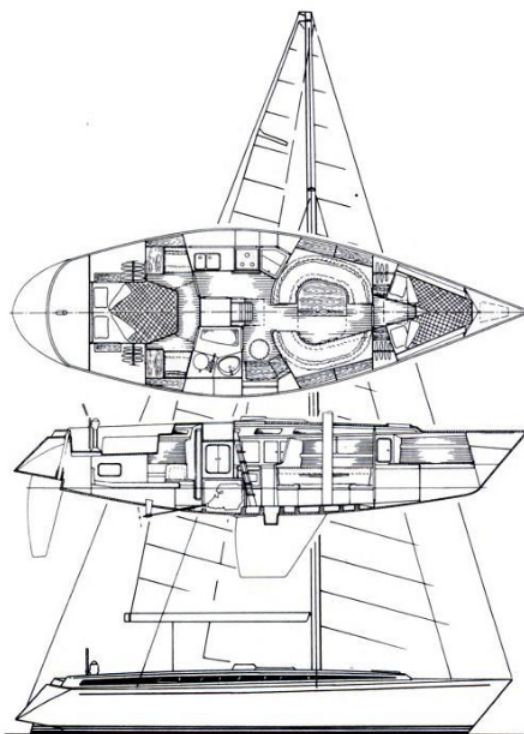


Finn 381

LOA	38'0" (11.6 m.)
LWL	31'2" (9.5 m.)
Beam	12'6" (3.8 m.)
Draft	6'6" (2.0 m.)
Sail area	870 sq. ft. (81 sq. m.)
Ballast	6,600 lbs. (2,993 kg.)
Displacement	14,700 lbs. (6,667 kg.)
Spars	Aluminum
Hull	Fiberglass
Auxiliary	Volvo 2003 R diesel
Designer	Eivind Still
Standard boat	\$170,000



When you purchase a boat from a small yard where the builder and designer are one and the same and customizing is the order of the day, one thing is certain: You can get it your way. Such is the case with Eivind Still's Finn 381, crafted in Finland to the high standards for which the country is well known.

The Finn 381 is available in masthead or fractional sloop rig; deck layouts can be suitably altered to the purpose or taste of a prospective owner; if you don't like the interior, shred the plans and break out a new sheet of paper. Mr. Still and company are more than happy to give it another whirl.

We had the opportunity to sail the first Finn 381 to be introduced to the States on an overnight trip last fall. According to her owner's wishes, she was a $\frac{3}{4}$ fractional sloop rig with running backstays and fully battened mainsail (pictured), and what a sweet sailer she was.

A lot of cruising folk may give this rig a quick glance and move swiftly on, reasoning that with such devices as running backs, Hall Quick Vang boom vangs and the like, it will be more than a handful to sail. But, in fact, the combination of the above gear and a smart deck plan, Harken hardware and plenty of well-placed Lewmar winches gave this particular 381 a sense of easily tuned control and power.

You hear a lot about "performance cruisers" these days and the Finn 381 will certainly fit neatly in that niche, but a couple of things must be remembered. To get the most out of a boat like this you're going to want to crack the halyards a bit in the light stuff, crank 'em up in a blow and generally stay on top of your overall sail trim. Items such as adjustable genoa leads that can be moved readily under load, a wonderful feature borrowed from the Grand Prix ranks, are definitely performance optimizers and should be used accordingly.

The split cockpit of the 381 we sailed will appeal to club racers but for offshore work additional weather protection will be required. The helmsman's seat is fairly comfortable but well aft and with the fully battened main it is impossible to watch the genoa telltales. A window in the main would solve this problem.

The standard interior plan is straight-forward with double cabins at the ends; as mentioned, this is a wide-open feature. One last thing: The cockpit lockers on the Finn 381 are huge and really must be seen to be believed.

For more information contact **Finnyacht USA, P.O. Box 231, Barnstable, MA 02630. Telephone (617) 775-1017. Or, Still Yachts, Vastermalmsgatan 2, SF-68620 Jakobstad (Pietarsaari), Finland. Telephone 358 67 329 44.**