

QILIN Norlin 37



Now we are selling our beautiful Norlin 37 which has been in our possession for more than 25 years. During this time we have lived in the boat 4-5 weeks each year sailing on the Baltic Sea.

Extensive renovations and upgrades have been made and the purpose of the upgrade has been safe long-distance sailing and sufficient good comfort to be able to stay for long periods on board. Some examples are a new furling mast, new engine, repainted deck and hull, bow thruster, etc. This sailboat is now an affordable option for those who want a safe, high quality boat for long-distance blue water sailing.

The Norlin 37 is a beautiful, timeless yacht from the drawing board of Swedish design legend Peter Norlin . Originally conceived as a one-ton racer, the Norlin 37 has the typical ample IOR hull, elegant overhangs and a sleek stern with slim transom. It is a very solid and stiff construction with excellent performance in strong wind. The yacht is easy to sail and has a good-natured behaviour in high waves. Traditional, well finished Scandinavian interior in high gloss varnished teak. 2 cabin layout with two single berths in aft cabin.

The Norlin 37 has a number of top positions at both the Gotland round and the Skaw race, which also testifies to good sailing characteristics.





New Cutter Rig with furling mainsail

The original rig was replaced with a Selden furling mast in 2003. The main idea was to be able to sail the boat for long distances with two people and never have to leave the cockpit while sailing. Before the rig was replaced, there was a discussion between the sailmaker, Selden and the boat's designer Peter Norlin to ensure a solution that suited the boat. Now the boat has furling mast, furling genoa (Furlex) and a furling cutter jib (Nemo). In slightly heavier weather conditions, the boat is sailed with a cutter jib and furled mainsail. The boat balances very well on a full cutter staysail jib and one reef in the mainsail (furled to the first batten) when the wind starts blowing 8-10 m/s.

The new mast is slightly taller than the original. Additionally, the boom was extended to provide a larger area for the mainsail and genoa. The mainsail is equipped with battens for maximum area. At the same time, the boom was raised slightly to secure the head during tacks and jibes.

The furling mechanism for the mainsail/genoa/jib is easily handled from the cockpit and operated with an endless line passing through two fairleads placed at the companionway. In the cockpit, there are two halyard winches and four large genoa winches, the original Lewmar 45 3-speed and two new self-tailing Andersson winches ST52. The genoa tracks have been replaced and equipped with ball-bearing Rutgersson cars, also operated from the cockpit.



Sails:

Main sail with battens Syversen sails 2003

Furling genoa Elvström sails year 2001, approximately 46 m²

Furling genoa Gran sails 2023 52 m²

Cutter jib Syversen sails 2003 24.5 m²

Drifter, approximately 65 m²

Spinnaker approximately 120 m²

Spinnaker approximately 100 m²

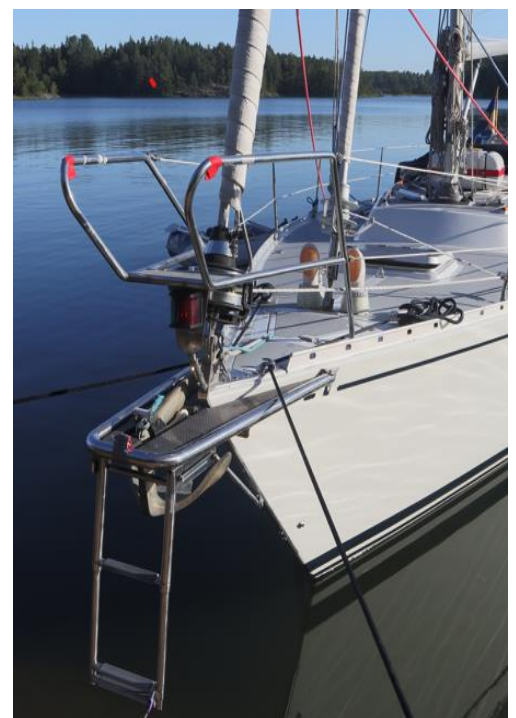
Spinnaker sock

Hull, Deck & Equipment

The boat has been stored indoors in a cold hall during the winter months from October to May.

