

SWAN 65





**NAUTOR'S
SWAN**

Heritage

1972 saw the arrival of the iconic sailing yacht that would soon become one of the most famous in history: Swan 65. It was Nautor's second maxi yacht, following on from the celebrated Swan 55 from the early 70's, and only the second born after the iconic Swan 48, with the renown wedge coachroof designed by Sparkman & Stephens. The '65 still has today the unmistakable lines of timeless elegance. In the beginning, it was not so much its beauty that decreed its immortality, but rather her unpredictable results on the racecourse. First of all, the incredible victory in the first edition of the Whitbread Round the World Race. This race was participated by the best sailors in the world, on the fastest boats, most of them built to a limitless budget with the sole purpose of victory. Nobody would have given a chance to the Mexican team on a production-made cruising boat. We all know well how it went: Swan 65-003, Sayula II, owner and skipper Ramón Carlin, won the race, showing both incredible speed and great seaworthiness. Indeed, even when the boat capsized during the second leg, no damage was reported and Sayula won nevertheless. Sayula wasn't alone in her success. During the second edition of the Whitbread, three Swan 65s, King's Legend, Disque d'Or and ADC Accutrac, finished respectively second, fourth and fifth. In 1979 Independent Endeavour won the Parmelia Race. The original Swan 65, in both ketch and sloop versions was the longest production model at Nautor, with 41 boats delivered between 1972 and 1989. The next Swan signed with number 65 was Germán Frers' second project for Nautor, the Swan 651, born in 1982. Like its predecessor, this yacht, again featuring the most elegant lines, achieved exceptional performances even in tough competitions. Confirmed, once again, by an incredible result in the toughest of races: Swan 651-011, Fazer Finland, finished third overall in the 4th edition of the Whitbread in 1985.



SWAN 65



Design Germán Frers



"This new design was created practically simultaneously with the Swan 78 as a complement to the larger sister of the new bluewater line of yachts. The size seems to be a very popular one. It allows space for a permanent crew with minimum length. The design philosophy and parameters follow the same concepts of the larger version. This smaller yacht has one less cabin in the Owner's party than the larger 78 but shares the same saloon in the OF and OA versions developed. In order to give the saloon a feeling of space, the galley is located forward behind an open partition with a direct view to the deckhouse front window. Her medium light displacement hull is powerful and beamy giving very good form stability and a nice motion at sea. The hull shape and parameters, especially the prismatic coefficient has been optimized for fast all around performance in light to medium wind ranges within a modern wide stern envelope. The steering system includes twin rudders for a positive easy control in all circumstances, and there are a number of draft options for fixed and lifting keels offered. She will be a fun boat to own and sail the waters of the world, and because of her advanced design she is expected to have a long successful life. She is modern but at the same time we have strived to conserve her softness and harmony of the earlier relatives avoiding hard unruly behaviour. The same can be said of the aesthetics, she is new, clean and modern, without being tied up to any short lived fashion. The deck with its modern design, features uncluttered surfaces and straightforward, simple solutions to sail handling and life at sea".

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Hull

The name itself - Swan 65 - is an icon in and beyond the sailing community. It evokes beauty, comfort, reliability, but also the power to win the most important regattas in the world, even with the most luxurious interiors and the most complete cruising equipment. The new Swan 65 has been designed by the pencil of Germán Frers with the same brief of the Sparkman & Stephens project of 1972: beautiful, seaworthy, comfortable and fast. The naval architecture follows the latest design trends set by the modern ocean racers – without the extremes. The highly prismatic bow profile allows for a precise and comfortable ride in waves, whilst the powerful volumes aft will ensure flying speeds downwind and low drag in light airs, for maximum performance always. This also makes for beautiful looks, with slender, elegant shapes, a high stern and low freeboard, highlighted by the typical Frers sheer, a distinctive feature of every Swan and a clear indication of the blue water breeding. The volumes are designed for perfect symmetry when heeling, a factor that ensures the best performances under every angle of sail together with a well-balanced ride. The appendages follow the latest trends, which derive from the current best practice and technologies in hydrodynamic analysis. The keel, with its steel blade and lead bulb, is offered in three different drafts plus an innovative telescopic option that lowers the keel from 2,80 m to 4,20 m with no sacrifice to the interior accommodation. The rudders are designed for absolute efficiency, with twin blades that guarantee complete control and optimum balance under heel. In perfect combination with the hull shape, the rigging and sail plan offer all the advantages of the most recent experiences and developments. The mast is positioned aft with a J that is longer than the boom length, with the further advantage of the structural bowsprit. This provides the freedom to hoist various foresails, with the best solution for every condition: from the powerful asymmetric spinnakers to the small staysail with optional self-tacking track. The yacht will always have the right sail, with minimum crew effort. Racing efficiency is provided by the optional square top mainsail and running stays.

