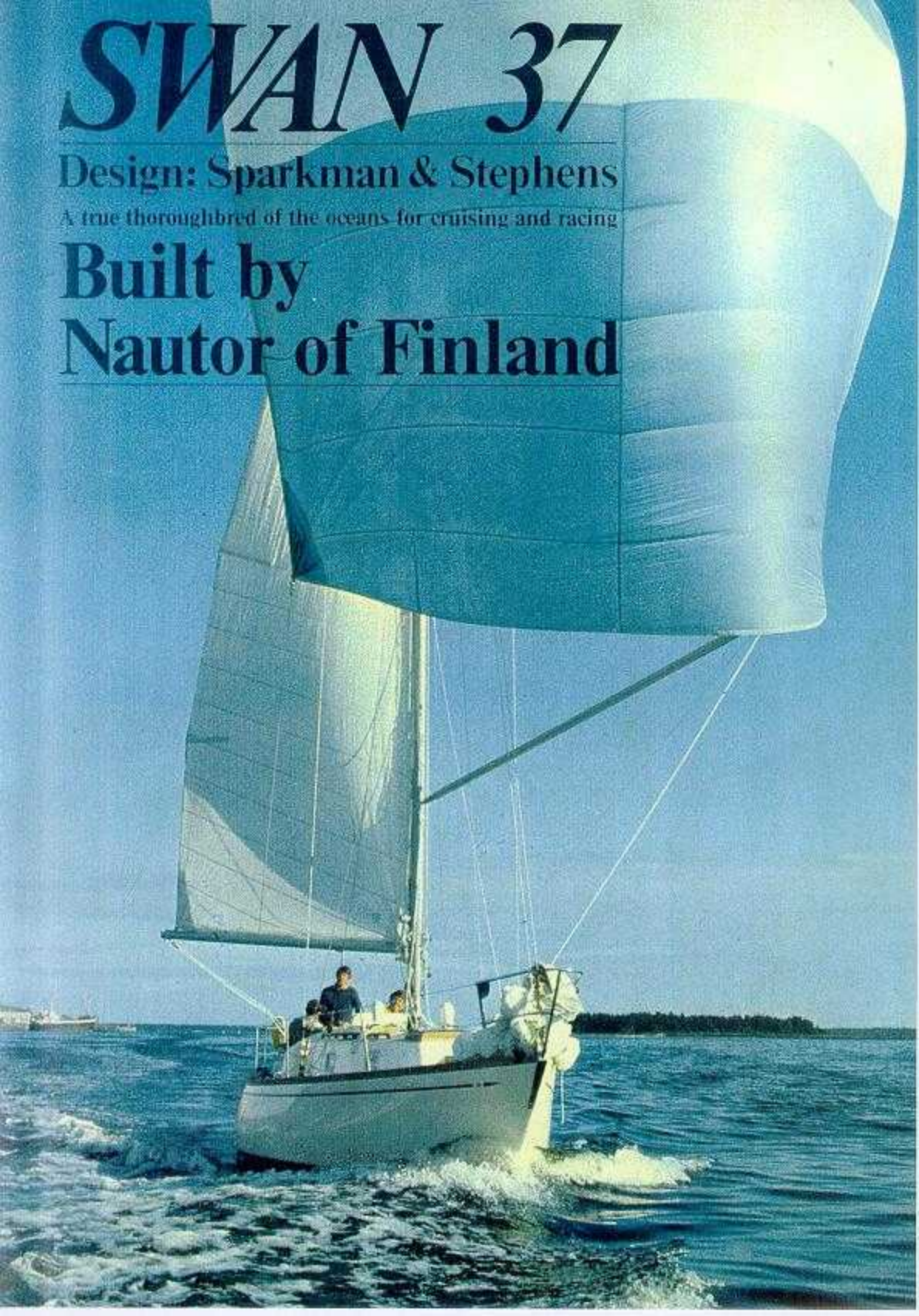


SWAN 37

Design: Sparkman & Stephens

A true thoroughbred of the oceans for cruising and racing

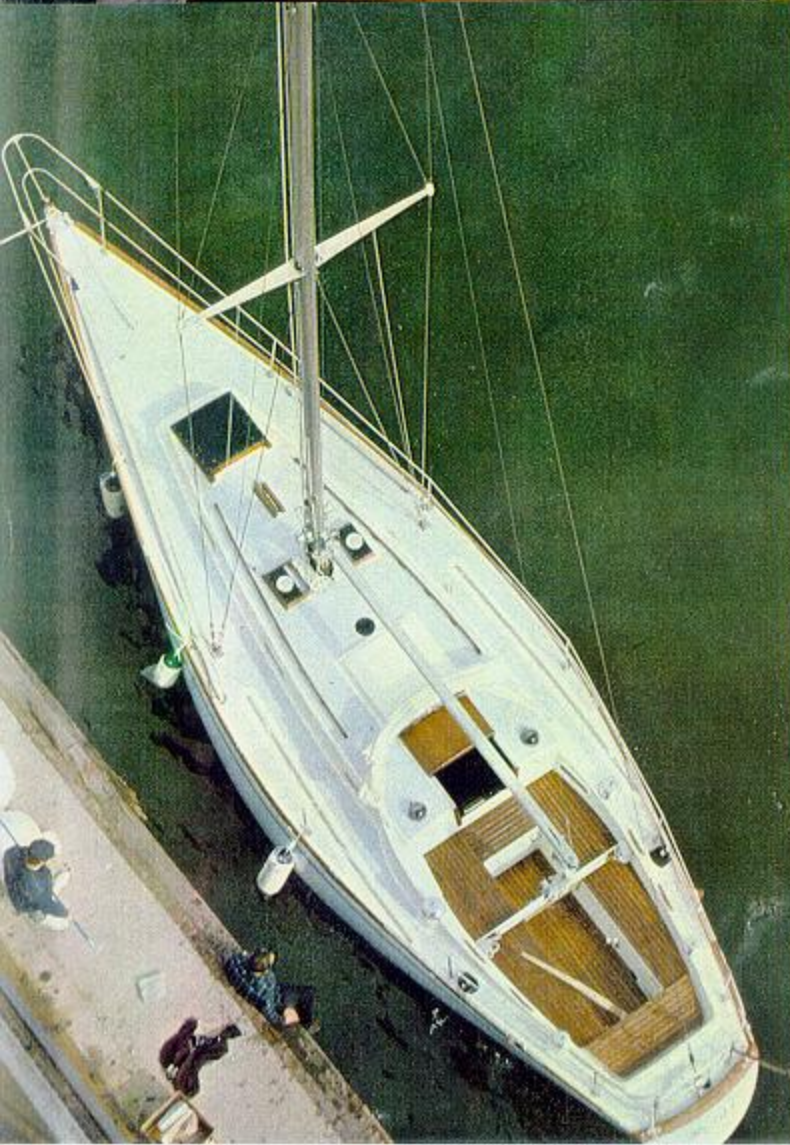
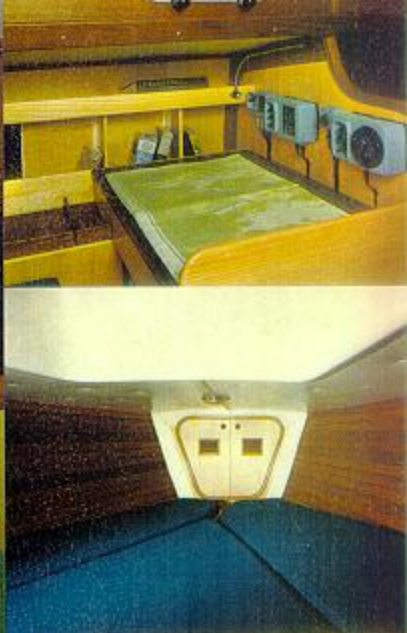
Built by
Nautor of Finland





Builder: Nautor
Pietarsaari, Finland
Telephone: Kolppi 188 Telex: 74727





THE BOAT FOR A DISCERNING YACHTSMAN

This unique One Ton Cup yacht represents at present the best in the world as to craftsmanship in design and execution. The uncompromising quality, apparent even in the smallest detail, reflects the discriminating taste and character of the owner of this luxurious little ship — of the man who is willing to part with a little more money to get a lot more extra value for his investment, be it for pleasure cruising and entertaining, or championship racing.

