

SWAN 57 TRIALS

PLEASE CIRCULATE

MEMORANDUM TO THE FILE

DATE: 5/15/78

SUBJECT: Swan 57/001 DESIGN 2297 CC: All Brokers
Trials Design Department

FROM: Robert L. Garland

On May 9, 1978 at the harbor at Pietarsaari, the yacht was named TRAVEL owned by a Swede, Gustoffson, who was present.

The first impression was very pleasing; a dark blue hull with white stripes at the waterline, teak decks, ketch rigged, deck layout is generally attractive, moderate size cockpit, mizzen boom high with plenty of head-room underneath, there is an access hatch to the owner's stateroom immediately forward of the cockpit with the main companion-way forward entering into the main saloon, chart table is immediately to the starboard on entering with a good galley to port, stove and ice-box outboard, double sinks inboard. There is plenty of room, but it is a snug galley in that there is the entrance, good support for the cook due to its shape.

There is a door on the starboard side leading aft into the owner's stateroom which is a large stateroom with a double and single berth and attached head. It is light, airy, beautifully paneled and with good hanging locker space and shelf space. There is also a seat and a vanity.

The main saloon in this boat has no pilot berths. The first impression is one of great beam. It is a beautiful room, paneled in teak, unexpectedly large to me and is surprisingly beautiful. There is a large U-shaped settee to starboard which could be used for sleeping and a table which seats eight on the port side is the settee and lockers. Forward of the engine room is a nice double stateroom on the starboard side with two built-in berths, one over the other, good hanging locker, and door forward directly into the forward head; on the port side opposite the stateroom is a passageway stateroom with doors at each end with two built-in berths and a door into the starboard head. Forward is a fo'c's'le with two wide pipe berths.

R.S. Jr.

~~H. Smith~~

~~H. Steyer~~

~~A. Hubert~~

~~Morris F.~~

~~F. Kenney~~

H. Uhle

Bill Garland

A. Pierce

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We left the dock at 9:35 a.m. under power (Perkins 73HP). The boat is very fast under power. It apparently cruises at about 8½ knots. The boat maneuvered very well under power, had a strong positive reverse with a folding propeller. In fact, the best reverse I have seen with a folding propeller.

We set the sails in the outer harbor, which were made by Barton & Cormier whose representative was aboard. The wind over the deck was 25 to 33 knots. We set the Number Two Genoa, full mainsail. The boat was stiff, dry, and sailed very fast. Although we did not have an accurate speedometer, we sailed by a 431 running under power very fast and they estimated we were close reaching at 10 knots. There were two big icebergs grounded near the entrance to the harbor and a few chunks of floating ice, so it was very cold and the wind consequently heavy and the yacht without full cruising equipment, so the stiffness of the boat was undeniable. Below deck she was very comfortable with the Webasto heater operating and the motion was very easy. At no time did the boat put her rail under water.

We later set the Number Two Jib, put a double reef in the main, and set the mizzen which had no reef points. The mizzen without reef points unbalanced the rig so she carried up to a half turn,

Rod reported the setting up of the rigging as perfect. Requiring not a half-turn in any of the turnbuckles. A very good job by the yard before the boat had even been sailed. We returned to the dock after about three hours.

The next morning we returned to the boat at 7:00. There was a light breeze, 5 to 7 knots. We ran out of the harbor under power to the more open water, set the Number One Jib, full main, full mizzen, and the mizzen staysail reaching and running. The boat appeared lively and moved well. The sails appeared to be well-made and of good shape but had at least double the number of slides on the luffs as required. The boat maneuvered and tacked within 90 degrees in the light breeze, sailed fast. We were very pleased with the performance both in light and heavy air. It was also remarked by all that in a heavy breeze there was very little stern wave and no spray. Even in the hard breeze the decks were not wet.

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When we returned to the dock at 9:35 a.m. the boat was stopped by the mud, but had no difficulty backing off into deeper water, further proof of the power of the reverse.

All were very pleased with the results of the trials both as to performance and the beauty of the boat. I also think it was the most beautiful main saloon I have seen in a sailing yacht anywhere near this size. Two prospective purchasers on the trial at the conclusion agreed to buy Numbers 11 and 12.

The boat is a real winner and may turn out to be our most successful model so far.



RLG:st