

Specifications for the

# SWAN '36'

1969

Racing/cruising sloop

**DESIGNER** Sparkman & Stephens  
79 Madison Avenue  
New York, N. Y.

**BUILDER** Nautor Oy  
Pietarssari  
Finland

## PRINCIPAL DIMENSIONS

LOA	36'	0"	Displacement	14,300 lbs.
LWL	25'	10"	Lead Ballast	8,000 lbs.
Beam	9'	8"	Sail Area (100% Fore)	545 sq.
Draft	6'	0"	CCA rating (Approx.)	30.0

The Swan 36 was designed as a fast, modern ocean racer which can compete with the finest CCA yachts. The hull lines were taken from the proven One Ton Cup yacht "Cybelle" and are a further development of the 12 meter design principles evolved by Sparkman and Stephens.

The high ballast/displacement ratio and high aspect ratio sailplan is combined with finely engineered weight concentration amidships to assure stability and performance.

No compromises were allowed in the selection and installation of deck hardware. The hardware provided is the absolute finest offered on a stock production yacht.

## CONSTRUCTION

### HULL STRUCTURE

One piece molded fiberglass, hand laid according to and exceeding Lloyd's 100-A1 requirements under rigid temperature and humidity controls. The hull layup utilizes clear resin, allowing for visual quality control.

Closely spaced floors (framing) from bow to stern effect monocoque stiffing of the hull structure.

All through hull fittings are equipped with marine seacocks.

## DECK STRUCTURE

The complete deck, trunk cabin and cockpit are a single molding as a sandwich construction containing mono-cellular form filling. Sandwich construction allows superior rigidity and insulation. The deck and cabin tops are provided with integral molded non-slip surfaces.

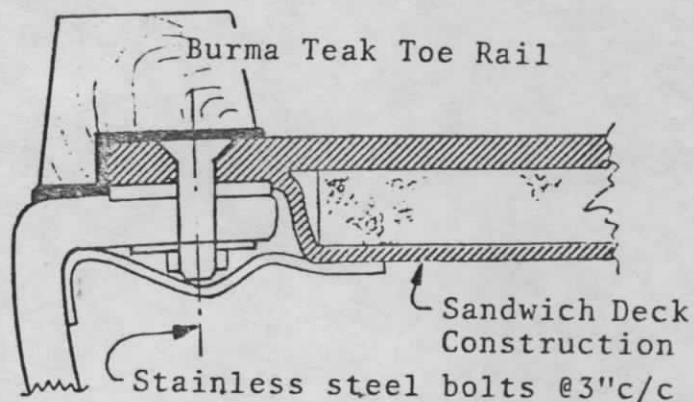
All deck openings have additional reinforcing, and all deck hardware fastenings utilize solid fiberglass mounting pads for additional local strengthening.

The deck is capped with a 3" teak toerail for strength and safety.

Three teak dorade boxes with PVC cowl ventilators are provided for cabin ventilation, the lazarette is provided with a single Tannoy ventilator.

## HULL/DECK SEAL

The following illustrates the hull/deck joint on the Swan 36



## GENERAL

The bulkheads are marine grade African mahogany bonded to hull and deck structure.

The cockpit is self-draining, provided with two cockpit drains and two seat drains. Teak grating on seats and floor.

External woodwork coaming, companionway, toerail, hatches, handrails, and dorade boxes are of narrow-grained Burma teak.

The lead ballast is a high density casting, externally fastened with stainless steel bolts.

All through hull fittings are equipped with marine seacocks and are faired into the hull sides to create a smooth laminar flow.

The rudder is a balanced spade well aft of the keel and is protected by the skeg lifting surface. The design provides exceptional stability off wind and a fine balance on all points of sail.

Sixty beautiful colors are available for owner selection on the hull, deck, and cabin surfaces.

# ACCOMMODATIONS

An option is provided for the selection of interior layouts to suit the owners usage. Plan 1 consists of a dinette main cabin with galley amidships. Plan 2 consists of a pilot/settee berth main cabin with galley aft.

## FORWARD CABIN

Two berths finished in African mahogany with drawer and locker under each and shelf over. Mattresses of 4" foam rubber and covered in a heavy expanded vinyl or cloth. Dressing seat is located between berths. Recessed reading light over each berth. Sliding door with latch to forward cabin. Louvered doors access the forepeak chain locker. Built-in steps are provided for exit through forward hatch.

## TOILET COMPARTMENT

Utilizes full beam with double hinged door to main cabin. To starboard a fiberglass wash basin with foot activated pump. One locker above and outboard of basin counter and one locker below. To port a large hanging locker with louvered doors (complete with rail and shelves). Baby Blake marine toilet with cutoff valve. Fresh water shower (foot pump activated). Grated cabin sole in teak with fiberglass shower collection pan and drain.

## MAIN CABIN, PLAN 1

To starboard the galley comprising of teak topped (formica optional) counter with hanging lockers at each end. Insulated top loading ice box at forward end, stainless steel sink with fresh water pump. Sink drains to seacock common with wash basin. Gimbled 2 burner range with oven, 2 gallon remote alcohol tank. Lockers with sliding doors above, lockers and five drawers below counter. All appliances in counter top have flush covers.