The hull, deck, and superstructure have been repainted. It was first primed with epoxy followed by several layers of white two-component paint, and then finished with several layers of clear lacquer. The clear lacquer provides a surface that is very easy to keep clean with just water and a microfiber cloth. Below the waterline, the boat was blasted before being sprayed with several layers of epoxy, followed by a layer of Gelshield as a primer for good adhesion of the antifouling paint. The repainting and epoxy treatment were done at Emmells painting in Norrköping in 2012.

In the cockpit, the balsa in the sandwich hull on the benches has been replaced with Divinycell and covered with cork (adhered without screw holes). In the bow, there is a sturdy bow pulpit with an integrated ladder for easy access to shore in natural harbours or low docks. It is also prepared for a gennaker or Code-0. The foredeck hatch has been replaced. In the spring of 2023, a bathing platform was installed to facilitate swimming and boarding the dinghy. The sprayhood with stainless steel frames is new since 2018 and provides good protection against rain and wind.



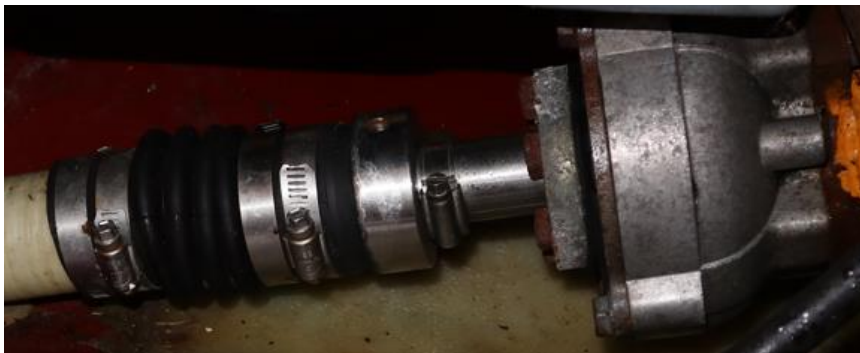
Propulsion and Maneuvering

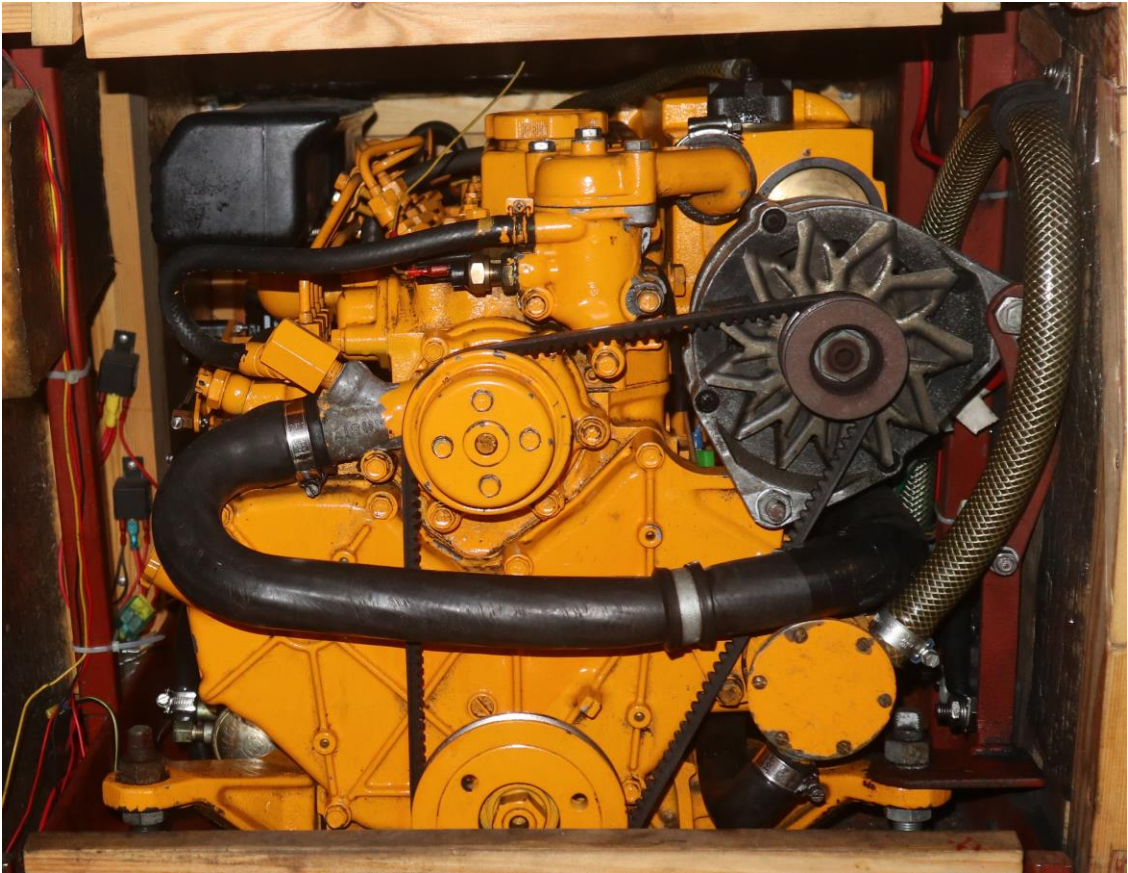
The original engine was a Volvo Penta with 18 hp and hydraulic transmission to the propeller. We wanted an engine with lower rpm and good torque, so we chose a Vetus M17.3 with 42 hp. The base engine for the Vetus M4.17 is a three-cylinder Mitsubishi engine used in many smaller trucks, which makes it easy to find spare parts at a regular workshop. We selected a FLEX-O-FOLD three-blade propeller optimized for boat and engine, mounted on a straight shaft.

