

THE SABRE 48 FLY BRIDGE



SABRE
Yachts





*Technology,
the new luxury*

The Sabre 48 was created and is equipped with the latest in technology. Her hull, deck and small composite parts are all built using Sabre Yacht's VIP resin infusion process. This method of molding fiberglass parts is cleaner and greener: emissions of VOCs (Volatile Organic Compounds) are dramatically reduced making our work environment better for our associates and the air in which we live and boat, cleaner. The infused composite parts are stronger, provide better durability and vessel integrity and yet they are lighter which lowers fuel costs.

Her pod drive train is the latest in technology. Pods offer quieter operation, better fuel economy than straight shafts and an unequalled ease of handling around the docks. She can cruise at speeds up to 30 knots while sound levels at cruise aboard the Sabre 48 are an incredible low 74 DbA. Even at her wide open throttle speed, sound levels do not exceed 75DbA.



Main Salon

By raising the cockpit and all of its comfortable seating to within one short step of the main salon's cabin sole, the Sabre Design Team has created a unique environment, joining these two popular social spaces. An entry door to port and an electrically operated window to starboard completely open the aft end of the salon so that your crew and guests can enjoy the fresh air.

The salon offers a comfortable L-settee to starboard. Cushions are deep and luxurious. An elegant, hi-lo, folding table is inlaid with a maple insignia. To port is another settee which slides inboard

so that more guests can gather at the table. This mechanism also provides access to the utility room below the main salon sole. An optional crew's quarters is available in that space with double berth, a simple head and ample storage.

At the forward end of the salon is a raised L-settee, so that the entire crew can have the same sight lines as the helmsman. There is also a large screen LCD television on an electric lift, and a chart table with ample volume for charts and loose gear.



Her elegant helm pod is covered in Ultraleather and has space enough for two large chart plotter screens and the engine displays. There is room remaining for other instrument needs such as a night vision camera, spot light controls and VHF radio. Sightlines from this helm are very clear and exceed industry guidelines. A side deck door offers the helmsman instant access to the side deck to assist with docking, and the open door allows fresh air to flow through the salon when underway. Stidd helm chairs complete this study in ergonomics.

Master Stateroom

A world of luxury and comfort await in this beautifully styled master cabin. Hull port lights, overhead hatches and opening portlights shimmer light through this space and translucent Shoji screens turn natural light to a subtle glow. The master berth is an island queen with an athwartships orientation allowing flat cabin sole on all sides. Elegant inlays in the head board and in the side tables add touches of elegance to the hand crafted furniture. Shoji screen doors enclose the cabin and master head.

There is readily accessible storage below the berth and in the many drawers and lockers built into the aft bulkhead. For an overnight or for an extended cruise, the Sabre 48 has the storage that serious boaters appreciate.

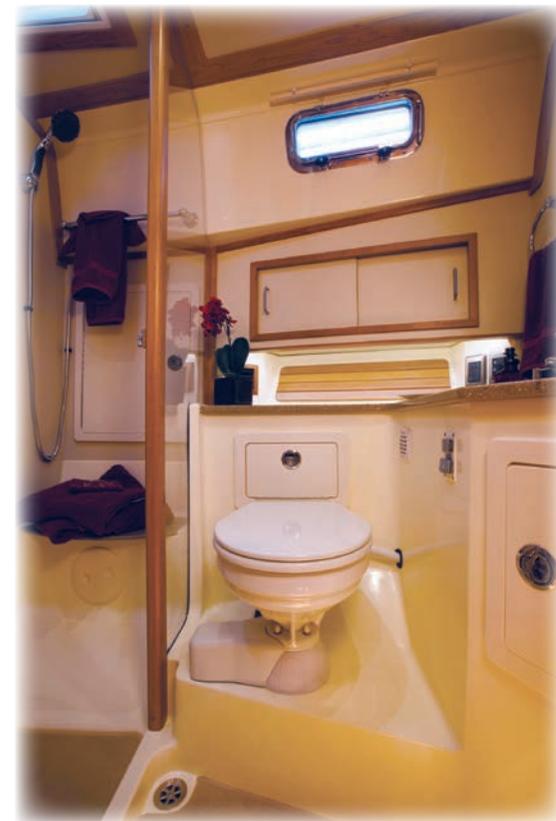


The en-suite head with large shower stall has a ceramic tile sole. On the outer walls of the shower stall, glass tile, which adds a contemporary touch to this space, is available in a wide selection of colors. An elegant vessel sink is built into a finely crafted cherry cabinet.