The yacht is the fulfillment of the creative talents of Olin Stephens, designer of many of the world's leading yachts for four decades. She takes her physical form in Finland, in the hands of the expert artisans of Nautor, unusually skilled in moulding fiberglass and joining rare wood. The result is a luxury yacht best described by the words "semi-custom built".

The high performance hull and rig of the Swan 37 reflect its readiness for eager, spirited competition. She is indeed a serious challenger in any competition. But she also proves true the old saying that good racing boats make good cruising boats. Easily handled with even a very short crew, this yacht is sheer delight on leisurely and long off-shore passages. She has spacious, comfortable quarters and plenty of storage room. Her amazing compliment of standard gear is sufficient in most cases, but if you do want any additional equipment, it will be installed by the builders on request.

All in all, the Swan 37 is a yacht well worth your closer study.

THE HULL

Reinforced fiberglass to Lloyds specification. Each hull has Lloyds Hull Moulding Certificate. Choice of colors. Teak laid decks available at extra cost.

HARDWARE

Above decks of stainless steel, light alloy (anodised) and bronze (chromed). Below, hardware is bronze (chromed) and stainless.

MAIN SALOON

Two polyurethane foam 4" thick pull-out settee-berths, two upper berths. Cave lockers under upper berths. Full standing headroom throughout. Dropleaf dining table. Custom interior woodwork appointments of rare Koto veneer, teak trimmed, or teak throughout.

FORE CABIN

Two lift-up berths with sail stowage under. Roomy forepeak stowage for anchor, chain etc.

NAVIGATOR'S AREA

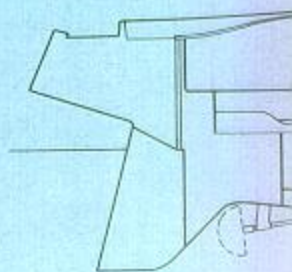
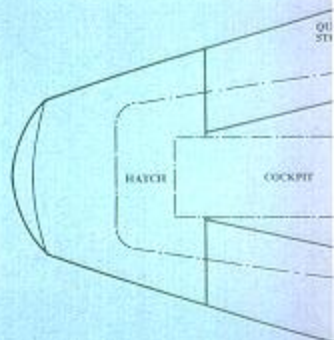
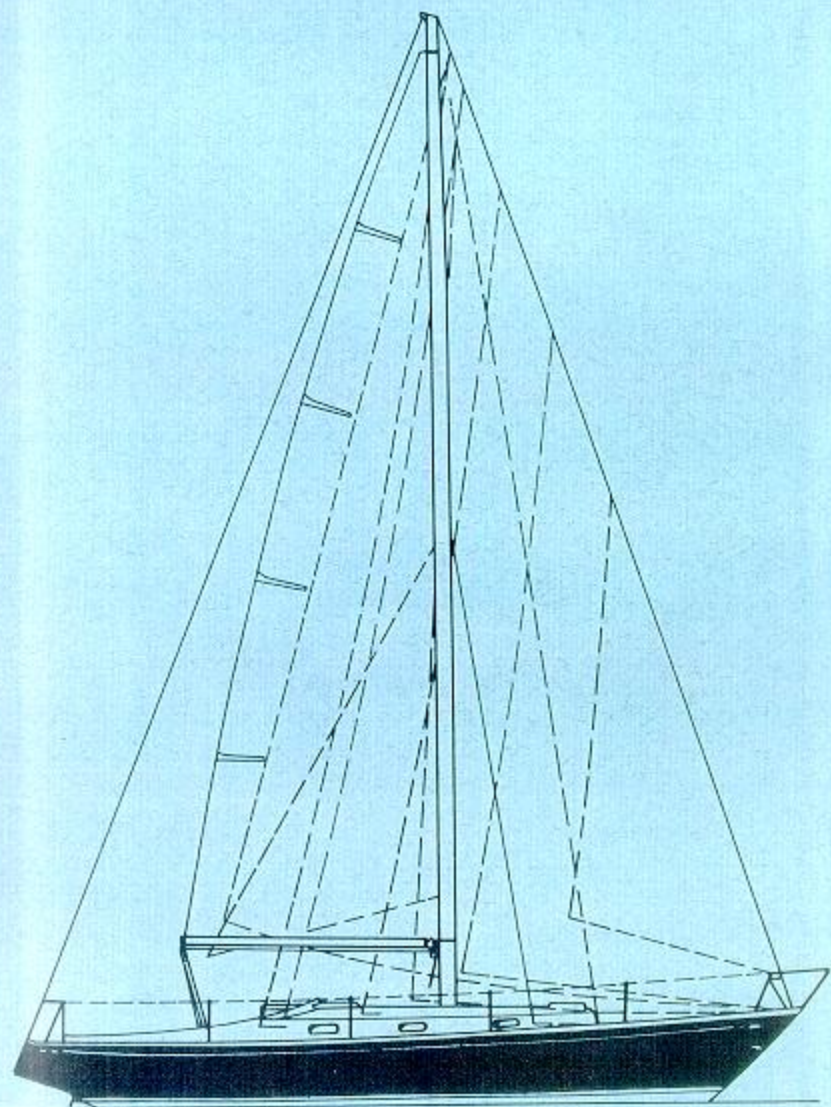
Full-sized chart table, forward facing with seat, and ample chart and instrument stowage in drawers and lockers.