Underneath the cockpit, there are now 5 * 75 Ah consumption batteries. An additional fuel tank of approximately 60l was also installed here; the original tank is about 70 l. There is also a separate starting battery.

The cruising speed is around 6 - 6.5 knots, with a fuel consumption of approximately 2.5 l diesel per hour. The engine and propeller provide good forward thrust in headwinds and rough seas.

A bow thruster was installed in 2022, Side-Power SE60, significantly easing maneuvering in tight harbours . The old gear steering system has been completely replaced with a new Jefa pedestal with new linkage arms. To facilitate movement in the cockpit, a new foldable steering wheel was also installed (Lewmar leather covered).





Elektronics

The boat is equipped with an Autohelm autopilot EV-100 with a remote control to manage the boat without being at the helm. The wind instruments, CH Wind and Wind, are also Autohelm and can be connected to the autopilot if needed.

The chart plotter, Garmin 720, is placed at the pedestal with a chart covering the entire Baltic Sea. There is also a forward-looking depth sonar, FLS 2D, which is very useful for navigation in shallower waters and anchoring in natural harbours.

The boat is equipped with VHF and a Furuno 1623 radar mounted on the mast. In the saloon there is a TV.

The shore power charger, a CTEC M300, provides good charging even under load. The battery charge is monitored with a BMV-501 from Victron Energy. The boat has 5 * 75 Ah consumption batteries plus a separate starting battery.