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Deck

Like the Swan 78, her larger sister, the Swan 65 flaunts the latest Frers coachroof design. Featuring 360-degree windows is the latest evolution of Frers design and combining curved lines and multifaceted surfaces, it looks slim and elegant like a typical wedge Swan coachroof while as practical and panoramic as a raised saloon. If there is an obvious family feeling with the Swan 78, Frers has designed the Swan 65 with markedly elegant and discreet lines, with faceted edges that create even lighter volumes. The aftwards position of the mast – that derives from the most up-to-date concepts in sail plan design – means that it has been integrated in the coachroof, with obvious advantages both in looks and in interior volumes. The cockpit is organised with the typical Swan layout. The forward section is dedicated to guests, well protected by the sprayhood and bimini, and has a table for alfresco dining and entertaining. This area can be offered in two configurations: more open and sporting, with seamless seating and full length table, and more cosy and protected, with surrounding seats and integrated sunbathing area. This layout also provides more interior space, with the owners' suite aft. The central area of the cockpit is dedicated to the handling of the yacht, with five powered winches all of the same size, positioned close to the two helm stations, for better handling with limited crew but enough space for a complete racing crew to work efficiently. The transom is curved towards the large opening bathing platform, dedicated to the sun and the sea, with areas that are designed to accommodate cushions and bathing towels. The opening transom also reveals the access to the garage, which can accommodate tenders up to 2.80 m. At the bow, the forepeak is accessed through a large hatchway that leads down to a generous volume that can be optionally converted into crew quarters with separate heads, and still provide substantial stowage space.

SWAN 65



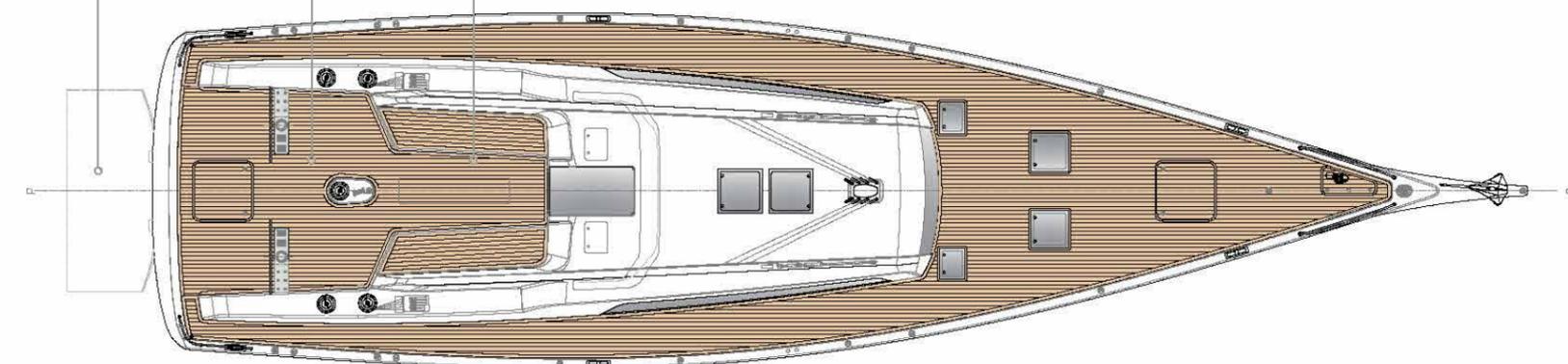


Owner Forward:

The opening transom reveals a bathing platform that unfolds to provide direct contact with the sea, and gives access to the large lazarette/garage

The five winches are organised to handle the yacht with a crew of two, and yet provide the space for an entire racing crew

The three meter long seating gives the single level cockpit an open sporting look with great freedom of movement

