

NAUTOR's SWAN

The supreme sailing experience

Today, Swans are universally acknowledged to be the finest ocean-going production sailing yachts.

Yet the Swan legend was created in less than a decade. A remarkable achievement in the highly competitive world of yachting.

Own a Swan and you share part of that legend – a legend based upon reality. The reality of a unique standard of design and construction in harmony with performance, luxury, comfort and renowned seaworthiness under the most demanding conditions.

Sail a Swan and you experience a unique combination of the elegance and power created by superb engineering and the craftsman's skill. A pride reflected in a marriage of technology and tradition, and in Nautor's uncompromised dedication towards creating the ultimate statement of the yachtbuilder's art.

Nautor's Swan. The supreme sailing experience.



Sparkman and Stephens

In 1966 the Stephens brothers, Olin and Rod, internationally famous as heads of the New York design company Sparkman & Stephens designed the first-ever Swan line, the 36, one of which (Casse Tete II) went on to break all the records at Cowes Week. They are also responsible for the legendary Swan 65 line, whose distinguished ranks produced the yacht which won the first Whitbread Round the World Race in 1970. From their drawing board have come no less than 12 different Swan models – representing 800 of the first 1000 Swans built.

A tour of Nautor's workshop in Pietarsaari is an education for every yachtsman... especially for a prospective Swan owner.

To see the actual production of a Swan – from the laying up of the hull to the finishing of the teak deck, from the fresh scent of wood in the joinery works to the precise blinding glow of the welder's torch in the spar shop – is to understand, finally, what every Swan owner knows.

This is where Swan's

ruggedness and durability are created. This is where you will see the years of tradition carefully crafting the many parts and components which eventually become a beautiful Swan.

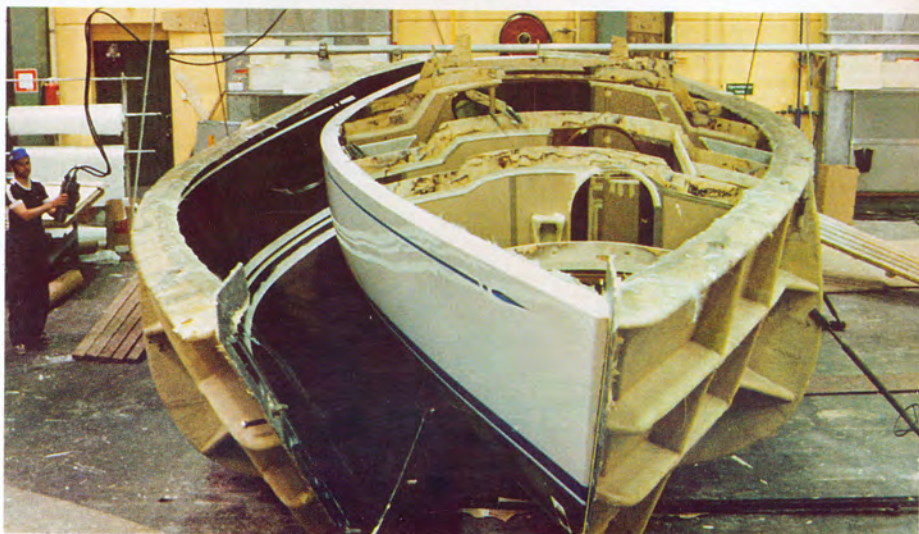
You see exactly how a Swan acquires her legendary quality : slowly, painstakingly, under the watchful eye of craftsmen who never compromise. Each component is tooled and fitted until perfect, no flaws are permissible!

Take your time. Look closely.

Nautor was one of the first production builders to use glass-reinforced polyester (GRP) for hull construction. Now, with the experience of more than 1250 Swans sailing, Nautor has refined the technique to produce an exceptionally rigid, yet lightweight hull which allows maximum utilisation of interior space. The hull is still laid up completely by hand. Strength and structural integrity are



1. Making the wooden plug from seasoned timber.
2. Sanding the plug by hand to a glass-like finish.
3. Laying one of the many coats of resin in the mould.
4. Lowering the interior sections into the hull whilst it is still in the mould.
5. As the mould is removed from the hull, notice the interior already installed.
6. The deck shop, where every teak plank is laid individually.
7. Fitting the running and standing rigging to a mast head in the spar shop.



NAUTOR



“Looking forward to seeing you at Pietarsaari”

well ... somehow better than all the others.

Enter the anodizing shop. Every piece of aluminium in a Swan is anodized.

Expensive? Yes, but nothing is left to chance. For Nautor designs a specific mast section for each Swan model, then has the sections extruded in Germany and delivered exclusively to Nautor.

Watch carefully as the deck gear is fitted. Turning blocks, tracks,

winches, the hatches, the flush-mounted prisms which give more light below – ingeniously – though they are almost unnoticed topsides.

Come below. Run your hand over the silky finish of the woodwork. Open the engine access and witness an engine installation at its unrivalled best. Sit in the navigator's seat, lift the cover of the chart locker. Open the electrical circuit panel, look behind it. Lift the cabin sole. Slide open drawers,

open lockers. Sit at the main saloon table – study the detail, the seagoing practicality and in-port elegance designed into every component.

Now ... step back for perspective.

NAUTOR'S SWAN

Come to Pietarsaari . . . see for yourself.



12.



13.



14.

8. *Preparing the laminate for precision cutting.*
9. *Numerous coats of special varnish are applied to the woodwork to give the unique satin finish.*
10. *Bulk heads being cut out in the joinery shop at Kronoby.*
11. *Deck fittings being fastened in the assembly plant at Pietarsaari.*
12. *Fitting the hatches to the deck.*
13. *Installation of electronic equipment.*
14. *A Swan's first outing – the test tank at Pietarsaari.*

absolute for a Swan.

In addition, Nautor makes all the required small GRP mouldings for interiors and exterior sub-assemblies – cockpit locker covers, refrigerator compartments, bulkhead components – assuring the same uniform materials and quality standards.

The main bulkheads and joinery are fitted while the hull is still in its mould, a bonding that creates exceptional strength and stiffness.

Water and fuel tanks, all of welded stainless steel, are precisely fitted, piped and tested under pressure.

Look at the mast step. A lightweight box girder beam on the keel to take all the stresses of a Swan's high-performance rig... in weather that would threaten a lesser boat.

At nearby Kronoby, the Swan's interior is crafted from the world's finest woods. Nautor is renown for

woodworking, for an interior design and finish which other builders have been trying to achieve since they saw the first Swan.

The teak deck is laid, drilled and fitted, removed so the sealing mastic may be applied directly to the deck *after* drilling, then relaid, screwed down and plugged. Then another application of sealing compound for the joints between the planks. Then sanding. Four weeks of work. Now you know why a Swan's deck is ...

