

SWAN 48

DIMENSIONS

LENGTH OVERALL, SLOOP	(APPROX.)	48' - 0"	(14,64 m)
LENGTH OVERALL, YAWL	"	50' - 0"	(15,25 m)
WATERLINE	"	39' - 0"	(11,89 m)
BEAM	"	13' - 7 $\frac{1}{4}$ "	(4,8 m)
DRAFT	"	7' - 9"	(2,36 m)
DISPLACEMENT	"	30,000 lbs	13,636 kg
BALLAST	"	14,000 lbs	6,363 kg

DESIGNER: SPARKMAN & STEPHENS INCORPORATED

BUILDER: OY NAUTOR AB
PIETARSAARI
FINLAND

TELEPHONE: KOLPPI 188 TELEEX: 75 - 47

NOTE: These specifications are believed to be correct and we will do our utmost to make sure that the vessel is built to these specifications. However, there may be small alterations and changes on the finished boats, and we reserve the right to make these without notice.

Builders: Nautor, P.O. Box 10, Pietarsaari, Finland Tel. 67.67.001 Telex 75-47 Nautor sf

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GENERAL CONDITIONS

These specifications are intended to supplement the design. While details may be changed as the result of experience in construction or use of the boats, the standards of quality and completion are maintained to furnish a yacht ready for service.

The Owner's authorised agent will have access to the yacht and everything pertaining to the yacht at all reasonable times. Every facility will be afforded inspectors for the prosecution of their work.

The Builder reserves the right to approve or reject any changes in the construction of the boat when these are asked for after the boat is ordered.

The Builder guarantees skilled workmanship, in keeping with the best yacht practice, and in conformity with specifications.

INSURANCE - The Builder will maintain insurance on a yacht contracted for by an Owner, including all items furnished or delivered by Owner, appropriate to the value of the Owners investment until the yacht is delivered.

DAMAGED WORK - The Builder will protect all work and be responsible and make good any or all damage from whatever cause, to any part of the yacht or its equipment or furnishings.

CLEANING - The Builder will at all times keep the yacht reasonably clear throughout. Particular care is to be taken that all chips, shavings and other foreign matter are removed and all parts cleaned before application of paint, and that when the yacht is delivered, her bilges and pockets are free from such matter.

ACCESS TO COMPARTMENTS - Arrangements for access to and for cleaning out and painting all compartments and all parts of the vessel is provided wherever practical. Floorings are fitted with suitable hatches.

Access to the engine, steering gear and all other equipment that may require services of any kind will be provided.

Care is taken in locating pipes and other parts to avoid blocking of access. If necessary, removable sections are utilized.

TESTS - The standard machinery will be operated to the satisfaction of the Builder, in the water, running continuously for one hour and at as much speed as is practicable without undue heating. Steering and reversing tests will also be run. All standard auxiliaries, such as pumps etc. are thoroughly tried out.

The yacht will be properly rigged with standing rigging.

During tests, the yacht is at all times in the care, custody and control of the Builder.

WARRANTY - If any defective workmanship and/or materials is discovered within six months after delivery, except for the Owner-furnished items or installation of same, or unless due to negligence or other improper act of the Owner or any other user of the vessel, the Builder shall accept responsibility thereof. Under such circumstances, the Builder shall either procure the repair or authorize such a repair to be made in a way agreed upon in writing between the parties. The Builder shall not be responsible for any proprietary articles which shall bear the customary guarantee of the manufacturers.

HULL CONSTRUCTION

GENERAL - Scantlings, materials and workmanship throughout are consistent with the construction of a light hull, but without any sacrifice of strength or stability.

FIBREGLASS CONSTRUCTION

The fibreglass reinforced plastic hull does have scantlings as approved by Lloyd's Register of Shipping for Class 100A1 Reinforced Plastic Yacht and the yachts will be delivered with Lloyd's Register's Hull Moulding Certificate. The resins used shall be suitable for marine use.

COLOUR PIGMENTS

The colour pigments are of an approved type and will be used only in the gelcoat in the deck, deckhouse, cockpit, topsides and boot top.