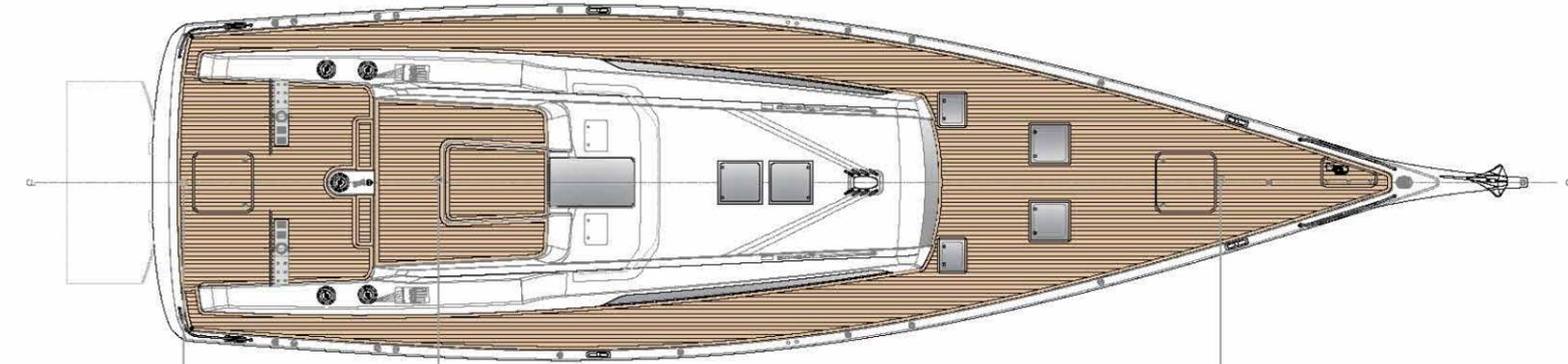


Owner Aft:

The guest cockpit is well protected from the elements and features a large central integrated sunbathing area

The Aft area, that opens to provide access to the lazarette, is completely unencumbered and is perfect for sunbathing and swimming

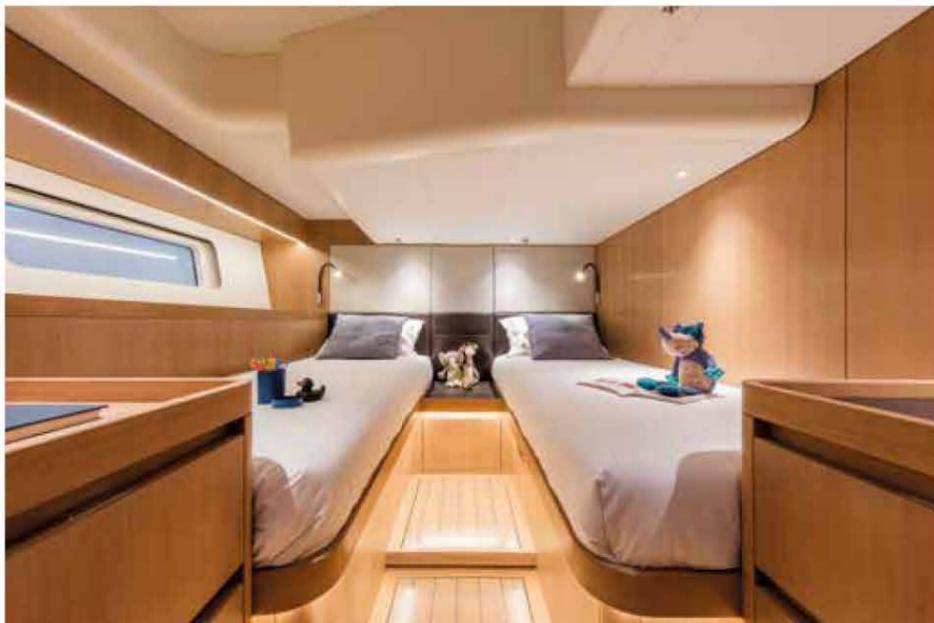
The forepeak can be reached from the deck. Large and deep, it has plenty of space for sails and equipment





