

SWAN 55





NAUTOR
SWAN

Heritage

From 1970 up to the present day: over 50 years of evolution since the Swan 55 was pencilled on the drawing board of our designers in Pietarsaari. Starting with the first legendary Swan 55 designed by Sparkman & Stephens in 1970, then the Swan 57 launched in 1977 and ten years afterwards, the Swan 53 drawn from the pen of German Frers, as were her sisters the Swan 56 in 1997 and Swan 53 in 2005, today we are writing another page in the history of this awe-inspiring model.

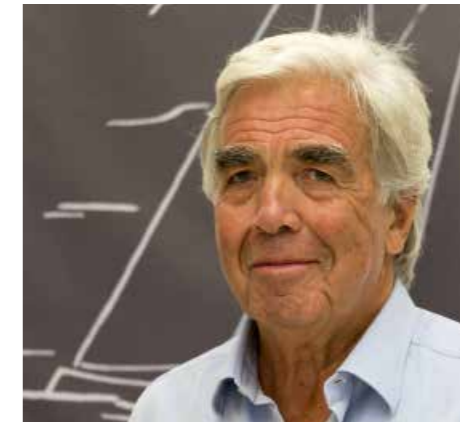
SWAN 55

Clockwise front top left: Swan 55 S&S Yawl, Swan 53 second generation, Swan 56, Swan 57 Ketch





Design Germán Frers



“This new version of the Swan 55 model Line represents a new generation of hull design developed over the past couple of years with the assistance of tools available today to study the behavior of the canoe body in all sailing conditions. There are hulls with a powerful back end that attain maximum sailing length and low resistance while heeled thus the lowest possible displacement / length ratio and they provide excellent balance through the range of heel angles in combination with the well proven twin rudder set up.

When designing the bow sections which are well rounded transversally and have a sharp entry angle, we have favored the sailing condition and comfortable ride when heeled. Because of the longitudinal high length to depth ratio sometimes it will be necessary to slow the speed while powering against a head chop.

The hull displacement is the result of a thorough study of weight and the position of the equipment onboard. These boats need to carry a fair amount of equipment for the comfort of the people living and enjoying life on board. However, the speed will be very good all around.

She will be a pleasant yacht to sail, easy to handle and cruise in its standard version and race in in its performance set up version, which includes a square top mainsail and a bowsprit for the light weather and downwind sails.”

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Deck

The deck is the most important area on a proper sailing yacht. The deck is where you control your yacht, enjoying the fun of sailing in pleasant weather and also conquering thrilling heavy storms while remaining safe and sheltered. At the same time, the deck is the area where you enjoy life at sea with family and friends: being at anchor in beautiful bays, swimming, sunbathing, dining alfresco and deploying the tender for exploring remote, untouched places. ... all in all, the deck is where you mostly experience the true pleasures of sailing and cruising.

The deck, and particularly the coachroof, are also the key elements that gives character to the whole project, and the design of these largely defines the beauty of a yacht.

Swans have always been designed taking the deck and its organization into great account. From the very first yacht in the late 60's, every Swan has a deck optimized in every detail for efficient, safe and enjoyable sailing and living aboard in great comfort, be it under way, at anchor or in marinas. Today our yachts show a hallmark deck organization, with well separated areas for handling the boat while sailing and living comfortably in all possible situations, be it sunbathing, dining or swimming. Great care is also given to proper protection both from adverse weather and from sun with well-designed sprayhoods, biminis and awnings.

The new Swan 55 is perfectly in line with this ethos, adding in some new innovations that enhance liveability still further in the cockpit and transom areas, like the "transformer" tables or the extra-long swimming platform.

