

NAUTOR's SWAN



Celebrating
the 1000th Swan



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Swan 51 "Scoundrel". The 51 is based on designer German Frers' purpose-built racing yachts "Blizzard" and "Acadia".

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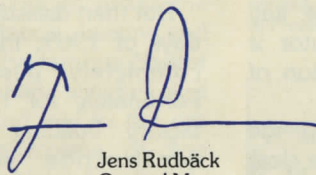


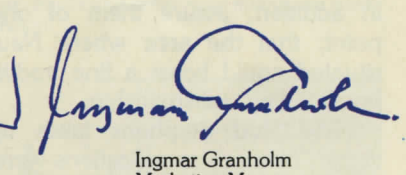
For Nautor, December 1981 was one of the most important months in the history of our company. For in December, we celebrated the completion of the *one thousandth* Swan yacht to be built at our Pietarsaari yard since production began there 15 years ago.

To mark this important occasion, we have prepared this special souvenir magazine featuring the story of the Nautor Swan — the award-winning designs, the skilled craftsmanship and the string of racing successes that have together made the Swan the world's foremost cruiser/racer yacht.

While owning a Swan yacht may as yet be an unfulfilled dream for many, we hope that our magazine's brief look at the many facets of designing and building a Swan, and of the unique Swan sailing experience, will justify and support that ambition.

We also hope that yachtsmen everywhere who are committed to the pursuit of excellence will find in it something of interest or enjoyment.


Jens Rudbäck
General Manager


Ingmar Granholm
Marketing Manager

THE NAUTOR STORY

15 years ago, in the small Finnish town of Pietarsaari on the shores of the Gulf of Bothnia, local sailing enthusiast Pekka Koskenkylä set out on what was, for him, a completely new venture: the opening of his own boat-building yard.

Working in the cramped conditions of a converted tannery and employing just two local craftsmen, Koskenkylä went on to lay the foundations of what would become one of the most renowned names in the international yachting world — Nautor.

From the very beginning, Koskenkylä had his sights firmly set on the international yachting market, a highly competitive field dominated by a small band of international boatbuilders and designers. So he turned to one of the most celebrated design teams of all — the famous brothers Olin and Rod Stephens in New York.

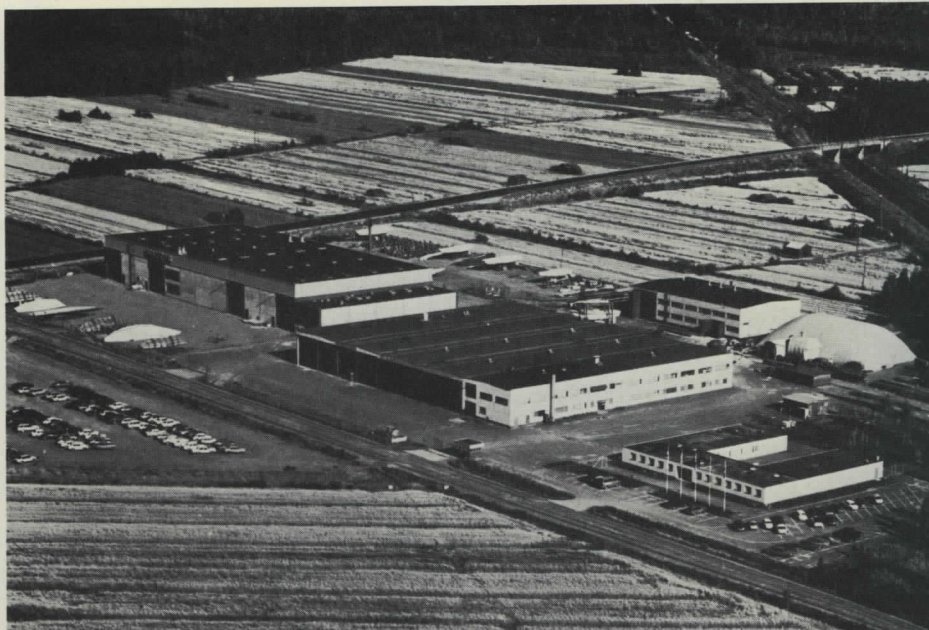
Enthusiasm

The idea he put to them was a unique one: that of using glass-fibre reinforced plastic, a new material then making its industrial breakthrough, as the basis for the serial production of large offshore sailing yachts, the first of which was to be 36ft in overall length. Koskenkylä could, in addition, assure them of one key point: that the area where Nautor is situated could boast a fine tradition of boatbuilding craftsmanship.

Here Rod Stephens takes up the story: "Nautor's specifications were clear and to the point, to build a top quality product that would be strong and seaworthy. This, together with their enthusiasm for the project and their desire to draw from our experience, made me confident of a long and successful association".

To Koskenkylä's delight, the first yacht, the Swan 36, enjoyed considerable success,

In 1967, Nautor was able to start production in a new and more spacious factory quite near where the main factory is situated today. This was followed in



Nautor's Pietarsaari plant, giving a good view of (from left) the laminating hall, assembly shop and head office building.



Founder Pekka Koskenkylä (left) and Jens Rudbäck, General Manager of Nautor from 1973.

1969 by the opening of a joinery shop at Kronoby, some 18km from the main factory, and of a local workshop for building the wooden moulds. In Finland, the scattered locations of the various stages of the boatbuilding operation in areas where local craftsmen live is traditional and works well. The same year, Nautor launched its second Swan model, the 43.

Disaster and success

But then disaster struck: in the closing days of 1969, the Nautor factory was completely destroyed by a fire. Fortunately for the company, a new factory building was already under construction when the accident happened and within 3 months Nautor was able to restart production at its present location in Kållby, Pedersöre. However, the fire caused great financial difficulties which were only overcome by the sale of 51% of the shares to Oy Wilh. Schauman Ab, a major Finnish wood processing company. A year later, Nautor became the yacht division of the Schauman Group.

Between 1970 and 1974, the company underwent a period of technical and financial consolidation. Two new Swans went into production in

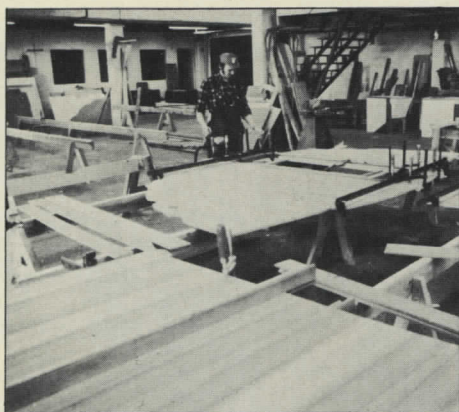
1970, the 37 and 40, and in 1972 a new product profile, the famous Swan deck, was born in the shape of the Swan 48. This was also a time of increasing success for the Swan. The new Swan 44, on show for the first time at the London International Boat Show in January 1973, was awarded the title "Boat of the Show". The following year, Nautor achieved a singular success when a new Swan 65, "Sayula II", won the first Whitbread Round the World Race.

Consolidation

A year earlier, Jens Rudbäck had been appointed Nautor's new General Manager. An engineer by training, he had worked as Nautor's Technical Manager since 1970. Now he was to encounter a very difficult period in Nautor's history.

For about this time, the severe recession caused by the oil crisis led to a decline in demand for Swan yachts. Under considerable financial pressure, Nautor nonetheless went on to make a major financial investment in its future with the building of a new anodizing plant finished in 1974 and of the huge 4,600 square meter laminating hall opened in 1975.

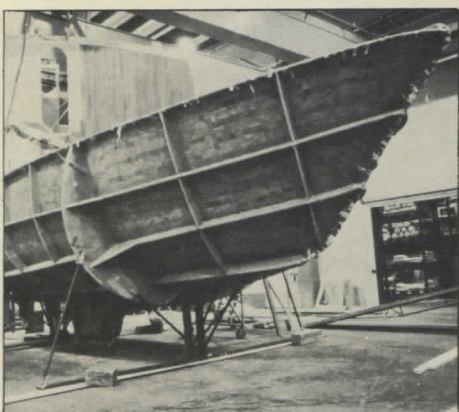
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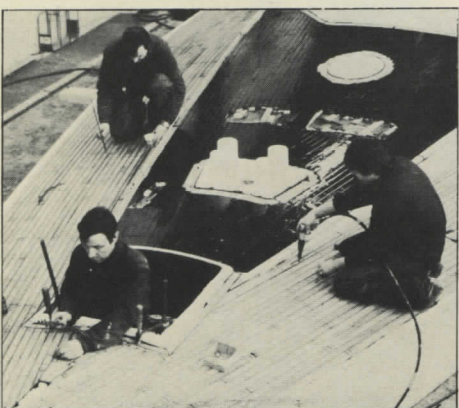
A fine local wood-working and boatbuilding tradition guarantees top quality interiors from Nautor's Kronoby joinery factory.



Hand laying of the GRP hull moulding to ensure a perfect finish. At this stage, the mould is still split into its two halves.



Installing a section of the interior by crane. The prefabricated interior is installed into the hull while it is still in the mould.



A central feature of the Swan range is its famous teak deck. Here, one is seen being fitted to the GRP deck.