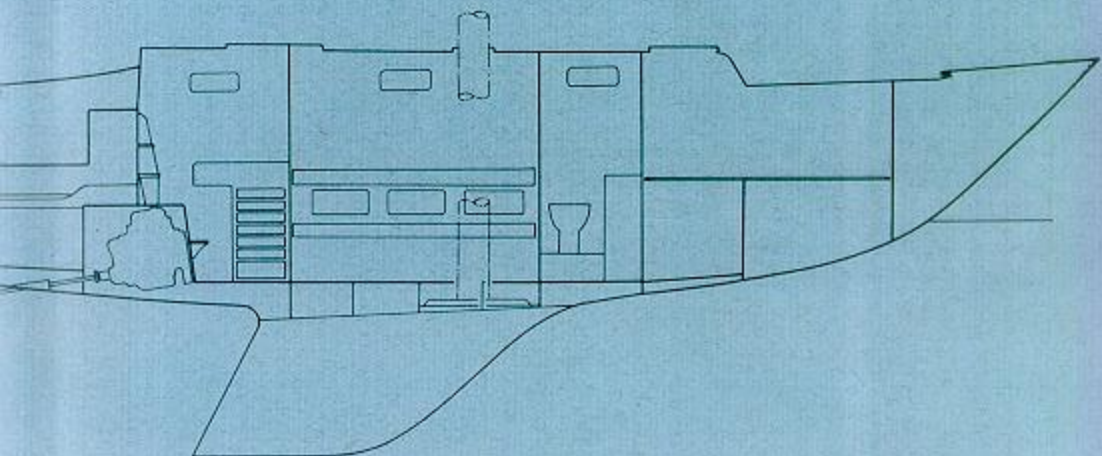
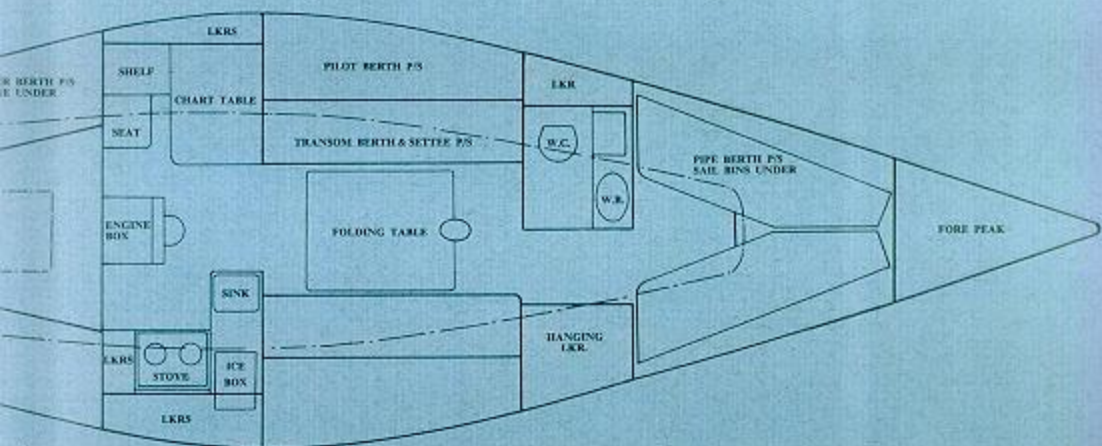
GALLEY

