



JAMES CROSS, Certified Marine Surveyor
19 Nooseneck Hill Rd., West Greenwich, RI 02817
Phone (401) 397-5040
Member Association of Certified Marine Surveyors / ACMS . USA . COM
Check us out on the web at www.jimcross.net



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April 12, 2020

Re: 1975 Nautor Swan 38 Sloop

Dear Mr. Hontoria,

This letter reports the results of a survey of the above vessel which was inspected on the 10th of April, 2020, while hauled and winterized at Stanley's Boatyard in Barrington, Rhode Island. You requested the inspection to establish its condition and value in order to acquire insurance. The vessel owner was present during the survey.

The survey guidelines are provided, for the most part, by the "N.F.P.A., and A.B.Y.C., Coast Guard Standards, and the "Code of Federal Regulations", as published for pleasure yachts, and the values guideline is the current edition of the "BUC" book along with current market conditions.

The survey of this vessel is based solely on a visual inspection of accessible portions of the hull and equipment. Certain parts of the hull and structure can be inspected only by removing decking, liners, bulkheads and sheathing. These areas were not inspected. Inspection of auxiliaries, piping, tanks, mechanical systems, electrical wiring and secured connection boxes, electrical and electronic equipment can be accomplished only by continuous operation or by disassembly. It is our practice not to disassemble any assembly. Systems are checked as operational or not operational. Fiberglass encased frames and stringers are mechanically sounded, only.



Inspection and operation of the engine and systems was limited to a visual inspection.

General

The vessel was built by Nautor AB of Pietarsaari, Finland in 1974. The vessel bears the Official number 926970. The hull numbers are XRZ3805 and #38/026. Pertinent dimensions of the vessel are: the LOA is 38', the beam is 11' 7", and the draft is approximately 6' 4". The displacement, according to the book is, 16,120 pounds. The motor number is RCD-3YM30H



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Hull/Deck and Structures

This vessel was designed and heavily built to withstand years of off shore yacht service. She is an aft cockpit cruising sloop rigged for high performance and comfortable ocean cruising.

Hull and Structures

The hull is a fiberglass composite structure reinforced with various fiberglass material, resins, and core materials in a contemporary "Passage Maker" configuration. The bottom was sounded and found to be solid and finished with an Epoxy barrier coat. The hull from the boot top down was sounded and no soft areas were noted. The lead ballast is properly fitted and secured via large stainless keel bolts. The keel attachment is secure. The freeboard finish is the original white gelcoat, and in overall blemish free condition with no noticeable abrasions. I was unable to locate any delamination or separating of glass, including the engine gear compartment. The bulkhead and stringer tabbing through out is matt and cloth and properly installed, as can be inspected. The inside surface of the laminate has been painted with an epoxy finish. No hull stress situations were observed. The topside and deck surface finish (walkways are Teak strips) is white gelcoat also with no voids, and just a few very minor scratches. No soft spots were noted on the deck. All outside wood surfaces and trim are teak and in very good condition. The forward deck escape hatch is tight to the weather. The stainless bow pulpit is secure. There is an inner liner throughout the vessel which comprises the view of the interior and this gel coated fiberglass liner is also in Bristol condition. It is obvious that this vessel has had no abuse. All of the rails and cleats are properly secured and constructed of stainless. The navigation lights comply with CFR regulations.



The floor timbers and sole make up are in good condition and secure. The bulkheads are glass tabbed to the hull. The glass tabbing throughout is excellent. The rudder, rudder post, and all related bushings are in good condition.

The wheel, pedestal, quadrant, cables, and all related steering gear are in excellent well maintained condition and working properly. There is a provision for an emergency tiller, and the tiller was on board.

The bow and stern pulpits and life line stanchions are constructed of stainless steel and properly secured and backed. The life lines and their associated stanchions and gates are in excellent condition. The cockpit area is self bailing, through large scuppers. This area is clean, and the finish is in excellent condition. There are a few scratches, but they are superficial and typical for this age vessel. Engine instrumentation is located on the starboard cockpit seat, within easy reach, while operating under power. The overall condition of the cockpit is excellent. The appearance from on deck, including the teak trim, is Bristol. The compass is properly secured and the bearings are correct on the present heading. The gusher, a hand operated bilge pump, is installed and operated from the cockpit.