THE BUILDING OF A SWAN

The building of a Swan is a journey into a remarkable world of modern manufacturing methods, splendid industrial organisation and craftsmanship of an outstanding quality.

Surprisingly, the Swan starts life not, as one might expect, as a hull, but as an interior. At Nautor's Kronoby joinery factory, a 60-strong workforce with a lifetime of woodworking experience assembles the strikingly beautiful teak interior that will grace each Swan, finished right down to details like fitted drawers and the last-but-one coat of varnish.

Thence the complete unit is taken by road — which in the case of the larger Swans like the maxi 76, is quite an event — to the main factory at Kållby.

There, work on the glass-reinforced plastic fibre (grp for short) hull is already well advanced, the hull moulding being split into its two halves to enable the time-consuming and skilled job of laminating the hull to take place, done by hand to ensure a perfect finish. The prefabricated interior is installed in the hull while still in the mould, resulting in an excellent fit and additional strength.

Now the embryonic Swan enters the assembly hall — a vast workshop accommodating six assembly lines and up to 24 yachts at any one time. Here, amid a hive of activity, she will be finished in minute detail.

Every yacht there has her own special team of carpenters, while additional teams of specialists work to install the electronics, instrumentation, heating and plumbing. On deck, the famous Nautor teak deck, complete with winches and deck parts, is fitted and laid to the grp deck mould. A masterpiece of fine workmanship, it is also highly functional.

Then the final stages — the deck hatches and frames and, last of all, the mast, spreaders, tracks and other fittings. The mast and spars are manufactured by Nautor, who also assemble 80 or 90 standing and running rigs per year.

The result is one of the most beautiful yachts in the world — a masterpiece of modern materials and ultra-modern design and production, graced by elegant lines, a fabulous teak deck, a luxury interior and hand-crafted manufacture and finish throughout.



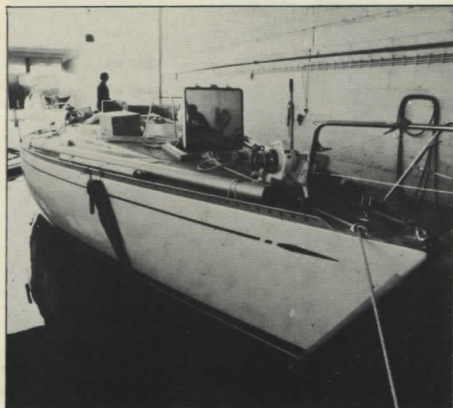
Craftsmen at work in the assembly shop. This voluminous hall accommodates six production lines and up to 24 Swan yachts.



Adding the finishing touches to the navigation station. Today's Swans are invariably specified complete with full instrumentation.



Mast assembly in Nautor's spar shop. The mast, spreaders, tracks and other mast fittings are made at Pietarsaari.



The final stage: a Swan in Nautor's test tank. Here the heating, engine and other details will be checked prior to test-rigging.

Celebrating the 1000th SWAN

To successfully build and sell even a limited number of production yachts to the Swan's standard of excellence is in itself no mean achievement. If, back in 1967, one had forecast the completion of as many as 500 Swans in little over a decade, the reaction of Nautor's founder would almost certainly have been one of astonishment.

But in mid-1981, Nautor started work on the hull moulding of what would be a very distinguished Swan — in fact, no less than the 1,000th to be built since production began, a considerable feat of which Nautor has every reason to be proud.

The 1000th Swan itself, "Formosa", is a Swan 51, the twelfth of this model to be built to date. Based on designer German Frers' highly successful racing yachts "Blizzard" and "Acadia", the 51 was the first fruit of Frers' working relationship with Nautor and the first of the new models to be designed by him to broaden the Swan range and specifically to fill the gap between the Swan 47 and 65.

The "Formosa" hull entered Nautor's enormous assembly hall in July, 1981, and for four months took shape under Nautor's famed craftsmen.

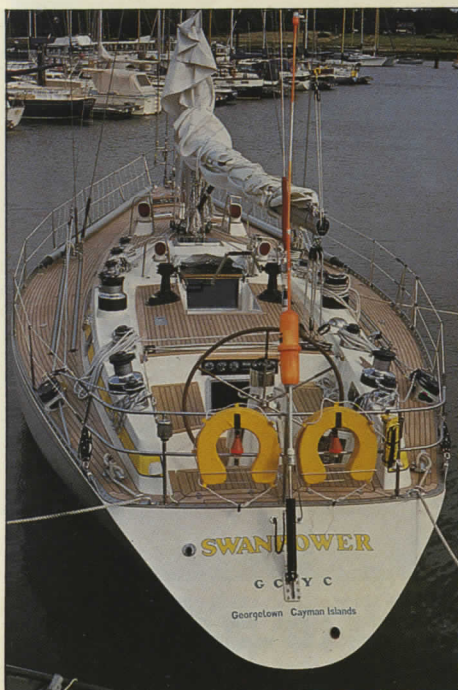
Finally, at the end of November, after tank tests, "Formosa" was exhibited to

the representatives of the local and yachting press assembled at Pietarsaari for the occasion.

The opening days of 1982 found "Formosa" proudly displayed as the centrepiece of Nautor's London International Boat Show stand, having been shipped from the Finnish port of Turku to Felixstowe in England in December, and thence by road to the Show.

Purchased by London businessman Mr. Bryan Savage, previously the owner of a Swan 44, "Formosa" is to be commissioned in the Spring and berthed near the Solent.

(continued on page 19)





(Above) The 1000th Swan and some of the Nautor craftsmen who built her.

(Inset) Present at the 1000th Swan presentation at the London Boat Show: His Excellency Dr. Richard Tötterman, the Finnish Ambassador (right), with owner Bryan Savage and General Manager Jens Rudbäck.

(Far left) Moored for the photographer, "Swanpower" shows the 51's highly functional deck layout.

(Centre) The teak-finished Swan 51 interior, looking forward. The saloon seats 9 comfortably.

(Left) The 51's navigatorium, showing typical instrumentation and equipment.



MANAGING FOR SUCCESS



In just 15 years, Nautor has grown from a tiny, 3-man boatyard into one of the most renowned names in the yachting world. Today, the company manufactures the foremost cruiser/racer yacht in its class, employs over 400 people and is active in more than 20 countries worldwide.

Central to that success is the company's management philosophy and the managers through which it has evolved.

Led by General Manager Jens Rudbäck, the management team is a highly professional and experienced group with, on average, ten years service with the company. That it has its sights firmly set on the future is testified to by the fact that over 90% of Nautor's current business stems from products introduced within the last four years.

Nautor's management philosophy, based on combining the talents of the world's leading designers with the highest standards of craftsmanship and quality, places a major and unique emphasis on the type of pioneering development that has made the Swan range supreme in its field.

Nautor's senior managers, from left to right, are:

Carl-Magnus Wind, B.Sc. (Econ), the Personnel Manager, graduated from the Swedish School of Economics before joining Nautor in 1974. The Production Manager is **Rolf Enlund**, whose responsibilities additionally include the laminating, assembly and metalworking stages, the product development workshop and the planning and purchasing departments. General Manager **Jens Rudbäck** M.Sc. joined the company as Technical Manager in 1970. A qualified engineer, he graduated from technical university in 1956. He was appointed General Manager eight years ago. **Rurik Riska** started with Nautor as the supervisor of the Kållby yard. Since 1971, he has been the Manager of the company's joinery shop at Kronoby. **Olle Emmes**, a B.Sc. (Econ) from the Helsingfors-based Swedish School of Economics, is Nautor's Finance Manager. His previous experience includes banking and lecturing at a commercial college. **Ingmar Granholm**, a qualified naval architect with three years in the shipbuilding industry, joined Nautor in 1969 and was responsible for, among other tasks, the drawing office, product development and sales management. He was appointed Marketing Manager in 1978.

Sales and Marketing



Two of the faces that the visitor to Pietarsaari will almost certainly meet are those of Ola Hallman and Ole Sundkvist.

Ola Hallman, the Assistant Marketing Manager, (left) is responsible for sales of several yachts in the range and also for supervising Nautor's participation in the international series of major boatshows. A mechanical engineering graduate of Helsinki Technical College, he spent six years as an engineer with a major Finnish shipbuilding company.



Ole Sundkvist has been with Nautor since 1970 and has worked in personnel, accounts and budget control, and on a number of special projects, before being appointed Sales Administration Coordinator. In this role, he supervises the many aspects of internal sales administration.

Both work closely with Swan customers to ensure that the yachts are specified to meet exactly their owners' requirements.

NAUTOR SALES WORLDWIDE

Nautor is active in over 20 countries throughout western Europe and North America, working through an extensive international network of sales offices.

If you're a Swan enthusiast or are interested in learning more about the Swan range, you should be talking to your national, or in the case of North America, regional Nautor office.

Without exception, each member of Nautor's salesforce has considerable experience in the yachting world, a detailed knowledge of every aspect of Swan ownership, including finance and brokerage, and is invariably a knowledgeable yachtsman and sailing enthusiast.

Their addresses, and those of the many regional and national sub-offices with whom they work, are listed in full on the back cover.

