

“UNO SWAN, insomma il piu grande Swan: One Swan, but really the greatest Swan.” That was one of the superlatives that Italian yachtsmen used upon the arrival of the new Swan 76 at Porto Cervo, Sardinia.

The latest of Nautor's productions had swept down the rugged coastline of the Costa Smeralda and into the yacht harbor at Porto Cervo to join a 65-yacht fleet for the inaugural Swan World Cup, a unique regatta for this famous line of luxury cruiser/racers built in Finland. The Swan 76 *Garuda* was the flagship of this fleet that had sailed from all parts of the world—the U.S., Canada, Great Britain, Ireland, Italy, France, West Germany, Sweden, Denmark and Australia—to participate in 10 days of racing, crewed by family and friends, and then cruise the 80 or more tiny islets and coves of the Sardinian coast. As Jens Rudback, Nautor's general manager, said, “This Swan World Cup is, we believe, a return to the style of yacht racing that existed before the 1975 Admiral's Cup, when yachtsmen raced with their friends and family—gentleman's yacht racing.”

Nautor has now built, or has on order, a total of more than 1,000 yachts including the first two 76s. “The Swan is for the yachtsman who wants a strongly built, comfortable boat for cruising and racing, not a hot-shot racing yacht,” explained Rudback as we sat looking over the Swans gathered at the Yacht Club Costa Smeralda's marina. “We have had many international successes in long ocean races, such as *Sayula*, a Swan 65, in the first Whitbread Round the World Race; *Ron Amey's Noryema*, a Swan 48, in the 1972 Bermuda Race; and *In-*

dependent Endeavour, another 65, in the *Parmelia Race to Australia*. But most of our owners buy their Swans for club racing and family cruising,” continued Rudback.

Gentleman's yacht racing is the most apt description I can give for the 30-mile race among the islands off the Costa Smeralda aboard *Garuda* during the Cup series. She's the only yacht I've ever crewed aboard, beating to windward in 35 knots apparent, and never felt a drop of spray with a full main and the No. 2. We powered our way through the large fleet of smaller Swans, and the Sardinia Cup yachts that had started 15 minutes earlier, and were in hot pursuit of the Australian maxi-boat *Bumblebee 4* all around the course. We didn't catch her, but passed all the other maxis, including the former 12-Meter *American Eagle*, now *War Baby*.

Garuda is the first 76 to be launched and is owned by West Germany's Franz Burda Jr., one of the most successful publishers in Europe. Her skipper is Rudi Magg, an Admiral's Cup helmsman and presently the Shark Class world champion. His Shark crew, Christian Rau, was also aboard along with 1976 FD Olympic Gold Medalist brothers Eckhart and Joerg Diesch.

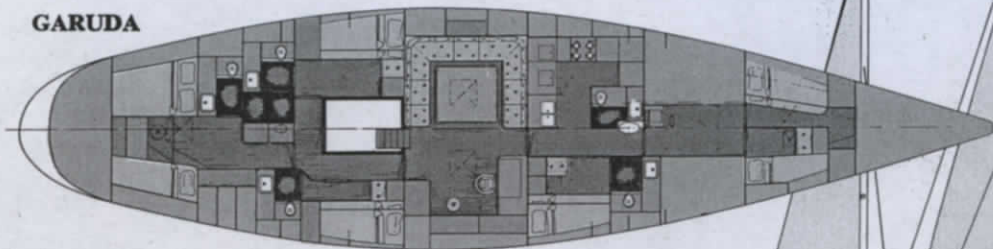
Although Burda made some modifications to the accommodation-plan and deck layout, *Garuda* is still basically a production fiberglass version of the S&S-designed racing yacht *Kialoa* with the addition of the familiar Swan-type deckhouse. (A trunk cabin option is also available.) The production boat is, of course, much heavier than the custom aluminum ocean-racing version.

I sailed aboard *Kialoa* at her peak

Nautor's new flagship was part of the 65-boat Swan Cup Race Week fleet on Sardinia's Costa Smeralda.

By PETER CAMPBELL

GARUDA



Garuda
LOA 76'5"
LWL 61'4"
Beam 19'
Draft 11'10"
Displacement 100,090 lb.
Ballast 32,850 lb.
Fuel 555 gal.
Water 1,005 gal.
Working sail 930 sq. ft.
Spinnaker 1,325 sq. ft.