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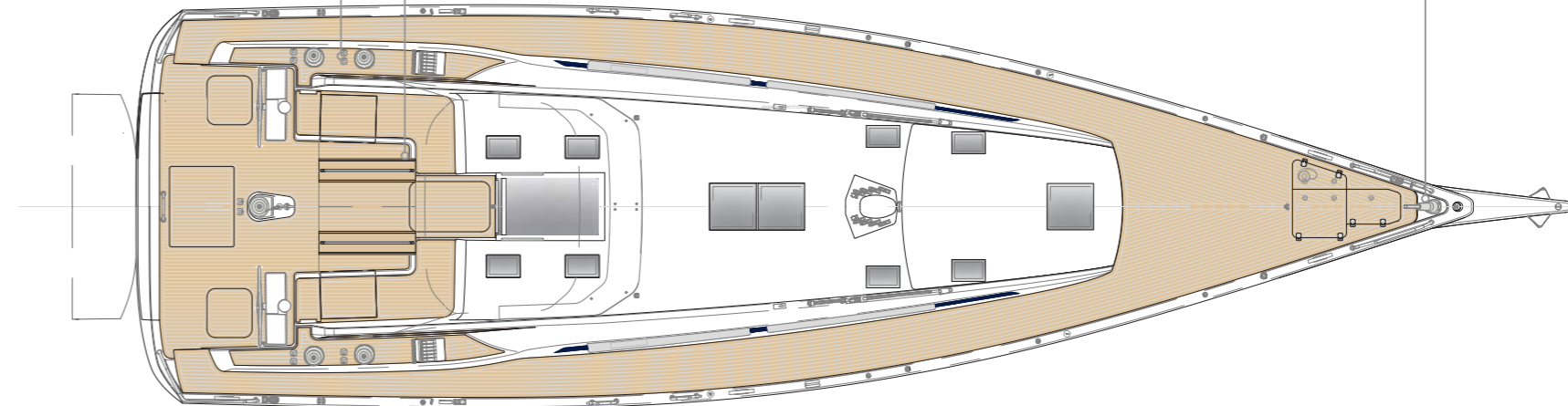




The five winches are electrically powered as standard, and equal size to allow functional redundancy and cross-sheeting. The main sheet can be on a captive winch as an option

The exclusive double “transformer” cockpit tables can be organized in multiple configurations, from sailing to dining to extra-large dining to sunbathing and, finally, to pouffe set up

The full height sail locker provides for storage of downwind sails, as well as staysail, complete with furlers and anti-torsional cable. The chain box is located as aft as possible, to bring loads away from the end of the boat



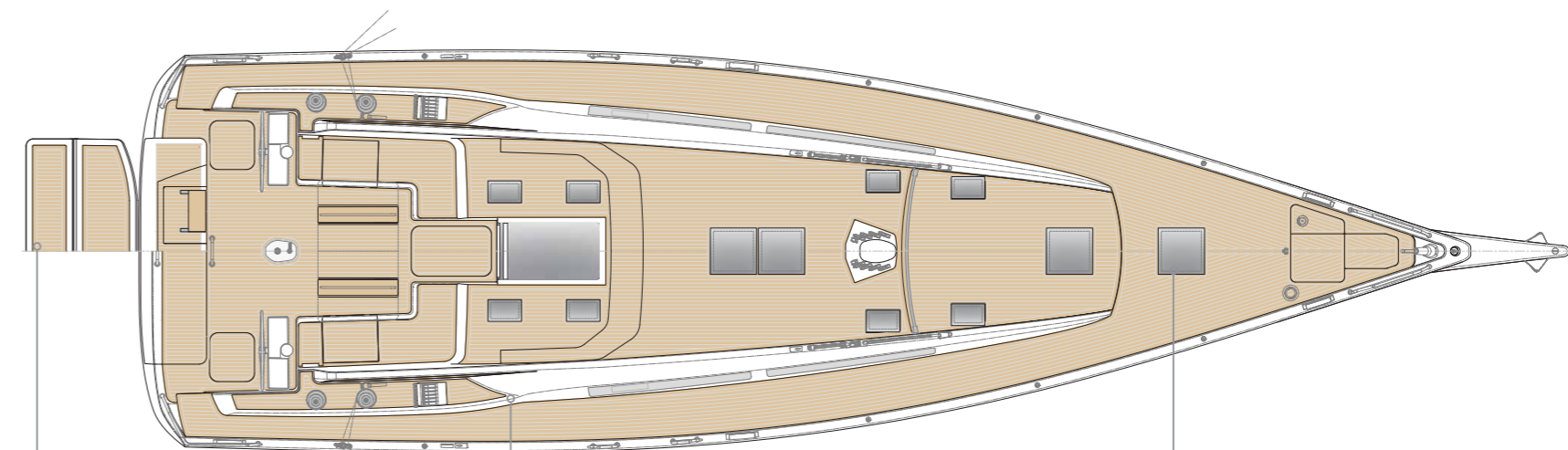
Standard



The innovative double-acting “Leo” transom (opt), exclusive Nautor design, results in a maxi-style beach area and simplifies the tender storage operations into the garage

