

AUDREY

THE FIRST

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Nautor Swan:

This publication celebrates the first Swan 120, a flagship project we are all immensely proud of at Nautor Swan. The yacht not only reflects our continuous but coherent evolution in terms of brand identity and philosophy, she is also the most complete expression of how performance can be married with construction quality and luxury living at sea.

Large yachts are often described as ‘floating villas’, but this description does not do justice to the exhilarating power and performance of the Swan 120. I prefer to think of her as combining the relaxing comfort of a seaside residence with the dynamic pace of a fast cruiser. To draw on another analogy, the Swan 120 is neither a sports car nor a grand tourer, although she shares the high-tech construction of the former and the luxury of the latter. She is actually a bit of both and as such represents the next generation of performance maxi yachts.

Designing and building a yacht like this requires immense teamwork. At Nautor Swan we can rely on some of the most talented naval architects, designers and technicians around the globe, as well as our own highly qualified in-house team at the shipyard in Pietarsaari, Finland. Product development is key to a project like the Swan 120, which is only possible because we are constantly monitoring the latest technical developments and testing them thoroughly before applying them to our own production.

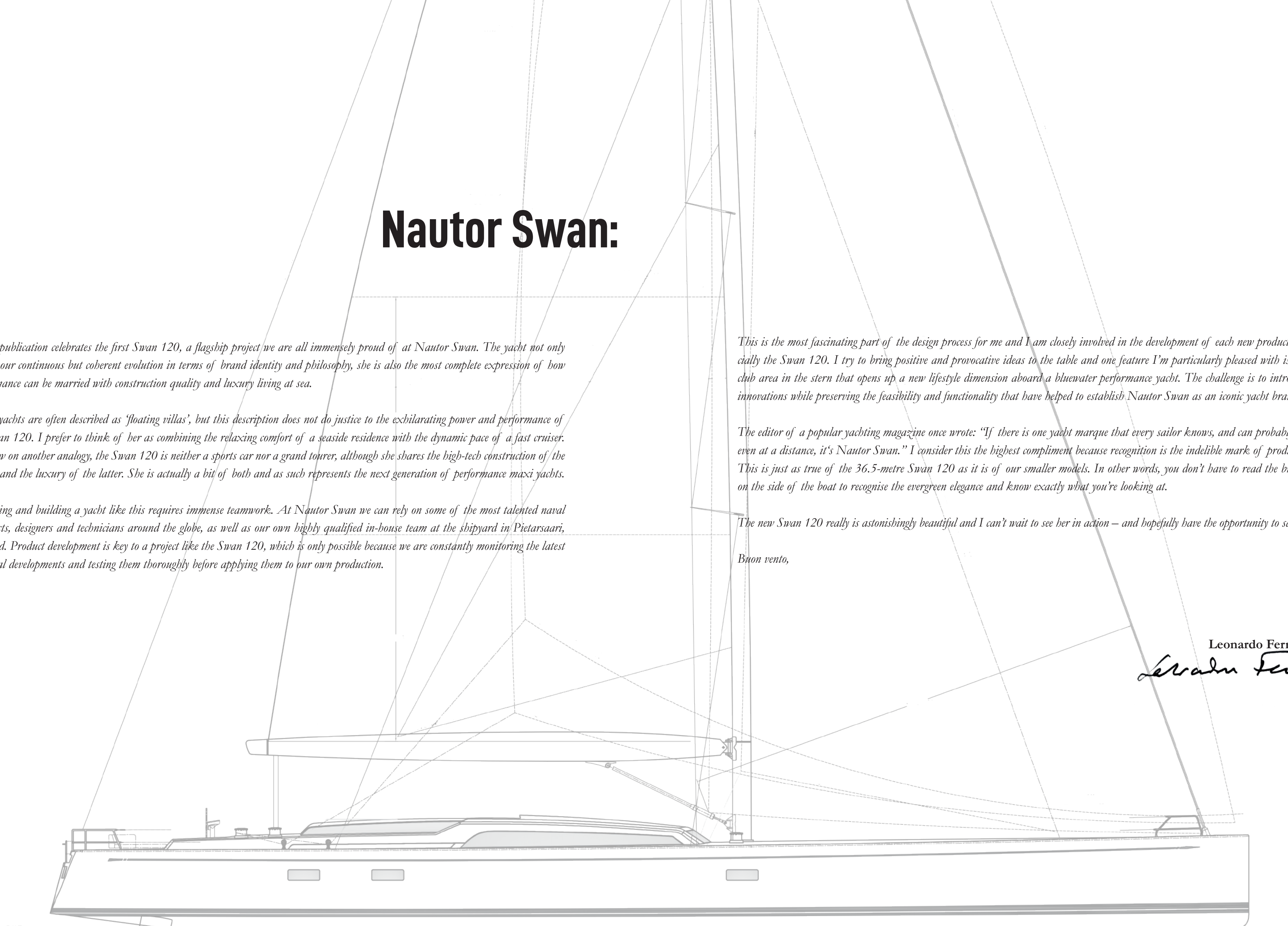
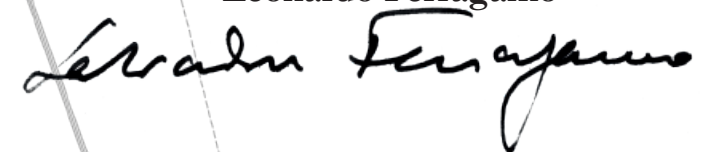
This is the most fascinating part of the design process for me and I am closely involved in the development of each new product, but especially the Swan 120. I try to bring positive and provocative ideas to the table and one feature I’m particularly pleased with is the beach club area in the stern that opens up a new lifestyle dimension aboard a bluewater performance yacht. The challenge is to introduce these innovations while preserving the feasibility and functionality that have helped to establish Nautor Swan as an iconic yacht brand.

The editor of a popular yachting magazine once wrote: “If there is one yacht marque that every sailor knows, and can probably recognise even at a distance, it’s Nautor Swan.” I consider this the highest compliment because recognition is the indelible mark of product success. This is just as true of the 36.5-metre Swan 120 as it is of our smaller models. In other words, you don’t have to read the brand name on the side of the boat to recognise the evergreen elegance and know exactly what you’re looking at.

The new Swan 120 really is astonishingly beautiful and I can’t wait to see her in action — and hopefully have the opportunity to sail on her.

Buon vento,

Leonardo Ferragamo



Giovanni Pomati

Evolution of the Species

by Justin Ratcliffe

“Pick out any Swan Maxi over the last few decades and you will find that the essential qualities and hallmarks that define a Swan – especially a Swan Maxi – have remained constant,” says Giovanni Pomati, Nautor Group CEO. “We have moved forward with the changing expectations of our owners, who demand more cruising comfort and racing performance in the same product. More than ever before, we have to take into account the features that make the onboard lifestyle luxurious and comfortable and combine them with the performance required for the occasional regatta. The Swan 120 is arguably the most complete expression of what we like to call the New Maxi Era.”

