



38 - 1975

<https://www.yachtadvert.com/3130-narval-38.html>

10 000 EUR incl vat



General

Year : 1975

Beam : 10.83 Ft

Hull : Monohull

Area : , Germany

Builder : Narval

Length : 37.40 Ft

Draft : 6.23 Ft

Life Raft : Yes

Leasing in progress : No

Engines

Model : MD 17

Power Unit. (HP) : 36

Engine Brand : Volvo Penta

Engine(s) : 1

Facilities

Flybridge : No

Helm : Yes

Electronics

Autopilot : No
GPS : No
VHF : No
Watermaker : No

Radar : No
Sounder : Yes
Chartplotter : No
Converter 12/220 : No

Bridge equipment

Hydrolic Gangway : No
Bath platform : No
Winter cover : No
Sprayhood : Yes
Teak cockpit : No
Furling mainsail : No
Mast : 1

Gangway : No
Davits : No
Electric windlass : No
Cockpit awning : No
Teak deck : Yes
Furling genoa : No
Spinnaker : No

Main equipment

Stern thruster : No
AC : No
Black Water : No
Tender : No

Bow Thruster : No
Marine Generator : No
Hot water : No
Flaps : No
Tender Engine : No

Household appliances

Freezer : No	IceMaker : No
Microwaves : No	Oven : No
Electric stove : No	Gas stove : No
Washing machine : No	Heater : No
TV antenna : No	Dishwasher : No
SAT-TV : No	TV : No

Various

Narval 38 now in the online auction. everyone can bid until 21 September 2026.

Classic Narval 38 for offshore sailing

The 1975 Narval 38 is a striking yacht for enthusiasts of classic sailing yachts with a sporty pedigree. She was built at the Sparr yard in Hamburg and is based on the successful One Tonner lines by designers Dick Carter and Fritz Hartz. You can see that not only in her slender, purposeful profile, but especially in the character you feel the moment you step aboard. This Narval combines the sailing performance of an offshore racer with the comfort and practical layout you want in a solid cruising yacht for longer voyages. With a length of 11.40 metres, a beam of 3.30 metres and a draft of 1.90 metres, she is made for serious sea sailing, but also for fine trips on open waters.

The hull is GRP (polyester) with a round-bilge shape, while the deck and superstructure are traditionally executed in wood. That gives the boat her warm, classic appearance and makes her stand out among many modern GRP yachts. Inside there is approximately 1.85 metres of headroom, which makes staying on board comfortable, even on longer trips. There are four fixed berths, and because the owner once modified the layout from more berths to more storage space and living comfort, the interior feels especially practical for holidays and extended cruising.

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What makes this Narval 38 special at sea?

She is known for her calm behaviour in waves and her dry, honest sailing attitude. The pronounced V in her underwater hull contributes to a softer motion at seaâ€”something the crew immediately appreciates when the weather picks up. The owner describes a cruising speed of around 6 knots and, in good wind, a maximum of about 7.5 knots. This type of classic sailing yacht is often sought after by sailors looking to buy a seaworthy cruiser-racer, with a design that proved itself on the race circuit in the 1970s and later became popular for serious cruising.

How is she equipped for sailing and living on board?

The Narval 38 has an aluminium mast with three sails on board: jib, genoa and mainsail. The headsail furling system is a Facnor Rollreef, which makes reefing and furling underway practical. In the cockpit you will find, among other things, a sprayhood, cockpit table, pulpit and stern seats, guardrails and a swim ladder. Fenders and lines are also included, which is useful for docking and mooring. For safety there is a liferaft and a self-draining cockpitâ€”features many buyers look for when considering a sailboat for the North Sea or Baltic Sea.

In terms of navigation and instruments, she is equipped with a compass, log and speedometer, depth sounder and wind meter. In addition, there are engine gauges such as a tachometer, temperature gauge and fuel tank gauge. On board, both 12V and 220V are available, including a battery charger, solar panel and inverter. Two batteries are present, supporting time on board and the use of equipment underway.

What can you expect from the engine and technical systems?

She has a Volvo Penta MD17 diesel inboard with 36 hp, electric start and three cylinders. The engine is operational and the stated consumption is around 2.5 litres per hour, which is a pleasant baseline for many trips. Of interest to anyone buying a classic sailing yacht is that a spare engine is also included, plus many extra parts. With a boat of this typeâ€”where specific parts can sometimes be harder to sourceâ€”such a stock can be reassuring for future plans.

What known points of attention are there?

The boat is in reasonable condition and her wooden deck and wooden superstructure require periodic attention, as with many classic yachts. In a few places the Sikaflex sealing needs to be renewed and the varnish/paint on the superstructure needs local touch-ups. In the aft section it is advisable to reseal the deck-to-hull joint with Sikaflex, because rainwater can enter the cockpit lockers there. These are clear, concrete points a new owner can take into account when planning work and setting a maintenance budget.

She was hauled out in 2025 for maintenance, and

antifouling was applied that same year. It is stated that there is no osmosis or signs of osmosis present. With her classic lines, seaworthy design and complete basic equipment, this Narval 38 is an attractive option for anyone looking for a classic sailing yacht, an offshore-inspired cruiser-racer, or a sailboat for longer voyages. Through BoatAuction she now has the chance to start collecting new stories with a new ownerâ€”at sea and beyond.</p></p>