1. Michael Hurrell

Michael Hurrell, in charge of sales in France, Greece, Italy and Monaco, is the longest-serving member of Nautor, his company having become the UK sales office in 1966. Formerly an R.A.F. officer, he and his partner, the late Dave Johnson, contributed to the Swan's racing success with their early series of 'Casse Tête' Swans. Michael was a member of the British Admiral's Cup team in 1969.

2. David Pagrotsky

Based in Gothenburg, Sweden, where he was also born, David Pagrotsky is in charge of sales in Norway and western Sweden. A lifelong yachtsman, he is very active as a yacht broker and has built up a good reputation for the service department which he runs and which specialises in Swans.

3. Jim Hartvig Andersen

Responsible for sales in Denmark, he is a qualified naval architect and has worked with designers Sparkman and Stephens and as the chief designer of large offshore racing yachts for an American company. A passionate sailor, he has campaigned in numerous races including the Admiral's Cup.

4. John Irving and Pat Lilley

John Irving on right in photograph and Pat Lilley were closely involved in sailing and selling Swans for some 14 years before their company, Port Hamble-based Irving and Lilley, became Nautor's UK sales office in 1981. Between them they have over 30 years experience in the industry and have represented Great Britain in 13 international yacht races.



5. Sten Rasmussen

One of the most experienced members of Nautor's sales force, Sten Rasmussen has been in the industry for 25 years. A boatbuilder by profession, he was closely associated with building Sparkman & Stephens-designed yachts in Europe. Based in Switzerland, he is in charge of sales in Germany and Switzerland and, helped by Herman Brinks and Franz Eisl respectively, in the Benelux countries and Austria.

6. Morgan Jensen

Swedish-born Morgan Jensen is responsible for running Nautor's sales office for Spain and Portugal. Morgan is based in the Club de Mar in Palma de Mallorca, where he also runs Nautor's Swan service centre in the Mediterranean. He has represented Nautor since 1979.

7. Paul Buttrose

Born in Australia, Paul Buttrose moved to the USA where he worked as a professional skipper on racing boats and for a marine hardware company before being appointed to handle Nautor sales in the eastern United States in 1980. Nautor East is based at Newport, Rhode Island and Fort Lauderdale, Florida.

8. Bengt Wallberg

Working from Stockholm, Bengt Wallberg runs Nautor's sales office for eastern Sweden. A graduate of the Swedish School of Economics, he was formerly Chairman of Lewmar Marin AB. Bengt has so far won eight major northern European and Scandinavian races, including the demanding Round Gotland Race. He has worked with Nautor since 1977.

9. Herman Brinks

One of the more recent recruits to the Nautor sales team is Herman Brinks, responsible, under Sten Rasmussen, for Nautor sales in Holland and Belgium. A keen yachtsman, Herman's sailing experience includes two Atlantic crossings, one of which was single-handed. He entered the industry in 1976, importing and distributing windvane self-steering systems, which he now markets worldwide.

10. Henry Helliesen

Heading the team of sailboat brokers at Nautor Northwest in Seattle, Henry Helliesen works closely with Bates McKee and Bob Mooney and sub-agents Speciality Yachts in British Columbia. Nautor Northwest, the senior Nautor sales office in North America, came into existence in 1976.

11. Colin Wilson

Colin Wilson of Nautor Canada East has a long association with yacht construction and design. A native of Toronto, and a yacht insurance broker by profession, he has campaigned in, among others, the Sydney-Hobart race, Fastnet, SORC and several transatlantic races.

12. Bob Arthur and Bill Allen

With his partner Bill Allen, Bob Arthur (photograph) is responsible for Nautor sales in western USA. While with the U.S. Foreign Service, he sailed and raced Swans in the Mediterranean and has since competed in various Mexican and West Coast races. Bill Allen has raced all over the world during his 50 years of sailing, including SORC and most other major international races.



AMBROSE GREENWAY

The unique Nautor Swan

For yachtsmen everywhere, the name of Nautor's Swan is synonymous with the finest in ocean-going yachts, a unique combination of superb performance, beauty, speed and luxury — and, of course, inimitable quality.

Unique is always a difficult word to justify, yet Nautor's Swan is unarguably just that. All the hallmarks of a purpose-built, hand-crafted yacht, yet built on a production line. Designed by the cream of international yachting designers, as often as not based on one of their successful one-off racing yachts and winner of some of the top events on the international racing circuit, yet complete with a lavish, teak-finished interior and all the comforts of a cruising yacht. Available in an extensive range of models from 37' to 76', yet each having the same

immaculate finish and top sailing performance.

To sail a Swan yacht is to enter a prestigious world, and one where you will invariably be the centre of attention each time you sail into a marina. There is no other yacht builder who produces one thousand yachts of the Swan's magnificence. There is no other yacht builder who then calls their owners together in the sumptuous surroundings of Porto Cervo in the Mediterranean for an event on the scale of the Swan World Cup. Again unique Nautor . . . unique Swan.

Nautor's talent lies in all that and more. Look around when you step on board a Swan: everything is of the finest quality, impeccably finished to the highest standards of craftsmanship. More than that, it is also thoroughly functional. Note the expansive deck; where everything is laid out simply and precisely within easy reach, the steering cockpit is spacious and practical and the layout of the running rigging, halyard jammers and winches facilitates ease of operation.

Go below, and you step into a world of smooth teak bulkheads with beautifully finished crafted framings and rounded corners, wood that has been given innumerable coats of varnish and rubbed down by hand to obtain the unique satin



finish characteristic of the Swan, and striking decor and furnishings. The interior is lavish, spacious and carefully thought out, right down to the last detail. The saloon is designed with the comfort of the crew in mind, though its discreet elegance is equally at home for cocktails and candle-light dinners. The navigator's every need has been catered for, the cook has a roomy, well equipped galley, the owner a private cabin aft and everyone the benefit of unusually comfortable berths.

Set sail, and you'll soon understand why sailing a Swan is such a unique experience. Beauty and speed, combined with excellent performance, responsive handling and good stability put the Swan in a class of its own. Reportedly, the biggest difficulty is coaxing the sailing enthusiast away from the helm.

As a racing yacht, the Swan has a distinguished history of success from club level right up to premier international events like the Whitbread Round-The-World-Race. As a cruising yacht, she can be handled by a minimum crew, is strong and seaworthy and offers exceptional standards of comfort.

Finally, and as an additional boon for the owner or investor, Swan yachts invariably maintain their warm, comfortable, almost unused look after years at sea. I remember seeing Clare Francis's Swan 65 "ADC Accutrac" and the Swan 65 "Kings Legend" after the completion of the 1977/78 Whitbread Round-The-World-Race. As they lay on their berths on Portsmouth, 27,000 miles under their keels through some of the roughest waters in the world, one might have thought they had just sailed across the Solent from Cowes. Surely that alone is unique.



(Top left) A fine shot of the Swan's purposeful lines.

(Left) The teak-finished interior of a Swan 42.

(Above) Racing Swans: 'Independent Endeavour' challenges for position.

(Above right) Working to windward in heavier weather aboard a Swan 57.

(Right) "Beauty, speed and responsive handling . . ." Swan 51 "Scoundrel" in action.



AMBROSE GREENWAY



AMBROSE GREENWAY

A Swan Experience

by Alec Beilby

Champagne, strawberries and cream, fresh lobster and sailing aboard a Swan. These are a few of my favourite things. A few years ago, when Swans of various sizes were already well established as front-runners in ocean racing fleets world wide, I was invited to sail the Cowes to Dinard race aboard a Swan 44. Because the race starts on Friday morning and is of comparatively short distance when measured alongside other RORC events, it is one of the few races that a correspondent for a national daily newspaper can do while being certain of getting the story back to London in time for Monday's edition. There have been several occasions when a sports editor has been fretting for the sailing story while his man-on-the-spot has been somewhere between the Nab Tower and Cherbourg. Not so in the Dinard race.

The yacht, Alan Graham's "Superstar", had been campaigned in the British Admiral's Cup team trials and while not making it into the British team was later chosen for the team that went to Australia and won the Southern Cross Cup.

We joined the yacht at Hamble on Thursday night, those who lived locally spending the night ashore while several of us from further afield slept aboard. A racing yacht, maybe, but all the creature comforts were there. No slumming it in pipe cots in the forepeak that night, nor any other. The food and other essentials for the race were stowed the evening before the start. The claret went aboard later.

An immaculate start

We sailed from the Hamble berth early on Friday morning after a large breakfast ashore. Other yachts were already milling in the waters off Cowes as we passed Calshot. A running start with a fair tide was going to be the score, with the moderate westerly forecast to back south-west and freshen later in the day. Although privately owned, the yacht was something of a "works" entry, having Nautor men Dave Johnson, John Irving and Pat Lilley among the crew. Dave acted as owner's skipper, handling the start and the race tactics, including navigation. John Irving was in charge on deck and Pat was second helmsman, and a good one at that.