The cockpit companionway entry is equipped with a dodger, and sun shade. The lazarettes (port side) and stern, are uncluttered and house fenders, dock lines, PFD's and cleaning material. Engine compartment intake and exhaust vents are also located in the stern section. The fuel and water fills are located (well marked and properly installed) out board of the cockpit.



Main Cabin, Dinette, Galley and Head

There is proper ventilation to the main cabin area through vents and ports. The main cabin houses the dinette, galley and head. There is a propane range with oven properly gimballed in the galley. A large reefer system with freezer is built in. The reefer system is equipped with a refrigeration compressor. The stove, and sink are in good condition. There is a pressure hot and cold water system installed. A salt water foot pump is installed to provide salt water to the galley sink. Closets, lockers and other storage areas are more than adequate through out the vessel. The interior areas are clean and in excellent condition. The jointer work is Cherry and Mahogany. The jointer work is nicely done and in very good condition with a bright finish. The headliner is a composite of insulated vinyl with trim. The head liner is in good condition.



The upholstered sections are also in excellent condition and show only light use. The sole is teak and holly over heavy marine plywood and also in excellent condition.

Access to the bilge is gained through several well designed sole sections which can be removed to reveal, much of the bilge, and the tanks and below deck systems. Good access to the engine is available just behind the companionway ladder.

The forward head is also good sized and is equipped with a marine toilet that discharges into a large holding tank. No Y valve is installed. There is a hand wash basins and shower installed, all in good, clean condition. Lighting is good throughout the vessel. The dinette table is large and can folds for berthing. There is an auto/manual bilge pump installed. An AM-FM, cassette radio, and appropriate speaker system is installed. The V-Berth is located beneath the forward deck. This area will sleep three. It is clean and nicely upholstered. There is adequate lighting and locker space in this area.



Main cabin continued

The V-Berth is located beneath the forward deck. This area will sleep two. This area is clean and nicely upholstered. There is adequate lighting and locker space in this area. Also housed in the V-berth area are several PFD's and rode storage at the forepeak. The deck escape hatch to this area is tight to the weather, equipped with a sun shade, and is in good condition.

Sails

The sail inventory was not on board for the inspection. See Page 10 for inventory list.

Running Rigging

The halyards are in good condition. The sheets are in fairly new condition. All of the sheets and their associated blocks and gear are in good condition. Heavy duty "off shore" winches are properly installed and backed.

Standing Rigging

The standing rigging was inspect while the mast was stepped. The aluminum mast is in good shape with no evidence of corrosion noted. The masthead gear and spreaders are in very good condition as can be inspected from on deck, The forward, Head stay is equipped with jib furler and are in very good condition and well secured. The radar antenna is properly secured. The shrouds and turnbuckles all appear lightly used, no obvious damage was noted on the standing rigging. The mast steps on the keel and is well secured.



Sails

New sails purchased within thr last twelve years. All sails are in lightly used excellent condition.

Cruising main, UK sailmakers, (2010)

Cruising jib, Doyle, (2015)

Heavy weatherjib UK sailmakers, (2010)

Storm jib, UK sailmakers, (2010)

Trysail, UK sailmakers, (2010)

Racing mainsail, UK sailmakers, (~2010)

Racing Light No.1 Jib, UK sailmakers, ("2010)

Racing Heavy No.1 Jib, UK sailmakers, ("2010)

Racing No.2 Jib, UK sailmakers, (~2010)

Racing No.3 Jib, UK sailmakers, ("ZO10)

Asymmetric spinnaker, Doyle, ("2015)

Heavy spinnaker, UK sailmakers, ("2010)

Light spinnaker, UK sailmakers, ("2010)

Aft-Berth compartment

The Aft-Berth compartments located beneath the after deck. This areas will sleep three. This compartment is clean, dry, and odor free. There is adequate lighting and locker space in these area. The escape hatch to these areas is an internal door. Access to the quadrant and steering gear is gained from this area.



