

Swan 36 S&S

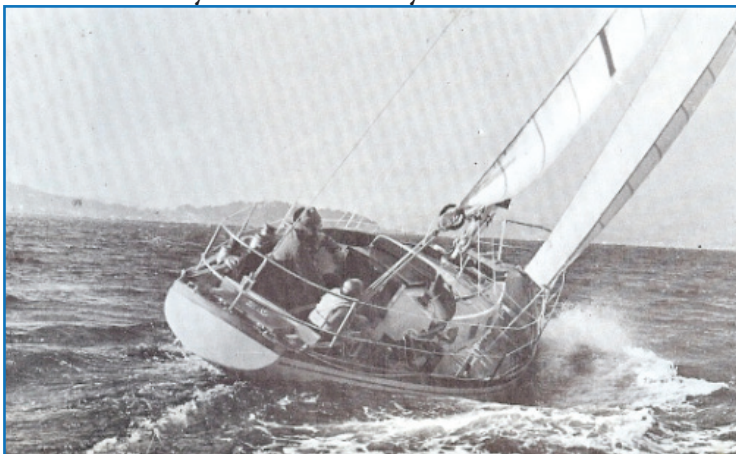
*Article published in the May 1969 issue of Les Cahiers du Yachting
(Kindly translated by Lars Strom and Philippe Vidal, November 2014)*

In 1967 during the One Ton Cup in Le Havre the 36 ft Cybéle made a name for herself. She was designed by S&S and built in Scandinavia (in wood by Molich in Denmark) and with a 22 ft rating she did very well in the hands of her owner, doctor Le Goff, and the crew of Alain Maupas, this team won second place in the Cup. In fact Optimist designed by Dick Carter could only just beat her, and their competition continued to the last minute.

Cybéle then moved to the Med more for cruising than racing, but we will look here at a slightly modified version of her, the Swan 36. Built by the Finnish yard Nautor-Ky the Swan 36 is imported into France by Société du Port de Plaisance de Toulon, and we had the opportunity to inspect and sail this yacht for nearly a week. On shore



A gracious and classic appearance combined with performance and comfort



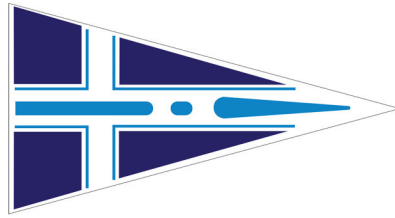
Sheeted hard on the wind Swan 36 occasionally shows impressive power. The comfort of the cockpit is remarkable

the hull has very elegant lines, with very deep transverse sections announcing an important development, and also by a mysterious volume - the skeg - located in front of the rudder, which according to the designer has the purpose of properly guiding the water flow around the aft end, and also to increase as much as

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Displaying her power the Swan 36 beats against the Mistral

The rig is simple, an aluminium alloy mast with a single pair of spreaders and double lowers, and an unusual backstay arrangement with a rigging screw anchored to the top of the centre pulpit tube.

The interior comprises a forward cabin with two berths, then follows a head compartment with wash basin. For the saloon there are two choices - the first alternative is a dinette on port side, allowing a full length galley to starboard, while in the second version there are two berths to port and one to starboard, with the table in the middle. The galley is then located near the entrance to starboard.

In both cases the chart table is located on port side, and facing forward, with a pilot berth aft

possible the lateral lift of the stern area. LOA is 10.98 m with a waterline length of 7.88 m, while some other yachts also rating 22 ft may have up to 8.2 m waterline. Beam is a moderate 2.97 m, and does not reflect the present tendency to ever larger beams. Draught is 1.83 m, and the theoretical displacement 6490 kg with a ballast keel of lead weighing 3630 kg.

Hull and deck are built in glassfibre according to the norms prescribed by Lloyd's 100A1. The deck is covered with teak battens, and the coachroof is also enhanced with the same wood.

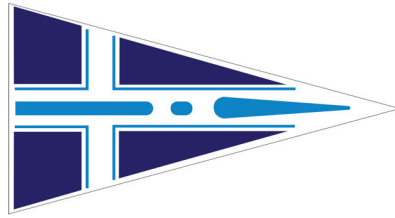


The sail plan is modern but retains normal proportions

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mostly under the cockpit. The test yacht had the dinette arrangement, which we normally are not fond of, but at sea we realized that the four berths in the mid area were still usable. The engine was a Volvo Penta MD2 Diesel, and the winches on the following yachts will be Barlow two-speed.