Superstar's start was immaculate. We hit the line as the puff of smoke appeared from the Royal Yacht Squadron line, the spinnaker drawing as the boom of the gun reached us. The first leg of the course to the Nab Tower was a boat-for-boat battle as the wind freshened as



predicted, and backed. At the Nab the turn westwards brought us on to the wind and it was then, I felt, that the Swan came into her element. Down wind sailing is pleasant enough, but it has always been my opinion that races are won and lost on the wind and at night. Lunch was a picnic at an angle of 20 degrees until the clew of the number one genoa tore. A quick sail change and it was then time for sewing below decks and for tide dodging in Sandown Bay for a couple of hours before passing St. Catherine's Point at slack water. In the afternoon, the wind freshened some more and someone fell overboard from a yacht nearby, but was recovered quickly. A hard slog to the Shambles lightship, off Weymouth, lay ahead as we passed yachts in the smaller classes that had started earlier. Then the cooking started.

Regardless of the length of a race, I always feel that the dog watch happy hour is a time to savour. Everyone is either on deck or awake below. A tot or a beer, time to discuss the race and consider the night ahead. The owner, who lived for his sailing but was the first to admit that his Nautor henchmen were the people to make the decisions in the race, was also an expert cook. The pheasants appeared, having spent the

day thawing in the galley. The claret was brought to saloon temperature and the game chips prepared. Seasickness has never been a serious problem in my life, although I have suffered from it enough to be sympathetic to those who never seem to overcome the problem. Although we were now sailing into a steep sea with two reefs in the main and the number two genoa gleaming in spray, the movement of the yacht was not uncomfortable and life below decks was quite bearable.

We ate supper in watches, and what a feast it was. Never before had I enjoyed such a delicacy as roast pheasant in mid-July while racing for a fistful of RORC trophies. The claret was perfect too, but with the night watches ahead we limited our consumption of this to a little more than glass per man. Surely this could only happen on a Swan!

The night flog towards the west coast of Guernsey seemed short. Those who had not been allocated weather berths slept either on the sail bags that littered the cabin sole or on the deck of the owner's cabin aft. This, in fact, was the only concession that we made towards the race.

During racing, all sails not being used were bagged and stowed below the

A race aboard Alan Graham's Swan 44 "Superstar"

Alec Beilby is the yachting correspondent of the Sunday Express and Daily Express and formerly of the Financial Times



AMBERSE GREENWAY

mast, not in the sail space forrard. Weight low, and in the middle of the yacht, was a vital ingredient of Swan success. We also had the magic hydraulic tell-tale system that indicated the bow-up, bow-down trim.

Some wit had put a level way above the top of the tube bearing the words "Everybody out" but we never reached that state of 'bow down' on that race. It happened later, at the entrance to the Derwent River during the last hours of the Sydney to Hobart race, but that is another story.

The final reach

Dawn was cold, clear and windy. Guernsey was ahead on the port bow, the sea kicking up lumpy waves and the smell of bacon and eggs circulating in the space below. Some people hate the morning watch, from 4 a.m. until 8 a.m. I love it if I have been able to have an unbroken sleep during the Middle watch. That first cup of coffee, and, dare I say it, the first cigarette of the day as the sun claws its way out of the horizon. Time to spot rival yachts and calculate the night's success or failure. For us, it seemed success might be within our grasp, in spite of the time lost when losing the use of the biggest headsail after it tore as we

passed the south-eastern coast of the Isle of Wight.

Once past the western point of Guernsey we freed-off and the final long reach towards the finish began. It is always a little further than one thinks, that leg to St. Malo along the edge of the Minquiers Bank.

St. Malo

The finish. A British minesweeper moored off the rock-strewn approach to St. Malo. We had made good time, but not good enough to win any prizes. Sails down, engine on and the zig-zag through the curiously-named Grandes Jardins channel to the lock where half France seems to come and watch the armada arrive. Edward Heath was there, aboard the later ill-fated Morning Cloud. "Voila, mon enfant," exclaimed a French parent, "le President d'Angleterre." Ah well, nearly right. Rubber swans being towed behind the many racing Swans. Wives and girlfriends on the jetty fresh from the Cherbourg ferry.

St. Malo. A walled city containing more bars per square foot than anywhere else I know on earth. John Irving already has that wanderlust look in his eye. The town, completely destroyed by the allies during the invasion of France in 1944,

was rebuilt in its original 14th century style, helped by money donated by French Canadians.

Aboard the boat we stowed sails, tidied the saloon and aft cabin and opened the beer. It was quite unbelievable, as I sat in the saloon with its warm teak trim, comfortably upholstered seating and spaciousness, that this was a fully-fledged racing yacht that was yet to earn her spurs by helping win the major Australian trophy later that year.

Clothes stowed at Cowes were dry and uncreased in their hanging wardrobes. There were bunks for all ten of the crew for the night in harbour and space to spare. That is what the Swan is all about.

Then it was a matter of going ashore. Moules Mariniere, Fruites de Mer, Muscadet and general bodily collapse. Why not? Maybe we had not won the race, but I sometimes feel that the Cowes to Dinard race is really a matter of getting there, to win is just a bonus. Perhaps if the crew had not been kind enough to carry me across the Channel they might have enjoyed that bonus, too. I don't know, but I do know that I would not have missed the trip for worlds. Sail Swan, travel first class.

SWAN

SAILING EVENTS

Swan Pacific Regatta

May 26th - 29th
Queen's Way Bay Hilton,
Longbeach, California

Swan Atlantic Regatta

July 29th - 31st
Newport Yachting Centre,
Newport, Rhode Island

Swan World Cup

August 25th - September 1st
Costa Smeralda Yacht Club,
Porto Cervo, Sardinia



There is nothing new about the concept of a boatbuilding company holding its own regatta. But when that manufacturer is Nautor and the boat the not inexpensive Swan, the event has, by its nature, all the makings of an exclusive, prestigious and generally spectacular occasion.

The first Swan World Cup was all that and more — a week long racing, cruising and party-going extravaganza on a scale that dwarfed anything in any way similar that had gone before.

The sequel to that success is an even more lavish serving of the same: a full-blooded, two-year programme of Swan sailing events spread across some of the world's top yachting centres.

For the participants in the first Swan World Cup, it was at times difficult to decide which was better — the racing off the beautiful Sardinian coast or the hectic round of social activities on shore. One thing was certain — with around 60 Swan yachts, owners and crews from 16 countries as diverse as Australia and Argentina taking part, Nautor's first event had, in one decisive bound, entered the big league of international sailing events.

The Swan World Cup started with an invitation from H.H. The Aga Khan, looking to promote his Mediterranean Porto Cervo complex among the yachting community, to stage a Swan rally there. Originally planned as a Swan 65 gala gathering, it was quickly turned by enthusiastic Swan owners into a much wider affair.

Upwards of \$20 million

In the end, even Nautor couldn't have foreseen how successful it would be: 60 yachts, representing 19 different Swan designs and, together, a resale value upwards of \$20 million, assembled at Porto Cervo from August 28th to September 4th to participate in the comprehensive regatta programme.

Venue for the event was the Yacht Club Costa Smeralda, organisers of the famous Sardinia Cup. The centrepiece of the 4-race programme was a 74-mile overnight race, organised in 16 separate legs around, to quote one yachting magazine correspondent, "eight islands and a number of ominous rock piles."



Overall winner was "Black Swan" an Italian-owned Swan 39, followed closely by a British-entered Swan 441, "Casse Tête V".

Among the many social events that took place during the week, the highlight was undoubtedly the lavish dinner held at the Yacht Club for 500 owners and crews and attended by its President, the Aga Khan.