HARDWARE & FASTENINGS - Hardware and fastenings will be marine type above deck with quality finish.

BALLAST - The ballast keel is a lead casting with antimony. Keel bolts are stainless steel.

KEEL PLATES - Stainless steel docking plates are installed on keel.

LIMBER HOLES - Limber holes are cut where necessary, so that all water will drain to low point.

BILGE ACCESS - Maximum possible access will be provided to all portions of the bilge.

ENGINE BEDS - To be fibreglass. Special care is taken to assure rigid foundation and proper adhesion to hull.

BULKHEADS (STRUCTURAL) - Structural bulkheads are of marine grade water-proof plywood, butts and seams are secured with tongue and groove joints.

CHAIN PLATES - Are stainless steel flat bars thru-bolted to brackets mated to hull.

TOE RAIL - Teak

MAST STEP - Fibreglass and galvanized steel.

RUDDER - The rudder is fibreglass, stainless steel gudgeons and Pintles with bushings.

TRIM TAB - A trim tab of fibreglass is installed at aft end of keel. Sloop only - optional on yawl.

RUDDER STOCKS - Stainless steel.

STEERING - Steering of rudder is by a steering wheel mounted on aluminium pedestal steerer connected with quadrant by cable and sheaves. Steering of trim tab is by a wheel mounted on the same steerer. Steerer has a clutch so that both wheels may be locked together or the tab may be locked while the other is steered.

Steerer has sprockets and non-magnetic chains leading to steering cables. Cables are stainless steel wire rope. Sheaves for cables have a score diameter of not less than 20 times the diameter of the wire rope.

Steering gear in general and especially within four feet of the compass consists solely of non-magnetic materials. Sheaves and fairleads are securely fastened to the hull framing. All sheaves and sprockets are fitted with guards to prevent cables or chains from becoming jammed.

EMERGENCY TILLER - Is stainless steel pipe.

CLEATS - MOORING & TOWING - All mooring and towing cleats are securely thru-bolted to deck blocking, as follows :

Two 12" light alloy mooring cleats mounted on foredeck

Two 12" light alloy towing cleats to be mounted on after deck

CHOCKS - Are installed in each rail forward and aft.

STEM FITTING - Is a stainless steel weldment, with female socket for pulpit stanchion.

DRAFT MARKS - Marks of suitable size are installed on the center-line of the boat at forward and after ends 12" above designed water line.

EQUIPMENT

COMPASS & BINNACLE - One 5" Sestrel Major compass mounted in dome type binnacle on steering pedestal, with low lighting, 45° lubber lines white on black with 5° card, light connected to rheostat.

LIFE RAIL - Double life lines installed. Stanchions of stainless steel tubing, bases securely bolted through deck. Top life lines of stainless steel wire, white plastic covered, set up with turn-buckles at after ends. Lower life lines similar.

Bow and stern pulpits installed, fabricated of tubing similar to that used for the life rail stanchions. Pulpits fitted with side lights and stern lights. Height of pulpits and

stanchions, spacing, distance does conform to I.O.R. requirements.

COVERS - Dacron hoods for hatches held in place by grooved sill pieces on three sides.

MATTRESSES & UPHOLSTERY - Mattresses are flexible foam. All mattresses have covers and are fitted with zippers.

FLAG POLE - One pole for ensign, with socket at stern.

GARBAGE CONTAINER - Plastic type, installed in galley.

JOINER WORK

GENERAL - All joiner work is done in accordance with the best yacht practice.

Corners of hatches, bureaus, seats, dressers, etc., have rounded corners. All projecting corners of partitions fitted with rounded corners. All fastening pieces, rails, door sills etc. are screw fastened or glued.

Hooks, lanyards and bumpers are installed to control the swing of doors. Suitable catches are installed to hold the toilet door full open. Kick plates on steps, chafing pieces on sills installed.

JOINER HARDWARE - All fittings and hardware are of marine type.

CABIN SOLE - Laid teak veneer. Sole fitted with traps for access to bilge.

