



YBM - Yacht Broker Mallorca - since 1987

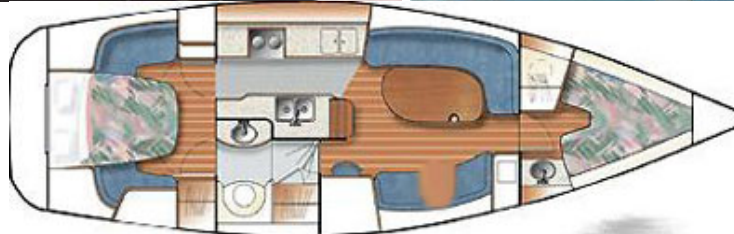
Boat & Yachtbroker S.L.U. - Fred Hecken

Muelle Viejo 6E/Pier 46, E-07012 Palma de Mallorca

Tel: (+34) 971 724 463 T&F: 971 729 452 Mobil: 661 94 22 92

www.yachtbrokermallorca.eu Email: yachtbrokermallorca@gmail.com

2nd hand yacht / good condition / private Yacht



Catalina

MORGAN 38 C/C - Model 1996

99.500,- Euro

- EU VAT paid

Ref 8235

ca. 132.000 US Dollar - ca. 89.700 GBP

13.04.09

Serie Yacht with shipyard and on owners requests fitted extras

Builder: Morgan Division, Catalina Yachts – USA **built late 1995, model 1996**

Designer: Gerry Douglas, Catalina/Morgan Design Team

Material: Hull / Deck & Superstructure in GRP

Lying: Europa / Germany

LoA:	11.71 m	38´5"
Length waterline	10.61 m	34´10" approx. Speed 8 knots
Beam	3.76 m	12´4"
Tiefgang	1.83 m	6´6" Fin Keel, lead
Verdrängung	7.937 kg	17.500 lbs
Ballast %	2.948 kg	6.800 lbs
Tanks Fuel Diesel	200 litres	36 gallons
Tanks 3x Water	600 litres	Standard: 60 gallons + extra tank
Holding	50 Litres	

RIG & SAILS: mast head Sloop rig by Z-SPAR

- **Sail Area m²** (700 sq.ft.)
- Deck-stepped alu mast and boom, double spreaders - Stainless steel rigging – boom vang
- **Genoa roller furling and furling mainsail system**
- **Winches, all self tailing: 2x electrical operating primary**, 2x halyard, 2x main sheet winches – gennaker pole – 1 older sail set (main + genoa) in spare

SAILS:

Furling MAINSAIL with vertical battens, **new in 2004** UV-protection

Furling GENOA with vertical battens, **new in 2004** UV protection stripe

2nd set of main & genoa (older sails) in spare

CRUISING CHUTE with snuffer

ENGINE:

- **WESTERBEKE 38 HP** (kW) diesel, approx. 1150 hours - complete soundproof insulation
- Fuel / water separator filter, raw water filter - Anti-siphon valve
- Stainless steel propeller shaft (in 2006 new seal system), 3-bladed fix propeller (2-bladed feathering propeller by MAXPROP in spare)

Cruising Speed: 7 knots Max Speed: 8 knots

HEATING: warm air diesel fired WEBASTO heating system

ELECTRO HEATING 2000 Watt

AIR CONDITIONING (cooling only)

BOW THRUSTER twin propeller by SIDEPOWER

ELECTRICAL:

- **220 V shore power** inlet - Switches with circuit breakers, 220v panel - 12v boat current, voltmeter - 12v plug – 220V
- **Battery charger** 45 Amp MASTERVOLT
- **alternator and high output regulator**
- **Batteries: starter 70 Ah, 2x service 360 Ah, bow thrusters 152 Ah**
- **all batteries are with "MegaPuls"**
- **Battery management system / controller** STERLING
- **INVERTER** 12 to 220V / 2000 Watt MASTERVOLT
- **Solar Panels with regulator** -

NAVIGATION LIGHTS: Running lights on pulpit & transom - Anchor light Deck- & steaming light

