



1977 Nautor Swan Swan 38

San Pedro, California

YEAR	LENGTH	PRICE
1977	38 ft	\$89,900

The seller just lowered her asking price and all offers will be entertained.

The Swan 38 is one of my two or three favorite boats ever. If I wanted a boat I could trust to last me for the rest of my life, and to take me anywhere I desired to sail, the Sparkman and Stephens designed Swan 38 would be number one on my list. In terms of quality of build, design pedigree, strength, longevity and looks, this boat can stand comparison with any other yacht produced anywhere, at any time. But what makes the Swan 38 better, to my mind, than any other yacht of its size, is its ability to make open sea passages in all weathers, while keeping its crew comfortable, confident, and rested. The hull is solid, hand-laid fiberglass with fore-and-aft stringers, and a keel-stepped mast. As a cruiser, the full underbody, which provides volume for comfort and stowage, the moderate fin and the protected skeg-hung rudder, all add up to a design that is wholesome, seaworthy, and comfortable in a seaway. The Swan 38 is a moderate-displacement sloop with a high ballast-to-displacement ratio and a massive rig, capable of making long distance passages.

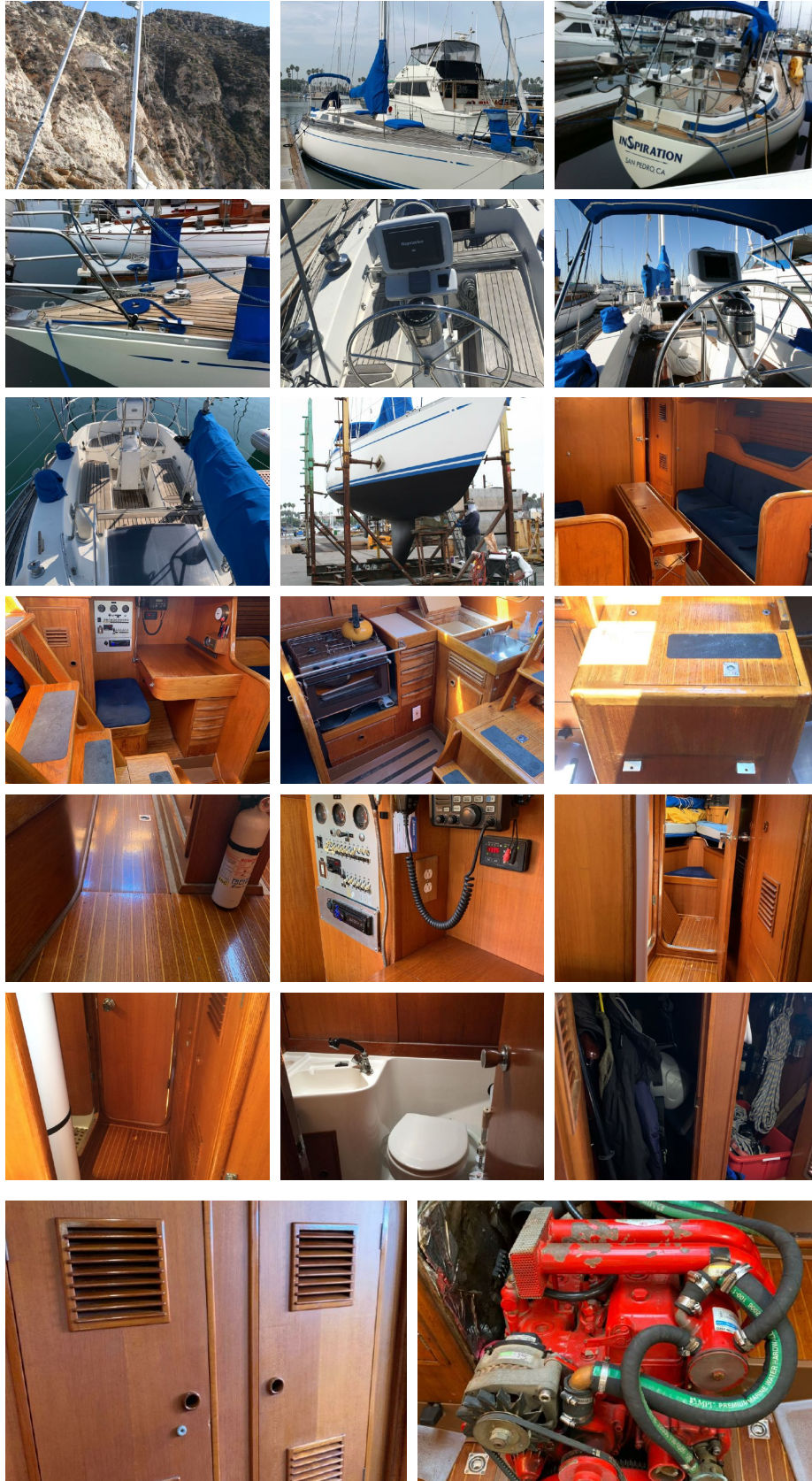
SPECIFICATIONS

Year Built	1977	Category	Sail	Length Overall	38 ft
Beam	11'7 ft	Max Draft	6'4 ft	Cabins	2
Electrical System	12 V	Double Berths	2	Construction	Fiberglass
Hull ID	D110000FM80G	Keel	Fin Keel	Drive Type	Direct
Engines	1	Total Engine Power	29 hp	Cruising Speed	6.5 kn
Maximum Speed	7.5 kn	Fuel Tanks	1	Fuel Tank Cap.	30 gal
Fuel Tank Mat.	Stainless Steel	Water Tanks	2	Water Tank Cap.	30 gal
Water Tank Mat.	Stainless Steel	Ballast	7,050 lb	Displacement	16,120 lb
Displacement Type	Dry Load	Windlass	Electric		