Interiors

The interiors are offered in two different versions, Owner Forward and Owner Aft, plus various options for the arrangement of bunks, crew quarters and navigation area, making the Swan 65 one of the most flexible yachts on the market, always providing the right solution for owner's needs and requirements. The day area remains unchanged and features a five meter long saloon, a raised panoramic living area with dining to port and a lounge to starboard. Systems and tanks are recessed under the flooring in the deepest part of the hull, yet are easily accessible; two steps down there is large C shaped galley, well organised for use under sail, and the navigation station, with a dinette layout or, optionally, a traditional chart table with a column for all the electronics and additional stowage for various domestic appliances. In the OF version, there is the large master cabin forward with an island bunk accessible from three sides, and two twin guest cabins aft, each with its own bathroom and separate shower. Two layouts are available here: two single or one double bunk, the latter completely accessible from the side. The OA version, ideal for those who prefer long crossings, has the guest cabins forward and a full beam owners' suite aft. In this version room has been made for a workshop in front of the engine room, which is positioned at full height under the stepway, separated from generators and other equipment. In both versions two alternative solutions are provided for crew quarters: at the bow, or forward of the galley. Both have separate heads. The finish in European Oak and the elegant design, well thought out for long navigations, are touches of the high Nautor standards that have made Swans world famous.



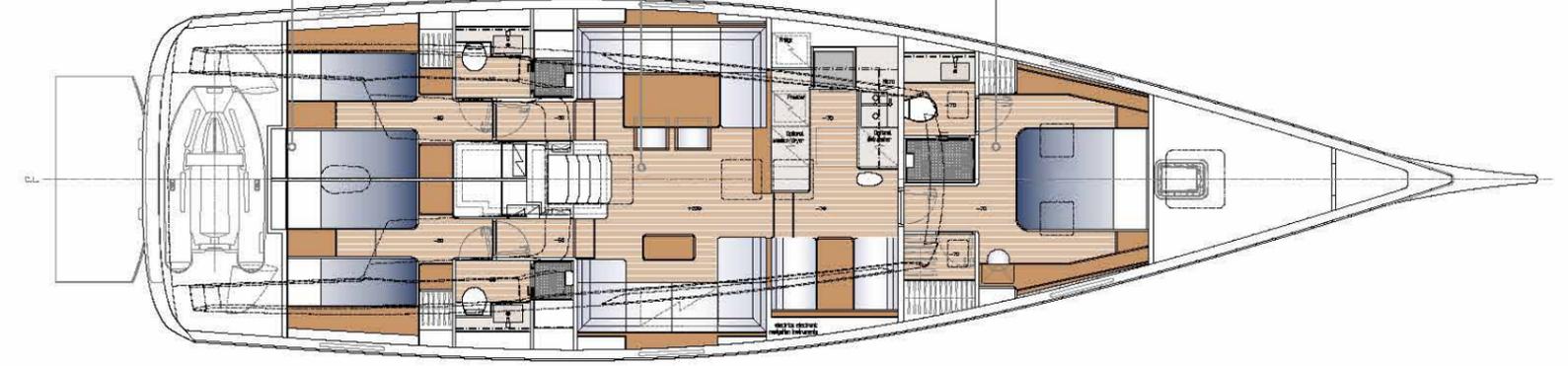


Owner Forward:

The twin aft cabins are with a double bunk, accessible from the front and side, or with two singles that can be joined in the middle

The raised saloon takes full advantage of the panoramic windows and the large port lights that provide both light and air

The Owners cabin forward finds comfort in the coolest and quietest area of the yacht with a large central island bed and a walk-in closet with its own lighting