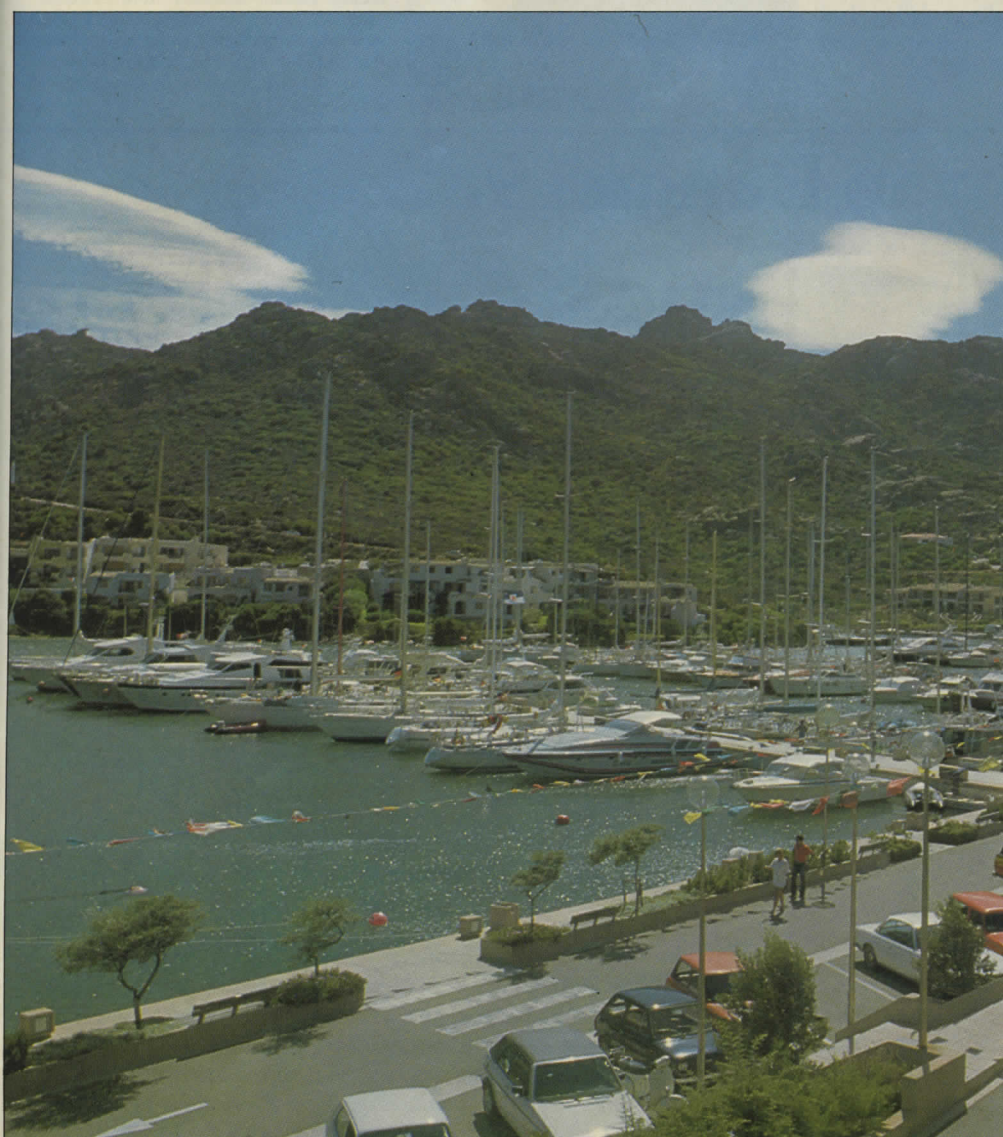
Increasing popularity

Following on from that success, Nautor has now announced plans for a two-year programme of Swan regattas featuring at least five more sailing events, each of which will take place at one of the top international yachting venues.

The events themselves will cater not just for IOR grand prix racing, but for blue water yachtsmen, with events and classes designed to test their seamanship, navigation and cruising skills. Each regatta will support a full social programme with several official, and no doubt numerous 'unofficial', gatherings.

The first two events of the 1982 Series pay tribute to the increasing popularity of the Swan in North America. First off is the Pacific Regatta, organised for Swan yachts on the western seaboard of the USA. A three day event, it is expected to attract a large number of Swan owners. Many more are expected to attend the Swan Atlantic Regatta, to be held at Newport, Rhode Island, a month later, including Swan yachts from the entire

(contd. on page 19)



The 1980 Swan World Cup:

(Top) Racing Swans. "Black Swan" won on overall points from "Casse Tête V".

(Centre) Off at the start of the first inshore race.

(Above) The winners: the crew of "Black Swan" with the Swan World Cup.

(Left) Swans gathered in Porto Cervo's scenic harbour.

(Far left) The Swan World Cup.

Focus on Swan design

The spacious, teak finished luxury interiors of the Swan range epitomise a cruising comfort that few other yacht builders or designers can hope to achieve, and which at first glance would seem to be at odds with sailing performance and racing prowess.

Yet at a time when it is becoming more and more rare to see production yachts figuring in the honours lists, the name of Nautor's Swan continues to be synonymous with a sparkling racing performance and a splendid history of racing success.

The key to Nautor's success in building the ultimate cruiser/racer lies with the designer. And central to design at Nautor is the company's own design and engineering office.

There, led by naval architect Lars Ström, a skilled team with a wealth of experience in this specialised field briefs the leading international designers who will be responsible for producing the design lines, develops and tests the design details at a key research and development institute in Helsinki and liaises closely with Lloyds Register of Shipping, who will ultimately give the hull design and construction their seal of approval.

Their job does not end there, however: they also have to agree the layout of the interior with the designer, decide on aspects of the rigging and plan the installation of the electrical, mechanical, water and engine appliances.

Outside Nautor, each of the international designers chosen to work with the company — Sparkman & Stephens, Ron Holland and German Frers — has brought with them a worldwide reputation for yacht design and invariably has a string of racing successes to their credit.

It is this formidable combination of design talents, in combination with Nautor's unique boat building skills, that together give the Swan its reputation of being the finest sailing yacht in its class in the world.



Sparkman & Stephens

As described on page 4, Nautor's association with the Sparkman & Stephens design group started in 1966 with the very first Swan, the 36. Since then, Sparkman & Stephens have supplied Nautor with the design lines for a total of 14 Swan yachts and 3 motor sailers and have designed no less than 845 of the first 1,000 Swans completed to date.

Among their greatest successes has been the Swan 65, "Sayula II" winning the first Whitbread Round The World Race in 1973/4 and three Swan 65s being among the first five in the next event four years later.

Ron Holland

Top international designer Ron Holland's first design for Nautor, a Swan 39, was introduced in 1978 and went on to achieve a string of notable racing successes. Since then, he has designed four other Swans for Nautor, the 441, the 371 — over 60 of which have been sold so far — the 42 and the new 391.

Ron Holland, a New Zealander, is the designer for the 36-45 feet LOA members of the Swan range. Using extensive computer technology, he very much bases his designs for Nautor on his successful racing yachts.

German Frers

With several years of experience gained with the Sparkman & Stephens design team, German Frers was invited to work with Nautor from 1979 to secure and consolidate the Swan's dominance in the range of 45-65 feet LOA yachts.

His first design, the Swan 51, was based on his successful purpose-built racing yachts "Blizzard" and "Acadia" and came out in spring, 1981. The brilliant Argentinian's second Swan design is the new 651, the first of which is to be launched in the summer of 1982.

The Swan Range 1982

SWAN 371

Design: Ron Holland

Length overall: 11.23 m (36.84 ft)

Waterline: 9.06 m (29.73 ft)

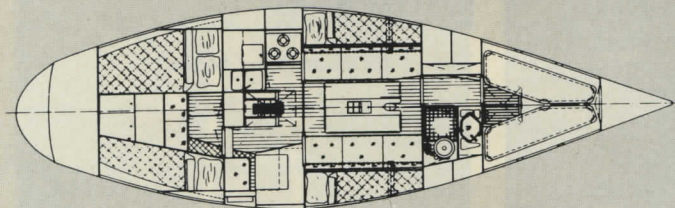
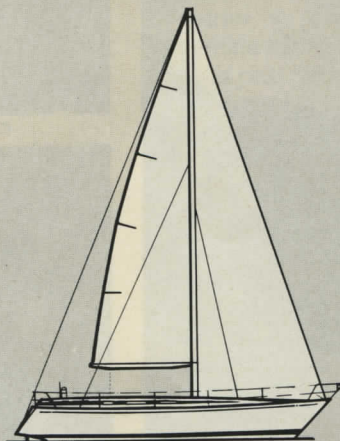
Beam: 3.45 m (11.32 ft)

Draft: 2.1 m (6.8 ft)

Ballast: 2.600 kg (5.700 lbs)

Displacement: 7.000 kg (15.400 lbs)

Engine: BUKH 14.8 kW (20 hp) diesel



The Swan 371, the smallest of the range, features a private aft cabin of a size more usually found in yachts of 40 feet or more overall length. The layout of its running rigging, winches and halyard jammers enables it to be handled easily by a small crew. The 371's double spreader rig has high safety margins and its running backstays, while not strictly necessary, give a steadying effect in rough weather.

SWAN 391

Preliminary

Design: Ron Holland

Length overall: 12.19 m (39.99 ft)

Waterline: 10.09 m (33.10 ft)

Beam: 3.80 m (12.47 ft)

Draft: 2.2 m (7.2 ft)

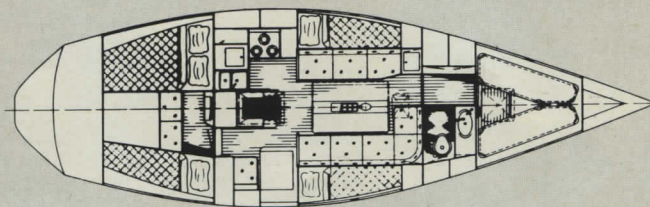
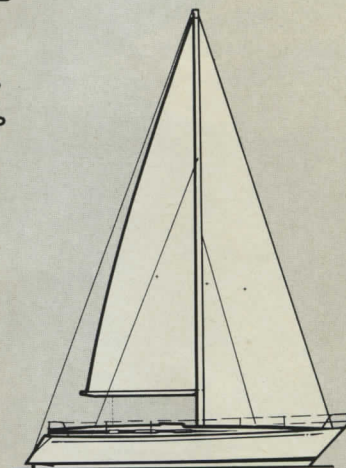
Ballast: 2.700 kg (6.000 lbs)

Displacement: 8.600 kg (18.900 lbs)

Engine: 30 kW (40 hp) diesel

Length overall on special order

11.98 m (39.30 ft)

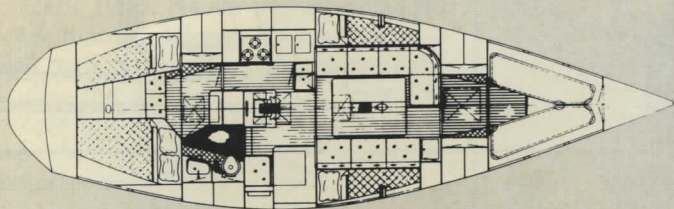
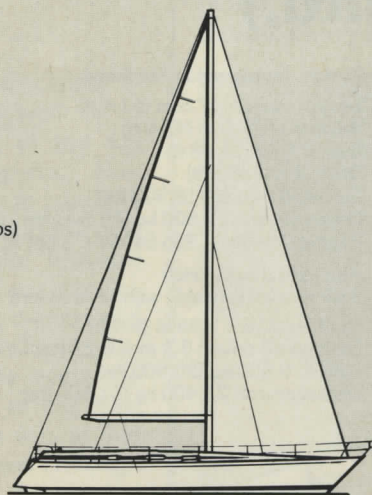


To be launched in summer, 1982, the new Swan 391 encapsulates Ron Holland's experience with 4 earlier Swan designs and the latest design ideas used in his successful IOR racers. A slightly larger sister to the popular 371, she has a similar layout but with increased space. On deck, the 391 has additional winches, a roomier cockpit and an anchor locker on the foredeck.