To meet this customer demand, Nautor Swan has adopted a process of product development based on evolution rather than revolution. The Swan 120, first unveiled at the 2018 Monaco Yacht Show, sits at the pinnacle of this evolution. As the flagship of the line, she is the largest expression of decades of development as the brand seeks to achieve the perfect balance between style and performance, comfort and luxury. She is also confirmation of the brand’s overarching strategy.

Pomati explains: “The Swan Maxi is ideal for those who want a fast but comfortable yacht to cruise the oceans and perhaps take part in superyacht regattas, while the ClubSwan Maxi is for owners who love pure performance

The shape of the Swan 120 reflects the elegance and style that Germán Frers brings to all his designs for Nautor Swan. From the bold, straight stem the hull lines sweep gently towards the stern with almost all of the maximum beam right aft, a concept inspired by ocean racers. With twin rudders for better handling when heeling, the hull shape also allows a choice of optimised interior layouts for maximum comfort during extended cruising.

The wide stern offers more living space on deck, too. A key element is the protected cockpit, which is completely free of lines and clutter so guests not engaged in the sailing can fully enjoy the superyacht experience. When at anchor, the cockpit area transforms into an expansive lounge space and the transom folds down to turn the whole aft deck into a beach area for watersports, sunbathing and dining. There's even room for a 4.5 tender in the aft garage.

"This stern section and beach deck concept is now the focal point for social life on board and this will be a feature of all our boats going forward," says Pomati.

The size of the yacht and its interior volumes also provide considerable scope for expressing creativity and customisation. In fact, the first Swan 120 has a bespoke interior by British superyacht designer Mark Whiteley tailored to owner's preferences.

But of course, a Swan wouldn't be a Swan if it didn't also sail exceptionally and the current Swan Maxis have the performance to be competitive at any superyacht regatta. Like all Swans, the 120 is built using cutting-edge construction techniques and pre-preg carbon fibre for the lightest possible weight combined with structural stiffness and integrity. Three sail-plan configurations meet the needs of different owners and their approach to sailing, and the telescopic keel means the boat can access remote, unspoiled anchorages without impinging on sailing performance.

"The Swan 120 has been designed for worldwide cruising without compromise," concludes Pomati. "Her owner came to invest in a new build after years of chartering Swan Maxis, which is confirmation of how we like to accompany our clients throughout the journey from chartering to ownership – and ensure the experience is always an enjoyable one. She's certainly a head-turner and I'm confident

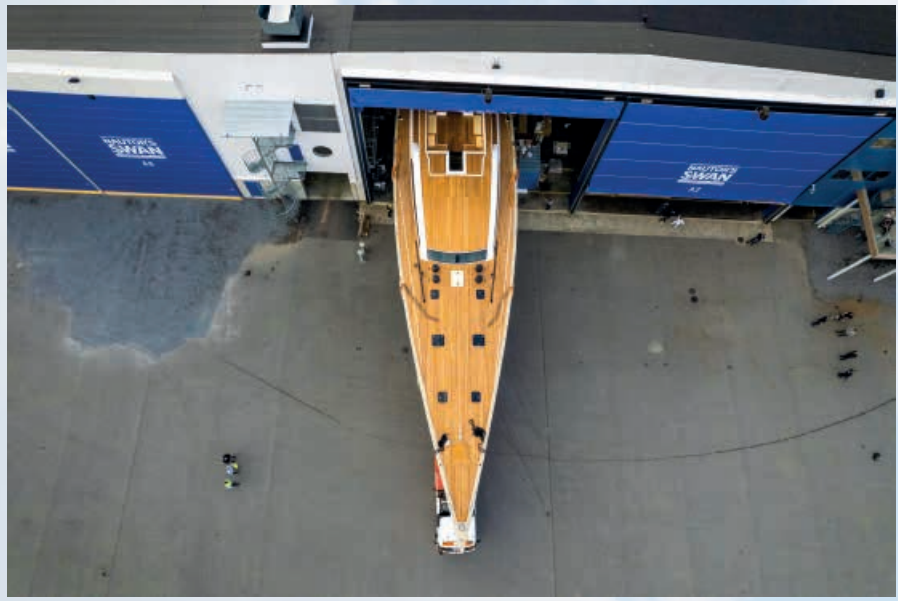




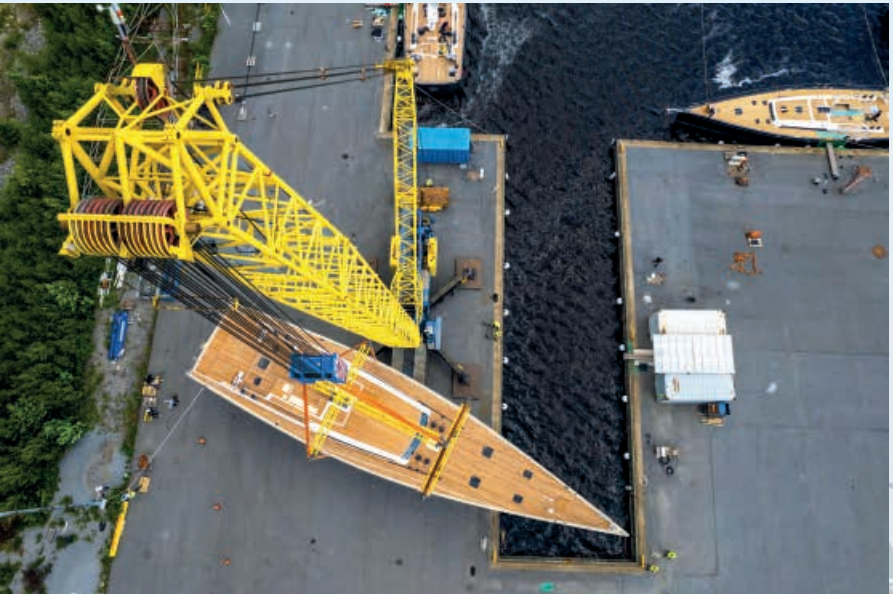
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The Swan 120 hull turnaround. The aerial roll over of the carbon hull took place at Nautor Swan's shipyard in Pietarsaari. After this spectacular procedure, the inverted hull -which was curated inside Nautor's new state-of-the-art oven- was prepared for painting.