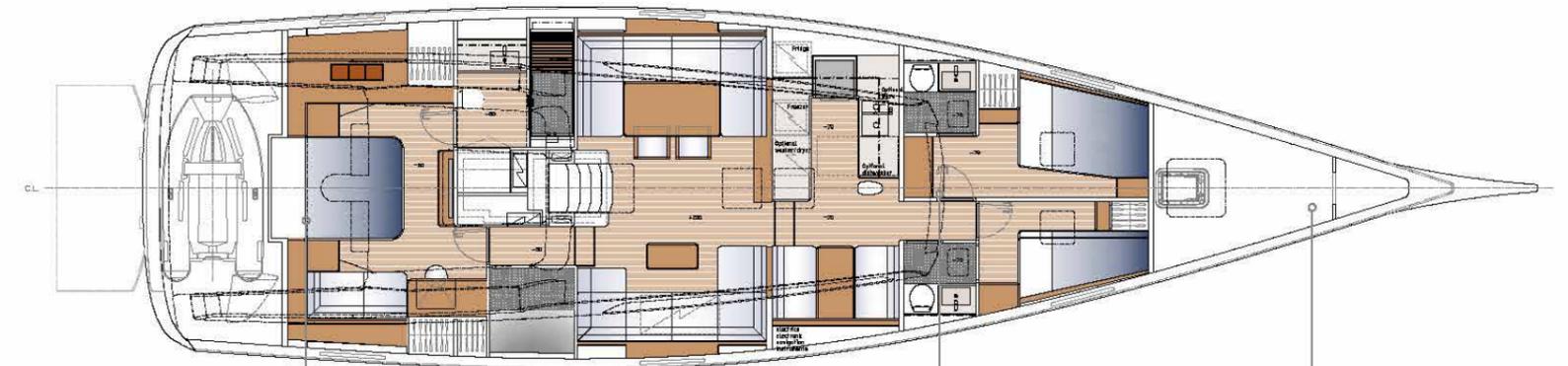


Owner Aft:

The Owners' cabin aft is stable and protected under sail, and its full beam width provides for plenty of space and multiple stowage facilities

The VIP port guest cabin is supplied in two configurations, with twin beds that can be joined in the middle or a fixed double accessible from the front and side

The forepeak can be converted as an option in a crew cabin with separate head, while still offering ample stowing capacity





NAUTOR'S
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Under Sail

Nowadays technology allows a reasonably skilled couple to sail a 20 metre boat alone. Provided however, that it is designed and built from the outset with this concept in mind. The new Swan 65 is the perfect proof. If at first sight her dimensions could be misleading, once you sail her you will be amazed at how easily you can manage her short-handed. Technology helps, but not without a perfectly balanced design. Starting from the deck, designed to allow one person to sail in total autonomy, every aspect of the design makes the boat balanced and reactive, leaving the helmsman with an undisputed confidence, from the sail area to the water line. Speed increases quickly after every gust of wind and the reduced heeling angle allows the crew to live aboard comfortably over long distances. Since the majority of the weight is positioned in the centre of the hull, the boat has a very low pitch tendency and guarantees very enjoyable cruising.

SWAN 65





Construction

The hull is a foam cored glass fibre reinforced epoxy construction with carbon fibre unidirectional reinforcements built in a female mould. • The lay-up is vacuum assisted epoxy resin infusion, giving a stiff laminate with excellent strength and fatigue properties. The hull laminate is cured in an oven at a temperature specified by the material manufacturer. • All the stiffeners are moulded by vacuum assisted epoxy resin infusion in glass fabrics with carbon fibre reinforcements and foam cores. Special care is taken to assure rigid foundation and proper adhesion to hull. • The structural bulkheads are moulded by vacuum assisted epoxy resin infusion in glass fabrics with carbon fibre reinforcements and foam cores. The bulkheads are bonded using high strength structural adhesives. • The composite chain plates are built using pre-preg unidirectional carbon fibre straps laid over stainless steel bushings. The chain plates are attached to the hull using high strength structural adhesives. • The rudders have composite skins on a foam core, attached to the rudder stock. The rudders are designed with a sacrificial tip. A weed deflector is located in front of the rudder and is surface mounted • The main deck is of a carbon fibre pre-preg construction with a foam core. Coach roof and coamings are of a carbon fibre pre-preg construction with a foam core. High density core is located in way of loaded areas. The deck is bonded to the hull using high strength structural adhesives. • The teak deck consists of 55 x 9 mm teak battens with black 5 mm caulking. The side decks, fore deck, cockpit sole and seats are teak covered. The teak deck is bonded under vacuum using epoxy. • Jib sheets are lead on deck to the primary winches. The 2:1 mainsheet system is lead to a drum winch, mounted on an island.



