

SPECIFICATION FOR THE SWAN 38 GLASSFIBRE IOR SLOOP

DIMENSIONS:

| | | |
|---------------------|--------------|-------------|
| LENGTH OVERALL | 38' - 3" | (11,6 m) |
| LENGTH OF WATERLINE | 28' - 8 1/2" | (8,7 m) |
| BEAM | 11' - 7" | (3,5 m) |
| DRAFT | 6' - 4" | (1,9 m) |
| DISPLACEMENT | 16.120 lbs | (7.320 kg) |
| BALLAST | 7.050 lbs | (3.200 kg) |

Designer: SPARKMAN & STEPHENS INCORPORATED

Builder:

NAUTOR

OY WILH. SCHAUMAN AB

PIETARSAARI, FINLAND

TELEPHONE: 18 204, TELEX: 75-47 nauto sf

Note. These specifications are believed to be correct at the time of printing. Nautor will do its utmost to make sure that the vessel is built according to them. However, there may be minor alterations on the finished yachts, and we reserve the right to make these without prior notice.

ACCESS TO COMPARTMENTS — Arrangements for access to and for cleaning out and painting all compartments and all parts of the vessel are provided wherever practical. Floorings are fitted with suitable hatches.

Access to the engine, steering gear, and all other equipment that may require services of any kind will be provided.

Care is taken in locating pipes and other parts to avoid blocking of access. If necessary, removable sections are utilized.

TESTS — The standard machinery will be operated to the satisfaction of the Builder with the yacht in the water, running continuously for one hour and at as much speed as is practicable without undue heating. Steering and reversing tests will also be run. All standard auxiliaries such as pumps etc. are thoroughly tried out.

The yacht will be properly rigged with standing rigging.

During tests, the yacht is at all times in the care, custody, and control of the Builder.

WARRANTY — If any defective workmanship and/or materials are discovered within six months after delivery, except for the Owner-furnished items or installation of same, or unless due to negligence or other improper act of the Owner or any other user of the vessel, the Builder shall accept responsibility thereof. Under such circumstances, the Builder shall either procure the repair or authorize such a repair, to be made in a way agreed upon in writing between the parties. The Builder shall not be responsible for any proprietary articles which shall bear the customary guarantee of the manufacturers.

HULL CONSTRUCTION

GENERAL — Scantlings, materials and workmanship throughout are consistent with the construction of a light hull, but without any sacrifice of strength or stiffness.

CONSTRUCTION — The hull is built of glassfibre reinforced polyester by the hand laying-up method with scantlings and materials approved by Lloyd's Register of Shipping. Every yacht is delivered with Lloyd's Certificate of Hull Construction. Structure bulkheads of marine grade water-proof plywood, laminated to hull and deck. Stiffeners are GRP lay-ups over foam cores. Web floors of GRP laminated to hull. Engine seatings of GRP with steel inserts. Special care is taken to assure rigid foundation and proper adhesion to hull.

FINISH — Gelcoat colour pigments of approved type are used only above waterline. Standard hull colour is white, boot top, coaming and cove stripe blue. Flotation reference marks at bow and stern 12" above DWL. Bottom primed with antifouling of good quality. Yacht's name and home port on transom when specified.

KEEL — Ballast keel is a lead casting with antimony. Cast-in keel bolts of stainless steel. Lower flange of mast step takes keel bolt nuts. Docking shoe of stainless steel fitted to lower edge of keel. Single point lifting lug fastened to keel bolts.

RIG ANCHORAGE — The mast is carried through deck into a galvanized mild steel mast step with movable shoe for mast rake adjustment. Mast bulkhead reinforced with GRP to take stainless steel chain plates. Bracket laminated inside transom to take backstay chainplate.

RUDDER — Of foam filled GRP with integral stainless steel shaft, supported by three nylon-bushed bearings. Spanner for shaft stuffing box provided.

STEERING GEAR — Cable steering gear, sheaves provided with effective guards to prevent jamming.
Aluminium steering quadrant bolted to rudder shaft.

STEERER — Pedestal steerer with sprocket and friction brake. Compass on top, all materials within four feet are non-magnetic.
Emergency tiller of stainless steel provided with attached spanner for rudder shaft cover in cockpit sole.

DECK

Deck arrangement drawing No. 0-20-031.

CONSTRUCTION AND FINISH — Of GRP sandwich to Lloyd's requirements. Single laminate and aluminium back-up plates under fittings. Deck surface has anti-slip finish, standard colour light grey. There are two integral spinnaker boom trays.