Wind instruments located above the companionway hatch



Forward-looking depth sonar



Autopilot, GPS plotter and controller for bow thruster



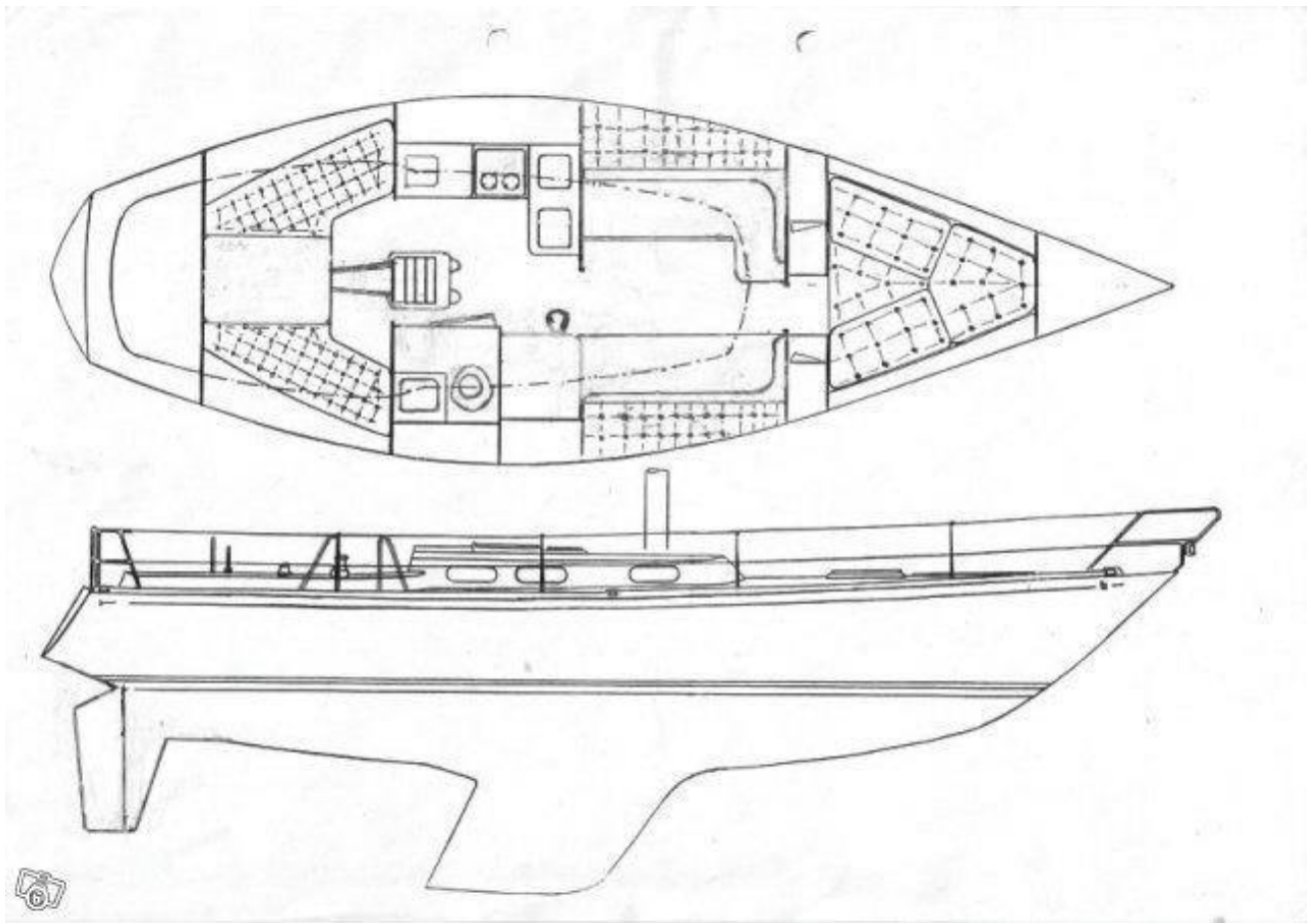
Interior and comfort



The galley is spacious with ample storage options and a large workspace next to the stove. There is a new gimbaled two-burner gas stove with an oven. The entire gas installation has been replaced. New copper pipes and fittings, hoses, regulator, gas locker drained out through the hull, and a new 6 kg gas bottle were installed. At the same time, an electric gas shut-off valve was installed which means that a solenoid valve shuts off the gas at the bottle pushing a button besides the stove. In the galley, there is a large refrigerator with a compressor, Isotherm ASU 3201, replaced in 2019. The freshwater stainless steel tanks holds at total volume of 140 l. In the cockpit, there is a dining table mounted with a Lagun base bracket.







The toilet is built on an inner module made of hygienic and easy to keep clean plastic. There is a mirrored cabinet with storage space for toothbrushes and other small items, as well as a larger cabinet for storing other necessities. The toilet has a 100-liter holding tank that can be emptied via suction on deck or directly into the water using an electric pump when you are far out at sea. Mounted on the tank is a Gobius external tank gauge. That means that there are no holes in the tank; instead, it measures through the tank wall.

In the cockpit, there are sea water and fresh water showers. The seawater shower can also be used for flushing the deck or anchor.



Salon cushions and berth mattresses are new and interior materials glued to the hull sides have been replaced. In the forepeak and in the two aft berths, there are custom made bedding pads. In the forepeak and the aft cabin, there are plenty of cabinets to store clothes or other items, three at each berth and a total of twelve cabinets. Between the salon and the forepeak, there are two closets. Bed linens and matress pads in the aft cabins are easily stored in under the rear cabinet during the day.

Port aft Berth



Forepeak