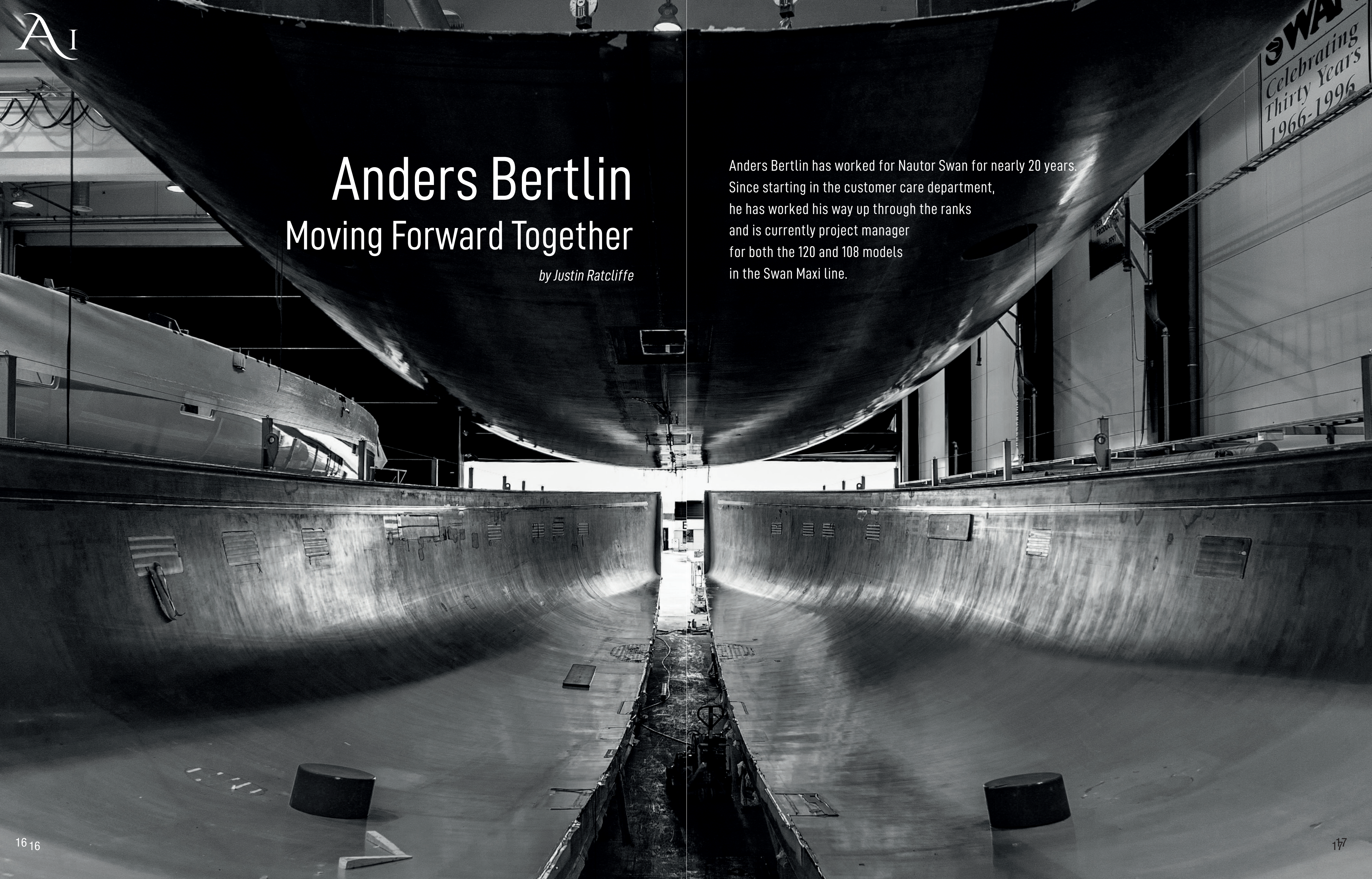


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The Swan 120 leaving the yard in Finland for the launch.
The hull and deck of the Swan 120 are a full carbon fibre construction. The pre-preg system provides the ultimate in structural stiffness and rigidity at the lightest possible weight.



“The Swan 120 has been designed
for worldwide cruising without compromise”






Anders Bertlin

Moving Forward Together

by Justin Ratcliffe

Anders Bertlin has worked for Nautor Swan for nearly 20 years. Since starting in the customer care department, he has worked his way up through the ranks and is currently project manager for both the 120 and 108 models in the Swan Maxi line.

SWAN
Celebrating
Thirty Years
1966-1996



“I’m humble enough to admit that I don’t know it all, but I know my own strengths and weaknesses and my role is to manage the various competences within the team to achieve a common goal,” he says.

For each new project Anders is assigned a pool of in-house personnel, including a dedicated production foreman and project engineer, who make up his core team. A critical phase of his job is verifying the feasibility of the concept before construction even gets under way.

“A detailed risk assessment is essential,” he says. “Once you have the design in front of you, first you have to map the route you’re going to take to make it happen. Establishing early on the buildability and practicality of the design ensures a smooth construction process and avoids delays or knock-on effects down the line.”

In order to guarantee an end product that is thoroughly reliable, Nautor Swan places great emphasis on the efficiency and repeatability of production processes. But the Swan Maxis are built using methodologies more appropriate to their large size and small series production, which includes ample scope for customisation.

Projects like the Swan 120 typically involve input not just from the owner but also a representative, the yacht’s captain and often a team of independent consultants as well. Managing all these influences requires focus, experience and not a little diplomacy.