SWAN 42

Design: Ron Holland

Length overall: 12.80 m (41.99 ft)
 Waterline: 10.33 m (33.9 ft)
 Beam: 3.95 m (13.0 ft)
 Draft: 2.4 m (7.9 ft)
 Ballast: 4.200 kg (9.200 lbs)
 Displacement: 10.000 kg (22.000 lbs)
 Engine: Perkins 4.108 M 30 kW
 (40 hp) M diesel

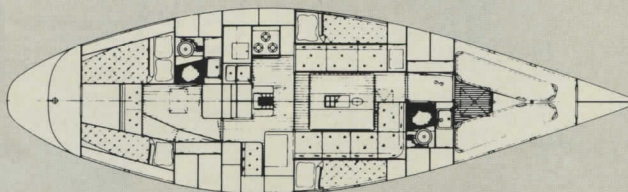
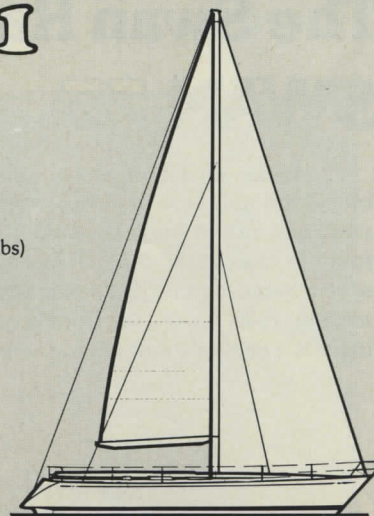


The Swan 42 has two cockpits on deck, one aft for the helmsman and one forward of the bridgedeck in connection with the main companionway. The headsail sheet and halyard winches are all grouped around the forward cockpit. The 42's galley has two ice boxes, one of them prepared for the installation of an optional freezer unit. For the convenience of the owner, the head is located adjacent to the aft cabin.

SWAN 441

Design: Ron Holland

Length overall: 13.54 m (44.42 ft)
 Waterline: 11.20 m (36.75 ft)
 Beam: 4.07 m (13.35 ft)
 Draft: 2.4 m (8.0 ft)
 Ballast: 5.000 kg (11.000 lbs)
 Displacement: 11.200 kg (24.700 lbs)
 Engine: Perkins 4.108 30 kW
 (40 hp) M diesel



The Swan 441 is a development of the successful purpose-built yachts "Marionette" and "Big Apple". Nearly 50 have been built to date, one of which, "Casse Tête V", represented Great Britain in the Sardinia Cup in 1980. The 441 has two cockpits as well as a comprehensive array of winches and her high aspect ratio rig is easily reduced to ensure performance-under-control whatever the conditions.

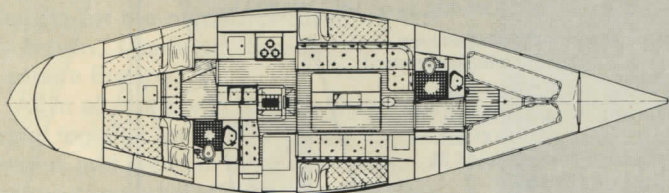
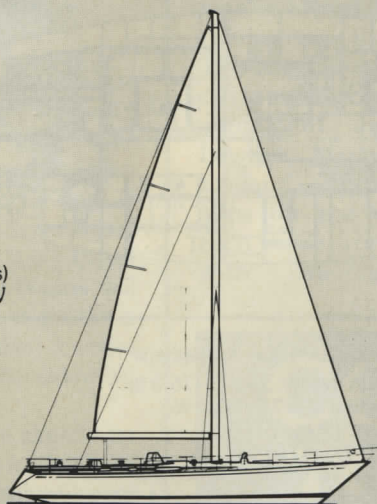
SWAN 47

Design: Sparkman & Stephens

Length overall: 14.57 m (47.80 ft)
 Waterline: 11.05 m (36.24 ft)
 Beam: 4.19 m (13.76 ft)
 Draft: 2.4 m (7.8 ft)
 Ballast: 7.000 kg (15.500 lbs)
 Displacement: 14.700 kg (32.400 lbs)
 Engine: Volvo Penta MD 21 A 45 kW
 (61 hp) diesel

Also available as centreboard version

Draft board up: 1.8 m (5.9 ft)
 Draft board down: 2.9 m (9.5 ft)
 Ballast: 7.800 kg (17.200 lbs)
 Displacement (IOR): 15.500 kg
 (34.100 lbs)



The Swan 47 is a high performance cruising yacht still within the capability of a cruising crew of four. On deck, the 47 features a separate companionway for the aft cabin and a large bridgedeck. Below deck, the saloon seats eight and still permits through-the-boat access. The owner's cabin is totally self-contained with its own shower compartment. The 47 is also available in a centreboard version.

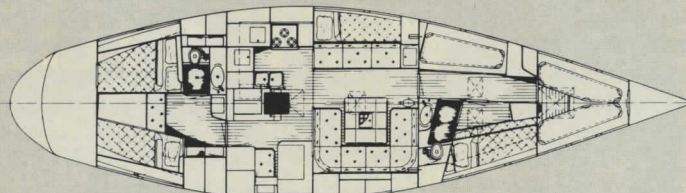
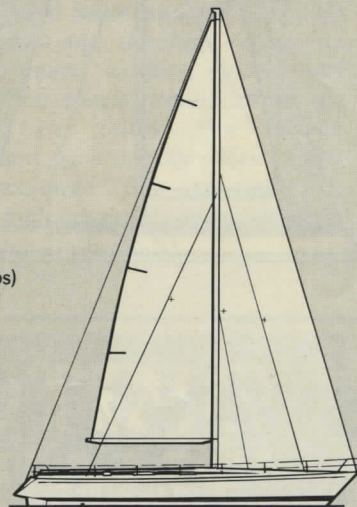
SWAN 51

Design: German Frers

Length overall: 15.62 m (51.25 ft)
 Waterline: 12.92 m (42.39 ft)
 Beam: 4.49 m (14.73 ft)
 Draft: 2.7 m (8.9 ft)
 Ballast: 7.500 kg (16.500 lbs)
 Displacement: 18.000 kg (39.600 lbs)
 Engine: 54 kW (73 hp)

Also available with an alternative interior version.

Both models available with centreboard.

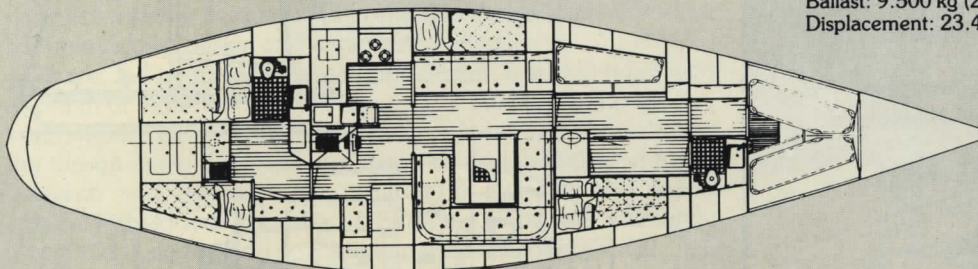


A development of German Frers' successful racing yacht "Blizzard", the Swan 51's underbody shows a well raked fin keel and a spade rudder, giving good speed and excellent manoeuvring characteristics. The 51 has a separate guest cabin and, for charter purposes, a second guest cabin can be installed by moving the position of the galley. The deck features two cockpits and a very complete winch outfit.

The Swan Range 1982 (contd.)

SWAN 57

Available as either sloop or ketch, the Swan 57 has a measured sail area of 1426 square feet, yet her well-planned deck puts her within the handling capability of a cruising crew of four. Below deck, the 57 has a spacious saloon area with a seven-seater dinette, a comfortable forward-facing navigatorium and offers as an option, double guest cabins forward. On deck, there is a separate companionway to the aft cabin.