FRESHWATER & PLUMBING, HOLDING TANK:

- fresh water tanks - Tank gauge – hot & cold pressurized water – hot water by engine heat exchanger, boiler - electrical shower sump pumps - manual & electrical Bilge pumps
- hot/cold **shower at stern**
- **Holding tank with 3-way valve, deck access**

NAVIGATION/ELECTRONIC:

- **Centre Cockpit with helm station, Compass - stainless steel wheel (hide covered)**
- **stainless steel instrument bracket with**
- **Log/Speed & Echo sounder** AUTOHELM TRIDATA instrument
- **Wind instrument for direction & speed** AUTOHELM
- **Autopilot** AUTOHELM 6000
- **GPS & repeater instrument** AUTOHELM
- **Chart Plotter colour at chart table** AUTOHELM / RAYTHEON
- **Chart Plotter b/w at cockpit**
- **Radar** AUTOHELM / RAYTHEON
- Instruments interfaced by SeaTalk / AUTOHELM
- **VHF radio with DSC and speakers at cockpit**
- **SSB radio receiver** for weather forecast
- **NAVTEX receiver** with LCD display
- **Clock – Baro – Thermo-/Hygrometer**

SAFETY & VARIOUS:

- Electrical **Anchor windlass** with remote control, **new 2006**
- **CQR 48 lbs anchor & 45 m stainless steel anchor chain**
- 2nd anchor at stern with 70 m anchor line
- **Life Raft** 4-man AUTOFLUG, vacuum (out of service)
- **EPIRB** 406 MHz /
- **Dan Buoy** with strobe light, stored at stern
- Life Sling
- **inflatable dinghy** new 2006
- **Outboard engine** new 2006 – & outboard bracket at stern rail
- **stainless steel antenna arch** fitted at stern with integrated **davits** and
- **solar panel support**, dinghy store
- **folding gangway**
- Fire extinguisher
- Emergency tiller fitting
- Fenders, F/baskets – lines, ropes, warps - cables, hoses, tools and spares
- **folding gangway**

CONSTRUCTION: The hull and deck are balsa-cored for strength and insulation, and a fiberglass grid absorbs the rigging loads, while a solid mast support eliminates deck stresses. An on-deck bow locker holds the anchor as well as a electric anchor windlass. Aft, steps curve down each quarter to a stern platform equipped with a pressure shower and fold-down swim ladder big enough for swim fins. Lockers for propane and deck gear are under the aft deck. Extra GRP **storage box** on aft deck. Cleats forward and aft and spring – stainless steel pulpit (open), stanchions with twin guard wires and aft split push-pit, reeling gates to port and starboard. With the chainplates inboard, the deck is wide and unobstructed. The cockpit is the heart of any boat, and this one carries a crew of six plus the helmsman without crowding. The coamings are high enough for back support without becoming hurdles to easy deck access and, since all sail controls (including a double-ended mainsheet) lead underdeck to the cockpit, there's little reason to leave this sanctuary.

- **center cockpit, helm station with wheel steering**, compass, engine control and instruments, single lever for engine control, cover for helm station
- **cockpit table**, compass, engine control and instruments, single lever for engine control
- **Sprayhood (new 2005), Bimini sun awning (new 2006), both with stainless steel frame and side parts to fully enclose cockpit tent**
- **sun awning over full boat**
- **cockpit upholstery**
- **hot & cold shower at stern**

INTERIOR / LAYOUT:

Below deck, however, is where the 38 really shines. First impressions are of space and light. The skylighted salon has a curved convertible settee to port with hideaway table, facing a pair of seats and a game table to starboard. An entertainment console is aft over the navigation area

2x cabins / 4x berth (convertible saloon, total 7 berth) - 2x head compartment

Interior joinery in teak. Nice and nearly new upholstery and fabric (new 2004)

SALOON: L-shaped settee to port, around saloon table (converts to berth) and **2x single seats to starboard** (all upholstery and fabric renewed in 2004); tasteful change of cupboard storage

NAVIGATION: chart table **opposite**, with swing-out seat, electrical control board & instruments

