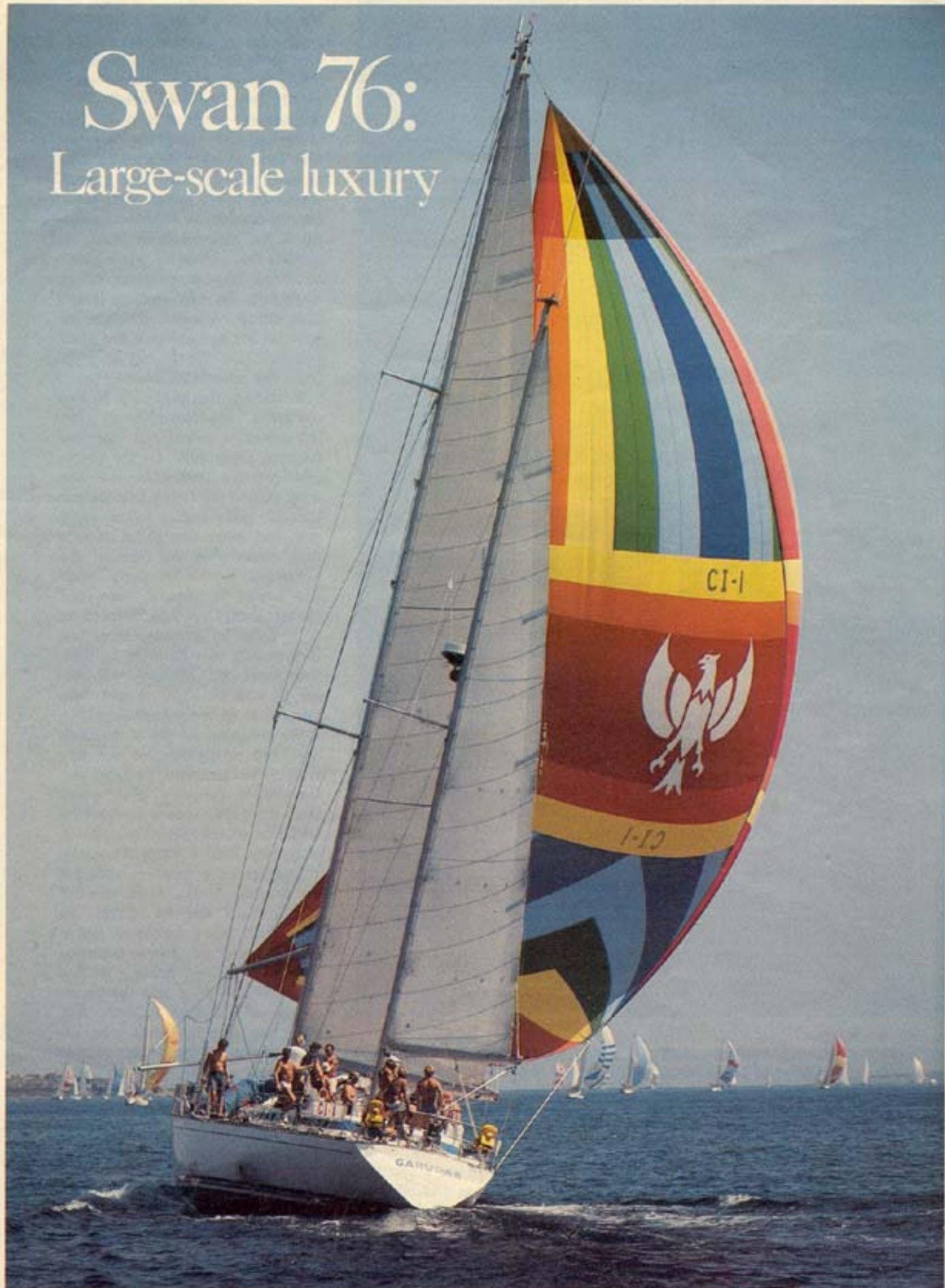


# Swan 76: Large-scale luxury





**“U**NO 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

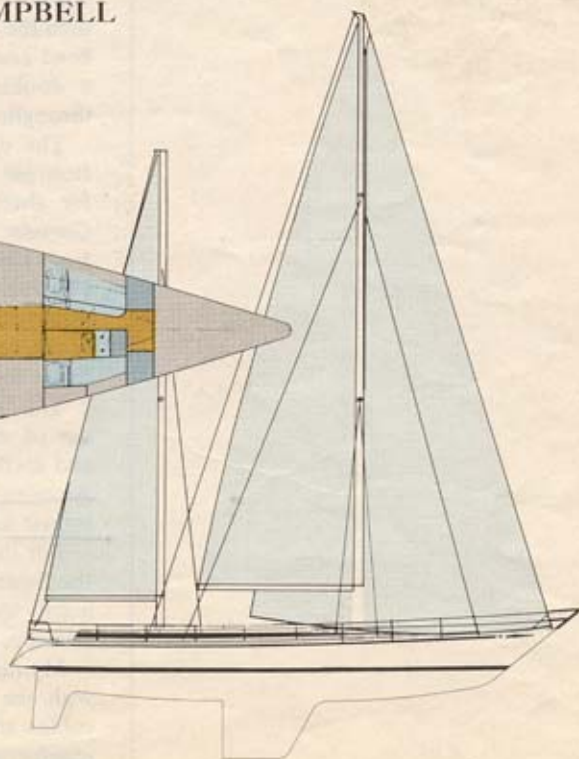
Nautor's new flagship was part of the 65-boat Swan Cup Race Week fleet on Sardinia's Costa Smeralda.

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.





"But for generally comfortable extensive cruising the Swan 76 certainly meets my concept of gentleman's yachting."

under ketch rig during her Sydney-Hobart Race record-setting visit to Australia in 1977, and the comparison with the ketch-rigged Swan 76 was particularly interesting.

*Kialoa* was brilliantly fast in all conditions, uncomfortable and wet, with few creature comforts and a super-efficient deck layout. Her skipper and crew were always straining for optimum performance. *Garuda* is sedate and comfortable to sail, fast enough to windward or off the wind in a fresh breeze, but very slow in light air. She is perfect for long-distance cruising or passage-making when power is used (at 10.5 knots) for the flat spots.

That is why yachtsmen like Franz Burda have invested their money in a Swan 76. Two others were delivered in 1980, and three are scheduled or this year. The price at the time of writing was \$1,750,000—for a proven design, a seaworthy hull built by one of the world's leading names, using computer-designed building methods, superbly finished, with spacious and luxurious accommodations.

To build a fiberglass yacht in such a large size presented some production problems, but Pekka Koshenkyla, the "father of the Swan," directed their solution. The hull is unidirectional fiberglass, strengthened at impact and stress areas with wood and aluminum.

The hull shape of the keel model is almost identical to the original *Kialoa*, with a deep forefoot and V'd forward sections running aft to the fin keel amidships. Aft of the keel the hull flattens a little with a large rudder hung on a sturdy skeg right aft.

The sheerline preserves *Kialoa's* pleasing flush-deck style, although the boat has a long, low cabin running from forward of the mainmast to well aft of the mizzenmast. There is a large center cockpit, with a working deck forward and an uncluttered sundeck.