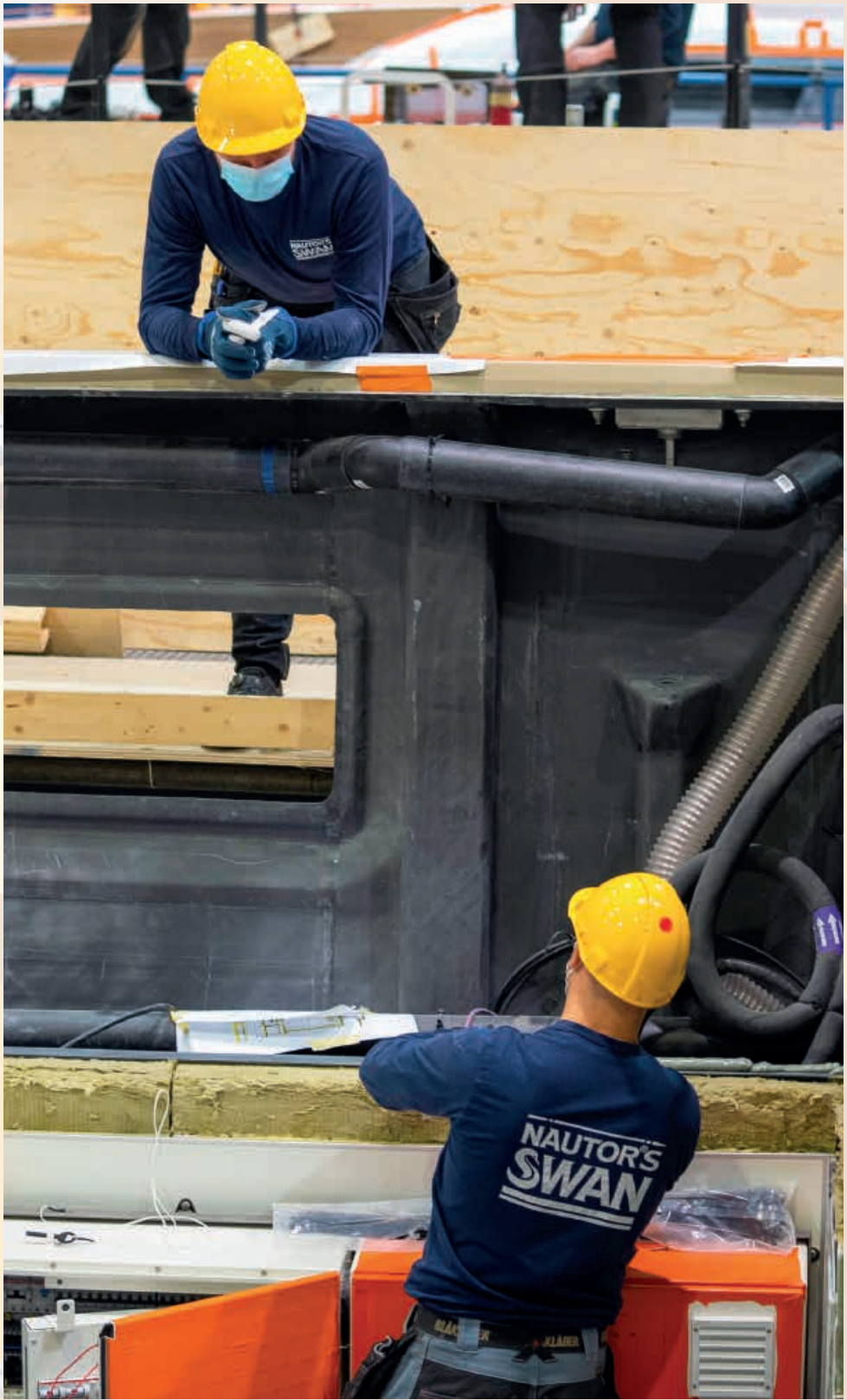
“On the 120 I was fortunate to work with a very active owner’s rep, Andrea Ratti, and we could also rely on Diego Manunta, the yacht’s very knowledgeable captain,” says Anders. “Add to the mix a local surveyor with long experience of building maxi yachts and we had the basis of a strong team.”

Contrary to what you might expect, Anders’ job is marginally easier on the bigger build projects because the longer lead times give him a little more breathing space. On the other hand, the larger the yacht the more room there is for customisation and the first Swan 120, for example, has a bespoke interior design by superyacht designer Mark Whiteley.

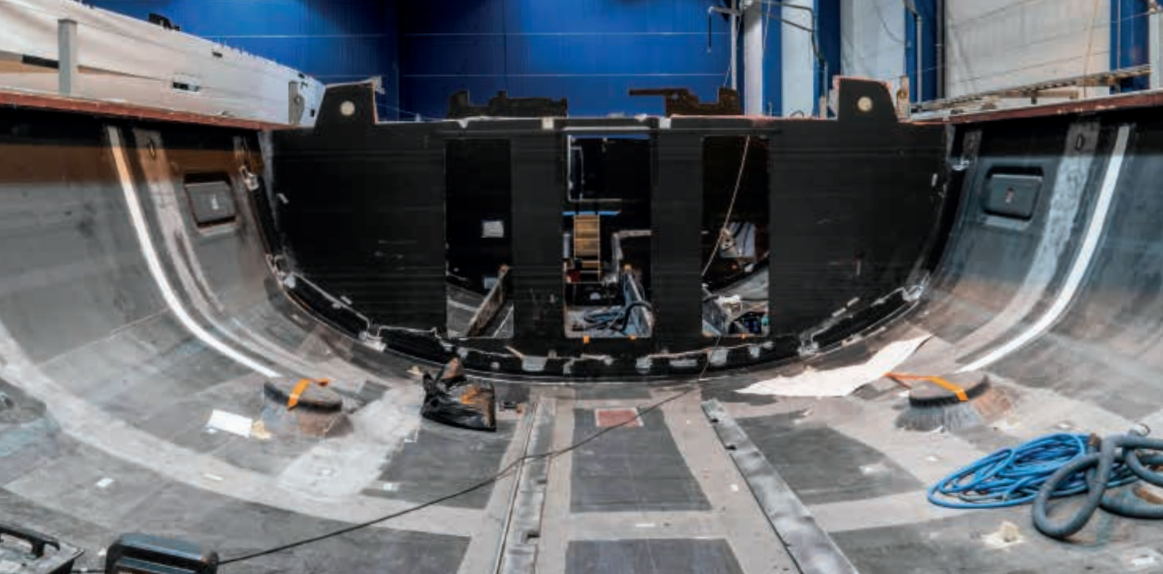
“Throughout the customisation process we have to keep a careful eye on our own Swan standards and think forward to future configurations to make sure what we’re designing and building will also appeal to future clients,” says Anders. “Every project is different and you never really know to what extent it will be personalised, but with the 120 I believe we have a very attractive and flexible platform in terms of on-deck ergonomics and interior livability.”

Another signature feature of all Swan yachts is good accessibility to the technical spaces for servicing and maintenance. By the time the 120 was launched most of her inboard systems had already been dry tested and because the interior furniture is pre-fitted, final assembly proceeded without a hitch once the yacht was in the water.

