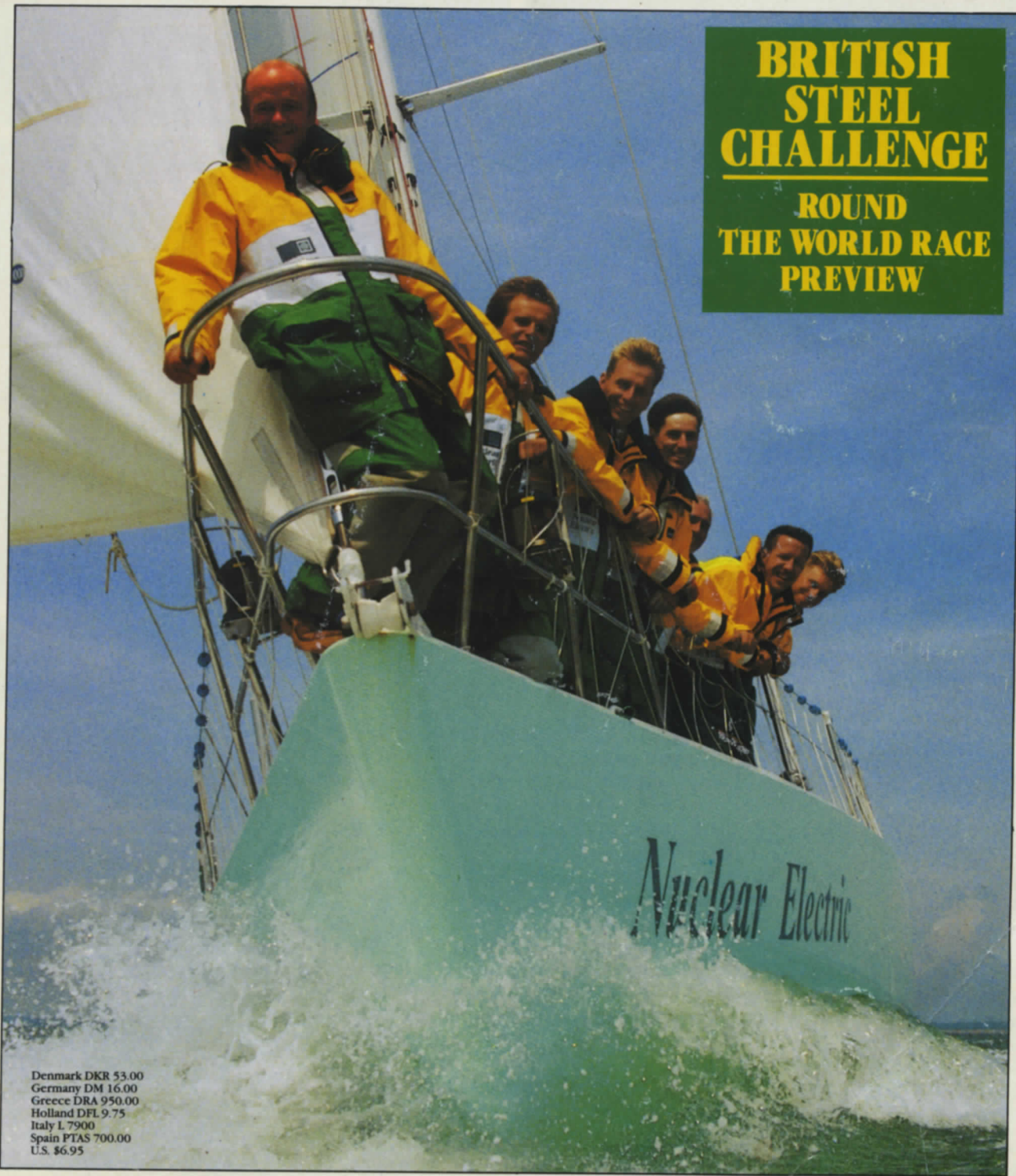


48 YACHTING WORLD

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SWAN 41

A Sparkman & Stephens classic of the Seventies, the Swan 41 is fast, seakindly and wonderful to sail. Dick Johnson has a brief encounter

► *"She is the ultimate thing designed to sail through the water. She looks as though she should fly"* ◀



Amadea of Wade, 41 feet of Sparkman and Stephens artistry, Nautor construction skill and owner's devotion

Take a man who started sailing in his teens at Emsworth Sailing School with the famous Crab Searle, raced 505s until 1979, was part of the crew aboard the America's Cup contender *Lionheart* with John Oakeley and who was so concerned with doing a job properly that he took 20 years to restore an MG TA sports car . . . What sort of boat might such a man choose to buy?

Well, Mick Atkin chose a Swan 41 in 1985 and, thousands of sailing miles later, knows that he made the right choice.

The Swan 41 was designed for Nautor by Sparkman & Stephens and started production in 1973.

