



## Sadler 34 – Jinsa

**Make:** Sadler  
**Model:** 34  
**Length:** 34 ft 11 in  
**Beam:** 10 ft 11 in  
**Year:** 1988

**Boat Name:** Jinsa  
**Hull Material:** Fibreglass (GRP)  
**Draft:** 5 ft 10 in  
**Number of Engines:** 1  
**Fuel Type:** Diesel  
**Price:** GBP 34,950



## The "Jinsa"

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Sadler 34 - 1988 - Fin Keel - £34,950

The Sadler 34 offers quick and sea-kindly performance with a well designed accommodation. This one has only had two owners from new and only had 232 miles sailed when the current owner bought her in 1989 through myself. 'Clean, CLEAN, CLEAN example' sums 'JINSA' up. Epoxied beneath the water line since 1990; replacement white sails in 2003, Spinnaker and Cruising chute in addition; replacement teak sheathing in the cockpit 2006 and an engine that has had all the right things done to it professionally.

Designed by Martin Sadler and built by Sadler Yachts Ltd to a hull design incorporating PU foam core to provide positive buoyancy in the event of a hull breach, the Sadler 34 was fitted with a cast iron external fin keel and skeg supported rudder. This one, in common with the majority, is tiller steered for a more direct sailing feel and much better utility of space within the cockpit.

If you've been planning/hoping to buy a Sadler 34, then this is the one to view and to secure for yourself!

### Measurements

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LOA:	34 ft 9 in	Ballast:	5000
LWL:	27 ft 10 in		lb
Beam:	10 ft 11 in	Displacement:	12800
Max Draft:	5 ft 10 in		lb
		Fuel Tanks Cap.:	112 L
		Fresh Water Tanks Cap.:	200 L
		Number of Heads:	1

### Accommodation:

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Up to seven berths in three cabins with a generous, U-shaped galley, forward-facing chart table, centreline leafed table, heads compartment forward and forward cabin separated from the heads by wooden door, all based on Sadler's foam stiffened sub moulding that provides insulated accommodation and built-in buoyancy. A single outlet hot air heater by Eberspacher is fitted. A CD/radio unit by Panasonic, with twin speakers mounted on the main bulkhead.

**Forward cabin:** Two berths, formed in a 'Vee' can provide a double berth using an in-fill cushion. Under berth lockers are lined (dry) storage lockers used for light wind sail storage. Hanging locker. Opening hatch over for light and ventilation.

**Heads Compartment:** Extends across the beam of the hull, forward of the mast, with doors ahead and to the main bulkhead for privacy. A Jabsco 'Twist n Lock' marine flushing toilet is fitted, replacing the original pump mechanism. Hot and cold water via a shower faucet to a

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moulded hand basin. All sea valves in this compartment are of the Blakes, tapered seacock design. Hanging locker to starboard for oilskins, life-jackets and harnesses. Ventilation is provided by two 'Tannoy' ventilites overhead.

**Main Saloon:** Provided with a single pilot berth to port and 4 closed lockers to starboard, above the settee berths, with in-filling panel to enable the U-shaped seating to convert to a double if required. Light and ventilation from a centre-line hatch over and fixed, toughened glass windows to the coachroof's sides. The water tank is located beneath the starboard settee berth with substantial stowage under the settee to port. Two lee cloths are fitted for night passage making.

**Navigation area:** A securely mounted chart table accommodates folded charts and almanacs within, although there is a deeply-fiddled cave locker outboard of the chart table too. A Raymarine SL72 radar's display has been flush-mounted within a teak finished mounting above the table and the AIS transponder is mounted alongside. The companionway snood-mounted instruments feed a multi repeater alongside the navigator's right elbow. Vinyl covered navigator's seat to chart table.

**Galley:** Located to port of the companionway (for the sake of being hove to on starboard tack while making a cup of tea), the Sadler 34's galley is notably generous in offering a relatively large amount of work space (with a front opening 'fridge, rather top opening); security to a cook while heeled workable storage and even a built in gash bin. The cooker by Plastimo is still the original, but serviceable and is fitted with two burners to the hob, a separate grill and an oven. Twin stainless steel sinks are fitted within the forward peninsular. A 'Tannoy' ventilator is fitted overhead. The Sadler branded crockery will remain with the boat.

**Aft cabin:** Located to starboard, this cabin extends forward of the companionway steps/ engine box., thereby offering some seating and a hinged fiddled surface for mobile phones, rings and watches etc. ahead of the double berth. Light and ventilation is provided by an opening portlight to the cockpit's footwell, plus the side window and 'Tannoy' ventilator above.

## **Mechanical and Electrical Systems**

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Fitted with a Volvo Penta 2003, indirectly cooled diesel engine, rated at approx. 28 BHP, driving a fixed, two bladed propeller. The engine had a top end overhaul in June 2007, with the head re-skimmed and the valve seats reground. New exhaust elbow fitted 2008, The gearbox's input shaft's splines have been replaced (2013).

The stern tube's original inboard seal has been replaced by a PSS water lubricated stern seal in 2000 (with a replacement bellows fitted in 2013) and an Ambassador 'Stripper' rope cutter is fitted to shaft, ahead of the propeller.

### **Electrical Systems:**

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Three lead acid batteries are fitted within dedicated storage recesses formed within the internal moulding's form: 2 x 115 A/hr capacity batteries form the 'Domestic and Services' bank, with a separate 85A/hr battery for engine cranking.

Charging is by engine-driven alternator and a CTEK M200 240-220V AC battery charger for use when the vessel is connected to electrical shore support. The vessel is not fitted with either P.V. panels or wind generator.

