

SWAN48
MKII





NAUTOR
SWAN

Heritage

For Nautor's Swan, 48 is a magic number. One of the most iconic Swans ever was born in 1971 under this number: the mythical Swan 48. Designed by the best yacht designer of that time, indeed one of the best of all times, Sparkman & Stephens of New York, this iconic yacht won some of the most prestigious offshore races, like the Bermuda Race and Transatlantic Race and achieving selection for the Admiral's Cup - the "Formula One" race series of that time.

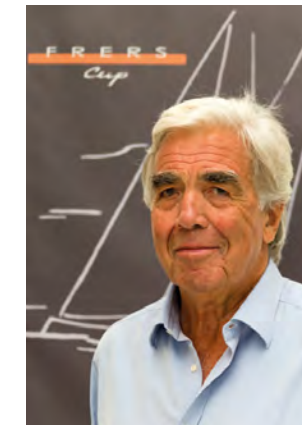
However, racing was not the main purpose of the boat: like any Swan, she was born to be a perfect family cruiser, capable of sailing around the world in total safety and comfort. Quoting from the original brochure: "With many international races behind her - the Swan 48 is keeping up an irresistible challenge as top class ocean racer. With the speed of a bird of prey she combines the luxury and grace which make her the swift, smooth-going Swan of tomorrow. The Swan 48 is equipped to the highest professional standards and the woodwork has the class given it by the Nautor specialists, men who have learnt their crafts around the Gulf of Bothnia, where woodwork and shipbuilding skills are traditional. The unique design and professional skills behind the Swan 48 make her the complete ocean cruising racer." To prove this, 46 units were sold during five years of production. Following the same principles, in 1995 Germán Frers designed a new Swan 48 with the same level of grace and performance as the original one: another shining success, with 57 yachts built. In 2019, almost forty years after the original one, another mythical Swan 48 has been launched and with more than 50 units sold, and 2023 was the best time to gift our owners with a new release, the Swan 48 MKII.

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Clockwise front top left: Swan 48 S&S Noryema,
Swan 48 S&S at anchor, Swan 48 Frers



Design Germán Frers



The hull lines are designed by maestro Germán Frers as a combination of performance, comfort at sea and liveability on deck and inside the yacht. The result is a very well-balanced hull, with a new design for the bowsprit, giving great functionality for anchor and tack line.

The hull is optimized to give max performance heeling at 20 degrees, leaving the boat comfortable and fully liveable at sea in any condition. The twin rudder configuration enhances the balance of the boat, preventing the broaching tendency and therefore giving back full sensitivity and pleasure while steering at full heeling angles. At the same time, the reduced draft of the double rudder blades increases the cruising ability, allowing access, together with the highly efficient T shaped contained draft keel, to shallow waters and smaller fishing harbours. On the racing front, the 48 MKII, perfectly in line with Swan tradition, is conceived to be a winner. Waterlines are designed with performance in mind and the full package is set up for getting the best even by a non professional crew.

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Swan 48 MKII

THE EVOLUTION OF THE MYTH

A Swan model is alive even after years of production. Listening to customers, captains, testing and experiencing Swan's boats continuously, both cruising and racing, the yard evolves and improves its models constantly.

Saying this, after more than 50 units sold of the iconic Swan 48, the team at Nautor collected a number of improvements to be converted into standard and optional items that led to the Swan 48 MKII.

The innovations include a new bowsprit design and new chainplate position, while the coachroof features a new design for the windows. The transom door is now opened by a system of hydraulic pistons to enhance functionality.

The interiors feature an innovative Corian design with rounded corners and a lower galley curved furniture style. A more comfortable sofa design: enhancing storage volumes and some other optional additions to add a very high comfort level onboard.



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Deck

Like every Swan, the deck plan has been conceived for maximum efficiency, safety, comfort, aesthetics and character.

The coachroof design has been made more contemporary, with the new windows following the same style used for the brand new Swan 55. It keeps a combination of soft curves and faceted surfaces.

The cockpit, well protected by deep coamings for the whole length, maintains the typical Swan hallmark organization: forward area dedicated to guests, fully protected by sprayhood and bimini, central section where all the gear to handle the boat is concentrated, with all winches easily reachable by the helmsman, aft area dedicated to sunbathing and direct access to the sea via a large opening platform, with an innovative opening hydraulic system to enhance functionality to access the tender garage.