Cruising Aspects

- The general concept can be described as classic and elegant. With moderate freeboard and accentuated sheer Swan 36 appeals to the owner both through good looks and self-esteem.

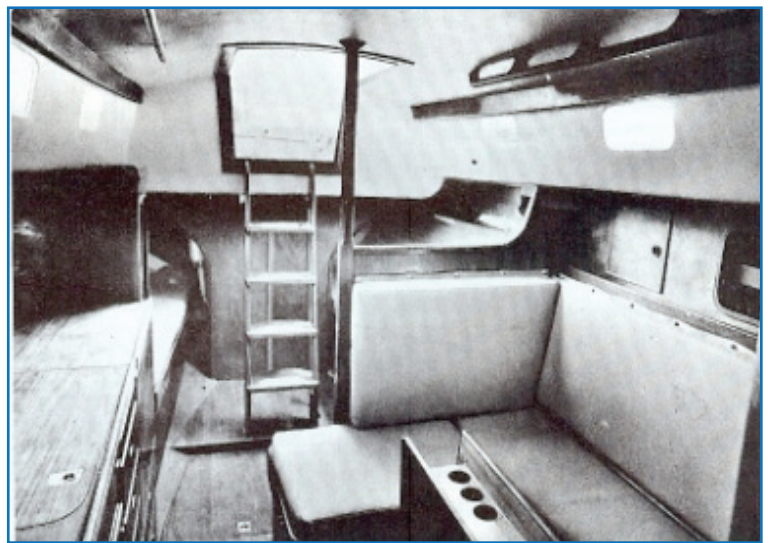
- The finish and concept are very good. The quality of the stainless is excellent, and the teak deck nice to look at and walk on. The interior is straightforward, and the abundant use of teak makes it both light and attractive.

- On the wind there is very little pitching, off the wind moderate rolling, and the movements are always gentle.

- The hull is powerful enough to always produce decent speeds without excessive heel or frequent sail changes.

- Without doubt the gentle movements in combination with the high forward freeboard and the coaming enclosing the cockpit provides a dry environment for the crew.

- The lenticular rod rigging is to our knowledge not of interest in view of the additional cost, and the associated difficult adjustment. Perhaps it would be justified in the fore and aft rigging



The accommodation is roomy. The table is folded down here, as is also the settee backrest. Folding up the backrest forms a seagoing upper berth. The space behind the ladder could easily be transformed into an oilskin locker

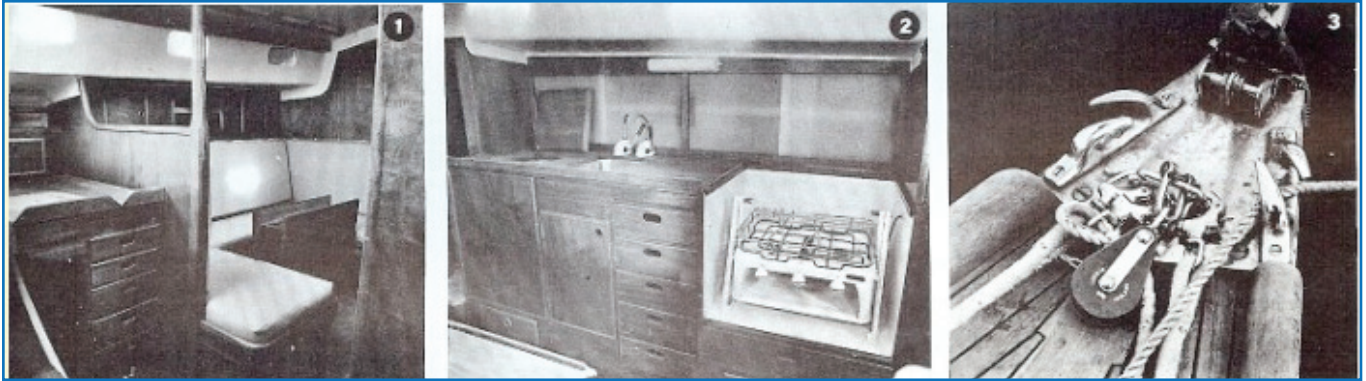
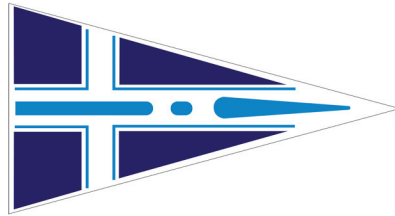