ENGINE 1 SPECIFICATIONS

Make:	Bukh	Model:	DV 29	Drive Type:	Direct
Fuel:	Diesel	Engine Power:	29hp	Type:	Inboard
Propeller Type:	2 Blade, Bronze, Folding	Engine Hours:	250		

MEDIA GALLERY



Accommodations

Down below the joinery is immaculately made and polished to a cabinetmaker's finish. The Swan 38 was considered a roomy yacht in its day, and although it can't now compare for spaciousness with modern yachts of similar overall length, the hull's deep sections and relatively substantial displacement give it plenty of volume, so storage space is generous and useful.

There are good seagoing pilot berths outboard of the settee berths so that the off-watch crew can sleep securely in bad weather. The forward facing chart table to port allows the navigator to work on a large flat area, with bulkhead space for

instruments, under-desk storage for charts, without disturbing any resting crew. It is separated from the decent size galley opposite by the engine box and companionway steps. Behind the navigator there is a good size locker for foul weather gear.

Further aft there is a useful, private, if slightly cramped, aft cabin under the cockpit. It is reached by a short passage on the port side, and it offers a double berth to starboard and a single quarter berth to port. There's not much headroom here, but the space gives the owner or skipper some privacy, and allows them to communicate with the crew through an opening hatch to the saloon, or through a small opening port into the cockpit.

Forward of the mast there is an adequately roomy head/shower compartment to port with double hanging lockers to starboard. Further forward still, the forecabin is dominated by bin stowage for sails and gear below pipecoats that fill in to make a V-Berth. Forward still, is a dedicated chain locker.

