

## THE SWAN 47, A NEW OCEAN RACER BY S&S

**I.o.a. 47'11" / l.w.l. 34'6" / beam 13'9" / draft 7'6½" / displ. 27,952 lb. / ballast 15,500 lb. / 1,071 ft. of sail**

SHOWING what has become the typical Swan profile of a semiflush deck on a racy, graceful sheerline, the Swan 47, built by Nautor Inc. in Finland to the same high standards as others of her lineage, is the company's first new ocean racer since the Swan 38 was introduced in the U.S. last summer. On deck, her main hatch is forward of a wide bridge deck and the owner's separate hatchway is forward of the cockpit. Genoa halyard winches are led aft to the bridge deck, across which there is the capability of linking the primary sheet winches to a central mini coffee grinder. The mainsheet traveler is on a streamlined horse just forward of the owner's hatchway. Below, where special attention was given to adequate ventilation for use in tropical waters, she has forward sail stowage with two pipe berths; a forward toilet; the main saloon with two pilot berths, a settee and a dinette settee; a galley with two iceboxes as standard; a spacious navigating area; and the owner's three-berth cabin and toilet.

Of the design, Olin Stephens comments: "We have carried on the policy of keeping the Swan program fully up-to-date. The new boat, while retaining characteristic Swan features and having dimensions approximately those of the successful Swan 48, is a completely new design and will be built from all new tooling. The hull form has been developed from our *Battle Cry* design which had great success during 1974 in England. Compared with earlier designs, the garboard radius has been reduced, while the rudder has moved aft and the tumblehome has been eliminated to give crew weight more stabilizing power. Beam remains generous, as well as draft and sail area. These are directions we have followed in most of our recent designs, except that the 47 has relatively more beam than some. This seems consistent with the requirement that she should provide excellent accommodations as well as a first-class racing potential."

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