



Swan 38 - 1976

New Engine 2013. Hull painted 2023 and other upgrades
A boat with excellent classic design, build quality, longevity and performance.

What makes the Swan 38 better than any other yacht of its size, is its ability to make open sea passages in all weathers, with fast sailing properties close to the wind, while keeping its crew comfortable, safe and rested.

The design was commissioned from the legendary architects Sparkman & Stephens by the still famous Finnish yard NAUTOR in 1974. Nautor had already had considerable commercial success with a series of S&S designed Swans ranging from 36 to 65 ft. The Swan 38 was designed as a more compact version of their outstandingly successful 1967 Swan 42 design, which had proved to be a fast boat at every level of racing competition. It

FACTS

YEAR & SIZE

Model Year: 1976
Length: 11,66 m
Width/Beam: 3,52 m
Draft: 2,00 m
Displacement: 8,3 t
Ballast: 3,2 t

ENGINE

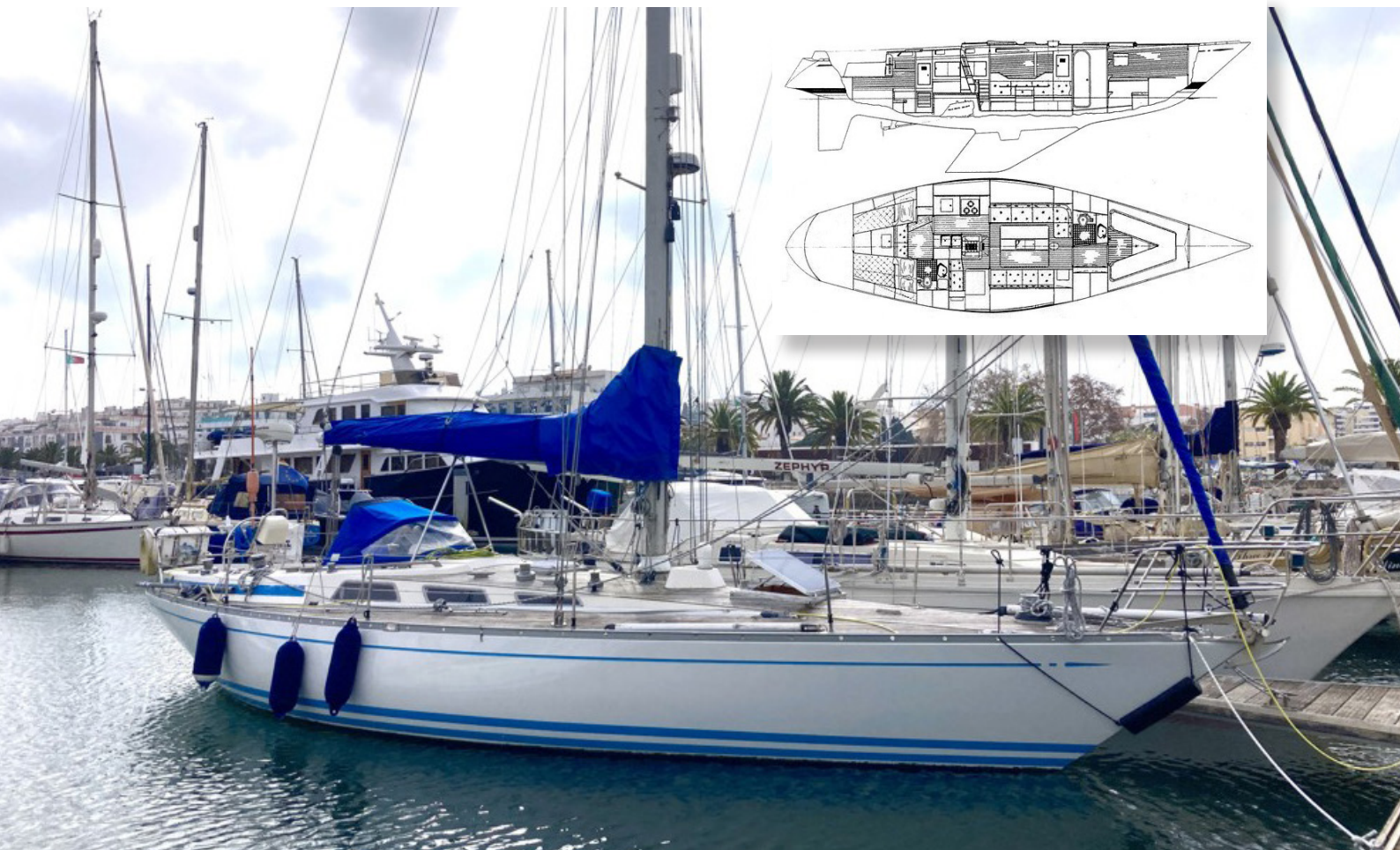
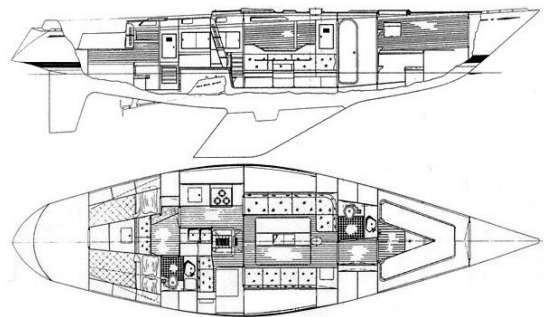
Engine Model: Bukh DV24
Year: Build in 2013
Engine Hours: 1055
Propeller: Three blade
Fuel Tank: 1 x stainless steel 120 l