In the 35 knot Mistral the yacht remains remarkably dry and quiet

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The chart table is large and has a chest of drawers in the base, useful for the stowage of miscellaneous small items. The engine is located below the seat as shown on the side view

The galley is very large, and provides good working conditions. Two pumps at the sink, one for fresh water, the other for sea water

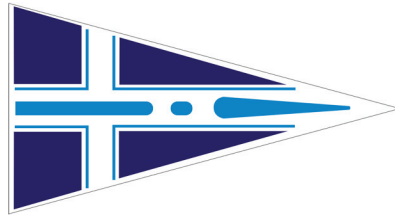
Deck gear is mostly very robust. Shown here is the stemhead fitting with double headsail attachment allowing very quick sail changes

for racing, but certainly not in the transverse shrouds.

- With four parts the main sheet tackle has a lack of power, and would require a winch. The winch installation is foreseen, but leads to some complication in the mainsheet arrangements.
- The cockpit is large and comfortable, providing room for five or six in good weather.
- The long tiller is impractical, and it is planned to deliver future yachts with wheel steering
- The Volvo diesel installed as standard is located below the aft dinette seat. It produces very little noise and vibration and gives enough power for normal use. The manouverability is good, also astern, and the fuel consumption small.
- The fore cabin is large with two berths and a large plexiglass hatch providing abundant light.
- Despite the moderate beam the dinette is very comfortable, and provides space for the whole crew, even if everybody wants to have their meal at the same time.
- The entire mid area to starboard is reserved for the galley, and the chef hardly has reason to complain about the amount of working surfaces and stowage. Our recommendation would be to choose a cooker with oven for this type of yacht.
- In general stowage volumes either in drawers or lockers are quite numerous and would satisfy normal needs.

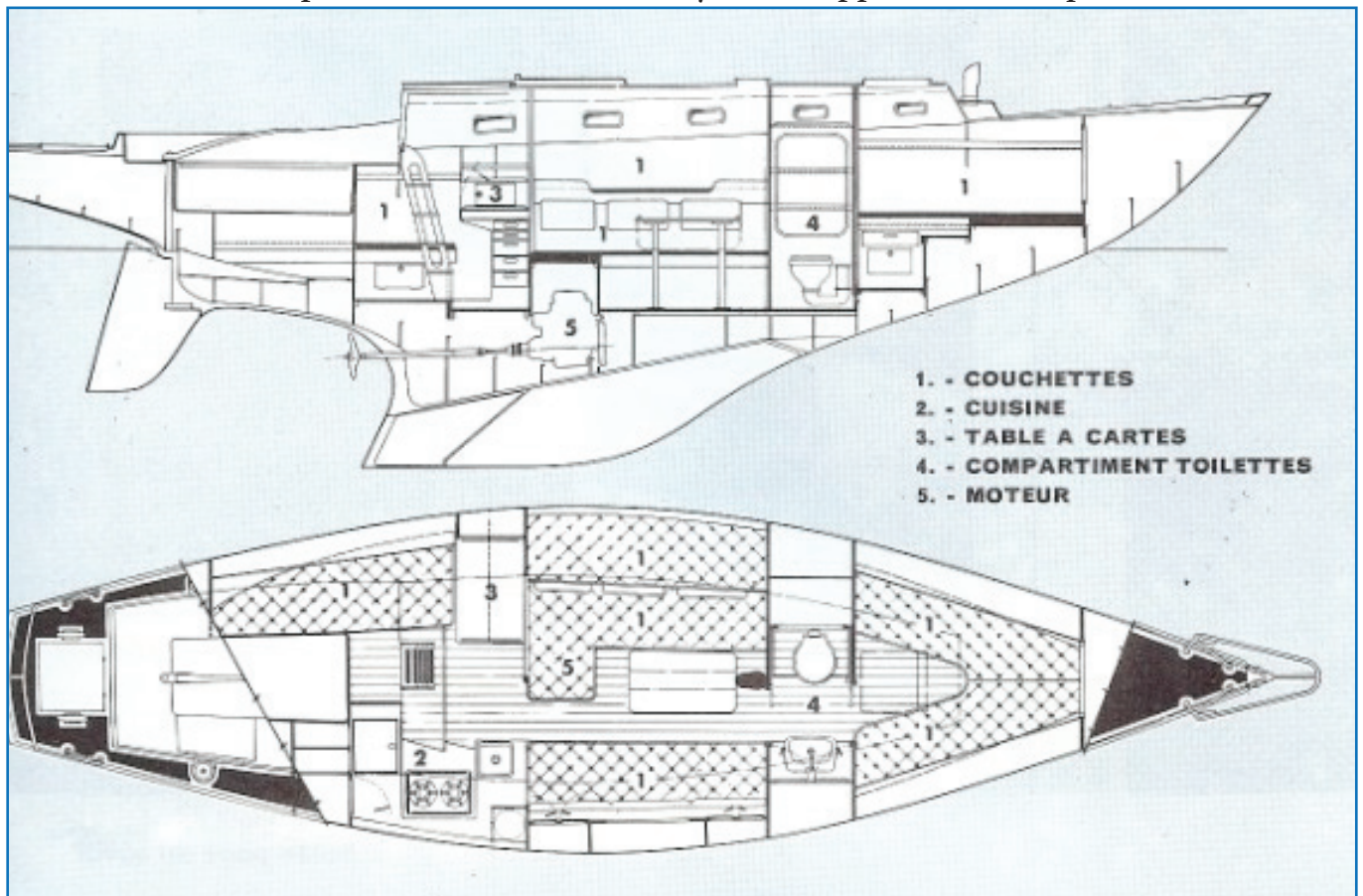
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Racing Aspects