The coamings widen towards the stern to increase the space for winches and jammers as well as to get more space in the cockpit

The front part of the coachroof can accommodate extra large sun bathing cushions, as well as the optional self-tacking track. An extra hatch can be opened over the owner’s berth



With options



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Interiors

When a yacht is designed for proper bluewater cruising, interior arrangements play a fundamental role. They have to combine features that are often at odds with one another: space and liveability that won't make you regret leaving your house and, at the same time, all the elements that allow you to move around belowdecks in safety when sailing in heavy weather. There must be ample natural light but also all the necessary storage space and functional areas. Taken together, the interiors must offer the best compromise possible given the purpose of the yacht, a definite challenge in this case.

In addition, a Swan must also give you a sensation of refined luxury, a unique experience that only renowned Finnish craftsmanship is able to create. The new Swan 55 offers an exclusive layout that combines all these elements. There are three comfortable cabins with two heads, complete with a separate shower box (a third head is optional). The salon and galley are designed for maximum liveability but also to be very functional while under sail.

In addition, there is also an additional cabin dedicated to storage that can be organized according to your needs or converted into a proper crew cabin with an enclosed head and a sink. All this to provide maximum flexibility in order to fulfill your plans, offering the perfect platform to explore the world in comfort and in safety.

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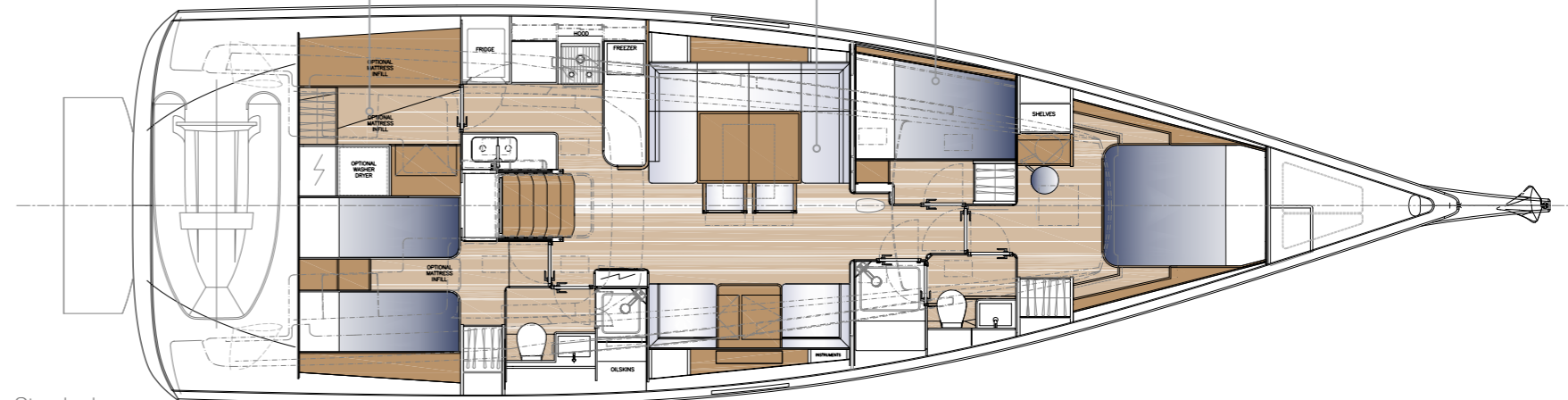