WINDOWS & PORTS - Windows in sides of cabin trunk are fixed type. Cockpit well has two opening ports over quarter berths.

MIDSHIPS HATCH - Is of double action aluminium construction with grooved sill piece for cover.

FORECASTLE HATCH - This hatch is large enough to permit passing sails and sail bags, sliding type hatch. Has grooved sill pieces on forward and port and starboard sides to take hood. Hatch is fitted with locking bolts.

MAIN CABIN COMPANIONWAY HATCH - This hatch is large enough to permit passing main engine, sliding type with wood top, sliding under fibreglass hood. Hatch fitted with lock and two keys supplied.

LAZZARETTE HATCH - Is located in aft cockpit seat, hinged fibreglass type with securing clamps.

ENGINE ACCESS - Access to main engine is through removable joiner work in way of engine. Removable joinery is such as to allow for access to engine top and sides.

DROP SLIDE - Drop slide is supplied for the main companionway hatch. Slide fitted with louvres and provisions for locking.

LADDERS - Wood frame ladder with rubber treads installed at main companionway hatch with tool box behind.

SHELVES, DRAWERS & LOCKERS - Are arranged throughout quarters. Lockers and locker doors have openings for ventilation. Clothes lockers have rods. All drawers have guides and are of type that must be lifted to open.

BERTHS - Fixed berths, transom berths and built-in berths have drawers or traps under. All except forward berths have bunkboards. Forward berths are pipe berths.

TABLE - One drop leaf table, located in main cabin.

CHART TABLE - A chart table is installed with stowage for charts under top of table.

DOORS - Doors and panelling throughout are plywood. Locker doors have louvres for ventilation of locker spaces where possible. Sliding doors installed on dish racks.

HAND RAILS - Hand rails are installed below decks.

MIRRORS - Installed in WC's.

GALLEY - Galley is equipped with gas stove, sink and icebox. Counter tops are Formica, or equivalent. Galley is amply provided with racks for glasses and dishes, shelves, bins and cutting board.

STOVE - One gas stove, with oven, mounted on gimbals in galley space, which is asbestos insulated and sheathed with stainless steel. Gas container mounted in tight box with drainage out through hull. Copper line between stove and container.

ICEBOX - Of built-in type, lined with fibreglass and insulated with foam. Insulation is 4" thick. Shelves provided. Has top opening flush hatch with flush lifting hardware. A drain is provided.

VENTILATION - Natural air intake vents for living quarters are 5-inch diameter cowl vents on Dorade type watertrap boxes. Cowls are clear of operation of all winches.

SOUND INSULATION - The inside of the joiner work in way of the engine is lined with sound insulating lining. Particular care is taken to install insulation to the fullest extent to muffle engine noises.

PAINTING

GENERAL - All materials are used in accordance with the manufacturer's latest instructions.

TOPSIDES & TRANSOM - Gelcoat, colour as selected.

COVE STRIPE - Gelcoat, colour as selected.

BOTTOM - Primed with antifouling bottom paint.

CABIN SOLE - Teak veneer cabin sole, oiled.

SPARS - Sealed with clear plastic sealer.

PLUMBING

SEA COCKS - Bronze sea cocks, installed on all thru-hull connections below water line. All openings finished flush with outside of hull. Inboard side of sea cocks fitted with hose clamps at each connection where possible. Sea cocks accessible and combined wherever feasible to minimise the number of thru-hull openings.

SCUPPERS - There are three scuppers through toe rail on each side.

The cockpit well has two scuppers, one on each side. All scuppers drain naturally.

FRESH WATER TANKS - Three tanks for a total capacity of 300 liters are provided. They are fitted with sufficient handhole plates to allow thorough cleaning. Suitable baffles provided.

Tanks are filled through a single fill pipe with fill plate on deck marked 'WATER'. Vents emptying into overflow piping, discharging into the galley sink.

PIPING (FRESH WATER) - All fresh water piping is copper or nylon tubing.