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DECK



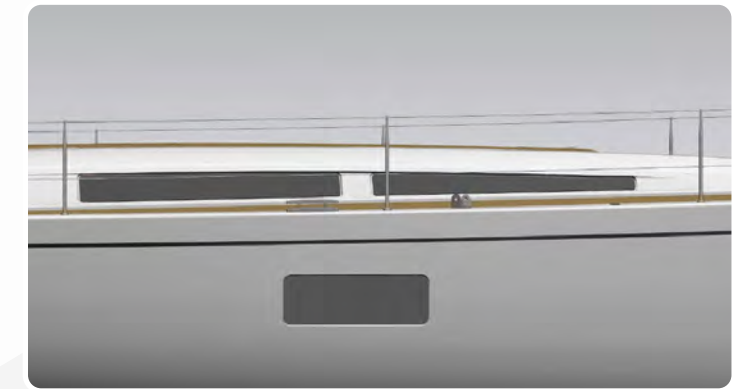
Transom door opening:
New hydraulic system to enhance functionality



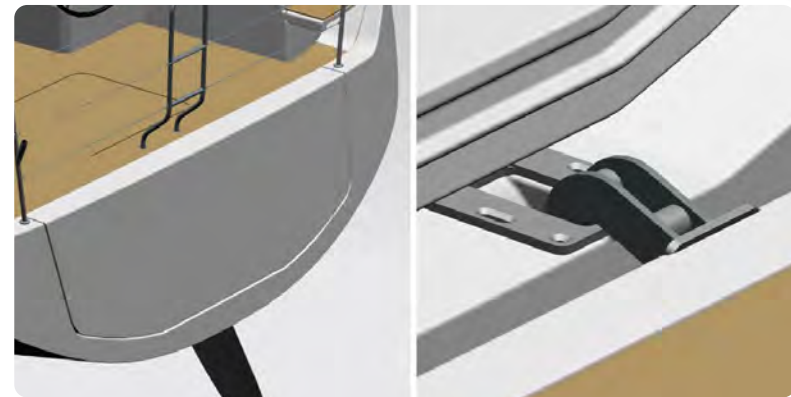
Pushpit fairleads:
Compact integrated style to facilitate
cross mooring lines stern-to



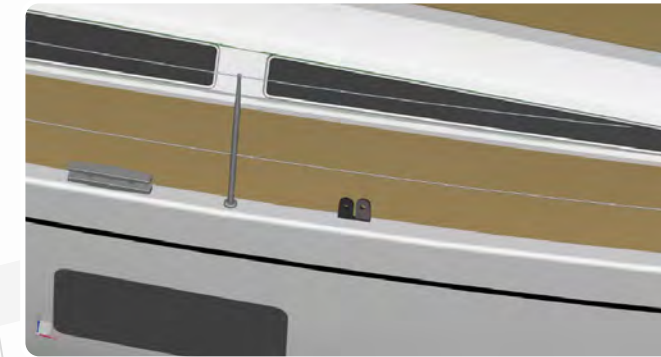
Bowsprit:
New design, greater functionality for anchor and tack line