GALLEY to port in underdeck passageway: gas cooker/oven, microwave oven, twin stainless steel sinks with hot/cold pressurized water single hand tap, extra tap for filtered water (carbon filter), compressor refrigerated cooling box and separate front opening cool-box for drinks, storage for cutlery/crockery and utensils

FORWARD CABIN: V-shaped double berth, storage under, hanging wardrobe & en-suite access

BATHROOM forward: with electrical marine pump toilet. Hand washbasin & shower with hot/cold pressurized water, electrical shower sump pump

AFT CABIN aft: with generous **centreline double berth**, hanging wardrobe – en-suite access to

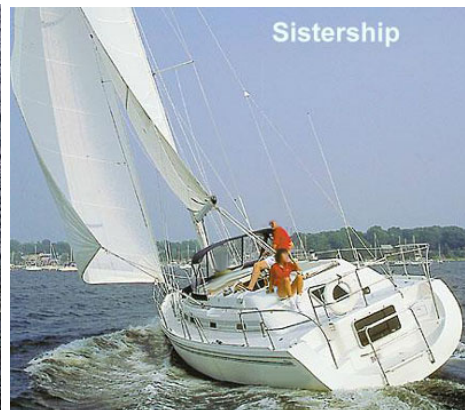
BATHROOM aft with en-suite access from owners cabin and saloon: The walk-through master head to starboard is all molded fiberglass with a stall shower which can double as a wet-locker. Marine pump toilet (new 2005). Hand washbasin & shower with hot/cold pressurized water, electrical shower sump pump

ENTERTAINMENT: Radio/CD-Player, loud speakers in saloon and cockpit – colour flat-screen TV -

OWNERS COMMENT: underwater ship antifouled in spring 2008 – vessel will be stored on hard for winter storage

BROKERS COMMENT: as we know owner and ship over many years, we can promise that the boat will be in "very good condition" and always professional maintained. As a keen sailor the owner renewed the sails, changed prop to a AUTOPROP for better performance.

Reason for selling: changing to a river boat.





Production 38-foot monohull center-cockpit fiberglass sloop from Catalina Yachts. Built in the USA. Produced from 1992. Also called the Morgan 381. Morgan Yachts acquired by Catalina in 1984

Test or 2nd hand boat comments:



Used Boat Review - Catalina/Morgan 38 - SpinSheet Magazine Reviewed By: Jack Hornor In 3/2007 issue

It think it's safe to assume that if you're the owner of a Catalina/Morgan 38, no one will ever single you out in a remote anchorage to offer praises about your handsome vessel. On the other hand, when friends and fellow sailors are invited aboard, they are quite likely to offer praises for the roominess, accommodations, and practical layout of this model.

In May of 1984, Catalina Yachts acquired Morgan Yachts of Largo, FL and continued to build Morgan's designs as the Morgan Division of Catalina.

In November of 1992, they introduced the Catalina/Morgan 38, the first completely new Morgan model in more than 10 years. And, while the name may suggest Charlie Morgan had something to do with this model, in fact, the design is by Catalina's in-house staff led by Gerry Douglas. Sometimes called the Catalina/Morgan 38, the Morgan 38 CC or the Morgan 381, she was not destined to become one of the company's more popular models - fewer than 100 boats were built through the remainder of the decade.

Like her sister Catalina models, the Morgan 38 is constructed of a typical layup of fiberglass cloths, resin, and core materials for localized reinforcement and stiffness. Components are fastened together with fiberglass cloth and resin, structural adhesives, or both. The deck component is fit overtop the hull in a shoe box fashion and finished on the exterior with an aluminum rub rail with vinyl insert. The rub rail is

small for a nearly 18,000-pound boat and easily damaged by minor docking incidents, but otherwise, few serious construction problems are reported except for what seems to be a greater than average number of persistent leaks at the attachment of hardware, windows, and ports.