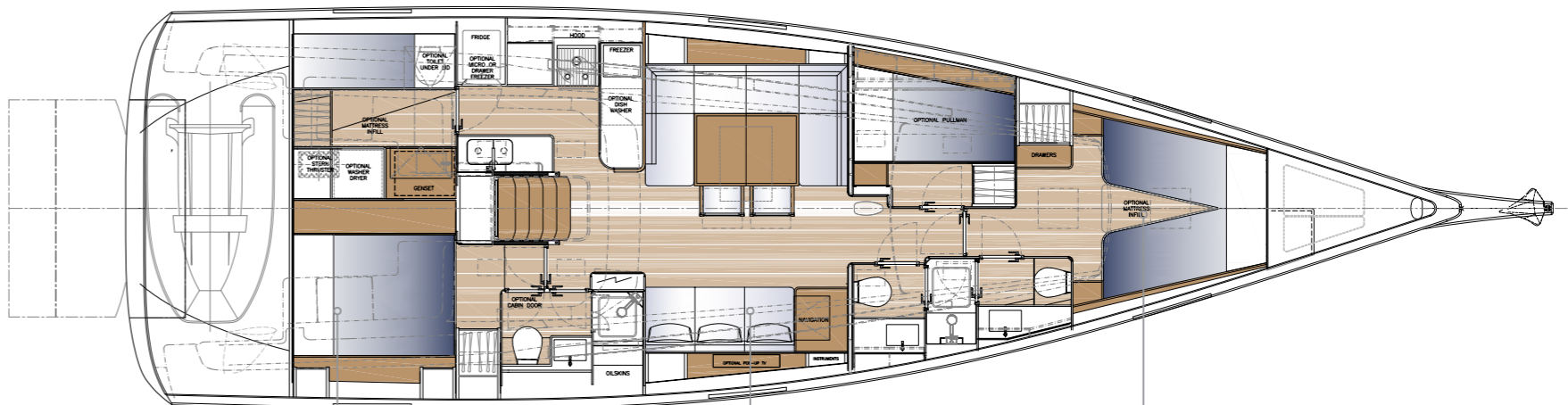
The utility cabin can be personalized for various accommodation and/or storage functions. As an option, it can be converted into a crew cabin, complete with sink and toilet, as well as with direct access from the cockpit

The dinette dining table as an option can be reduced to half-size and lowered to become a practical coffee table, allowing free access all around the sofa

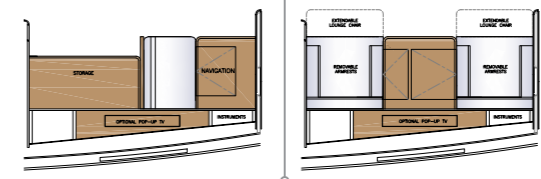
The amidship cabin offers many configurations, including the possibility to be integrated into the owner's suite, in an office or walk-in closet configuration, as well as a tv lounge accessible from the saloon



Standard



With options



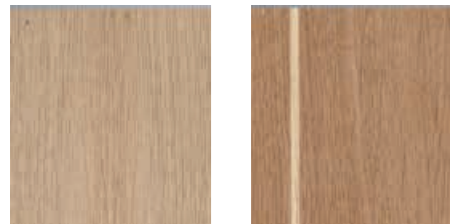
The aft VIP cabin is also en-suite, with a standard twin berth configuration that as an option can be convertible to a queen size double berth. One hatch and a porthole provide plenty of natural ventilation

As often seen on modern Swans, the navigation station can assume various configurations, including a set up with comfortable arm chairs as well as a proper chart table complete with extra-large storage locker

The owner's stateroom has plenty of floor area and spacious integrated en-suite with separate oversized shower compartment. As an option, the double berth can be replaced with two separate V berths

Woods

Swan Soul



Natural European Oak varnished
Natural European Oak with light stripes varnished



Natural oak panels



White groove panels

Scandi Vision



European Oak White treatment varnished
European Oak White treatment varnished with v-grooves



Whitened oak panels

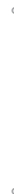


White groove panels

Blue Genoa



European Dark Oak varnished Satin
European Dark Oak varnished with v-grooves

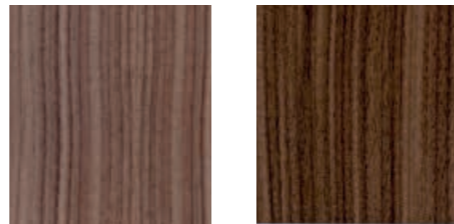


Dark oak panels

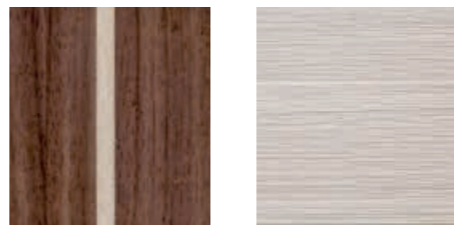


White groove panels

Velvet Vibe



American Walnut varnished satin
American Walnut varnished glossy finish



American Walnut varnished satin with light stripes
Décape Oak white treatment varnished