TOILETS - Two Baby Blake toilets, with white seat and cover, installed in toilet rooms. Discharge through a loop, then through an accessible sea cock. Toilet intakes are located very close to keel to ensure ample submergency even in heavy weather.

TOILET ROOM FIXTURES - Toilet rooms are suitably outfitted with medicine cabinets, towel bars, soap dishes, and paper holders.

WASH BASINS - Two fibreglass wash basins are installed in toilet rooms. Basins discharge into W.C. Telephone type showers installed.

GALLEY SINK - A double stainless steel galley sink is installed in galley counter top. The sink is fitted with foot-operated pumps with gooseneck spout for salt water. The sink discharges directly overboard through a sea cock.

BILGE PUMPS - Two diaphragm type hand pumps are installed. One pump located in cockpit well, second pump located below decks. Suction lines terminate in accessible flexible section protected by foot strainer. Discharge above waterline.

MACHINERY

MAIN ENGINE - Volvo Penta Marine Diesel engine, model 3 B, rated at 36 hp at 2500 rpm. The engine is equipped with 1,87:1 reduction gear and a 37 amp alternator for charging the batteries.

CONTROLS - Double lever Morse controls operated from helmsmans position.

FUEL TANK - One tank with a capacity of approximately 200 liters. The tank has a fill, located in cockpit sole with deck plate marked 'FUEL'. Fill has oil-resistant hose with stainless steel hose clamps at the connections.

FUEL SYSTEM - Copper fuel lines with shut off valve before fuel separator and flexible section connected to engine.

PROPELLER & SHAFT - Propeller is folding type, of bronze, two-bladed. Shaft is stainless steel, approximately 1¼" diameter with flexible coupling.

SHAFT BEARING, SHAFT TUBE & STUFFING BOX - Stern bearing is a Cutlass rubber bearing inserted in strut. Stuffing box is connected to stainless steel stern tube with hose and hose clamps of stainless steel.

MAIN ENGINE EXHAUST SYSTEM - Consists of a water jacketed section, muffler, exhaust hose and thru-hull fitting. Cooling water is connected to water jacket and discharges from water jacket to muffler.

DRIP PAN - An oiltight fibreglass pan with accessible sump is installed completely under engine.

ENGINE COOLING - Takes water through a sea cock located low down and insures ample submergence when heeled, then through a suitable basket strainer hose of proper size to engine.

ELECTRICAL

12V WIRING - 12V DC 2 wire, ungrounded system throughout. Controlled by a circuit breaker switchboard with adequate number of circuits.

STARTING BATTERY - One 12 volt battery rated 105 ampere-hours is mounted in fibreglass-lined tray.

LIGHTING BATTERIES - Two 12 volt batteries rated 105 ampere-hours connected in series, mounted in fibreglass-lined tray.

LIGHTING ARRANGEMENT - The following lights are supplied :

Mast head

Bow light

Deck flood light

Red and green running

Stern light

Compass

Bunk lights

Nav. table light

10 dome lights

CHARGING SYSTEM - Starting and lighting batteries are on same charging circuit but on separate current draw system protected by blocking diodes. There is one master switch on the negative side of the system.

LIGHTNING PROTECTION - Heavy wire connected to chain plates, backstay fittings, and headstay fittings, grounded to ballast keel bolts.

SPARS

GENERAL - Sizes and shapes of all spars are within S & S specifications. Spars are sealed with two coats of clear sealer.

MAIN MAST - Is made of aluminium alloy, hollow, oval section. Mast is fitted with stainless steel tangs for attachment of rigging.

Mast is wired internally for masthead light, bow light, deck flood light, with wires leading down inside of mast and out the forward face of the mast. Mizzen mast on yawl similar.

MAIN BOOM (ROLLER REEFING) - Is aluminium alloy, hollow, round section, with screw clew outhaul.

MIZZEN BOOM - Aluminium alloy, hollow section.

SPINNAKER POLES - Are aluminium alloy, hollow round section.

JOCKEY POLE (REACHING STRUT) - Is made of aluminium alloy, hollow round section.

SPINNAKERTRACK - Stainless steel spinnaker pole track on mast with two cup sliders and cups.

