screen wiper and also has a drop down section for ventilation. There are opening windows in the coachroof for the forecabin, saloon and toilet compartment and fixed hull ports in the forward and aft sleeping cabins. A double door with lock is fitted in the aft end of the wheelhouse (sliding door for ketch rig option).

INTERIOR JOINERY & COVERINGS JOINERY

All the interior joinery is solid Malaysian Oak (rubberwood) and ash veneered plywood.

LININGS The overhead linings are of vinyl upholstered plywood or GRP panels, detachable for access, teak battens separate the panels. The hull sides and hanging lockers are lined with foam backed vinyl or carpet to help prevent condensation.

COVERINGS

All cushions are upholstered in fire retarding colour co-ordinated high grade fabrics c. Curtains are fitted in the saloon and cabins. The cabin soles are covered in teak and holly plydeck with Ceylon teak in the wheelhouse.

Accommodation

FORECABIN

There are two full length single berths with a double berth infill with storage lockers beneath. The chain locker is forward of the berths with an access trap fitted in the bulkhead. One opening port on each side of the coachroof. 2 berth lights on the bulkhead plus an overhead light. Panelled door to saloon. Ventilator to deck. Opening skylight hatch. Two small shelves at the head of each berth. There are two lockers aft of each berth, one is a hanging locker, the other has shelves for storage.

TOILET (AFT AND TO STARBOARD)

The separate toilet compartment is to port with a large bowl marine toilet and washbasin. The work surface and sink are in Nordstone granite impregnated gel coat. Hot and cold water is supplied from the pressure pump. There is a shower operating from the mixer taps and a shower tray with a teak grating over which drains into the bilge sump. The following are also fitted: A locker outboard has shelves and slide opening Perspex doors. Fixed overhead light. Mirror over washbasin. Cup holder. Concealed toilet roll holder. One opening coachroof window. There is access from the toilet compartment to the engine room space via a sound proofed door.

SALOON

An 'L' shaped settee is to port with lockers and stowages outboard under the side deck. The settee can be used as a berth. There is stowage below with drawers and behind the settee back. The saloon table can extend aft. Overhead and reading lights are provided. There are teak curtain pelmets and grab rails outboard. There are two opening windows in the coachroof and a ventilation hatch over.

GALLEY

The galley is to starboard in the saloon. It is fitted with: A gimballed 2 burner cooker with grill and oven and fail-safe on all burners. Twin stainless steel sinks (one half size) supplied with pressurised hot and cold water from the pressure pump. Cupboards behind and outboard of the worktop which are fitted with smoked Perspex fronted sliding doors. Top opening refrigerator. Plate and cup storage. Drawers and lockers for food storage. Overhead vent. Overhead lights. Two opening windows and an opening hatch over. Laminated work surfaces. Teak fiddle rails. Gas shut off valve adjacent to cooker.

QUARTER CABIN

There is a cabin to port with a double berth. The following are fitted: General clothes storage locker with shelves. Hanging locker. Overhead light and berth reading light. One opening window and an opening port to the wheelhouse. Ventilator to deck. Mirror on the aft forward facing bulkhead.

WHEELHOUSE

The central steering position with main instrument console is in the wheelhouse with a helmsman's seat. There is a settee to port with a chart working space forward and a full length settee to starboard with a deep stowage locker under the starboard side aft. The wheelhouse table folds down to stow against the aft bulkhead. Stowage lockers are built into the forward end of the wheelhouse console under the chart working space. Chart storage is provided under the port settee. Clear Perspex wheelhouse skylight with optional slide opening panel at additional cost. 14 The specification is believed to be correct at the time of printing

but the Builder reserves the right to make alterations without notice. Such alterations will not be considered applicable to yachts delivered. Construction contracts and terms of business are available for inspection on request.

COCKPIT

The cockpit is an integral part of the GRP deck moulding. It is self draining through two 38 mm bore drains with valves at the hull. Hinged lockers are fitted in the seat tops to give access to the stowage lockers and the steering gear beneath. The gas locker is fitted in the cockpit coaming and is vented overboard. A slatted teak flooring is fitted on the sole.

OUTLINE INVENTORY

In addition to items mentioned in the specification the yacht will be complete with the following: 1 x Compass 1 x Gas bottle 2 x Mooring warps 1 x Kedge anchor and warp 4 x Fenders 1 x Ensign staff and holder 3 x Fire extinguishers 1 x Fire blanket 1 x Boat hook

Remarks :

The Fisher 37 is the epitome of the large, powerful motor sailer. Over one hundred and forty have been built since her introduction in 1973. Over this period the interior layout and rig have evolved into what many owners today would say is the best motor sailer of its type.

Under sail, or powered by her 100 hp engine, this boat will take you safely and in comfort to any destination around the world. Fisher 37's have sailed more miles than most and her distinctive profile will be found in any of the oceans around the world, from the Arctic to the Antarctic.

The sail plan has been refined over the years and today the cutter ketch rig with bowsprit, or the sloop rig option is available, giving powerful performance yet still being easy to manage.

The hull and deck are moulded in Off White gel coat as standard with Oxford Blue boot top. Other gel coat colours are available at additional cost. The exterior teak woodwork is left natural as standard and can be varnished or coated with Sikksens at additional cost. The yacht is antifouled and handed over afloat and in commission at Chichester.

The Fisher 37 is built to conform to CE category A

STANDARD SLOOP - £259,715.00 + VAT - base boat with Yanmar 4JH4-HTE 110HP, excluding other options

STANDARD KETCH - £271,215.00 + VAT - base boat with Yanmar 4JH4-HTE 110HP, excluding other options

Optional - Prices as of August 18

GBP

Black Water Tank with System - **2,715.00**

Pressurized hot water with immersion heater and Calorifier - **1,100.00**

External shower - **212.00**

Webasto 7000BTU heating system - **11,625.00**

Battery charger 12V,40A - **1,380.00**

Shore power 110/220V - **434.00**

Bow Thruster 35KGF - **4,830.00**

Electric windlass - **2,375.00**

Replace CQR 12kg anchor with SPADE 15 kg anchor - **1,158.00**

VETUS Sliding sunroof over wheel house - **1,250.00**

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