Red velvet vibe

All moods. Fabrics and leather

Swan Soul suggested



Caleido Taupe 11309



Optional throwpillows
Caleido Taupe 11309



Caleido White 10995



Cognac Leather SILK 0250



Optional Nougat Brown
Leather SYDNEY 5529

Scandi Vision suggested



Caleido Sky Blue 3582



Linosa 11032



Caleido White 10995



Optional throwpillows
casual gold 27



Optional Whiskey
Leather SILK 0551

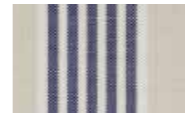
Blue Genoa suggested



Mariaflora Diva 100



Mariaflora Alassio 2



Mariaflora Casablanca 75



Optional Cognac
Leather Silk 0250



Optional Sea Blue Leather
Sydney 6644

Velvet Vibe suggested



Caleido Jeans 3585



Optional throwpillows
Caleido Jeans 3585



Caleido Light Jeans 11411



Caleido White 10995

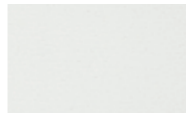


Caleido Chili Red 2598

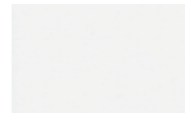


Caleido Red Velvet
3026

All moods



Caleido White 10995



Corian Glacier White



Sailing

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Vanni Galgani, long-time yachting journalist, Head of Product Marketing for Swan Yachts shares his perceptions sailing this latest Swan model.

Our first sea trials on board the Swan 55 gave us sensations rarely experienced before on a monohull. The theory is clear – a hull designed to remain symmetric while heeling, righting moment shared between hull shape and keel, position of sail plan aligned with keel, twin rudders... we know the story, it has already been tested and well-proven on all new Swans. But the conditions we had during this test in the channel, while returning to the yard in Pietarsaari ie flat water with sudden gusts coming from the islands - gave us the real sensation of how these design elements translate in real life. Even before feeling the wind coming, the boat heels softly but reactively, until close to the optimal angle of 20° and pausing there, while translating all the energy into acceleration. And all this happens even before you are aware of the gust. Only on multihulls have I experienced this sensation...so clear and tangible. This also results in greater comfort for those below because of the predictable and gentle motion of the boat. Because of this, the Swan 55 can be considered a true bluewater yacht, but being a Swan, still offering a really enjoyable helming experience and rewarding performance. Sailing outside in open water, gave us confirmation of this power and drive yet with still a soft motion through the typical short and challenging choppy waves of the Gulf of Bothnia with no tendency to slam or pitch. With the leeward rudder only in the water, the helm loses load the more you heel, affording maximum pleasure for the helmsman with no pre-load on the blade. Twin rudders provide direct and easy control like a sport car's steering, giving the opportunity to play with the gusts and the waves with immediate reactions. All this is thanks to the precise balance of the architecture - nothing really changes in the set up when heeling, therefore keeping the sailing experience in perfect balance whatever the heeling angle. Downwind, performance and power is derived from the generous sail plan, particularly in the fore triangle, which together with the balanced hull form and appendages results in almost no drag, producing double digit speeds very easily. That's the magic of the new Frers naval architecture: a proper bluewater yacht - which really sails, in the most intimate sense of the word.