Amadea of Wade is hull number 061, built in 1977, the last 41 to be built before the 411 came along – an IOR-influenced design modified from the more conventional style of the 41.

She is a classic S&S design of her time, veed of form, beamy, but relatively fine-ended and with wonderfully rounded tumblehome amidships – something never seen

in modern designs. She has a virtually flush deck with a safe cockpit, and underwater lines that sweep back from the stem into the keel, hook up to the run and then swell to incorporate rudder and skeg before curving up into that S&S trademark counter and tight triangular stern.

If you look at the original drawings of the Swan 41, you know that something which looks as good as this has to sail well. She'll be fast, but not cranky, seakindly, but not slow, close-winded, but not wet, fast downwind, but easily steered.

Mick describes her as: "The ultimate thing designed to sail through the water. She looks as though she should fly."

Amadea was originally owned by Dr

Dietrich Rosahl, a director of the Bayer chemical company in Germany. He sailed her with his family in and around the North Sea, enjoying her fine sailing qualities and maintaining her with meticulous attention to detail.

After an intensive two years with the America's Cup in *Lionheart*, Mick's sailing took a back seat while his quantity surveying and property development business took off. Planning and building Sparkes Marina in Hayling Island was one of his feats. Cruising rather than racing became his chosen recreation, and he sailed with his family, wife Ruth and children Katie, now aged 11, and Barnaby, now 10, and friends.

A fast, responsive, good-looking and above all safe and seakindly boat was needed. An S&S-designed Swan would fill the bill.

Broker David East knew of the Atkin quest and heard of *Amadea*. His comment was that if Mick didn't take this one he was a fool. Certainly nobody's fool, Mick took David East's advice and bought a classic.

Today the six 41s on Nautor's brokerage master list vary in asking price from US\$115,000 to US\$161,000, a price probably two or three times the original build price.

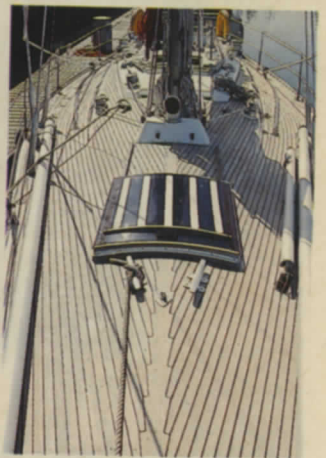
Down below *Amadea* has a traditional layout in the saloon, which is well forward, with narrow pilot berths outboard of the settees and a central table. Forward is sail stowage and berths, the galley and chart area at the foot of the companionway, and there is a cabin right aft with surprisingly good headroom, plenty of stowage and two single berths.

Everything looks immaculate and brand new below. Mick and Ruth admit to an annual maintenance blitz, but all teak below has been sanded and refurbished and bookshelves have been put up in the saloon, fixed through existing screw holes so they can be removed without trace.

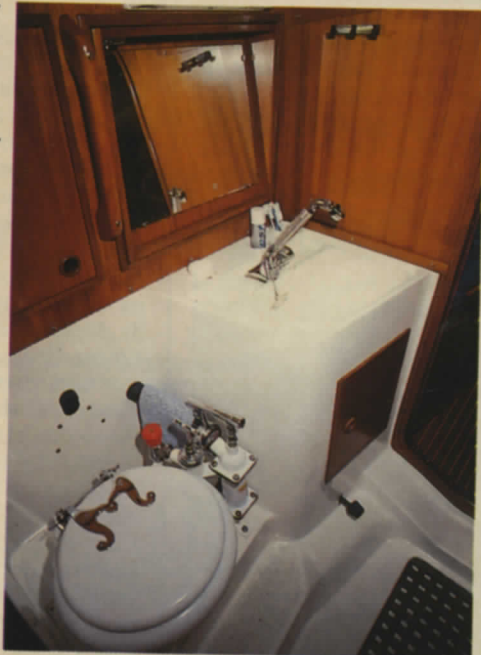
Other major maintenance jobs have included a complete respray in 1989 in white Sterling polyurethane by near

CONTINUED ON PAGE 58

Right, a new North headsail settles down on its maiden outing. **Below**, Mick and Ruth Atkin comfortable in Amadea's cockpit. **Below middle**, the warmth of teak and brass; personal touches bring a boat alive



Middle right, a sturdy wheel pedestal in a seagoing cockpit. **Far right**, clean sweeping, uninterrupted teak, a deck designed for sailing. **Right**, the result of excellent maintenance, as-new condition even after 15 years of use. **Bottom far right**, Mick Atkin at Amadea of Wade's well equipped navigation station



► "If you start with good quality materials, it is easy to maintain the standard" ◀

namesake Mike Atkins and a refurbishment of the teak deck by Hayling Island boatbuilder Fred Kemp.

Mick Atkin constantly refers to the help he has had from Nautor in looking after the boat, and their remarkable records, their keenness to help and their extensive stock of parts. He just asks for the smallest item and they supply by return post.