RIG

Sloop rig
Swan single spreader keel stepped alloy mast
Seldén boom

SAIL

Main: 1 NORTH
Genoa: 1 x 110%, NORTH; 1 x 130% Hood
Harken furling system
Code Zero: 1 x 75m2 black, Rollytaskers
Spinnaker: 2
Gennacker: 1



ends in a “head turning” design with the flush deck like design and the unique, embedded spi poles on both sides.

The 38 is really a top quality build. It’s backbone is a massive stainless steel girder, solidly glassed into the bottom of the hull. This rigid base carries the loads of the mast and of the 7000lb keel and endows the GRP hull with enormous strength and stiffness. Most of the boats were built with a teak deck beautifully laid on top of the GRP top moulding. The teak is original but in good condition.

In total, 116 examples of the 38ft were built between 1974 and 1979. This boat from 1976 has serial number 75.

With 8 berths you have space for the whole family. Below deck there is a galley, toilet, possibility of 4 berths in the saloon, a cabin in the bow and an aft cabin with two longitudinal berths. In 2013 the boat was fitted with a new Bukh DV2 engine and in 2023 repainted Hull with Awlgrip.

Down below the joinery is immaculately made and polished to a cabinetmaker’s finish and still in very good condition. The Swan 38 was considered a roomy yacht in its days, 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 leasails for that are all available. 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 for paperwork, and a useful shelf for pilot books, without disturbing any resting crew. It is separated from



DETAILED SPECS

GENERAL SPECIFICATIONS

Model: NAUTOR Swan 38 Sparkman & Stevens No 38/075 (of 115)
Model Year: 1976
Boat Name: Albert
Length: 11,66 m
Width/Beam: 3,52 m
Draft: 2,00 m
Displacement: 8,3 t
Ballast: 3,2 t
Keel type: fin, lead; Skeg rudder.
Hull: GFK, white, new paint 2023 AWLGRIP, original white with blue stripes

RIG AND SAIL

RIG

- Sloop Rig
- Swan single spreader keel stepped alloy mast
- The Mast track & sail cars – 2014
- Seldén boom – 2014
- Wire rigging (2014)
- Harken roller furling head-stay
- 2 x aluminium spinnaker poles recessed into deck
- Adjustable inner fore-stay
- Retractable bowsprit – (2017)
- Cross trees and the boom fixing this was inspected and treated – (2017)

SAILS

- Main: 1 NORTH, 3DL fully battened 2013, perfect, last service (2023)
- (three reefs, Harken ballbeared mastsliders (2014)
- Genoa: 1 x 110%, NORTH, 3DL fully battened 2013, perfect, last service (2023)



the decent size galley opposite by the engine box and companionway steps. Behind the navigator there is a good size locker.

Further aft there is a usefully private aft cabin under the cockpit. It is reached by a short passage on the port side, and it offers a double berth as well as a single quarter berth to port and storage space in the middle.

Forward of the mast there is an WC/shower on port and a hanging locker and drawer space to starboard. Further forward, the fore cabin is dominated by bin stowage for the wardrobe of extra sails (such as CODE-0 and the three gennakers/spis, extra genoa and the dingy). This can be used as a double cabin, with two single bunks or a large triangular bed.

The cockpit is designed for easy sailing and handling and at the same time well protected with the larger model of the original sprayhood, tailored in GB.