SWAN 55





Construction

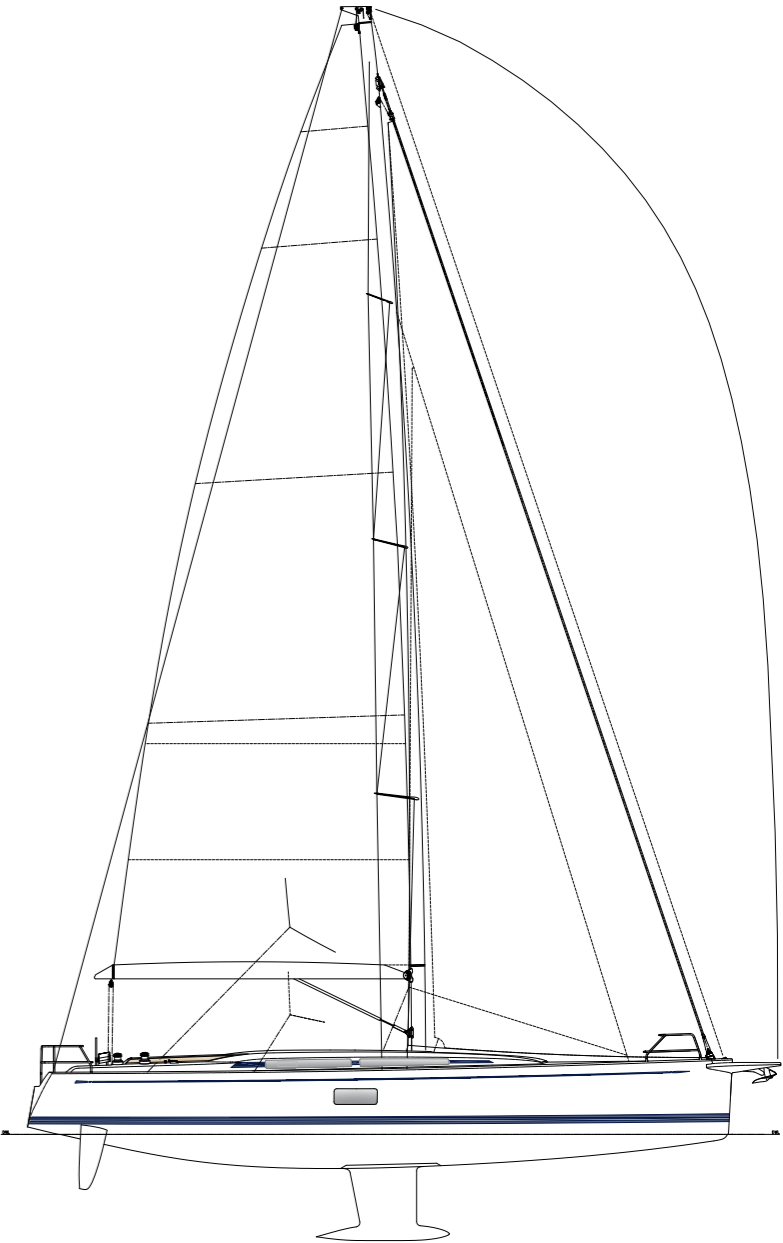


- Glass and foam core sandwich
- Structure reinforcements in carbon
- Vinylester resin
- Vacuum infusion, postcured
- Gelcoat finishing
- 2 composite 100% watertight bulkheads
- Standard 9 mm teak on sideways, cockpit and platform
- Maxi style toerail, with space for principal deck gear
- Massively constructed, oversized bottom structure
- All tanks and most of the loads on the bottom of the boat
- Carefully assembled, accessible in every part, no compromise on quality
- Standard interior in European Oak



Standard Specification

Dimensions			
Length of hull		16.60 m	54.50 ft
LOA		17.75 m	58.20 ft
LWL		15.78 m	51.77 ft
Beam max		5.00 m	16.40 ft
Draught (light)	Std keel	2.50 m	8.20 ft
	Shallow	2.10 m	6.89 ft
	Performance	3.40 m	11.15 ft
	Telescopic	2.00/2.85 m	6.56/9.35 ft
Displacement (light)		22.450 kg	49.494 lbs
Ballast, standard keel		7.530 kg	16.000 lbs
Engine Yanmar 4JH110CR		81 kW	110 Hp
Rig and sail dimensions			
IG		23.22 m	76.18 ft
J		6.73 m	22.08 ft
P		22.20 m	72.83 ft
E		7.00 m	22.97 ft
TPS		8.30 m	27.23 ft
Sail areas			
Fore triangle		78.14 m²	841 sq.ft
Main sail		95.11 m²	1024 sq.ft
Jib		80.15 m²	862 sq.ft
Gennaker		275 m²	2960 sq.ft
Tank capacity			
Fuel		800 l	211 Usq
Water		600 l	158 Usq
Hot water		60 l	15.80 Usq
Holding tanks		100 l	26.40 USq
Battery & power sources			
Service battery, AGM		24 V 340 Ah / 20h	
Starting battery, AGM		12 V 50 Ah / 20h	
Shore power		230 V 32 A 50 Hz	
Battery charger		80 A	
Naval Architect			
Germán Frers			
Construction Approval			
CE-approval: Category A Ocean			





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