Coachroof windows:
New style following new Swan 55 design

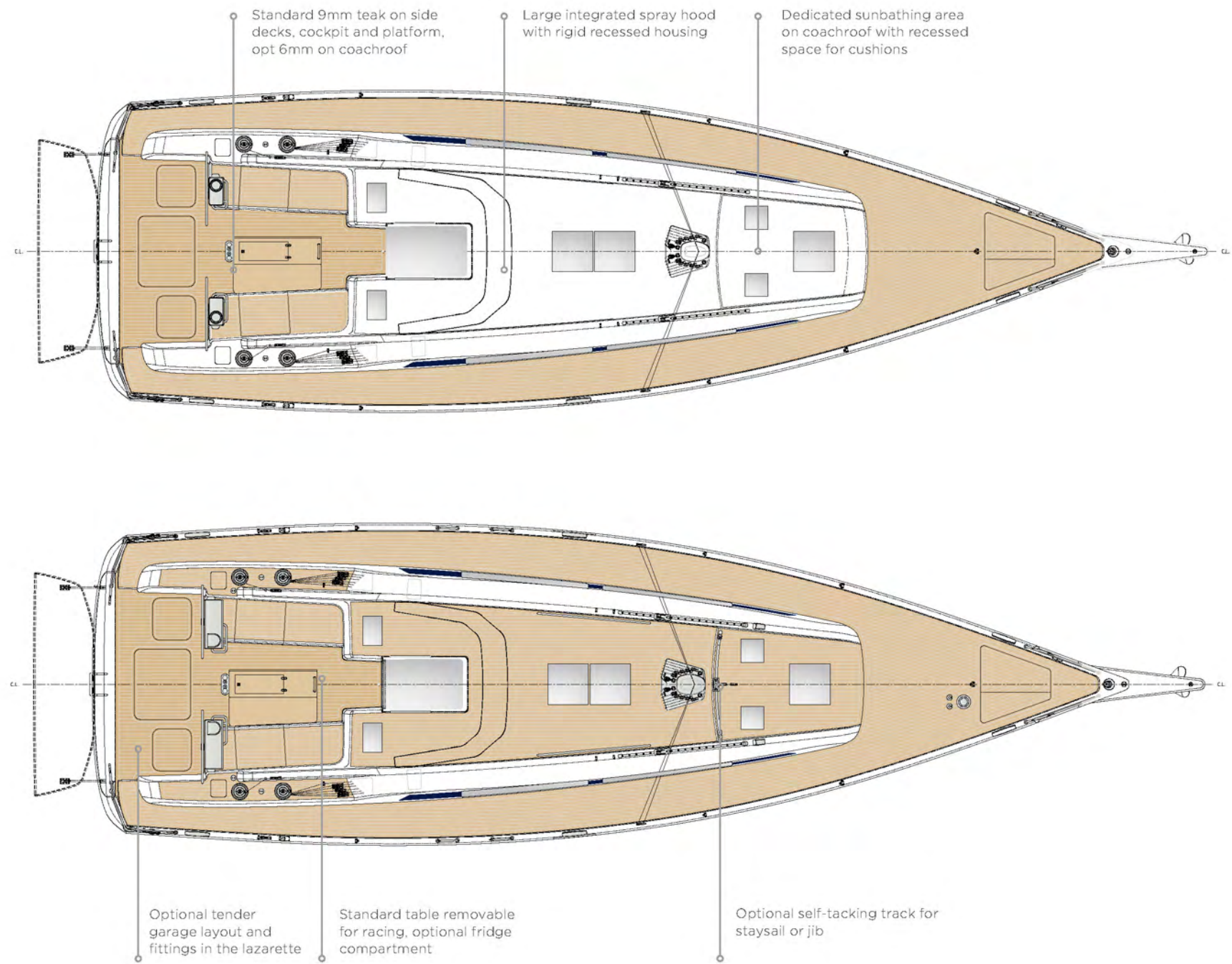


Transom door hinges:
Completely hidden, stronger, improved ergonomics



Chainplate position:
Located further outboard to allow easier passage on side decks







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Interiors

With the classic style and elegance from Misa Poggi's pencil, the Swan 48 MKII boasts an interior arrangement providing a clear feeling of space and volume.

The three cabin layout comprises the owner forward with a private head, a VIP cabin starboard and a guest cabin portside, both aft.

The two heads are a statement of comfort and space, both with a fully separate shower compartments, with tempered glass shower doors.

Located at the centre of the boat, the main saloon is open wide, with a C shape sofa with an optional lowering/sliding/folding table for greater flexibility. The natural light irradiating from three different levels, giving brightness to the whole space.

The chart table on the starboard side, comes in three different layouts: flipper style, forward facing with seat and storage or with table and sofa.

The galley configuration offers freedom of movement at 360° in every condition, with a domestic size fridge and valuable volumes for storage, with new optional galley lockers above galley sink and new top surface design in Corian, with rounded corners, easier to clean.

The soundproofed engine room guarantees good accessibility and includes a dedicated space for an optional genset

For styling and finishing, the Swan 48 MKII maintains the four different moods proposed by our interior designer Misa Poggi: Swan Soul, which embodies the typical Swan style, Scandi Vision inspired by Scandinavian design, and Velvet Vibe Red and Velvet Vibe Blue, which reflect a warm atmosphere and a more intense taste.

These styles make a degree of customization possible, making every Swan 48 MKII unique and close to the owner's lifestyle.

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INTERIOR



New work surface design:
Corian upstand with rounded corners - easier to clean



Galley joinery:
New ergonomic curved lower locker style



Shower doors:
Now in tempered glass



Galley upper lockers:
New optional galley lockers above galley sink



Saloon drawers:
New optional deep drawers under saloon seating for improved access to storage