On each side of the raised deck are two large rectangular portlights that, together with four clear hatches on top of the cabin, give excellent light to the main saloon and galley areas. There are also six smaller side windows opening to the after cabins.

The interior layout, starting at the bow, includes two crew cabins in the forepeak, then large sail bins, followed by a crew cabin and head opposite the galley and another head. Next there is the main saloon, then the companionway and two double cabins, each with a connecting head and a shower, then the owner's stateroom and head/shower with a double and a single bunk and dresser. There is 6'5" headroom throughout with 8'1" headroom in the main saloon.

The deck layout was designed by well-known racing skipper Paul Buttrose. It has three working zones—the center cockpit, the after deck for sheet winches, and the mainmast and foredeck. Sailing aboard *Garuda*, I found that being right aft one tends to feel rather remote from the foredeck. As one of the grinders quipped, "It's the only boat I've raced aboard where the crew are working flat out right aft and right forward, with a cocktail party going on in between." It is certainly the only boat I've sailed aboard where the skipper must use a loud-hailer to give orders for tacking and jibing.

The Swan 76, like all Nautor yachts, is a fine example of the skillful use of modern yacht design concepts, proven construction materials and methods, complemented by the latest developments of a design by America's foremost naval architects, S&S, and production by Europe's largest builder of production yachts, Nautor of Finland.

For the person planning a world championship offshore racing yacht, the Swan 76 is not realistic; but for the owner who enjoys sailing primarily as a relaxation with his friends and family, a balance racing and cruising, emphasizing the latter, the Swan 76 is the answer.

My main criticism concerns the location of the grinders right aft and with the complexity of the winches at the mainmast. The forward cabins are also said to be uninhabitable in a seaway. But for generally comfortable extended cruising the Swan 76 meets my concept of gentleman's yachting. □