An Adverc battery state sensor and charge regulator has been fitted.

The standard Sadler 9-way switch and fuse panel was supplemented by an additional 7-way panel, incorporating battery charge state indicator.

Internal lighting has been fitted with LED lamps in the main.

## **Tankage**

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**Fuel:** 25 Imp. gallons (112 litres approx.) diesel carried in a stainless steel tank located toward the rear of the cockpit locker. Provided with a sight-gauge.

**Freshwater:** 45 Imp. gallons (approx 200 litres) freshwater carried within a rigid GRP tank, formed within the internal moulding, with a GRP lid screwed over, located amidships beneath the starboard settee berth.

## **Sails and Spars**

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Rigged as a masthead sloop on her original 'Kemp Masts' spars (badged Selden extrusions) and a Furlex (by Selden) roller reefing system on the for'stay. The backstay is fitted with a mechanical adjuster. The standing rigging was replaced in 2005.

Running rigging and reefing lines (all in clean condition) are led aft to cockpit and handled by a variety of Lewmar winches, with the headsail sheet primary winches being chromed bronze Lewmar 43 Self-tailers. Spinnaker sheet snubbing winches are fitted too.

The mainsail is provided with a conventional sail cover, but with openings to accommodate the lazy jacks that are fitted.

**The Sail Wardrobe includes:**

- Fully battened mainsail by Doyle (2003), with the original mainsail retained as a spare or for winter use.
- Crosscut, roller reefing genoa with foam luff by Doyle (2003).
- Original genoa, retained on board as a spare or for winter use.
- Symmetrical Spinnaker, c/w dousing sock.
- Asymmetrical cruising chute, within sock.

## **Navigation Equipment**

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- Raymarine ST60 Log, Depth and Wind indicators mounted within companionway fascia.
- Raymarine ST60 Multi instrument at chart table.
- Raymarine SL72 monochrome radar.
- Garmin 128 GPS.
- AIS transponder with USB output connection for attachment to a laptop.
- 2 x bulkhead replacement steering compasses.
- Handbearing compass.
- Raymarine ST4000 digital control head for the autopilot, linked to wind instrument & GPS with a steer to wind angle function  
Additional Spare Autohelm 2000 Autopilot (With remote control) kept on board as a backup

## Deck Equipment:

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- Twin bow rollers.
- 35lbs CQR anchor with chain and warp.
- Danforth 'kedge' anchor stowed in aft lazarette.
- Stainless steel stanchions and guardwires, pushpit with folding transom ladder.
- Mainsheet stoppered track, converted to towable car with sinlock jammers to either side for control lines.
- High quality, extendable tiller extension by Spinlock.
- Winch handle pockets and nylon-reinforced PVC rope tidies in white.
- Acrylic Sprayhood on three-hoop folding frame.
- Matching acrylic mainsail cover.
- Teak laid cockpit seating (replaced in 2006).
- Set of blue vinyl-covered cockpit cushions.
- Two cockpit lockers and gas locker accommodating two Camping Gaz 907 canisters.
- Outboard engine stowage pad.
- Avon Redcrest inflatable dinghy, c/w GRP seat, paddles, pump and outboard pad.
- 2HP Yamaha 2B two-stroke outboard engine c/w rainproof cover by 'Ducksback.com'
- Manually blown foghorn, plus an aerosol operated horn.
- Inflatable 'at anchor' and 'motor-sailing' day-shapes.
- Ensign and staff.

- Minimum of eight inflatable fenders, plus additional ones used for winter conditions.
- Min. of 4 mooring ropes, together with a number of rubber snubbers.

## Safety Equipment

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- Raymarine 54E GMDSS and DSC capable fixed VHF radio.
- 'Submersible' handheld VHF radio.
- Fastfind personal locator beacon (PLB).
- 4 person, standard life raft by Ocean Safety, with next 'Service Due' date of December 2019.
- 2 x 1kg dry powder fire extinguisher located in the galley and forward cabin.
- Fire blanket.
- Manual bilge pump fitted within cockpit. An electric immersion pump is fitted in the heads' shower sump that could be used to supplement the main bilge pump.
- 2 x Horse-shoe lifebuoys, c/w drogues and floating lights.
- Danbuoy.
- Foghorn (Gas)
- Jackstays.
- 12V DC searchlight.
- Anchor ball & Motoring cone (Both inflatable)
- First Aid kit (expiry date of contents not checked or established).

General note on safety equipment: Any safety equipment such as life rafts, EPIRBs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owners specific needs.

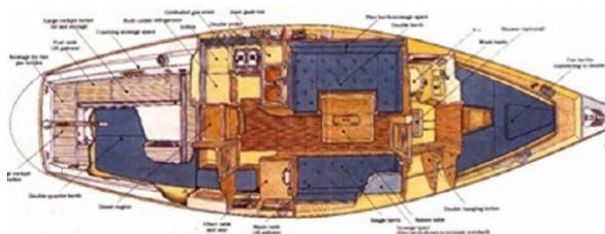
## Disclaimer

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The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.



# Photos



Layout Plan



Saloon & Port Side



Saloon & Starboard Side



Generous and 'workable' galley



Secure saloon table, with pilot berth outboard



Starboard settee berth with water tank beneath



Everything clean and beautifully presented



Varnish work in good order



Drive train from above.



Engine from above.





Engine bay showing battery charging regulator



Engine hours run meter.



Unadulterated, original switch panels



Alongside Navigator's right shoulder



Radar works



Genuinely practical stowage.



Heads compartment is divided from forward cabin.



Aft cabin's double berth.