“I believe we have achieved all the key specification goals we set out to achieve on the Swan 120, including accessibility, serviceability, noise levels, cruising comfort and sailing performance,” concludes Anders. “That’s largely thanks to great teamwork. I think it was Henry Ford who said that when



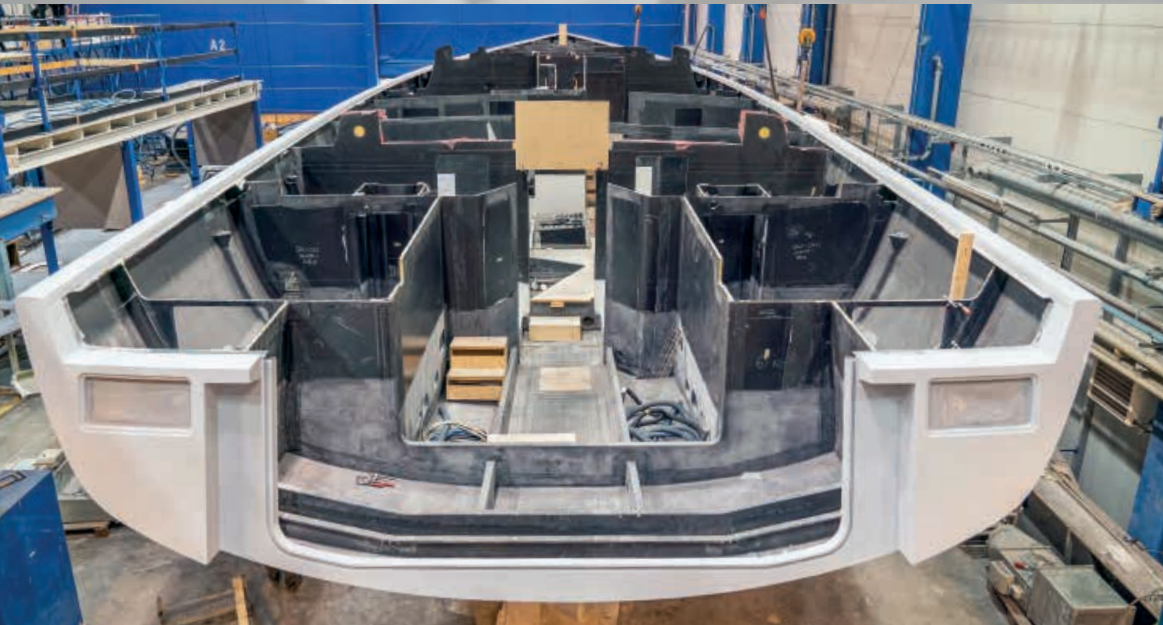
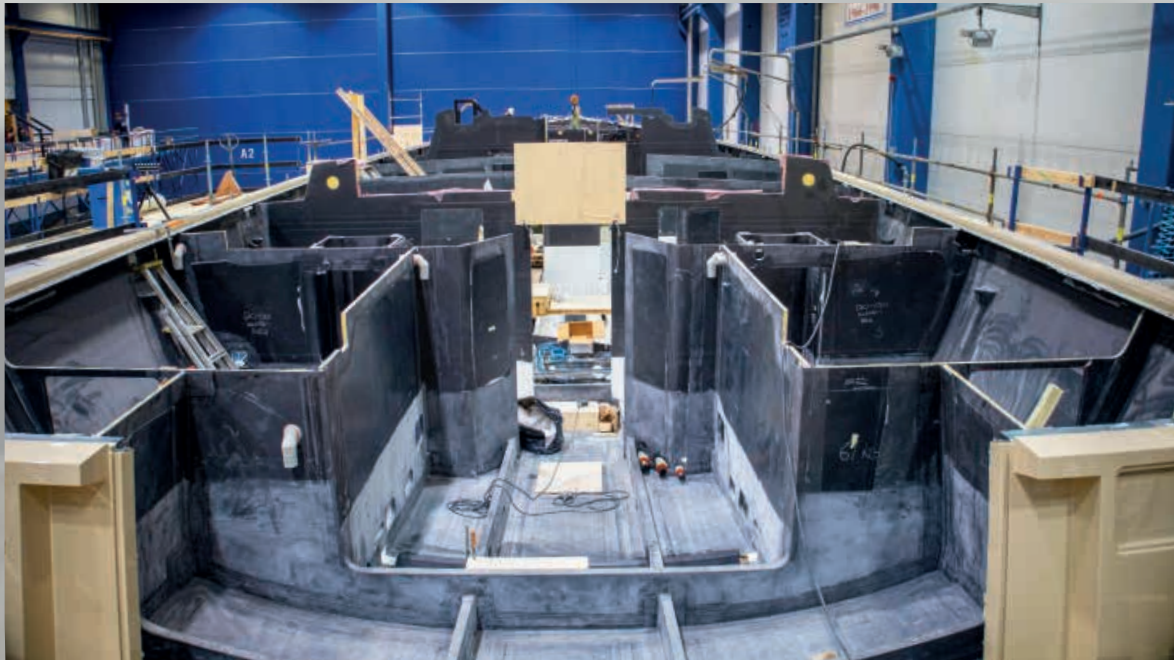
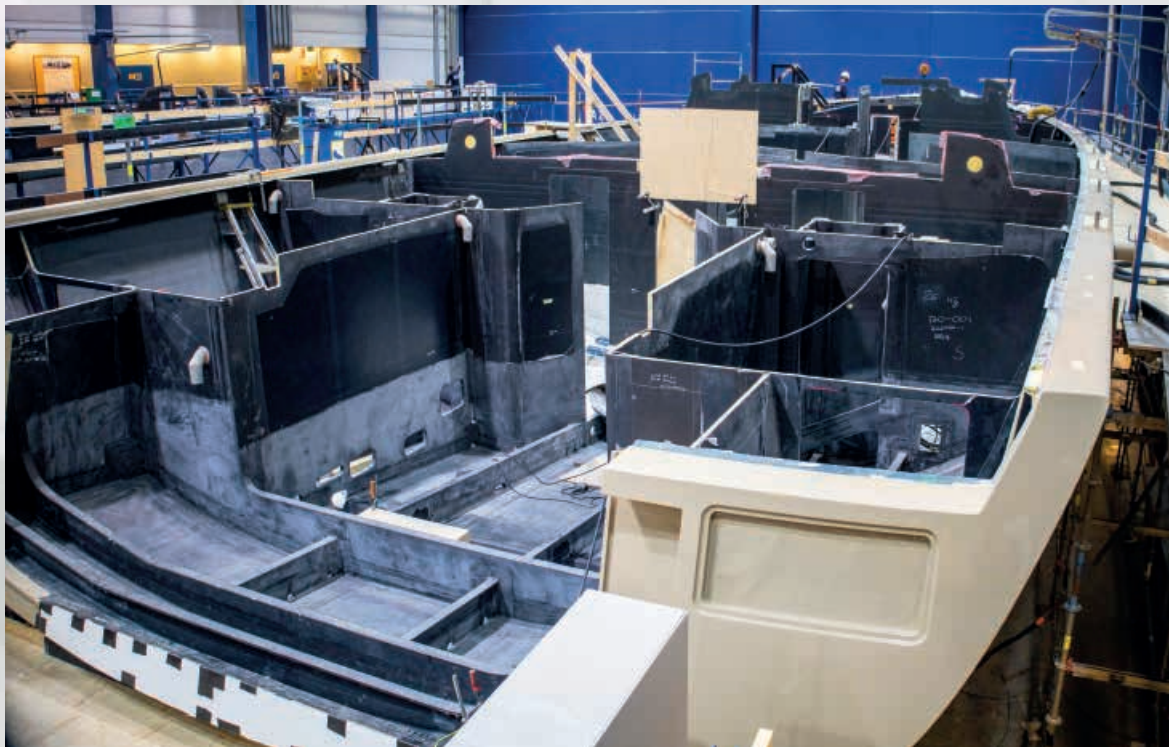
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The deck of the Swan 120 is being fitted on hull.