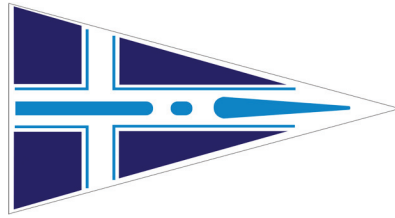
- The hull has excellent balance irrespective of heeling angle, even when the side deck is immersed. On the wind there is weather helm but the yacht always stays in control.
- Close hauled the beat angles are often surprisingly small, with a good turn of speed. The Swan appears to be particularly capable of luffing briefly above the normal sailing angle without losing speed or leeway.
- The exceptional balance allows the yacht to sail well under mainsail or genoa alone, but both sails are required for more power.
- The performance on the wind is excellent, but in strong winds she needs hard sheeting, the last centimetres make a big difference. The Lewmar winches on the test yacht were not powerful enough, and it is planned to use Barlow for future yachts.
- Even if the sail shape did not allow us to verify this, it appears that the performance on



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the wind in very light weather is particularly good.

- Downwind performance appears to be good, but the yacht clearly hesitated to surf with the waves, and refused to pass her theoretical hull speed.
- Off the wind she can carry a spinnaker well provided the helmsman is capable of preventing downwind rolling through proper use of the rudder.
- The balance when heeled on the wind as well as keel efficiency are good, and it appears the hull does not suffer from the lack of a trim tab.
- The roller reefing boom on the yacht did not enable the reefed mainsail to achieve a proper shape even with an efficient boom downhaul. There are slab reefing arrangements available now, and these would be preferable for both cruising and racing.
- The main sheet arrangement is not properly conceived, this includes the tag lines.
- The double headsail attachment at the bow is clever, and allows two sails to be tacked rapidly at the same time.
- Although a dinette is not considered suitable for racing yachts it can be pointed out here that the fold-up backrest in this case enables an upper and lower berth to be arranged on port side, and together with the two pilot berths aft provides a sufficient number of sea-going berths for this yacht.
- The large chart table on port side faces forward, and contains a useful chest of drawers.
- The space under the companionway could well be used for a foul weather gear locker
- Referring to the steering we think that the best solution for racing would be a slightly shorter tiller with an adjustable extension for demanding conditions, i.e. in strong winds or off the wind in general.

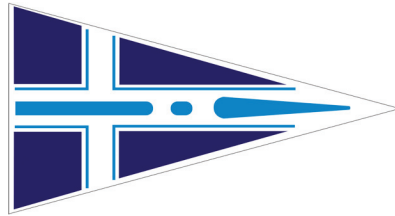
Conclusions

Unfortunately the Swan 36 arrives on the French market a little late compared to other One Tonners, and will see the market occupied by other designers. In any case this is an elegant, robust, and well built yacht providing great comfort, and she is a very good, safe, and fast cruising yacht. That said, our opinion is that under the present rating she has great potential for doing really well in the hands of a competent crew. Swan 36 is very fast on the wind and able to make life difficult for the competition, and gaining enough ground to compensate for a slight loss off the wind.

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To conclude Stephens reminds us all with this yacht that he is a great designer well aware of commercial realities, and possessing really impressive technical skills.

André Costa