Bow compartment

There is a good sized area forward, (at the bow) which is nicely furnished and in good condition. This area is currently used for storage and could be furnished as crews quarters. This area is clean and structurally sound and in good shape. The escape hatch to this area is secure. The Photo is on page five.

Safety Equipment

There are two VHF transceiver installed in the Navigation area. There are a number of 10 Kidde installed. These devices are in good condition. There are PFD's, a proper throw ring, and a properly inspected life raft, aboard in good condition. I did observe signalling equipment and a First Aid kit. There is an adequately sized plow type anchor with appropriate line (3/8 " chain) properly mounted on rollers at the bow. The ground tackle is more than adequate and in good condition. Proper heavy duty backup ground tackle is on board.




Nautor Swan **Swan 38** **US\$97,326 ***

38 ft / 1974
Barcelona, Spain

judel/vrolijk & co - brokerage ... [Request Info](#)

FILTERS (2)



Nautor Swan 38 **US\$169,000 ***

38 ft / 1974
Marblehead, Massachusetts, United States

Yeoman Yachts, LLC



SWAN 38 **\$84,229 USD**

Rungsted, Rungsted, Denmark

1976 | 0'0" | USED | SAIL | AVAILABLE

[Contact Seller](#) [VIEW DETAILS](#)

10 photos

All boats from New ShipShape A/S ▶

Item Specific List

1. Coast Guard Safety and Signalling package..... Complete

Electrical

2. AC/DC Isolation..... Isolation system installed, GFCI is installed, galley and head.
3. AC/DC ground system...DC ground in accordance with ABYC standards, Dual Bronze Dynaplates. AC ground, as originally equipped (Closed loop system). A.B.Y.C. compliant
4. DC control panel..... original, at control station, well maintained. DC wiring is original stranded copper with original harnessing in place.
5. AC control panel..... Breaker panel in original condition.

Fuel system

6. Fuel lines.... Flex line, in good condition, properly secured, US Coast Guard approved type rubber reinforced line.
- 6a. Fuel line shut-off valve..... bronze valve, in line
7. Fuel tank..... Well secured, sections that can be observed are in good, clean condition.
- s Propane.....None, galley stove is alcohol.

Propulsion system

8. Carburetor back fire flame arrester.....NA diesel engine
9. Exhaust system.....US Coast Guard Approved type rubber, fiberglass silencer, in good condition, with original supports in place.
10. Engine mounts..... secure
11. Engine shaft logs...secure, properly clamped

Hull and Mechanical systems

- 11A. Engine compartment ventilation...one Coast Guard Approved type 12 volt blower along with appropriate flexible ductwork to hull vent.
12. Rudder shaft logs.... secure
13. Rudder tower.... NA...fiberglass tube to quadrant, all steering is secure
14. Steering gear and controls.... Stainless wheel on binicle, lines, hardware, and quadrant are in good condition as can be inspected.
15. Overboard fittings...all approved Bronze and Nylon fittings below the water line, shut-off valves are working. Related hoses US Coast Guard approved type and are double clamped. Overboard fittings above the water line are in good serviceable condition
16. Backup ground tackle.....Complete equipment is installed.

Propulsion and Mechanical Systems



Propulsion is by a 100 HP turbo charged fresh water cooled Yanmar diesel engine with Hurth reduction gear, coupled to a monel shaft and then to a three blade bronze propeller. The shaft and shaft log, are in good condition. The engine and gear appear in well maintained condition, very clean. The engine is approximately eight years old. Ventilation to the engine spaces is adequate. The exhaust (most can be inspected) system is cast and rubber, heavy duty, and in good condition. The system clamps are now all doubled and have had recent service. All through hull fittings including the valves are secure. The engine controls and cables are smooth operating. The engine compartment bilge is epoxy painted, sound and sturdy. The bilge in this area is clean. There are adequate bilge pumps installed and working in this area. There is no oil in the bilge. All fuel and water tanks are in good condition as can be inspected. The fuel lines, including a Racor filter are approved type and in good condition. The flex fuel line appears to be a recent upgrade. The fuel fills, vents and shut-off are in good order.