Starboard. Stainless steel sink with foot pumps for fresh and salt water. Ice box, stove, formica working surface with cupboards below and outboard.

TOILET

Port. Washbasin, toilet, shower and soiled linen stowage with cupboards outboard. Full-length hanging locker starboard.





**COMMODIOUS LAYOUT ALLOWS
COMFORTABLE CRUISING, AS WELL AS
FUNCTIONAL UTILITY WHILE RACING**

**L.O.A. - 36 ft. 6 1/4 in. (11,18 m)
L.W.L. - 27 ft. 4 in. (8,33 m)
BEAM - 10 ft. 9 1/4 in. (3,30 m)
DRAFT - 6 ft. 1 1/2 in. (1,88 m)
DISPLACEMENT - 13.930 lbs. (6,3 t)
LEAD BALLAST - 7.300 lbs. (3,3 t)
SAIL AREA - 598 sq. ft. (55,5 sq.m.)**

QUARTER BERTHS

Port and starboard with cave lockers. Oilskin stowage behind the engine.

ENGINE

Powerful Volvo Penta MD2 marine diesel developing 15,5 hp at 2,300 rpm. Fitted with a 1.87 to 1 reduction gear with reverse. Two wire 12 volt starting system with starter/generator for battery charging. Folding propeller. Water jacketed exhaust system discharging through counter. Engine controls in cockpit. 15-gallon (70-liter) fuel tank under cockpit with filler in sole. Contents gauge. Copper fuel line complete with shut-off cock and strainer.

LIGHTING

Ample accommodation lights including berth-lights, and all relevant navigation lights. A switchboard with circuit breakers is situated by the navigator's table.

FRESH WATER TANKS

Nylon fresh water tanks, capacity 50 gallons (180 liters), situated under berths either side of saloon. Filler on deck.

SPARS

Mast, boom and spinnaker pole of anodised aluminium alloy. All fittings are stainless steel. All necessary spinnaker handling gear. Roller reef and worm driven clew outhaul.

STANDING RIGGING

Stainless steel wire rigging with Lewmar turnbuckles.

RUNNING RIGGING

All halyards are galvanised steel wire rope with terylene tails excepting main halyard. All sheets Dacron Yacht Braid.

WINCHES

Barlow. Three halyard winches. One mainsheet winch. Two spinnaker sheet winches. Two genoa sheet winches. Two plain handles. One lock-in handle.

STEERING

Rudder of fiberglass with manganese bronze heel fittings, stainless steel gudgeons and pintles with Teflon bushings. Tiller steering standard, wheel steering optional.

BALLAST

Lead casting of approx. 7,300 lbs. (3,3 tons). Keel bolts are stainless steel.