To port a dinette with drop leaf table designed to fit into area between settee ends forming double berth with 4" foam cushions. Back rest hinged and swings 90° forming third upper berth in main cabin, with 2 lockers and bookshelves outboard. Additional bulk storage is provided beneath dinette seats and behind the seatback.

Aft of galley to starboard is a quarter berth, 60% of length exposed, shelf over.

## MAIN CABIN, PLAN 2

To starboard a settee berth with a pullman berth over and lockers behind. Aft the galley, L-shaped, with sink, gimbled 2 burner range with oven, 2 gallon remote alcohol tank, and top loading ice box. Aft and over the ice box are cave lockers. Behind the range and sink are large lockers with sliding doors.

To port a L-shaped settee berth and pilot berth. Lockers under pilot berth, storage under settee berth.

A foldaway drop leaf cabin table is located on centerline between settee berths.

## NAVIGATOR'S AREA

Common to Plan 1 and 2. Located on port side aft, quarter berth with shelf over and fixed chart table with hinged top, chart storage under and nest of five drawers facing inboard, bookshelf and locker over.

## INTERIOR FINISH

The cabin sole is tongue-and-groove , strip laid, teak and holley with access hatches to the bilge.

All interior joinerwork is in African mahogany, the finish consists of seven varnish coats, hand rubbed between with pumice to a satin sheen. All exposed end grain is capped with solid African mahogany. Forward, toilet, and main cabins equipped with interior mahogany hand rails. All below deckline exposed fiberglass surfaces are covered with a sewn quilt pattern padded vinyl.

## ENGINE

Volvo Penta MD2 Diesel. A two-cylinder, four-stroke diesel with direct injection rated at 15.5 hp at 2300 rpm, with reverse/reduction gear. Installed with flexible mounts over fiberglass drip tray. Complete with water jacketed exhaust and twin mufflers. Extensive care has been taken in sound absorption, vibration elimination, and maintenance access.

Fuel tank integral molded under cockpit. The fuel system is equipped with dual filters and master valve.

### Water Tank

Two synthetic rubber proofed nylon tanks, one under main cabin sole, other under forward berths, total capacity 45 gallons.



## ELECTRICAL SYSTEM

MD-2 diesel has starter/generator. 12 volt-50 amp hour battery, encased dual battery box under dinette/settee berth. Switch box and fuses located in navigator's compartment. All navigation lights conforming to international regulations with switches. Interior lighting at each berth, and in the head. Florescent light in galley. Central light in main cabin.

## SPARS

All spars are gold anodized aluminum. The mast is an elliptical section tapered for the upper ten feet. It is stepped on the keel with an adjusting plate at the base. The mainsail and spinaker pole tracks are congruent aluminum extrusions rivited to the spar. All fittings on the spar are stainless steel or aluminum.

The mainsail boom is equipted with roller reefing and tapered at the inboard end for proper reefing. A remote geared outhaul is provided.

## STANDING RIGGING

Stainless steel solid rod rigging 3/8" oval section on shrouds, 9/32" round section on forestay and backstay. The backstay is equipted with oversize lever adjusting turnbuckle. Rod rigging has 50% less sag, than equivalent sized 1 x 19 stainless wire, which has proven to be a great advantage in light to moderate airs.

The stainless steel chainplates are bolted to U-shaped fiberglass deck to floor false frames.

## RUNNING RIGGING

Internal halyards are provided for the main and jib. Supplementary sheaves at masthead are provided for emergency external roving. The halyards are wire with rope tail (jib), all wire (main), all rope (spinnaker).

The mainsheet is controlled by an oversized ball bearing traveler; a four part tackle leads to the cabin top #16 Barlow winch.

The jibsheet functions to the 10° inboard and railtop 1 1/4" stainless steel genoa tracks (2 tracks P & S). Turning foot blocks are placed for efficient jib sheet lead to the primary winches.

## WINCHES

Five Barlow winches are included as standard equipment. The Barlow winch is designed by yachtsmen for yachtsmen; all winches are chrome plated hi-tensile bronze with stainless steel roller bearings, pauls, and springs.

Genoa Sheets .....	2	Barlow # 24, 2 spped, 37:1 power
Main Sheet .....	1	Barlow # 16, 1 speed, 6:1 power
Main Halyard .....	1	Barlow # 16, wire reel, 6:1 power
Jib Halyard .....	1	Barlow # 16, 1 speed, 6:1 power

## LIFELINES and PULPITS

Stainless steel custom designed bow and stern pulpits. The bow pulpit has built in P & S running lights. Eight tapered stainless steel stanchions and bases with pad eyes support double lifelines. The lifelines are PVC covered stainless steel wire with fitted ends and turnbuckles.

## BILGE PUMPS

Two rocker arm bilge pumps are installed; one in the cockpit with removable lever and one in the interior at the companionway. Total capacity in excess of 35 gpm.