WOODWORK ON DECK — Hatch frames, hand rails, sheet and halyard cleats.

GRP MOULDINGS ON DECK — Hood for companionway hatch, instrument console. Dorade ventilation boxes. Dorade box before mast doubles as winch handle holder.

DECK FITTINGS FOR STANDING RIGGING — Aluminium mast collar, stainless steel stem fitting for forestay. Aluminium washers for chain plate exits.

DECK FITTINGS FOR RUNNING RIGGING

On cockpit coaming:

Two genoa sheet winches Lewmar 45 or equal
Two spinnaker sheet winches Lewmar 43 or equal

On coachroof:

Two genoa halyard winches Lewmar 43 or equal
Two spinnaker halyard winches Lewmar 40 or equal
Two foreguy winches Lewmar 8 or equal

In cockpit:

One mainsheet winch Lewmar 16 or equal
One pair of clam cleats for tag line adjustment
Two winch handle holders

On bridge deck:

Mainsheet track Lewmar 1010 with slider Lewmar 1306 and end stops 1015 or equal.

On deck abreast cockpit:

One pair of genoa double foot blocks

On deck:

Stainless steel genoa sheet track stn. 4.8. — stn. 9.2.

On foredeck:

One insert screw plate for tallboy
One eye for spinnaker foreguy

At mast collar:

Four lead blocks for halyard
Aft of mast one fixed eye for slab reefing

OTHER DECK FITTINGS — Anodized aluminium toe rail with one pair of hawse holes amidships, and lugs for spinnaker sheet blocks at extreme quarters. 12" aluminium mooring cleats, 2 on foredeck with fairleads, 2 aft. Pulpit, pushpit and life line stanchions of stainless steel, with bases welded to toe rail. Height and spacing conforming to ORC requirements.

Socket for flag pole on pushpit.

Stem fitting of stainless steel with bow roller and double foresail tack attachment.

Jockey pole fastenings on deck.

Liferaft stowage in cockpit locker, port side.

HATCHES AND WINDOWS — On foredeck one translucent hatch Giot 118 or equal, hinged forward or aft to owners choice.

On coachroof one translucent hinged hatch Giot 115 or equal.

In cockpit well SB side one opening port Giot 103 or equal.

In cabin trunk sides three fixed windows each side.

In WC one deck prism.

Main companionway sliding hatch of tinted acryl, large enough for passing engine, fitted with lock, two keys supplied. Wooden drop slide panel with louvres.

Stern locker hatch of GRP, hinged.

Cockpit side locker hatch of GRP, hinged.

INTERIOR

Interior arrangement drawing No. 0-30-029

GENERAL — All joiner work is done in accordance with the best yacht practice, using first-grade materials. Teak is used for all visible woodwork. Floorboards with laid teak veneer, and providing access to bilge.

Topsides lined with teak ribs.

Ceiling lined with Vinyl-covered panelling.

Tables, bureaus, seats, dressers etc. have rounded corners.

Doors, partitions, and panelling throughout are plywood.

Door sills have stainless steel chafing pieces. Hooks installed to hold doors in open position. Hanging lockers have rods, and their doors are provided with louvres.

Drawers must be lifted to open.

Wooden companionway ladders with tool box behind.

Except for pipe berths forward, all berths are equipped with canvas leeboards and 10 cm (4") thick mattresses of flexible foam. Textile covers with zippers. Colour to owner's choice.

FORE CABIN — Sail bins under folding pipe berths.

MAIN CABIN — Drop leaf table with fiddles. Stowage for bottles and glasses in foot.

AFT CABIN — Cockpit well sides lined with teak.

NAVIGATING SPACE — Chart stowage under chart table top, instrument panel and main switchboard above. Optional book-shelf if allowed by instrument layout. Safety belt for navigator provided.

TOILET ROOM — Equipped with mirror, towel bar, paper holder, and lockers.

PENTRY — Insulated and sheathed space for stove. Stainless steel sink. Ice box lined with GRP and insulated with 100 mm (4") foam. Provided with racks and drain. Counter top Formica or equivalent. Racks for crockery behind slide doors. Garbage container. Safety belt for cook provided.

MACHINERY

Engine installation drawing No. 2-41-016

MAIN ENGINE — BUKH two-cylinder 4-stroke marine diesel, model DV20ME, rated 20 BHP at 3000 RPM, with reduction 2,5:1 and reverse gear, turning a clock-wise rotating propeller. Electric starting, additionally raised hand starting and decompression lever. For generator see Electrical.