The shaft, strut, variable pitch propeller, pictured above are all in good shape. The cutlass bearing is a recent upgrade. The shaft is equipped with a stainless line cutter, also in good shape.

Electrical, Electronics, and Navigational Equipment



The batteries appear fairly new and are in good condition and properly connected to the approved three-way switches and then on to the custom breaker panel. The batteries are properly secured and covered below the salon berths. The wiring and terminals that could be observed are in good condition. All of the electrical wiring has been properly harnessed and is secure. The shore power system overall is in good condition as are the cables. The automatic battery charger was not checked out. The navigation equipment and electronics, was not checked out while operating. All of the electronics and navigating equipment is contemporary and appears lightly used. The anchor windlass is in excellent condition and secure. The Auto pilot hardware is properly installed and appears in good condition. The radar display is mounted on the steering pedestal.



Piping, Tanks, and Systems

The water heater is in good condition and properly secured. Only portions of the surface can be observed of the aluminum fuel tank, which appears in good condition. A fuel shut-off is installed and working. The water tankage is adequate for cruising. The water fill overflows into the bilge, via the inside surface of the hull. Only portions of the surface can be observed of the two built-in water tanks. The surfaces that

can be inspected look good.

The fuel fill, feed lines, and vents are of the approved type and properly installed and grounded. There is a proper sea water strainer installed just aft of the engine cooling intake.

This entire page is a copy of the Current "BUC " Boat Detail Sheet

*NAUTOR AB, PIETARSAARI, FINLAND (MIC: NAJ)
NAUTOR'S SWAN*

*Model Year 1975 Hull Material Fiberglass
Model SWAN 38 Hull Configuration Keel
Length Overall 38' Draft 6' 4"
Length On Deck Beam 11' 7"
Boat Type Sailboat | Sloop Rig Weight 16120 lbs.
Engine Type Inboard
Single 20D Bukh
095 Ballast*

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

Current Retail Value Range \$51,500-\$56,600 118th edition.

***Fair Market Value Adjusted for Bristol Condition in the North Atlantic
\$62,800-\$69,000***

Replacement Value \$276,500 (does not include extensive sail inventory)

S&S Swans for sale

Viewable in Liguria (Italy)



Swan 38/013

Swan 38 Hull #013 ANN - year :
1974 - hull colour :White

Ann

hull nr 013 of the 116 build

Year of construction and launch: 1974

Rating: 15906

Giorgio Setti (+39) 3355652577

Vittorio Setti (+39) 3355987202

Price 95.000

Conclusion and Valuation

This report can not be construed to guarantee or warrant the condition or operational condition of the vessel as the engine, systems, and electronics were only checked out visually. A sea trial was not conducted.

This vessel is in overall Bristol condition. It is unusual to find a vessel of this age that does not have a long list of items needing attention, but as she has been cruising the ocean, all necessary safety and navigation equipment is on board.

Valuation Method

A search for a value of this vessel for sale on the internet indicated values ranging from \$ 70,000. to \$160,000. Considering these prices are asking prices and the fact that the vessels in question are in typical condition for their age, I have averaged that price with the "BUC" book value to determine the actual approximate value. Especially considering the recent Diesel and sail inventory. On Pages seven and eleven there are reference ad from the internet listed for evaluation reference.

I feel the value of this vessel would be approximately \$100,000.00 in today's market. The replacement cost for a new vessel is approximately \$276,500. as this vessel is equipped.

Recommendations: Protect batteries from shorting, as needed.
Replace sacrificial anodes on shaft and propeller
Secure bilge pump and switch
Free up FW system tank shutoff valves
Grease all through-hull valves (5)
Re-bed covers deck cover plates for shroud tangs (4)
Protect all battery Positive terminals from shorting

SURVEYORS CERTIFICATION

I certify that! to the best of my knowledge and belief: The statements of fact contained in this report are true and correct The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions. I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the, parties involved. My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the client.

This report should be considered as an entire document. No single section is meant to be used except as part of the whole. This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty; either expressed, or implied, nor does it warrant the future condition of the vessel.

Cordially,



James Cross, Certified Marine Surveyor

JC/pam