The Swan 38 is an easy boat to sail and well known for her outstanding performance. Her wide decks enable rapid and safe crew movement for sail handling and harbor maneuvers, and the simple, single-spreader rig enables her to be sailed short-handed.

Before the current owners she had two owners. First owner bought her from Sweden and placed her in the Lake Geneva in Switzerland (Sweetwater, and kept her covered or inside during winters). She was only daysailed. Second owner had her transported to UK, where she also was used almost exclusively for day sailing and club racing (with constantly improved sailing wardrobe), and only during summertime. She is now owned by

DETAILED SPECS

- 1 x 130% Hood, dracon, never used, looks brand new, (2016)
- Harken furling system 2014, repaired (2019)
- Code Zero: 1 x 75m² black, Rollytaskers, topdownfurling endless, brand new 2023
- Spinnaker: 1 x Hyde Cruising Chute Spi, OK, (2005)
- 1 x half ounce Spi, OK, 2000
- 1 x Asym Spi (gennacker) blue, very good, (2017)
- Lazyjacks, Lazybag, lazyjacks and blue Lazybags, OK, (2014)

WINCHES

- 2 x Lewmar 43- 2 speed
- 2 x Lewmar 40- 2 speed
- 2 x Large Self tailing 50 Harken- 2 speed winches in cockpit for Genoa
- 2 x Lewmar 43- 2 speed spinnaker winches
- 1 x Lewmar halyard

NAVIGATION & COMMUNICATION

- Danforth constellation Compass overhauled in 2022
- Raymarine ST6001 Autopilot
- Raymarine ST60+ speed
- Raymarine ST60+ wind display
- Raymarine ST60 depth
- Raymarine C80 chart plotter with radar
- Radar on pole at stern
- Raymarine 54 DSC VHF
- McMerdo Navtex 6
- AIS

ENGINE & BATTERY

ENGINE

- Engine Model: Bukh DV24
- Year: Build in 2013
- Engine Hours: 1055
- Serial number: 0575
- Drive: Axis / Saildrive: Axis, Shaft Drive
- Propeller: Three blade feathering MAXIPROP
- Fuel Tank: 1 x stainless steel 120 l (30 gal) on portside center
- Water tank: 200 l

ELECTRICS

- 1 x 110 amp. engine battery 2013
- 2 x 120 amp. service batteries- 2021/2022
- Charged by engine alternator and 220v shorepower

OTHERS

GALLEY

- Gas cooker with grill- 3 burner Eno
- Refrigerator 12V Isotherm Compact Classic with Freezing Box new 2019, 60 Liter
- Stainless steel sink
- Storage cupboards & lockers
- 1 x Induction plate
- 1 x watercooker
- 1 x espressomaker all 220v

GROUND TACKLE

- Anchors: 1 x Plough on Lewmar Windlass Chain 40 m; 1 x

two German gentlemen who protected the yacht also on land every winter and had indoor improvements carried out at specialist shipyards. They successfully had the following carried out: new electrics 2019, new windows 2021, underwater completely new protection in 2023, hull new – original – AWLGRIP paint in 2023. They bought her after a long-time search in 2018 in UK and sailed in the Baltics and later down to Portugal and the Algarve Coast where she is now. They love to sailing her a lot, but will have no longer time for sailing and therefore ready to let her go to new owners.

The biggest extra plus for this boat are – the beautiful hull painting in 2023, the new engine and full racing sail wardrobe. Therefore she always looks great and shiny.

The Standing Rig renewed (wires) 2013, and surveyed 2017.

The yacht is currently in Marina de Lagos in Lagos, Portugal but planned to be hauled out in Portimão, Portugal during the spring, 2024.



DETAILED SPECS

Danforth with 60 m line; 1 x stern with 30 m line

- Electric anchor windlass
- Stainless steel bow roller
- Kedge anchor with chain and road

GENERAL EQUIPMENT

- Stainless steel pushpit, pulpit & guard-wires
- Bathing ladder
- Spray-hood
- Cockpit cover
- Mainsail cover- (2015)
- Lee boards & lee cloths
- Winch handles
- Clock and barometer
- Windows, Hatches: 6 x Windows new (hardened glass) by Sailinvest Tallinn 2022
- 3 x hatches original, very good and tight
- 2 x hatches covers blue, OK, 2014

SAFETY EQUIPMENT

- Life raft
- Fire extinguishers
- Flare pack
- Jack stays
- One electric bilge pump. (2020)
- One manual bilge pump. (2023)
- Dan-buoy and a lifebuoy mounted on the push pit

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