This page and facing page
Assembly phase in progress



On the left
The demoulding of the hull is completed



On the left and on the right
The hull is prepared for painting





“Throughout the customisation process we have to keep a careful eye on our own Swan standards and think forward to future configurations”



From the Idea to the Sketch Germán Frers

by Clare Mahon



“The Swan 120’ is the latest chapter in a forty year long dialogue that I have had with Nautor Swan,” says Germán Frers from his office in Argentina. Frers has been collaborating with Nautor since 1979 when he began work on his first Swan, the Swan 51, a design that opened the doors to a continuous and lasting working relationship that has changed the face of yachting.

Over the years Swan has produced over 700 yachts based on Frers’ designs and it can well be said that together the Argentinian designer and the Finnish shipyard have made sailing history. But the Swan 120’ is a special project, starting with the way it was commissioned: “The owner contacted the yard directly with his brief and they then contacted me,” says Frers recounting the days when Audrey the First was still just a dream.

In fact, the Swan 120’ is not a production yacht targeted at a potential gap in the market, it was commissioned by an owner to fit his specific, personal needs.

But the design that Frers has created can go farther and be adapted to chime with the needs of other owners. “I would call this a semi-custom approach. With the knowledge that the yard passed me of the owner’s brief, my studio of ten designers and naval architects and I got straight to work creating a new yacht based on a known hull shape.

With the team at Nautor we are a very well oiled machine and work very well together. In just a couple of years we have gone from naval architecture package to design to finished build.”

As always, Frers was very closely involved in the entire design process. “We met once with the owner at his home which was lovely and even with the current pandemic I travelled twice to the shipyard.

Throughout the build I have been in constant contact with the yard, talking over all aspects from rigging to on board technology.”





Frers knows all of the tiny details that will make time spent aboard the Swan 120 unforgettable, but the owner and his guests will only notice the bigger picture. “The main driver of this project was to fully exploit all of the options for pleasure that the experience of sailing, of living aboard and of owning a yacht can bring. A sailing yacht has to be fast and perform well on the water, it has to be fun to helm but if it heels too much it won’t be comfortable for guests, especially ones who are not used to sailing. And it has to offer easy access to the water,” Frers says referring to one of luxury yachting’s newest key features. “I feel very strongly that a beach platform is required on a large sailing yacht today.”

When designing Frers thinks about everyone who will be enjoying the yacht. “The owners may be sailors, but there’s no saying that their friends will be too. That’s why we designed the Swan 120’ to be comfortable at all angles of heel. The yacht will be fast, yes, but it will also be comfortable. It will have that special harmony between racing looks and cruising amenities because Audrey the First is a dream, a dream of her owner’s for spending real quality time with friends and family.” A dream that has gone from owner’s brief, to sketch pad, to ocean in just a few years: when dreams come true they’re called *Audrey the First*.



“*Audrey the First* will be fast, yes,
but it will also be comfortable.
It will have that special harmony between
racing looks and cruising amenities”

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Andrea Ratti Queen of the Seas

by Costanza Romagnoli



It was June 22nd when the Finnish sea welcomed her on a peculiar, tropical-like storm day. There was an unusual, non-Nordic feeling in the air. A fierce, incessant wind blew the chairs around and the black sea was churning. Most might be intimidated by such a challenging situation, especially since it involved launching a brand new Swan 120, but in hindsight, it really couldn't have been any other way. *Audrey*, a very feminine English name, has a variant, Audra, which happens to be a Lithuanian name, meaning storm. The sea therefore welcomed her in the best possible way: by honouring her essence. After a few weeks of routine checks and fittings, the boat left the yard at 6 a.m. on August 19th, 2021. This time in absolute calm

and silence. The crew was made up of seven people plus two Nautor professionals: an electrician and the PLC electronics technician. After so many months of construction, dedication and sacrifices, it was extremely liberating to finally let her take to the sea. The quiet did not last long, for after just a few hours, waves and wind immediately presented themselves as a challenge. There was a crosswind of 18 to 20 knots increasing and, given the shallow water, very short and steep waves. A considerably cold and rainy August accompanied the first two eventful nights, but at least, given the latitude at 60N, they were rather short because of the long daylight hours.

Audrey the First then entered the maze of Swedish canals and sailed 90 miles on smooth water between the endless islands of the archipelago in front of Stockholm. It is not very often that a boat so majestic in size and beauty sails these waters. Suddenly, while cruising along the canals, the crew was approached by the Swedish coast guard in a helicopter. One of them dropped down on deck while *Audrey the First* was sailing at 10 knots, landed with a big smile and some souvenirs for the crew (coast guard key rings). They were conducting an exercise in emergency and rescue operations. After the farewells, the boat continued on, leaving the Gulf of Bothnia behind and entering the Baltic Sea.

In Copenhagen, *Audrey the First* was finally greeted by the sun. After refuelling and a little tune-up, she was off again, this time to Portugal. The weather was favourable. Crossing the English Channel, where the south-westerly wind usually reigns (*Audrey the First's* route was west-south-west), there was an extremely rare, almost Mediterranean high pressure, which provided a north-easterly wind, relatively warm sea and sunshine. Rain and fog had stopped in the north. So onwards and upwards, with no time to lose. The crew's morale was high and the boat was undoubtedly lucky.



In the Bay of Biscay, an extremely hostile place if you happen to be there at the wrong time, the wave of good fortune continued: with an easterly wind of 18/25 knots, *Audrey the First* sailed on the leeward side with an average of 13.2 knots over the course of 24 hours. France was behind her.

Portugal and its Atlantic coast welcomed the boat and crew in an almost dreamlike setting with sunshine, light wind and dozens of dolphins.

After a short stop in Cascais to refuel, the crew set off again under a full moon towards Gibraltar, which they crossed at four in the morning.

While sailing alongside *Audrey the First*, a smaller sailboat was attacked by orcas. Fortunately, our Swan sailed well without any unwanted close encounters.

Arriving in the Mediterranean, *Audrey the First* was greeted by a headwind that had increased to 30 knots.