Guest Stateroom

Your guests will stay in the lap of luxury here in their private guest stateroom with an en-suite head and shower. A comfortable queen sized island berth has steps to both sides to make egress easy and offers bulk storage and large drawers below the berth top. There is an incredible amount of storage in this cabin with lockers above the shelves on both sides, a large cedar lined hanging locker to starboard and another locker with enclosed drawers and shelves to port. For ventilation there are two hatches overhead, each with built-in blind and screen.



The private guest head has a ceramic tile sole and a full enclosure will keep the head dry when using the shower. A fresh water flush MSD is standard.



A fully fitted galley is close to the main salon where the crew in the galley and salon can remain in close contact. This bright and airy space has an abundance of natural light from overhead, with opening portlights and a large fixed port light in the hull side above the counter.

The galley is equipped with a convection microwave, electric cook top with vent fan and a stand up stainless steel fridge-freezer. Elegantly sculpted Solid Surface Material is used for the galley counter surface and both a stainless steel prep and deep bowl sink are standard. Many drawers and lockers offer space for all of your galley-ware and stores. Ventilation is provided by two large opening ports and an overhead hatch. All overhead lighting is energy efficient, cool LED type.

Galley



Galley cabinetry details include beveled glass doors in the wine glass cabinet pictured here. All of the many drawer boxes aboard the 48 are crafted of maple wood and have dovetailed joints. The interior of each drawer is varnished.

Utility Space/ Crew Quarters

Below the main cabin sole is a utility space, made available by moving the engines and drives aft in the hull. The space is accessed by a stair outboard of the port main salon settee. A linear drive is electrically operated and moves the settee away to expose the stairs. At the base of the stairs headroom is 5'10" and as one moves to the centerline it steps down to 5'0".

As standard, this space is open storage with a work bench at the base of the steps, however, it is ideal for installation of custom personal options such as a full size washer-drier, an additional freezer for long range cruising or simply for bulk galley storage.

Shown here is the crew quarters option with queen sized berth, multiple storage drawers, a wall mount television and a head compartment.