Design: Sparkman & Stephens

Length overall: 17.5 m (57.4 ft)

Waterline: 14.0 m (45.8 ft)

Beam: 4.8 m (15.8 ft)

Draft: 2.8 m (9.1 ft)

Ballast: 8.600 kg (18.900 lbs)

Displacement: 22.500 kg (49.500 lbs)

Engine: Perkins 4.236 54 kW (73 hp) M diesel

Also available as ketch

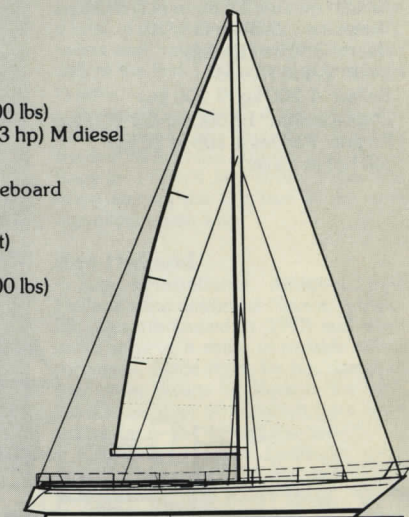
Both models available with centreboard

Draft board up: 1.95 m (6.4 ft)

Draft board down: 3.1 m (10.2 ft)

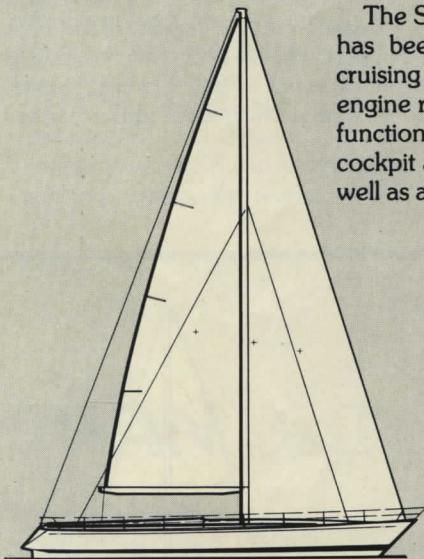
Ballast: 9.500 kg (20.900 lbs)

Displacement: 23.400 kg (51.500 lbs)



SWAN 651 Preliminary

The Swan 651, to be added to the Nautor range later in 1982, has been designed to give both excellent performance and cruising comfort. The spacious interior features a separate engine room containing the auxiliary engine and generator. The functional deck has a large steering cockpit aft and a second cockpit amidship. A choice of sloop and ketch rig is available, as well as an extended transom giving extra lazarette stowage.



Design: German Frers

Length overall: 19.98 m (65.55 ft)

Waterline: 16.80 m (55.12 ft)

Beam: 5.30 m (17.39 ft)

Draft: 3.5 m (11.5 ft)

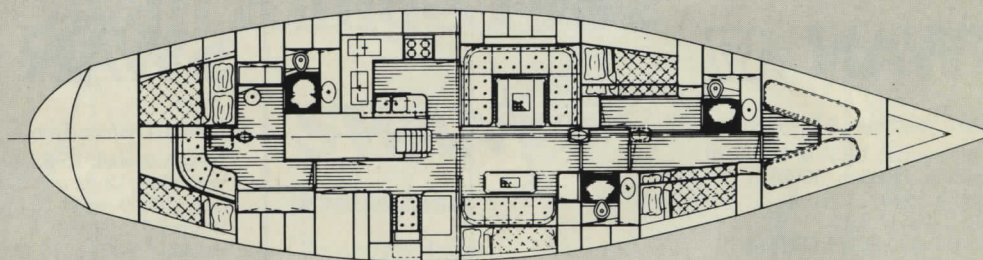
Ballast: 14.400 kg (31.700 lbs)

Displacement: 34.00 kg (75.000 lbs)

Engine: 85 kW (115 hp) diesel

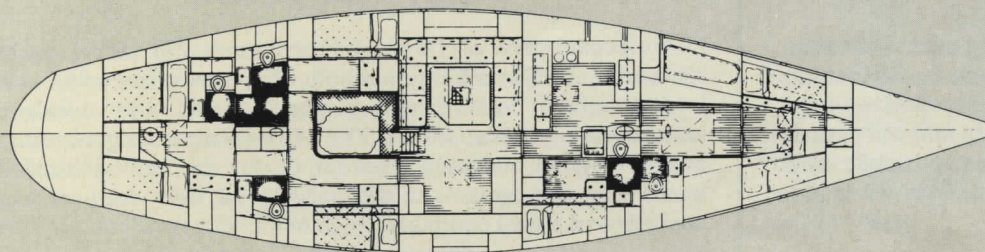
Also available as ketch

Both models available with centreboard



SWAN 76

The Swan 76 is the largest in the range and one of the biggest production GRP yachts in the world. The 76 features separate crew quarters in the bow, a vast sail room, a comprehensive galley and three guest cabins; one of the latter can be arranged as a ship's office while another can be converted into a radio and navigation cabin. On deck, there is a centre cockpit, putting the helmsman closer to the action around the mast and foredeck.



Design: Sparkman & Stephens

Length overall: 23.3 m (76.3 ft)

Waterline: 18.7 m (61.3 ft)

Beam: 5.8 m (19.0 ft)

Draft: 3.6 m (12.0 ft)

Ballast: 10.900 kg (24.000 lbs)

Displacement: (Light ship) 44.800 kg (98.700 lbs)

Displacement: (Half load) 49.800 kg (109.700 lbs)

Engine: Mercedes Benz OM 402 diesel 147 kW (200 hp)

Also available as deckhouse version

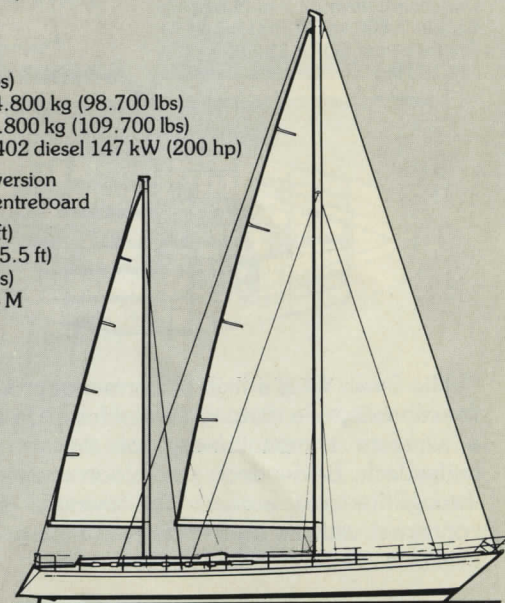
Both models available with centreboard

Draft: (board up) 2.3 m (7.5 ft)

Draft: (board down) 4.7 m (15.5 ft)

Ballast: 12.700 kg (28.000 lbs)

Engine: Twin Perkins 6.3544 M diesel 160 kW (218 hp)



The Nautor Story

(contd. from page 4)

To further secure and consolidate its position, the company now went on to sign agreements with two of the top international yacht designers, Ron Holland and German Frers, to launch a number of new Swan models in the next five years and to stage the first-ever Swan World Cup, a spectacular gathering of over 70 Swans, owners and crews held at Porto Cervo in Sardinia in 1980. A second remarkable event the same year was the launch of the maxi Swan, the Swan 76, which was at that time the largest serial-produced cruising/racing yacht in the world.

Since 1966, Nautor has produced no fewer than 21 different Swan models, as well as 5 motorsailers and motorboats. Today, the company employs over 400 people and has an annual turnover of some \$20 million, 98% of which is from export sales.



Swan Sailing Events

(contd. from page 14)

length of the eastern seaboard as well as Swan owners who have been wintering their craft in the Caribbean.

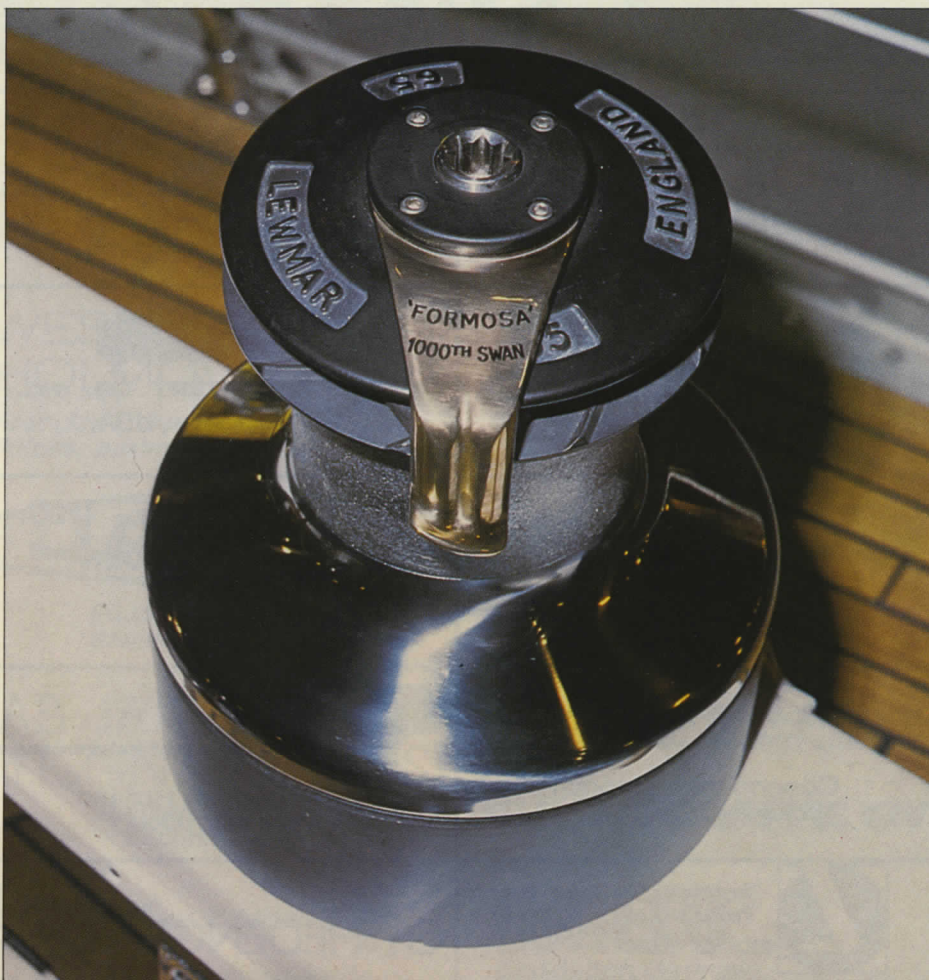
Last of the 1982 events, the Swan World Cup, will, as in 1980, be held at Porto Cervo in the Mediterranean, again hosted by the Yacht Club Costa Smeralda. Here, up to 100 Swans will gather for a full 8-day regatta to contest a wide range of events, including a series of 25 mile races and the considerably more arduous Islands Race.