## HATCHES

The forward hatch is teak with 3/4" green tinted lucite top and positive grip adjusters for variable opening. The companionway hatch is solid teak and slides into a fiberglass outer cover. The lazarette hatch is in fiberglass with a Tannoy vent and positive grip adjusters.

## PROPELLER

A fixed 2-glade 16 x 10 bronze propeller is standard. The Martec folding propeller is recommended for racing.

## STANDARD SAILS

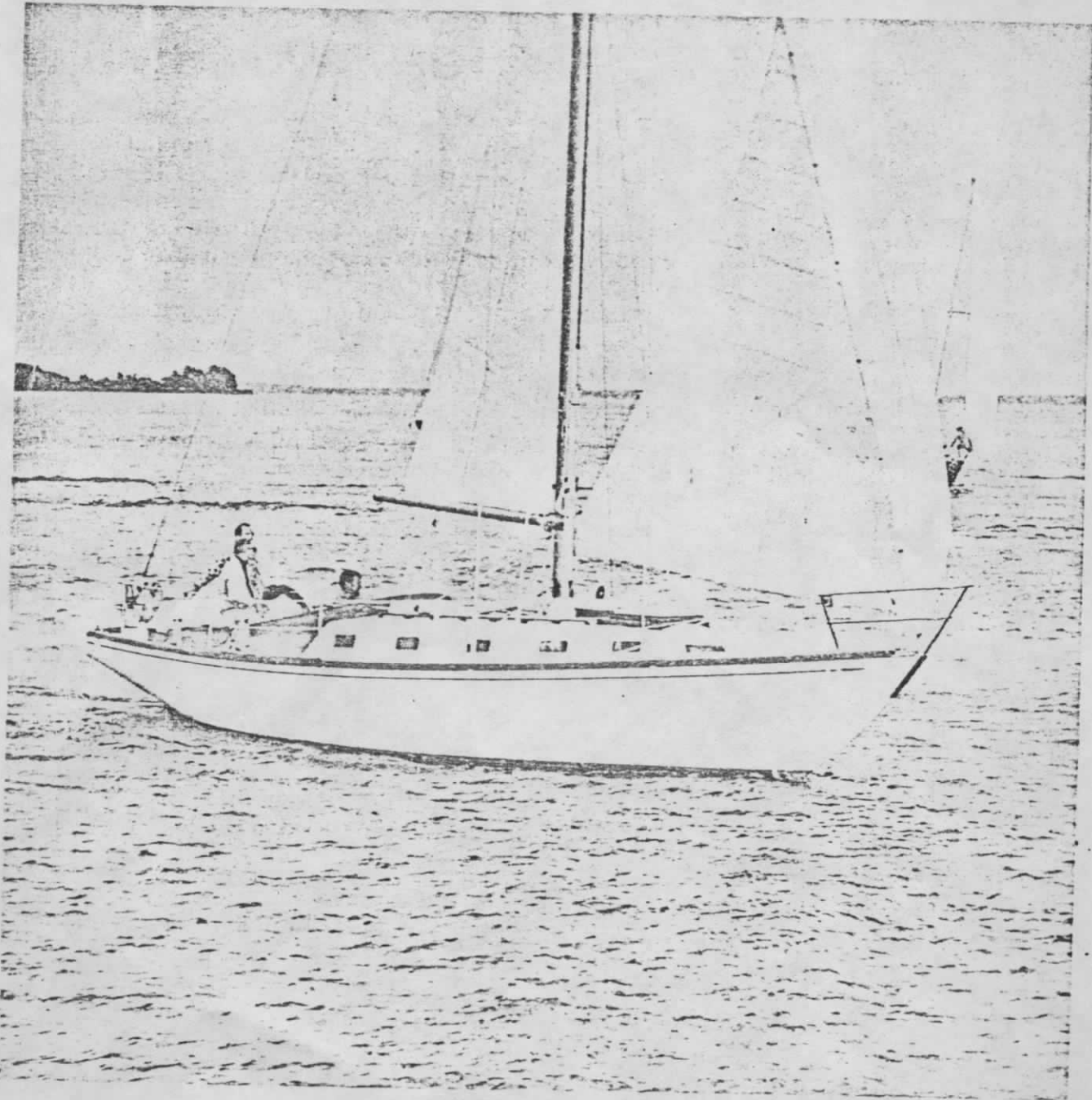
A mitre cut, zipper foot, narrow pannel, 5.8oz dacron mainsail; and a narrow pannel, 8.0 oz, 12.5' foot working jib by Hood Sailmakers Inc. are standard.

A full range of additional sails by Hood are available as optional equipment.

## ADDITIONAL EQUIPMENT

In addition the following equipment is standard:

- 1 - Danforth 18-S anchor, chain, shackles, and 100' rode.
- 4 - 30' whipped nylon mooring lines.
- 2 - 2 1/2 BC dry chemical fire extinguishers with mounts.
- 1 - 6" brass marine ships bell with bracket.
- 1 - Falcon compressed air (aerosol) fog horn.



Sailing, Incorporated makes every effort to supply a completely equipped yacht; every block, shackle, pin, line, handle, etc. needed for normal working sail operation is delivered with the standard boat.