The blue upholstery looks new and was accepted as being so by us until Mick explained that it had been recently cleaned with a hired upholstery cleaner. That the covers had stood survived so well was rationalised thus: "If you start with good quality materials, it is easy to maintain the standard."

An up to the minute Magnavox combined GPS and Decca receiver sits alongside a cherished set of grey Brookes & Gatehouse instruments – Harrier, Hengist and Horsa, names that once meant state of the art and total reliability. Mick regrets the current B&G attitude of practically disowning this equipment, making service and spares elusive and expensive.

To port the galley is an L shape, dominated by a substantial Eno three-burner cooker with oven. A stainless steel sink and drainer arrangement is served by fresh and salt water, and there is adequate, but not over generous, stowage. Crockery and ready-to-use stores are stowed in outboard lockers with teak-faced sliding doors.

Being at the foot of the companionway the galley is light and airy, well ventilated and within easy reach of the cockpit as well as the saloon.

Amadea of Wade has a taller rig than the standard specification. Its alloy surface is in remarkable condition thanks to its regular strip and maintenance in its current ownership, but also thanks to the previous owner's care and application of protective polish, something he also carried out to all other alloy

parts like the toerail, cleats and even to the chrome-plated Lewmar winches.

Sheets and rope halyards were so clean and supple as to raise a comment. "These must be new?" we asked. But they were the original rope, put aboard by Nautor on the day the boat was commissioned. Doubtless against all the advice of the rope makers, annual treatment in the washing machine with detergent and a final rinse with fabric softener had wrought a remarkable transformation from harsh, stiff material to smooth-handling cordage.

Virtually all *Amadea's* sails are from North, and the day we sailed the boat trials were being run of a new Norlam/Dacron/Mylar roller headsail set on Harken/North furling gear. This was the normal cruising headsail, for performance cruising, but it also doubled as the racing No 2.

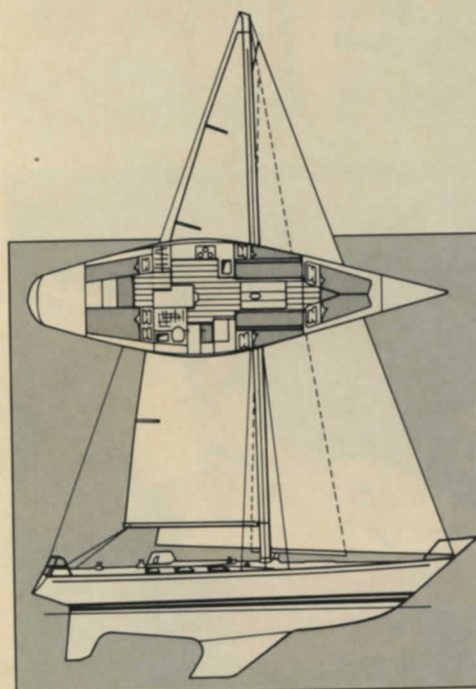
There is little racing nowadays, although she has posted a 3rd in class in the Round the Island race, and once won the *Yachting World* Trophy at the Swan European Championships in Guernsey. A typical summer will see *Amadea* poking her nose outside Chichester Harbour and heading for the Channel Islands, North or South Brittany, the Scillies, anywhere the wind takes her. She has been set up for easy, short-handed sailing and, in common with Mick and Ruth's belief in safety first, is easily capable of secure passages with just the family as crew.

A superb sweeping teak deck is a delight to the eye and to work on. Unusually, there is no anchor well or on-deck anchor stowage. The big, 60lb, CQR stows in the forepeak and the rode disappears through a navel pipe. An anchor windlass is a planned addition.

A wheel of just the right size, comfortable seating and excellent gear make the cockpit almost perfect, apart from the awkward siting of the primary winches upon the bridgedeck, which foul the mainsheet when off the wind.

We had the great pleasure of sailing this Swan 41 for all too short a period on a glorious day in mid-May, basking in uninterrupted sunlight and a Force 3. *Amadea of Wade* was a delight at all times; light on the wheel, precise to position, comfortable at the wheel, swift, clean and dry through the water; what more could you ask for?

We fully understand Mick and Ruth's attachment to the boat after our brief encounter. The virtues of the Sparkman & Stephens genius for designing seaworthy boats, allied to Nautor's uncompromising aim to build the best boats in the world, make this yacht a true classic.



Dimensions

LOA	41ft 0in	12.50m
LWL	30ft 3in	9.23m
Beam	11ft 11in	3.63m
Draught	6ft 6in	1.98m
Displacement	23,800lb	10,800kg
Sail area (inc 100 per cent foretriangle)	792ft ²	73.66m ²

Designed by: Sparkman & Stephens.

Built by: OY Nautor AB, PO Box 10, Pietarsaari, Finland