Further events for 1983 are already on the drawing board, say Nautor, details of which will be announced shortly. One of the main contenders is a European Regatta for the numerous Swan owners in Britain, Germany, Scandinavia and northern Europe.

All in all, the Swan Regatta Series will bring together over 300 Swan yachts, owners and crews in what will be one of the most remarkable sailing programmes in the international yachting calendar. With some excellent sailing and numerous cups and trophies on offer, not to mention a full social programme, one thing that is certain is that the spectacular and prestigious Series puts Nautor's Swan at the forefront of international production yachts.

The 1000th Swan

(contd. from page 6)



Typical of the support Nautor received from its many suppliers when celebrating the completion of the 1000th Swan, was the offer of customising some of the yacht's equipment. Just one example was Lewmar Marine Limited of Havant, England, who produced special stripper arms for the yacht's many winches, each made from bronze and engraved with the yacht's name and

acknowledging it as the '1000th Swan'. Lewmar have been supplying Nautor with winches and ancillary equipment for many years, working closely with Nautor when special modifications are required to tailor the winch arrangement to a specific deck layout as, for example, the optional cross cockpit winch cranking system specially designed for the Swan 51.

CONTRIBUTING TO THE SWANS' SUCCESS

Building the world's finest cruiser/racer yachts demands materials and equipment of the highest standards. Nautor would like to thank the companies listed on the following pages for their support over the years and their contribution to the success of the Swan range of yachts:-

CONTRIBUTING TO

 Fläkt Suomen Puhallintehdas Oy Vaasa, Finland	Nedai B.V. NEDERLANDSE ALUMINIUM MAATSCHAPPIJ* Utrecht, Holland Aluminium profiles	 LEWMAR Lewmar Marine Limited Havant, England Winches & marine hardware
 Olari, Finland Battery chargers and transformers	 Surrette STORAGE BATTERY CO., INC. Salem, Mass., USA Batteries	VAASSEN FITTINGS  Nunspeet, Holland Yacht fittings
 COPENCRAFT A/S Denmark Belcobalsa contourcore	PAUL E. LUKE, INC. YACHT BUILDER Maine, USA Propellers	KUHLMANN Representative in Finland OY Lindell AB Drawing units
Johs. Gram-Hanssen A/s IMPORT - EXPORT Copenhagen, Denmark Teakwoods	 VAN LESSEN & PUNT WATERSPORT B.V. Rotterdam, Holland Neco auto pilots	POLYGRIP® Hamburg, Germany Anti-slip deck covering
 Technologie Transfer LIFEEX GmbH Marburg, Germany Lectra/san Flow-thru-waste treatment	 OY HEDENGREN AB Helsinki, Finland Finnish Agent for Sailor Radio Equipment	 TRIMBLE NAVIGATION California, USA Loran-C receivers
travaco <small>LABORATORIES, INC.</small> Chelsea, Mass., USA Caulk-Tex cement	CONDARIA Milan, Italy Air conditioning equipment	 HOOD HOOD YACHT SYSTEMS - EUROPE Lymington, England Sails & seafoils
HUGO J. L. RECKMANN <small>Gegründet 1962</small> SEGEL+MASTEN  Hamburg, Germany Roll reef systems	ONI-Metallwarenfabriken Günter + Co Vlotho/Weser Germany Hinges 	AALTOSEN TEHTAAT OY Tampere, Finland Glues and adhesives
RUDOLPH E. KRUEGER CO. Newport Beach, CA, USA Hydraulic backstay adjusters	 ALUSUISSE Oy Suomen Alusuisse Ab Helsinki, Finland Aluminium mast profiles	 HOOD Marblehead, Mass., USA Sails & seafoils
 Mansfield® PLUMBING PRODUCTS Big Prairie, Ohio, USA Vacuum toilet systems	rukka  Kokkola, Finland Tarpaulins, buoyancy aids & foul weather gear	OY ALUMA AB ALUMA-METALLI Helsinki, Finland Aluminium profiles
 sparcraft California, USA Spinnaker pole equipment, shackles and fittings	BARIENT IT'S A BARIENT FACT! Barient was first in the world with electrically powered winches - on Orient in the 1950s. California, USA Winches 	C.O.G.E.M. COMPAGNIE GÉNÉRALE D'ÉQUIPEMENT MÉNAGER Niort, France Gas stoves

THE SWAN SUCCESS

 <p>Hundested motor- & propeller fabrik a/s Hundested, Denmark <i>Propeller systems</i></p>	<p>kb Ess-Ma ky Esse, Finland <i>Mattresses, cushions</i></p>	<p>SALZBURG VELOUR Hallein-Taxach, Austria <i>Velour upholstery fabric</i></p> 
<p>NOR COL KØLETEKNIK Hinnerup, Denmark <i>Iceberg marine, refrigeration & freezer equipment</i></p>	<p>WESTERHOLM & HOLMQVIST Kronoby, Finland <i>Pulpits, pushpits & blocks</i></p>	<p>KAISER ALUMINIUM EUROPE Koblenz, Germany <i>Aluminium plates</i></p>
<p>Gleistein Yachting GEO. GLEISTEIN + SOHN GMBH Bremen, Germany <i>Halyards & sheets</i></p>	<p>JARO Pietarsaari, Finland <i>Stainless steel sinks</i></p>	<p>TRÄIMPORTEN Incentive Gruppen Stockholm, Sweden <i>Teakwood</i></p>
 <p>ELECTRIC (EUROPE) S.A. Le Lieu, Switzerland <i>Circuit breakers</i></p>	<p>AB JAKOBSTADS BYGGNADSTJÄNST Jakobstad, Finland <i>Export cradles</i></p>	 <p>Vantaa, Finland <i>Battery chargers</i> MUUNTOLAITE OY</p>
<p>FORSBERG Jakobstad, Finland <i>Brochure printing</i></p>	<p>lofrans' s.r.l. WINDLASSES Monza, Italy <i>Windlasses</i></p> 	<p>WAECO Emsdetten, Germany <i>Combicool and Coolmatic refrigeration equipment</i></p>
<p>Teräs oy Jakobstad, Finland <i>Tools for manufacturing</i></p>	 <p>BLAKE & SONS (Gosport) LTD INCORPORATING LAVAC LTD Gosport, England <i>Marine toilets</i></p>	<p>Wisco Ole Frandsen Dosseringen 14 DK — 5300 Kerteminde <i>Stainless fittings</i></p>
 <p>BESLAGSSPECIALISTEN LUNDELL & ZETTERBERG Stockholm, Sweden <i>Yacht fittings</i></p>	<p>SIMPSON MARINE REFRIGERATION Winchester, England <i>Refrigeration equipment</i></p>	 <p>Trident Equipment Power Limited Southampton, England <i>Onan marine diesel generators</i></p>
 <p>BOFORS PLAST Tidaholm, Sweden <i>Bonocell Hull stringers</i></p>	<p>Beaufort Air-Sea Equipment Ltd. Birkenhead, England <i>Lifesaving equipment</i></p>	 <p>ØRSKOLD Svendborg, Denmark <i>Lead antimony casted keels</i></p>
<p>A/S JOTUNGRUPPEN Sandefjord, Norway <i>Topcoat & Gelcoats</i></p>	<p>Ab HALDIN & ROSE oy Pietarsaari, Finland <i>Volvo Penta Service</i></p>	<p>VOLVO PENTA Göteborg, Sweden <i>Marine diesel engines</i></p>
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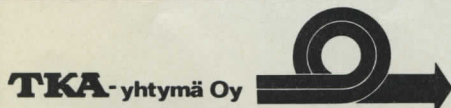
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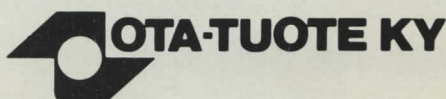
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