Wet sump lubrication system.

Centrifugal governor.

Air inlet filter and silencer.

Flexible mounting, drip tray integral with seating.

Engine box internally sound insulated.

In cockpit:

— Starter switch

— Stop control

— Single lever control of throttle and gear shift.

Equipment:

Lubricating oil sump drain pump
Standard set of tools
Spare part set

PROPELLER SHAFT — Of stainless steel, diameter 30 mm, outboard end supported by strut with rubber bearing.
Morse or equal stuffing box with hose connection to stern tube.
Nautomatic folding propeller, diameter 16".

COOLING SYSTEM — Direct seawater cooling with thermostat. Seawater strainer on aft bulkhead in engine space.

FUEL SYSTEM — 1 fuel tank, 110 litres, under main cabin transom berth port side, with 1 1/2" deck filler, marked "FUEL". Water separator on fuel feed line. Feed and return lines of copper tubing flexibly connected to engine. Fuel tank vent pipe drains into a ventilated and drained space in aft side of cockpit coaming.

EXHAUST SYSTEM — Bukh "Waterlock" system with waterlock tank located between berths in aft cabin, and rubber muffler at transom. Siphon break provided to prevent water entering engine.

ENGINE INSTRUMENTS

On panel in cockpit:

- Oil pressure gauge
- Buzzer warning for low oil pressure
- Tachometer
- Coolant temperature gauge
- Charging control lamp

At chart table:

- Warning lamp for low oil pressure

PLUMBING AND VENTILATION

Plumbing diagram drawing No. 3-51-068

GENERAL — Sea cocks of bronze for all through-hull connections under waterline, finished flush with outside and located in accessible positions. Inboard side of sea cocks fitted with nipple long enough to take two hose clamps. Sea water hoses of Canaflex tubing, fresh water hoses of nylon tubing. All tanks (also fuel tanks) are of welded stainless steel, and provided with baffles, hand hole plates for cleaning, sounding plug with calibrated measuring stick, and vent pipes.

FRESH WATER SYSTEM — 2 water tanks, 130 and 80 litres, under main cabin transom berth SB and P side, with common deck filler marked "WATER". Foot pump Whale GP 5 or equal for pentry sink spout, and for telephone type shower in toilet. Water tank vent pipes end at pentry sink, and announce overfilling.

SEA WATER SYSTEM — Foot pump Whale GP 5 or equal for pentry sink spout. Sea water intake under floors in aft cabin.

DRAINING SYSTEM — Sink drained through outlet in cupboard below. Toilet basin drains into WC bowl. Shower drains through hose to lowest part of bilge. Two bilge pumps Patay DD70 or equal provided, one in oilskin locker, the other in cockpit, both discharge through 1" outlets at transom. Two 2" drains in cockpit discharging at transom. Ice box drained through hose to bilge.

TOILET — 1 Baby Blake WC with seawater pump, shut-off valve, draining pump, and connection for toilet basin drain. Sea water intake under toilet basin. Discharge on SB side, with 1 1/2" hose looped up under deck.

STOVE — ENO two-flame gas stove with oven, gimballed and provided with fiddles. Can be locked in horizontal position.
Drained locker for 3 kg gas bottle under helmsman's seat. One gas bottle supplied. Gas piping of copper, with easily accessible shut-off valves in cockpit and in pentry before the flexible connection to stove.

VENTILATION — Lazarette ventilation through clam shell on outside of aft cockpit coaming. Engine space provided with exhaust blower located under pentry sink, discharge on cockpit coaming aft.
Cabins ventilated through 4" cowl vents on Dorade boxes, two at aft end of main cabin, one forward of mast. Toilet outlet through mast. Battery box ventilated through two 1/2" hoses to underside of transom.

ELECTRICAL

Wiring diagram No. 3-64-064 and 0138-64046.

12 V DC two-wire system for lighting, instruments, and battery charging. Conductors have PVC-based impervious sheathing standing a working temperature of 85° C. Care is taken that cables are heavy enough to prevent excessive voltage drop.

For lightning protection headstay, backstay and chain plates are grounded to ballast keel bolts with heavy cable.

Electrical spares according to separate list.

POWER SOURCES — Two 95 Ah batteries in parallel for general service, and one engine starting battery 95 Ah, located in ventilated GRP box under main cabin transom berth SB side.
One alternator S.E.V. Marshal 14 V/38 Amp. driven by main engine.

