



BROADBLUE
catamarans

385

STANDARD
SPECIFICATION



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The Broadblue 385 is designed to be a fast, responsive, blue water cruiser that is built to the high quality standards expected of Broadblue Catamarans. The Broadblue 385 performs effortlessly on all points of sail, even loaded for cruising and in particular will sail close winded and tack swiftly.

Uniquely, the Broadblue 385 offers an Aft and Sport Rig sail plan option. The Broadblue 385 is designed for the sailing couple who aspire to a cruising catamaran that performs effortlessly.

The Broadblue 385 is built to the highest level of the European Recreational Craft Directive, category A (Ocean).

Technical Specification

LOA	11.78m	38' 8"
BOA	5.98m	19' 7"
Displacement (light)	7000kg	15432lbs
Draft	1.05m	3' 5"
Air Draft	18.6m	61'
Fuel	2 x 235ltrs	104gal
Water	475ltrs	104gal
Mainsail (Std)	28.19 sq.m	304 sq.ft
Genoa (Std)	49.56 sq.m	534 sq.ft
Mainsail (Sport)	59.82 sq.m	644 sq.ft
Genoa (Sport)	30.39 sq.m	327 sq.ft
Engines	2 x 20 hp Volvo saildrive	

Interior

- Owner's layout providing 3 large double cabins, 2 single berths and 1 large head.
- Choice of upholstery fabrics to suit your requirements.
- Teak and Holly synthetic, no maintenance, flooring used throughout with access panels where required.
- Recessed chrome LED lighting throughout
- Handcrafted joinery in light oak

Saloon

- Large main saloon with panoramic views
- Glass in aluminium framed windows
- Raised seating area for eight people with stowage under
- Standing headroom throughout saloon
- Fixed oak dining table
- Sliding companionway door to cockpit
- Chart table with chart light and swing out seat
- Static ventilation system
- Storage area fwd of saloon seating
- Draw Pack to seating
- Drinks Cupboard to aft bulkhead

Galley

- Oak fiddle to work surface
- Stainless steel double sink with mixer tap
- Stainless steel 12v fridge
- 4 burner stove with pan clamps
- Stainless steel oven
- Storage cupboards with shelves and drawers
- Ventilation hatch above galley
- Gas detector
- Waste disposal bin to work surface

Port Hull (Owners)

Port Aft Cabin

- Hanging Locker
- Overhead hatch
- Hull windows
- King Size berth with 10cm thick mattress
- Stowage under berth
- Stowage outboard cupboard
- Berth side shelf with storage cupboards
- Chrome berth spot/reading lights

Port Midships

- Settee/berth with 10cm thick mattress
- Storage cupboards with shelves
- Chrome berth spot/reading light
- Hull windows

Port Fwd Head

- Large basin area c/w mixer tap
- Oak shelving unit
- Mirror
- Marine W.C with holding tank c/w electric pump out to sea
- Towel ring and accessories
- Shower complete with electric sump pump
- Portlight to outboard side
- Door to storage locker fwd suitable for oilskins etc
- Deck hatch

Stbd Aft Cabin

- Hanging locker
- Overhead hatch
- Hull windows
- Double berth with 10cm thick mattress
- Large storage outboard cupboard
- Chrome berth/spot reading lights

Stbd Midships

- Pullout settee/berth with 10cm thick mattress
- Storage cupboards with shelves
- Chrome berth/spot reading light
- Hull windows

Stbd Fwd Cabin

- Hanging locker
- Overhead hatch
- Hull windows
- Double berth with 10cm thick mattress
- Stowage under bed
- Chrome berth spot/ reading light

Engines

- Twin 20hp saildrive engines with 115amp/hr advanced alternators
- Fuel/water separator and filters
- 2 x fuel tanks in stainless steel
- Engine ventilation and air intake on transom
- Siphon breaks fitted to raw water lines to engines
- Automatic bilge pump in each engine room
- Engine bays painted in fire retardant gel coat
- Twin lever controls in cockpit
- Electric engine start/stop to engine panels
- Engine panels with tachometers, warning lights, alarm and engine hour meter in cockpit
- Auto fire extinguisher to each engine bay

Electrics

- 2 x 80amp/hr engine start batteries
- 2 x 110amp/hr domestic batteries
- 12v socket at chart table
- DC distribution panel with circuit breakers
- Volt meters and amp meters to 12v DC systems
- Fuel and water tank gauges at chart table
- LED lighting throughout yacht
- Steaming and deck floodlight and tri white fitted to mast

Electronics

- ST60 combined log and echo sounder at helm position
- Magnetic compass at helm station

Deck

- Anchor/Sail locker and gas locker to foredeck
- Water tank filler and vent.
- 4 x mooring cleats
- 1 x Anchor cleat
- 2 x Spring cleats
- Electric windlass to self launch bow roller
- Stainless steel pushpit with stern light
- Stainless steel stanchion bases with 600mm stanchions
- 1 x 19 stainless steel lifelines
- 1 x set of life gates to transom
- 1 pair of coachroof stainless steel grab handles
- Large self draining cockpit
- Cockpit locker
- 2 x halyard cleats
- Cockpit table
- 1 Pair Stainless steel pulpits with seats and lights
- Transom steps inlaid with teak
- 2 x manual bilge pumps to keel sump
- Stainless steel boarding ladder to port side
- Helm chair
- Halyard clutches

Sails

- Fully battened mainsail with slab reefing points
- Mainsail cover and lazy jacks
- Furling genoa with UV strip with on roller reefing system
- Anodised aluminium mast deck stepped
- Anodised aluminium boom with slab reefing
- Stainless steel chain plates
- Standing rigging in 1 x 19 stainless steel with bronze bodied roll swaged rigging screws
- Main halyard in dyneema
- Genoa halyard
- 2 x genoa sheets
- 2 x genoa tracks and cars
- 2 x genoa winches
- Halyard winch
- Spinnaker / Cruising chute halyard
- Mainsail topping lift
- Mainsheet
- Winch handle c/w pocket
- 2 x protector shrouds and U bolts

Miscellaneous

- 35lb delta anchor with 10m chain + 30m warp
- 2 x 10m mooring warps
- 2 x 20m mooring warps
- 6 x Fenders
- Gas bottle
- Operation manuals for all fitted equipment
- Owners manual
- Emergency tiller
- All interior fixtures and fittings are high quality manufactured from high grade corrosion resistant materials

Hulls

The GRP hull and deck, with Kevlar re inforcement in high load areas, are hand laid in one piece female moulds. Below the waterline the hulls are solid laminate with isophthalic gelcoat, whilst above both hull and deck have an end grain balsa core for strength and insulation. The hull to deck join is fully bonded, and features a substantial rubbing strake.

The deck had a moulded non-slip surface. Many of the bulkheads are of vacuum bagged foam core, and when the interior joinery is bonded in, a light and stiff 'honeycomb' structure is created.

The keels are integrally moulded as part of the hulls, and are sealed off from the hulls forming a double bottom. The Broadblue 385 is virtually unsinkable due to its watertight bulkheads and buoyancy compartments fore and aft.

Rudders and Steering

Rudders are skeg hung on stainless steel stocks with self lubricating bearings. The steering system is hydraulic with the rudders linked together with a cross link beam.

The hydraulic arm is attached directly to the rudder shaft. The port rudder has an access cover above and is designed to accept an emergency tiller.

The Broadblue 385 offers an Aft and Sport Rig sail plan option. Please contact us to discuss your cruising / sailing requirements together with the latest pricing, current build schedules and additional features and options that are available on this model.



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