Specifications

General

Length overall	20,11 m	65.98 ft
Loa with Bowsprit	21,49 m	70.50 ft
Length of waterline	18,38 m	60.30 ft
Beam max	5,62 m	18.44 ft
Draft	3,50 m	11.48 ft
Draft shallow (Opt)	2,90 m	9.84 ft
Draft lifting keel (Opt)	2,80 m / 4,20 m	8.85 ft / 13.12 ft
Displacement	27.650 kg	58.974 lbs
Ballast (Preliminary)	7.000 kg	15.873 lbs
Engine	110 kW	150 Hp

Rig and sail dimensions

IG	26,50 m	86.94 ft
J	8,20 m	27.07 ft
P	25,70 m	84.32 ft
E	8,10 m	26.52 ft
Main sail	124,65 m ²	1,312 sq.ft
Fore triangle	108,70 m ²	1,215 sq.ft
Jib	116,80 m ²	1,273 sq.ft

Tank capacity

Fuel	1.200 l	317 gal
Water	1.000 l	264 gal

Classification

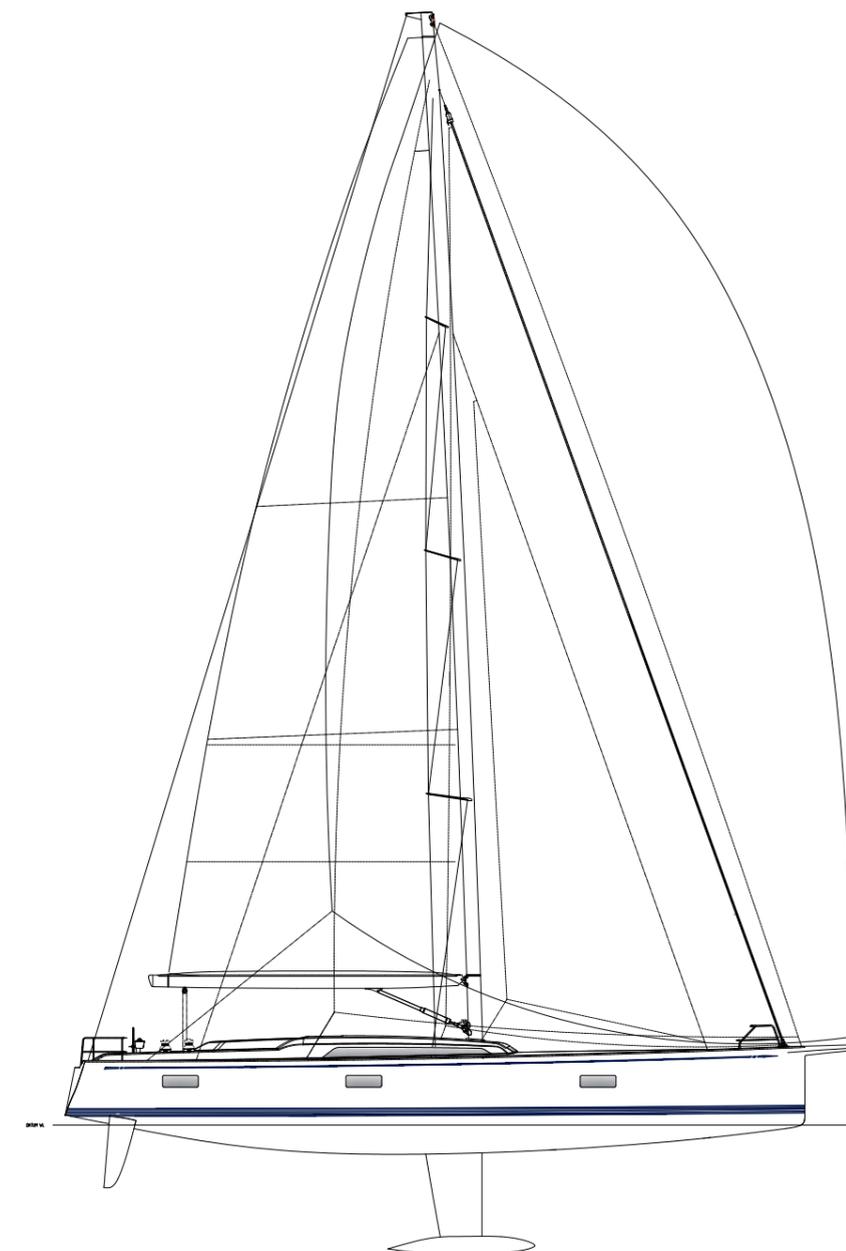
CE-Approval Category A Ocean

Construction

Hull, deck and bulkheads in prepreg glass/carbon sandwich with Corecell foam core, vacuum and oven cured

Naval Architect

Germán Frers





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