OUTLETS — 1 outlet for 12 V DC on main switchboard.

LIGHTING

Interior:

Fore cabin: 1 dome, 2 bulkhead lights
Passage to forward cabin: 1 dome light
Toilet: 1 dome light
Main cabin: 2 dome, 2 bulkhead lights
Galley: 1 dome light
Chart table: 1 dome, 1 flexible light
Aft cabin: 1 dome, 2 bulkhead lights

Outside:

One deck floodlight on forward edge of mast
One anchor light at masthead
Compass light with rheostat

Navigating lights:

Bi-colour red — green light on pulpit
Stern light on pushpit
Bow light on forward edge of mast

CONTROLS — Main switchboard provided with two-pole main switch and necessary breakers of trip circuit type, four spares included. One V-meter with two-way switch for service and starting batteries voltage control.
Two Ammeters, one for service, one for starting battery charging control.
Outside and navigation lights switches on main switchboard.

ENGINE ELECTRICS — Drawing No. 3-66-010

The engine alternator provided with blocking diodes, is arranged for charging both lighting and starting batteries. Lighting for dials and charging lamp on engine control panel. Exhaust blower for engine space.

INSTRUMENTS

Compass

One Danforth Constellation C654C steering compass.

RIG

GENERAL — Scantlings within S & S specifications. Spars of extruded aluminium alloy tubing, anodized.

SAIL PLAN

Two sail plans:

- Tall rig drawing No. 1-81-165
- One ton class rig drawing No. 1-81-156

MAST — Of elliptical section, with joint below spreaders, and stainless steel tangs. Tapered and welded masthead. Neoprene rubber mast coat with dacron cover. Internal wiring, secured to mast.

Stainless steel spinnaker boom track.

Two eyes each side for jockey pole.

Main halyard winch Lewmar 2 on welded base.

Base for optional mast winch Lewmar 16 provided.

Tapered spreaders of aluminium alloy, end fittings for rod rigging optional.

MAIN BOOM — Of round section with worm clew outhaul, and through-mast roller reefing. Slab reefing optional.

POLES — Two spinnaker poles and one jockey pole. Of round section with appropriate fittings.

STANDING RIGGING — Stainless steel 1 x 19 wire with Norseman or equal terminals. Rigging screws of bronze. Backstay adjuster is a rigging screw with handles. Headstay provided with toggles at upper and lower end.

RUNNING RIGGING

Wires 7 x 19 stainless steel

Synthetic plaited ropes

One main halyard, wire 5 mm (3/16") with shackle

Two genoa halyards, wire 5 mm (3/16") with snap shackle, tail ends yard ends, rope 10 mm (3/8")

One main boom topping lift, wire 3 mm (1/8") with shackle & tag line

Two spinnaker halyards, rope 12 mm (1/2") with snap shackle

Two spinnaker pole lifts, rope 10 mm (3/8") with snap shackle

One spinnaker bell uphaul & downhaul, rope 10 mm (3/8") with shackles and blocks

Two spinnaker foreguys, rope 12 mm (1/2") with shackle

Two spinnaker aft guys, rope 12 mm (1/2") with shackle

Two spinnaker sheets, rope 8 mm (5/16") with shackle

Two spinnaker sheets, rope 12 mm (1/2") with shackle

One boom vang tackle, rope 10 mm (3/8") with blocks

One pair of genoa sheets, rope 10 mm (3/8")

One pair of genoa sheets, rope 14 mm (9/16")

One flag halyard line 2,5 mm (3/32") to masthead, SB side.

EQUIPMENT

INSTRUCTION BOOKS — Engine, electrics, and plumbing manuals, Rod Stephens' instructions supplied.

ANCHORING AND MOORING

One Danforth 22 S anchor with 6 m 5/16" chain and 50 m 16 mm (5/8") anchor line

Two chain links

Two shackles 1/2"

Four mooring lines 15 m each, diameter 16 mm (5/8")

Four airfenders with lines

One boat hook, stowed on deck

SAILING GEAR

One plain 10" winch handle
One lock-in 10" handle
One lock-in 8" handle
One pair of heavy roller fairleads for genoa
One pair of genoa track cars with separate stops.
Two spreader blocks for spinnaker
Two spinnaker pole bells with sliders
Bosun's chair
Flag pole
White Dacron covers for both deck hatches.

DOCKING GEAR

Docking plan showing through-hull fittings, drawing No. 4-52-1006.

MISCELLANEOUS

One half model of hull supplied.