LIFERAIL

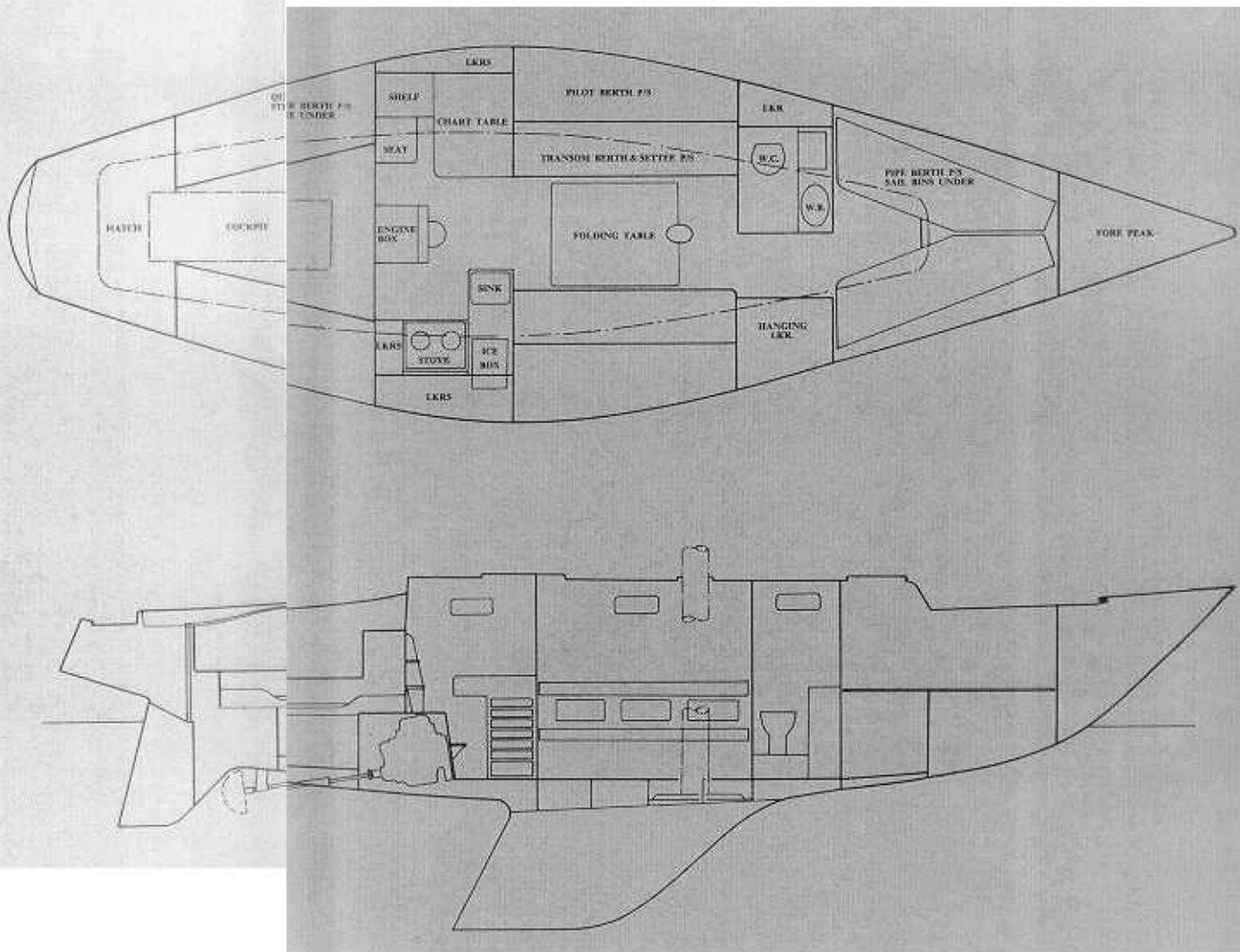
Double life-lines installed with stainless steel staunchions, pulpit and pushpit, rigged in accordance with IOR rules.

BILGE PUMPS

Two bilge pumps, one in cockpit, one below decks.

GENERAL

One flag pole for ensign with flush type socket at stern. Hatches, bureaux, seats, dressers etc. have rounded corners of small radii. Cabin sole is laid teak. Ventilators. In the stern stowage compartment one gas container, adaptor and regulator with flexible connection to stove. To ensure complete safety, this container is placed in a tight fiberglass box, with bottom and top drainage.



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