The last two stops were in Marina di Almerimar on the Spanish coast for a quick tune-up and in Palma de Mallorca for the last refuelling. The boat then continued by motor towards the Mare Nostrum. After another 48 hours, at dawn on September 6th, *Audrey the First* moored in Scarlino at the end of a tiring, non-stop transfer, but with favourable weather and great satisfaction with the boat's performance.

From the boat's captain to the crew at the end of the trip: "Thanks to all the crew for navigating such a wonderful boat to its destination safely and without any hitches."

The Monaco Yacht Show at the end of September was a huge success. *Audrey the First* was unreservedly liked by press and public, to the great delight of her owners and the yard.

May all these first adventures be just the overture to a grand symphony. Fair winds and following seas, *Audrey the First* !







“The Monaco Yacht Show was a huge success. *Audrey the First* was unreservedly liked by press and public, to the great delight of her owners and the yard.”



Mark Whiteley
Interiors:
Inspiration
and Concept

by Clare Mahon

Audrey the First's look is simple and clean: white surfaces contrast with the warm tones of mahogany throughout the yacht. The yacht will be an extension of the owners' lifestyle and a reflection of their personalities.

"For the look of their first custom yacht the owners of Swan 120' *Audrey the First* were inspired by the interiors of a 184' ketch we had designed called *Aquarius*. But this time the sides of the coin were inverted: aboard *Aquarius* we did modern interiors for a very classic-looking yacht, aboard *Audrey the First* we had to create a classic atmosphere that would work with Germán Frers' very modern-looking yacht," says Mark Whiteley of the eponymous British design firm. "We brought in the concept and atmosphere of *Aquarius* and adapted it to make it work in a new context, but I think that the success of the project is also down to the owners' input."

"We took the nice balance of white timber walls and feature mahogany furniture that the clients liked then gave it a more modern twist by adding leather surfaces and details like drawer pulls. These features help soften and modernize the interior and give *Audrey The First* unique character," says Whiteley.

"The owners were always very involved in the project," Whiteley continues. "And even in times like these we managed to meet in person in London, Buenos Aires and Milan. Then, naturally on Zoom, probably fifty times! It was a very easy, collaborative relationship based on mutual trust."

The owners have furnished several homes around the world so they know what they're about, plus they've chartered Swan 115' *Solleone* for years. This may have been their first custom yacht, but they knew what they wanted aboard."

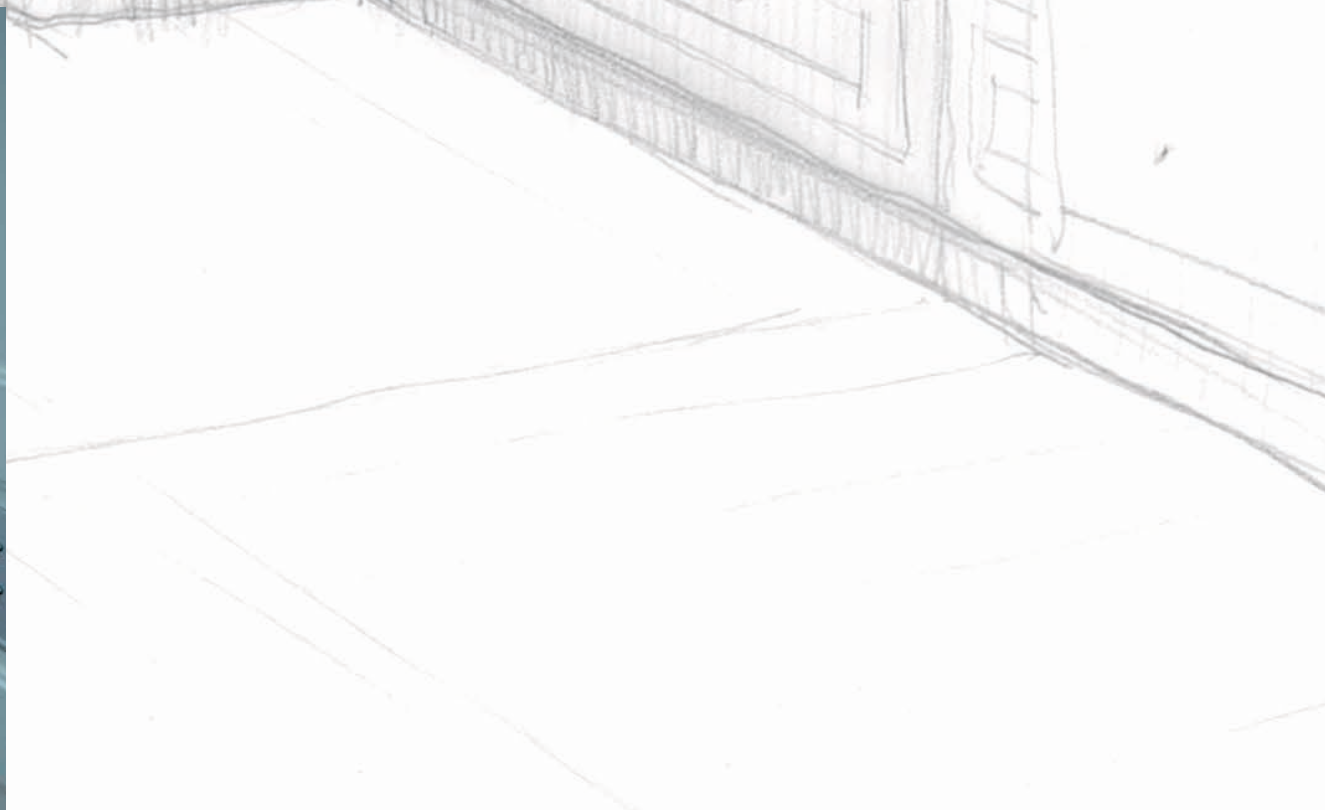
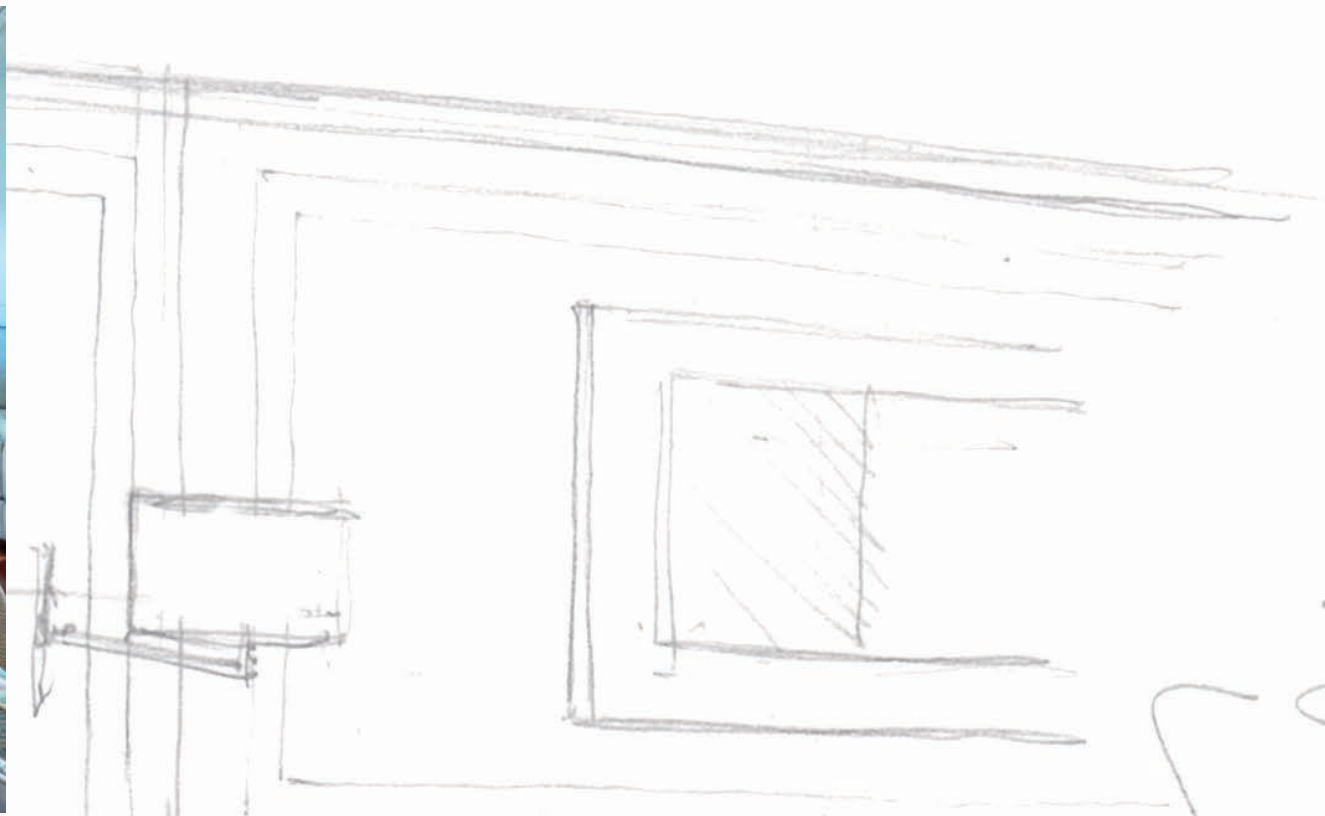


