

Designer's Comments

In hull form and general character, the Swan 65 clearly typifies a successful development under the IOR. She has proven to be an excellent cruising boat and it appears that the success of the class is based on the preference of the cruising owner rather than the racing owner.

Although the very happy result of the Round the World Race is convincing evidence that the boat is not slow, two major factors in *Sayula's* Round the World win were her strength and her controlability.

The major thrust of our design effort was to use the already successful *Dora* as a starting point for a slightly larger design and to modify that design in terms of displacement and structure so as to adopt it to fiberglass construction in such a way as to provide an extremely strong hull. Clearly these objectives were met and if the racing success of the 65 has been less than that of *Dora*, I think it is largely because of the conservative rig which is better adapted to cruising than to racing. Most of the 65's carry the standard ketch rig. The several that have been built with a single masted rig have not been engaged in very much competition.

Her interior seems both practical and attractive. She has good headroom throughout and the owner's stateroom is generously roomy, the two guest staterooms are also roomy, and the forepeak can be used by one or two paid hands or guests. The location of the galley aft and the chart table adjacent to the companionway seems to have worked out well. Cockpit space is generous and the deck over all is both comfortable and practical. The Volvo auxiliary, an MD-32, provides excellent performance under power.

While there may be some feeling that the divided keel and skeg arrangement is undesirable for cruising, I personally do not accept this criticism, feeling rather that when the skeg and rudder are of adequate size and the other characteristics of the boat are in balance, one can get excellent control with a relatively short keel. In turn, the short keel which minimizes wetted surface permits good performance in light as well as heavy weather with a small rig, which is ideal from the cruising man's point of view. This seems to me the right way to design a modern auxiliary, whether intended primarily for cruising or for racing.