As is typical of center cockpit, aft cabin models, the deck arrangement is, to a large degree, dictated by the large deckhouse necessary for the below deck accommodations. The foredeck anchor locker is small in order to maximize the space in the v-berth cabin, although the designers have maintained plenty of side deck width so that you don't have to step up onto the cabin trunk in order to get from bow to stern. The cockpit is long but quite narrow in order to allow adequate headroom in the galley and head below. Mainsheet and genoa sheet winches are within easy reach of the helmsman, and halyard winches are each side of the companionway. The aft deck is very large considering the LOA and features unique port and starboard molded fiberglass steps to a sugar scoop swim platform. The interior arrangement is, in my opinion, about as good as it gets for a 38-foot live-aboard, coastal cruiser. Most unique is that it is laid out for only four people while similar models attempt to cram in accommodations for six or even eight. There are two heads which, in my view, is a waste of space, but the forward head could be easily converted to storage.

The companionway at the forward end of the cockpit leads to the main saloon, which has a small but adequate navigation station to the starboard side of the steps. Forward of the navigation station is a settee, the center section of which can be raised to desk/table height separating the settee into fore and aft seats. To port are a settee and dining table which require a couple of extra folding chairs in order to seat four for dinner. Forward is the v-berth cabin with a small head and integral shower to port and hanging locker to starboard. The galley is along the port hull side at the passage from the main saloon to the aft cabin. It is remarkably roomy with stove, icebox, and freezer outboard and sink inboard. Counter space is excellent and storage adequate. Opposite is the master head and separate shower with access from the main saloon or master stateroom.

The aft master stateroom features a centerline, queen berth with upholstered seats on each side. There are a chest of drawers to port and hanging locker to starboard, drawers and fuel tank below the berth, and additional storage in top-loading bins each side of the berth. There are two large opening hatches in the aft cabin for excellent ventilation and emergency exit, although the transom-mounted hatch often leaks with a heavy rain, likely because the hatch's designers never intended it to be mounted in a vertical position.

Auxiliary power was usually provided by a Westerbeke marine diesel engine, although a few were powered by Yanmar engines. Either provides sufficient power. Engines are mounted beneath the cockpit deck, and galley counter and access, particularly to the starboard side of the engine, is limited. There are removable panels, doors, and access ports next to or above service points for normal maintenance.

Although manufacturer's literature lists the Catalina/Morgan 38 as being offered with a deep draft (6' 6") fin keel, I have never seen one, and all of the boats currently offered for sale or sold within the last year were equipped with shoal draft fin keels. The sail area/displacement ratio is a rather conservative 16.6, and the majority of boats were equipped with less efficient, in-mast furling mainsails. These features tend to lead to less than impressive weatherly and light air performance; although, when compared to other cruising boats of this style, most sailors are likely to be quite satisfied with performance.

In late January 2007, 10 Catalina/Morgan 38s were offered for sale at www.yachtworld.com with asking prices ranging from \$104,000 to \$160,000. The subscription website www.soldboats.com listed the selling prices of three boats sold in the last year from \$108,000 to \$144,000.

Although a bit higher priced than other 38-footers of this age and quality, the Catalina/Morgan 38 offers a practical layout that is appreciated by live-aboard, coastal cruisers. If these are your sailing and cruising plans, this is a boat that deserves serious consideration.

DISCLAIMER: Boat & Yacht Broker S.L.U – YBM-Yacht Broker Mallorca

In this case we are acting as brokers only. The Vendor is not selling in the course of a business. Whilst every care has been taken in their preparation, the correctness of these particulars is not guaranteed. The particulars are intended only as a guide and they do not constitute a term of any contract. A prospective buyer is strongly advised to check the particulars and where appropriate at his own expense to employ a qualified Marine Surveyor to carry out a survey and / or to have an engine trial conducted, which if carried out by us shall not imply any liability for such engine on our part.

Note to seller and purchaser: If the boat you are selling or purchasing is registered, please ensure that the registration is completed after the sale of the boat. If the purchaser wishes to cancel the registration is the duty of the seller to contact the Registry and inform them that the registration is to be cancelled. If the purchase wishes to continue with the registration, it is the duty of the purchaser to complete the relevant forms and post off the bill of sale to the Registrar.