Audrey the First will be an extension of the owners' lifestyle and a reflection of their personalities. "They asked for custom touches like a massage table that can be brought from the master cabin to the foredeck where there is a Moroccan tent theme. Also as per their specific brief there is an area with stools that can be used for serving and casual dining. Adjacent to a dedicated wine cabinet, it acts as a kind of buffer zone between guest and crew areas, and during tastings the owners and guests can open a hatch to communicate directly with the chef in the galley."

To keep a modern look Whiteley pared back on details such as raised and fielded panelling, but kept luxury and fine craftsmanship in the picture. "On top of in Loro Piana upholstery, we used fabrics in the ceilings

and to line the interior sides of the hull and added lots of leather like in the handrail coverings. "The owners also asked me to help with choices for the exterior furnishings so that the style is continuous throughout the yacht. And we introduced the owners to David Linley and his fine custom furnishings. They commissioned the bespoke games table and stools that are in the saloon from him."

"*Audrey the First* is a home from home for the owners as well as a fantastic performance sailing yacht. Considerations on comfort and quality of life aboard drove a lot of the decisions that we made, but the owners' style and approach to life also shine through. She's a lovely yacht that I'm sure will be a pleasure to own for years to come," Whiteley concludes.



“*Audrey the First* is a home from home for the owners as well as a fantastic performance sailing yacht. The owners’ style and approach to life also shine through.”



Tina Wik

The Theme

by Clare Mahon







"Every Swan is a special Swan," says Tina Wik, Chief designer for the Interior department at Nautor Swan. "But I think it's safe to say that Swan 120' *Audrey the First* is an extra special Swan with beautiful custom interiors and a look that remains coherent on deck and below."

Tina was following the project right from the start. "After Mark Whiteley and the owners established a modern classic theme for *Audrey the First*'s interiors his design studio began to send sketches and renderings. We went straight to work creating the bespoke pieces required to fit out the yacht's interiors," Wik says.

"The designer and the owners were going for a look that is simple at first glance, all white and mahogany. But if you look closer you see that the white panelling is architectural and hand painted and the mahogany has also been buffed by hand.

It's details like this that set *Audrey the First* apart. Some people might not notice it at first, but it's a real testament to the quality of handcraft that we can count on at Nautor Swan."

Right from the start it was clear that *Audrey the First* was going to be a standout project. The Swan 120' team was managed by Andrea Ratti for the owner and Project Manager Anders Bertlin with Tina Wik at Nautor for organising the works on the interior.

Always ready to push the boundaries to meet the challenges posed with developing such a unique yacht, Bertlin and Wik often had to surmount unexpected challenges posed by the Covid-19 pandemic. "We have worked well through these difficult times," Wik says. "But there were some disruptions to our supply chain along the way. You learn to expect the unexpected."



Wik and the entire Nautor Swan team were in constant contact with Mark Whiteley and his studio during the project. "To achieve the modern classic look and a discreet but luxurious atmosphere there are lots of details that were done by hand. On top of the hand painted panelling that I have already mentioned there is lots of leather used throughout the yacht.

"At Swan we work with a selected group of specialised artisans who can hand stitch and mount this delicate material. Fabrics such as the Loro Piana upholstery and the other fabrics used to line the hull sides and the ceilings also require the skills of specialised craftsmen.

"I think the excellent outcome that we have achieved for *Audrey the First's* interior is due to the expertise of

the team, who we handpicked because of their skills, experience and the high quality standards of the yachting industry."

"*Audrey the First* has interiors that appear simple, but don't let looks deceive you!" Wik jokes. "This yacht is more 'decorated' than it might initially seem and it can be more complicated to create an interior that is simply elegant than to make one that goes for the wow effect.

The excellent results that we have achieved aboard *Audrey the First* come thanks to teamwork between the owners, the designers, the shipyard and the artisans who have the skills required to create such a lovely interior. Without them none of this could have happened," Wik concludes.



*“Audrey the First is
an extra special Swan
with beautiful custom interiors.”*



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