Interior

- 2 Cabin layout with V-Berth forward and (2) Quarter berth aft.
- Sea berths on Port and Starboard above settee with pad eyes for lee cloths
- Hanging locker to port, twin cabinets on starboard forward, storage under berth
- Private head and shower to port with sink and vanity
- Fixed Dinette with drop down leafs and good storage, with bench seating on both sides
- Nav station aft of Port settee
- Galley aft of dinette on Starboard with single stainless sink that drains on both tacks
- 3 Burner Propane Stove
- Ice Box
- Teak and Holly Cabin Sole
- Multiple AC Outlets in Cabin
- Cabin illuminated by low amp 2-setting, warm LED fixtures

Electronics

- Raymarine E 80 GPS Chart Plotter
- Raymarine RD 218 18" 2 KW Radome 24 NM
- Raymarine Linear Drive Autopilot w/ course computer
- Raymarine ACU Control Unit fro AP
- ICOM VFH IC-502 w/ Remote HM-157
- AIS-MULTI Comar Receiver not installed
- Clarion Stereo w Bose Speakers, Bluetooth

Battery System (12Volt)

- 440 AMP House Bank (4x Lifeline 220 AMP 6-Volts AGM deep Cycle
- 12- Volt Start Battery
- Battery Isolator
- Xantrex Freedom Marine 20 Inverter/Charger
- Xantrex Link 1000 Battery Monitor

Ground Tackle

- Raymarine V2 Windlass with Gypsy
- 35 lb CQR Primary Anchor) w/ 40 Foot of chain Plus 250 foot of Rode

Sails and Hardware

- UK Halsey Full Battened Mainsail and Overlapping Genoa (Primary Sails, Dacron)
- North Sails Jib (100%) - Secondary headsail (easy single-handing)
- Spinnaker, ATN Tacker, ATN Spinnaker Sock
- Harken Roller Furling
- Lazy Jacks
- 2 Lewmar Ocean 55 Self-Tailing primary winches

- 2 Lewmar Ocean 48 secondary winches
- Lewmar windlass and capstan (controlled at helm, optional wireless remote)
- VHF Radio
- 2 Spinlock XAS rope clutches (on mast)

Interior

- 2 Cabin layout with V-Berth forward and (2) Quarter berth aft.
 - Forward Cabin has double bunk with large hatch
 - (2) Hanging lockers, on port, twin cabinets on starboard, storage under berth
 - Private head and shower to starboard, to port a hot/cold pressure sink and vanity
 - Fixed Dinette featuring bench seating both forward and aft.
 - Nav station aft of Port settee
 - Galley aft of dinette on Starboard with single stainless sink, H&C pressure water
 - 2 burner gimbaled alcohol stove with oven
 - Ice box w/ Isotherm Cold Plate
 - Teak and Holly Cabin Sole
 - Multiple AC Outlets in Cabin

Rig, Decking and Hull

- White hull (original gelcoat) with classic Swan blue boot top and cove stripe
- Teak decks
- 2 Oversized Primary winches (Lewmar 55ST)
- Bow Pulpit – Stainless
- Swim Ladder – Stainless
- Stern Rail – Stainless
- Railmounted BBQ (propane)
- Double lifelines
- 3 Adjustable Dorade Vents
- 2 Blade Folding Prop (Martec)
- 35lb CQR, 50 feet of chain 250 feet rode
- Bimini
- Wheel Steering, emergency tiller
- Mast Steaming and Deck Flood Lights
- Bilge Pump – Automatic
- Swim Ladder
- 2 Opening Hatches
- (2) Spinnaker Poles built-into recessed areas on coachroof
- Reaching Strut
- Harken Roller Furling Headsail
- Mainsheet Traveler
- Masthead Windex
- Inboard Recessed Genoa Tracks with Cars
- 110 Volt Shore Power Connector in Cockpit with 50' Cable

Propulsion (Refit in 2019)

- Bukh DV29 RME (replaced in 2019 with a low mileage engine from container ship lifeboat, presumably less than 250 hours).
Engine is equipped with an indirect cooling system with a heat exchanger.
Martec MKIII Folding Propeller (2 Blade)

Disclaimer

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.

Owner's personal items excluded. Exclusions include, however are not limited to, Seller's personal possessions, loose items, binoculars, handheld radio(s), charts, tools, fishing equipment, spare parts, clothing and foul weather gear, galley equipment, linens/bedding and any items not specifically listed on equipment list specifications sheet.

Additional Contact Information

Please call Michael Brockman at 562-355-0011 for your personal showing.