MAST COLLARS - Mast collars are made with beaded lip to take lower edge of mast coat.

RIGGING AND FITTING LIST

GENERAL - Standing rigging is stainless steel wire with Norseman end fittings. Special adjusting handles are supplied to permanent backstay turnbuckle. All turnbuckles are bronze.

Sloop rig has a removable staysail and running backstays.

Yawl has a mid-stay with staysail stay and running backstays as optional.

WINCH LIST

Genoa sheet winches	Two Barlow No. 35
Spinnaker sheet winches	Two Barlow No. 30
Main sheet winch	One Barlow No. 16
Genoa halyard winches	Two Barlow No. 26
Spinnaker halyard winch	One Barlow No. 24
Main halyard	One Barlow No. 6H

ADDITIONAL WINCHES ON YAWL MIZZEN RIG

Mizzen halyard	One Barlow No. 17H
Mizzen staysail halyard	One Barlow No. 14
Mizzen staysail sheet	One Barlow No. 14
Mizzen sheet	One Barlow No. 14

HANDLES

Two plain 10" handles, one 10" plain double grip handle, two 10" lock-in handles. On yawl additionally two 8" lock-in handles. Handle holders supplied.

RUNNING RIG	QUANTITY	DIMENSION	
Main sheet with blocks	1	16 mm braid	(5/8")
Heavy genoa sheets	2	16 mm braid	(5/8")
Medium genoa sheets	2	12 mm braid	(1/2")
Light genoa sheets	2	10 mm braid	(3/8")
Medium spinnaker sheets with snap shackles	2	12 mm braid	(1/2")
Light spinnaker sheets with snap shackles	2	8 mm braid	(3/8")
Aft guys with snap shackles	2	16 mm braid	(5/8")
Fore guy with snap shackles	1	12 mm braid	(1/2")
Main boom topping lift with blocks and shackles	1	6 mm Nylon 4 mm wire	(5/16") (5/32")
Running backstays with blocks and tackle (sloop only)	2	12 mm braid	(1/2")
Pole lift, block and snap shackle	1	12 mm braid	(1/2")
Bell lift with blocks and shackles	1	12 mm braid	(1/2")
Spinnaker halyards with blocks and snap shackles	2	16 mm braid	(5/8")
Main boom downhaul, uphaul and shackles	1	12 mm braid	(1/2")
Genoa halyards - wire, line, and snap shackles	2	6 mm wire 12 mm braid	(5/16") (1/2")
Main halyard wire with shackle	1	5 mm wire	(3/16")
Heavy boom vang tackle with alum. claw and dacron strap	1	large 12 mm	(1/2")
Staysail halyard of wire and braid, snap shackle and block (optional on yawl)	1	12 mm braid 5 mm wire	(1/2") (3/16")
Docking lines	4	16 mm Nylon	(5/8")
Docking lines	2	20 mm Nylon	(3/4")
Anchor rode, 50 mm	1	16 mm Nylon	(5/8")
18' chain and shackle	1	7/16"	
ADDITIONAL ON YAWL			
Mizzen halyard - wire with shackle	1	4 mm wire	(5/32")
Mizzen staysail halyard with snap shackle	1	12 mm braid	(1/2")
Mizzen sheet with blocks	1	12 mm braid	(1/2")
Heavy mizzen staysail sheet	1	12 mm braid	(1/2")
Light mizzen staysail sheet	1	10 mm braid	(3/8")
Light Boom vang tackle	1	10 mm braid	(3/8")

STANDARD EQUIPMENT ALSO INCLUDES

14 kg Danforth type anchor stowed
below deck

6 large snatch blocks
(On yawl also two small snatch blocks)

2 Genoa fair lead cars on deck track

8 Slide cars on rail and deck track

2 Double foot blocks

Shroud rollers

Fenders - four large and two small with lines

Boat hook

Flag staff

Pig stick (two on yawl)

Bosun chair (two on yawl)

4 Jib pad eyes with two blocks

Spinnaker aft quarter fittings