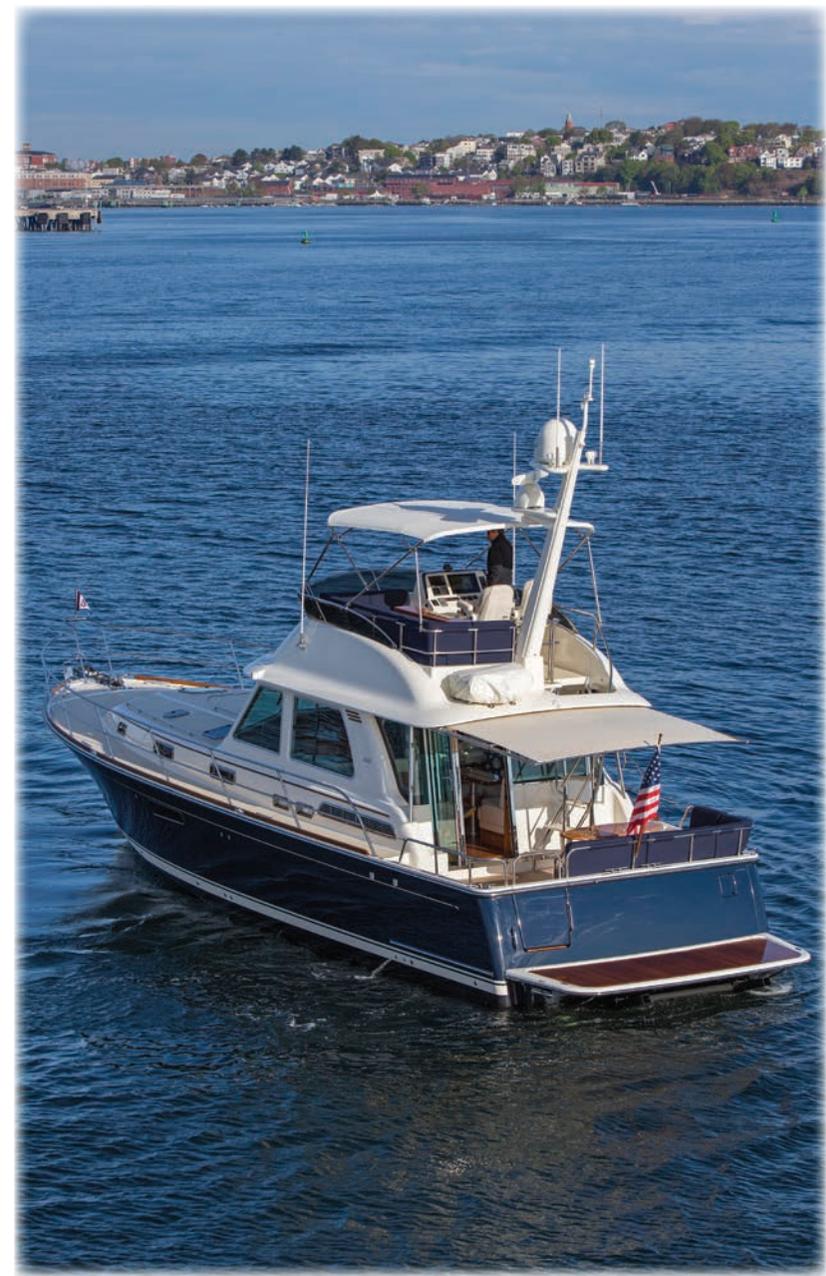


Engine Compartment

The Sabre 48 is powered with twin 8 liter diesel engines coupled to azipods. All engine and gen set service and maintenance points are readily accessible. This innovative drive train eliminates shafts and rudders and in their place is a vertically oriented drive unit. Orienting the counter rotating propellers in the same axis as the boat's hull offers a large gain in efficiency and a corresponding reduction in fuel consumption. Gains are also made in noise levels as exhaust gasses are expelled through the propeller hubs. At idle exhaust gasses are released through by-passes.

The drive system also includes an autopilot and the innovative station hold feature which allows the yacht to hold position while waiting for a bridge or fuel dock. Within the engine room space are the gen set, all air conditioning compressors and the main 12 VDC electrical distribution panel.





The deck of the Sabre 48 is a study in ergonomics with security and comfort at the forefront of each design decision. Her swim platform is extra deep to accommodate the “annex” that serious cruisers will want to take along. A factory option hydraulic dinghy lift mounts below the standard platform. Two easy steps up to the elevated cockpit and just one short step into the main salon makes movement around the deck sure and steady.

Her comfortable cockpit is the place where friends and neighbors will want to gather on the L-settee and aft facing seat. A beautiful, oval shaped table is standard and when folded the table’s frame offers a secure hand rail. Engine room access is through a large hatch in the cockpit sole.

On the wide walkways of the side decks, Sabre’s antiskid surface offers good footing and large diameter hand rails

are always within reach. Moving forward to the foredeck for anchoring and mooring maneuvers, the elegant teak toe rail offers additional security and the perimeter rail is extra high. Once at the bow, the flat deck with handy anchor windlass and mooring cleats are both easy to reach and easy to use. Large deck lockers here accommodate the yacht’s fenders and dock lines. An electrically operated cockpit shade is included as standard equipment



“I think it’s important to understand that, before we even started the 48’s hull design, we had the advantage of having already delivered 4 different hull models which incorporated pod systems: Volvo IPS on the Sabre 38, 42 and Sabre 54 and Cummins/Zeus on the Sabre 42. We began the Sabre 48 program by reviewing

both our predicted performance characteristics and the collected empirical data on these hulls, and analyzed the numbers against the corresponding hull geometry and weight and center information. This wealth of data allowed us to identify features and characteristics that benefitted performance, handling, running attitude, sea keeping, etc, and introduce these characteristics into the 48 design in a managed way.

With the overall 48 design, we made a significant shift away from our typical weight distribution when we decided to ‘close couple’ the engines to the drive units, thereby moving the motors aft to live under the cockpit. That move raised an eyebrow or two with prospects who were concerned about that movement of the center of gravity, and the resulting running trim angles. Excellent sightlines and low inherent bow rise and trim angles have been hallmarks of Sabre’s successful powerboat designs. We had pledged from the start that we would develop a hull that delivered a running attitude that was as good as or better than a shaft boat along with the speed, handling and technological advantages of a pod boat – so that’s what we set out to do, and the results speak for themselves.

We also tweaked the hull geometry and we modeled the hull wake in 3D to better understand the running character and how the swim platform would relate to the hull wake at various speeds. All in all, the execution of this hull form was a huge team effort. We’re very pleased with the outcome.”

Kevin Burns, Head Designer

SABRE

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Specifications

LOA

(Does not include swim platform or bow roller)

47'-6" 14.48 m

Beam

15'-4" 4.67 m

Engines

(2) 550 hp 8 liter

Fuel Capacity

525 USG 1970 l

Water Capacity

160 USG 600 l

Holding Capacity

70 USG 263 l

Cruise Speed

27 KTS

Built to CE Category B,
NMMA, ABYC &
USCG standards



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