

## SWAN 41

Designer Sparkman & Stephens, Inc.  
 79 Madison Avenue  
 New York, N.Y. 10016  
 Builder Nautor  
 Box 10  
 Pietarsaari, Finland

LOA	41 ft.	12.50 m.
LWL	30 ft. 3 in.	9.22 m.
BEAM	12 ft.	3.64 m.
DRAFT	6 ft. 6 in.	1.98 m.
DISPLACEMENT	17,860 lbs.	8,100 kg.
BALLAST (external lead)	9,700 lbs.	4,400 kg.
SAIL AREA	740 sq. ft.	68.8 sq. m.
ENGINE	Perkins 4-108 diesel (37 hp)	
FUEL	35 gals.	132 liters
WATER	90 gals.	340 liters
CONSTRUCTION	Molded fiberglass hull and deck; optional teak deck overlay; aluminum spars	

I have spent in all seven summers cruising in Finnish waters, and though I write this in a Mediterranean harbor, it is only a temporary aberration and one day soon I hope to be back in that garden of islands. Finns are sensitive to design and craftsmanship, and fine-looking boats are the rule there. They are also serious people who build things with that most important ingredient, integrity. For these reasons I am not surprised that, despite its youth, the Nautor company of Pietarsaari, Finland, should be the world's leading builders of large production sailboats.

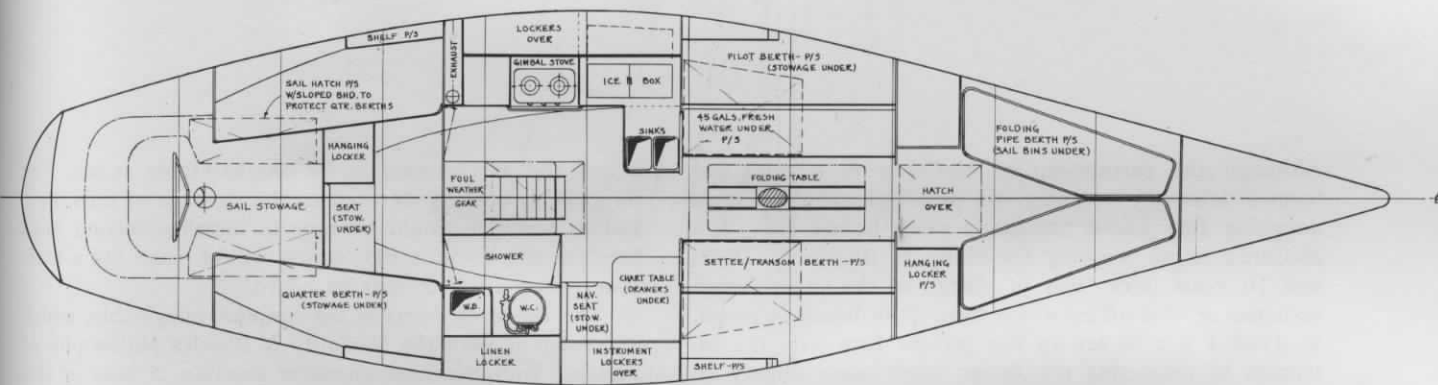
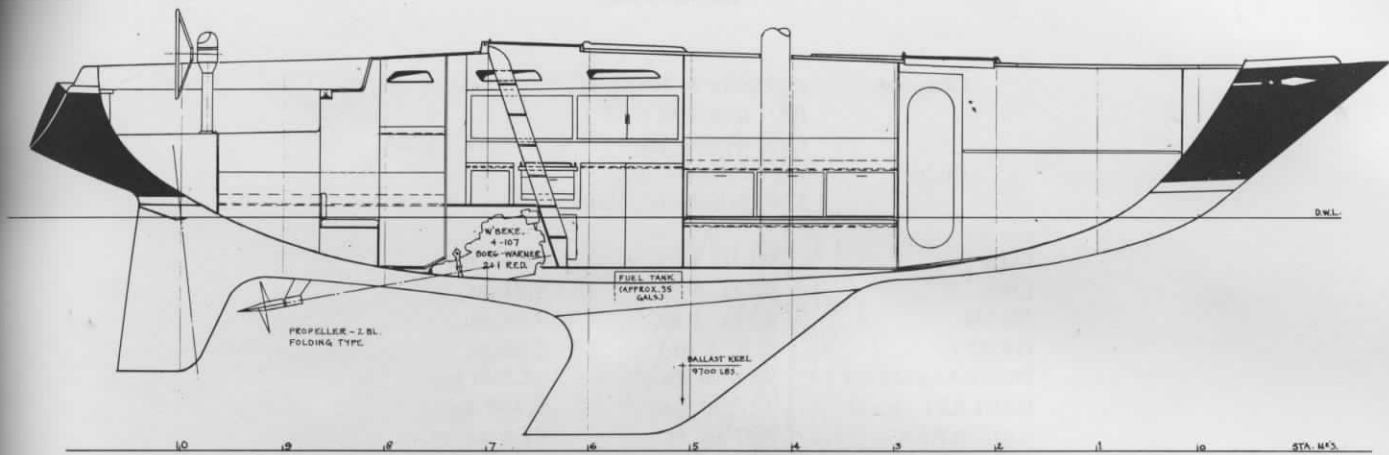
The Swan boats built by Nautor are designed by Sparkman & Stephens to the IOR, which accounts for their pinched bows, puffed-out midsections, deep fin keels, and tall, narrow rigs. In the right hands they win races—a modified Swan 48 won the Bermuda Race, for example. But though they are racing boats on the outside, they are cruising boats on the inside, with carefully planned and beautifully finished interiors. And, in fact, more Swan boats are used for cruising than for racing. I think it is a great pity that Nautor believes the racing provenance of their range is responsible for its success, because there are many yachtsmen who would like to have a Swan boat not compromised by the absurdities mandated by the IOR. Even so, it is not hard to make out a good case for a Swan boat for cruising, and one of the best illustrations of this is the Swan 41.

I happened to be in Pietarsaari when Olin and Rod Stephens were taking the first Swan 41 on her sailing

trials, and I must say she looked great as she went through her paces. The Messrs. Stephens seemed quite pleased with her when I spoke to them afterward. Nimble and elegant, surprisingly roomy, very well built and equipped, the Swan 41 is a fine vessel indeed. From the roller for the anchor rode at the bow to the gull-winged helmsman's seat at the stern, the basic boat is exceptionally complete, and such essential features as lightning protection are standard rather than "optional at extra cost."

The cabin house of the Swan 41 fairs smoothly into the forward deck to produce a clear, open space for sail handling. This blister configuration (for want of a better term) plus good freeboard yields an eight-berth interior virtually identical to that of her larger sister, the Swan 44. True, eight people would find the 41 cramped on a cruise, and one head is not enough for so many. However, with four on board this layout has advantages: the two guests can use the pilot berths in the main cabin at sea where they will be more comfortable and their weight will be in the right place, with the forward cabin then devoted to sail stowage, and in harbor they can enjoy the privacy of their own nest. It is a real feat to have both an aft cockpit and a real after cabin in a boat of this size, and the inconvenience of having the main companionway on top of the cabin house (which is the safest place for it at sea anyhow) is not a very high price to pay.





Although conceived as a racing boat, the Swan 41 makes a fine, fast cruiser as well.