Saloon sofas:
New design with enhanced access to storage



Saloon table:
Optional lowering/sliding/folding table for greater flexibility

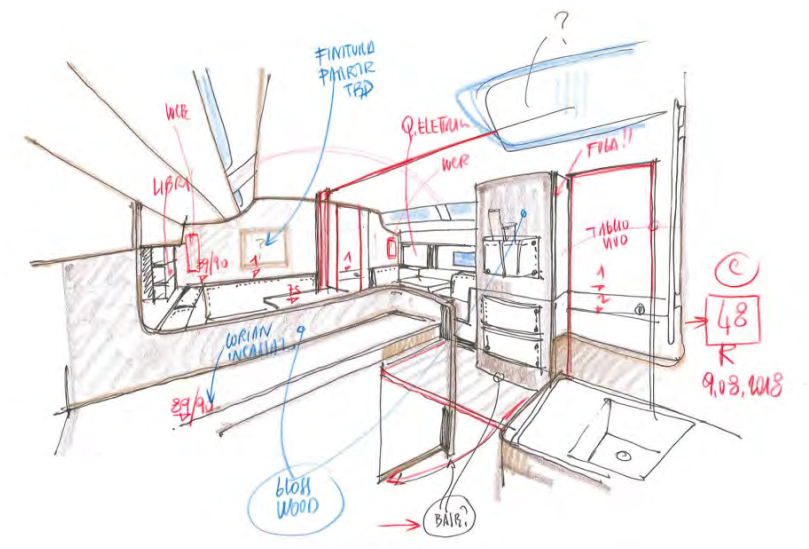


Moods

Misa Poggi



"Working on the interior of a Swan yacht means creating a special atmosphere for onboard comfort and contentment and a reciprocal enrichment beyond the practicalities of place, function and space, always involving Finnish passion for excellence. The process for producing a sense of intimacy combined with the necessary seamanlike features is a multi-faceted one that enriches itself thanks to the collaboration of the great expertise of the Nautor's Swan team, our technicians and, of course, evaluating the dreams of Swan enthusiasts. The atmosphere onboard and its energy are determined by the relationship between spacial elements and materials. Nautor's Swan materials are chosen carefully and tested by the whole team to guarantee their best performance in all the challenging areas of the sailing context."



Woods

Swan Soul



Natural European Oak varnished
Natural European Oak with light stripes varnished

Scandi Vision



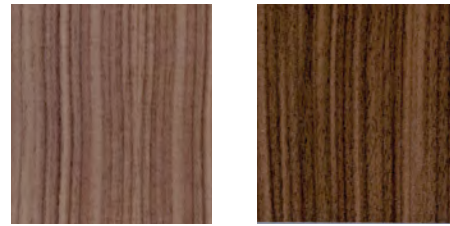
European Oak White treatment varnished
European Oak White treatment varnished with v-grooves

Blue Genoa



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

Velvet Vibe



American Walnut varnished satin
American Walnut varnished glossy finish



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



All moods. Fabrics and leather

Swan Soul suggested



Scandi Vision suggested



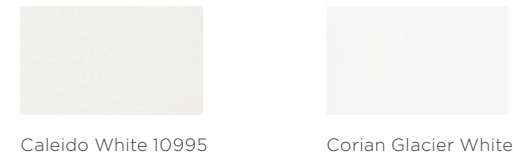
Blue Genoa suggested



Velvet Vibe suggested



All moods





Scandi Vision



Scandi Vision



Scandi Vision



Scandi Vision



Scandi Vision



Velvet Vibe - Red



Velvet Vibe - Red



Velvet Vibe - Blue



Velvet Vibe - Blue



Velvet Vibe - Red



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Sailing

The leitmotiv of the latest generation of Swans is balance, and this is clearly visible in the sail plan. This goes together with the full naval architecture, to give the best combination between performance, safety and easy sailing. The mast well aft brings several advantages: a good balance between mainsail and jib, the latter being able to give good power sailing downwind, the possibility to set 4 different forestays – furling gennaker, Code 0, jib and staysail, and a well manageable mainsail with the stability of a wide spreader architecture. In addition, the standard bowsprit helps to bring further forward Code 0 and spinnaker tacks, enhancing performances in light conditions and making it easier to fly and jibe the kites. Jib cars are conveniently positioned on top of the coachroof, with sheets passing under-deck and going straight to winches, making tacking easy and fast and keeping side decks clean and uncluttered. As an option, a self tacking track for staysail or jib is positioned in a dedicated recessed housing. Safety is always a priority on a Swan. For this, a special solution for the main sheet has been studied, to prevent the sheet crossing the whole cockpit and to reduce the danger resulting from of an accidental jibe.

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Construction

- Glass and foam core sandwich
- 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

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Standard Specification

Dimensions

Length of hull	14.78 m	48.49 ft
LOA	15.78 m	51.77 ft
LWL	13.88 m	45.53 ft
Beam max	4.59 m	15.06 ft
Draught (light)	Std keel	2.40 m
	Shallow	2.00 m
	Performance	3.00 m
Displacement (light)	15.000 kg	33.070 lbs
Ballast, standard keel	5.200 kg	11.465 lbs
Engine Volvo D2-75 Saildrive	55 kW	75 Hp

Rig and sail dimensions

IG	20.80 m	68.24 ft
J	5.66 m	18.57 ft
P	19.90 m	65.29 ft
E	6.60 m	21.65 ft
TPS	6.95 m	22.80 ft

Sail areas

Fore triangle	58.9 m ²	633 sq.ft
Main sail	77.1 m ²	830 sq.ft
Jib	62.5 m ²	673 sq.ft
Gennaker	216.7 m ²	2333 sq.ft

Tank capacity

Fuel	360 l	95.10 Usg
Water	500 l	132 Usg
Hot water	40 l	10.60 Usg
Holding tanks	100 l	26.40 USg

Battery & power sources

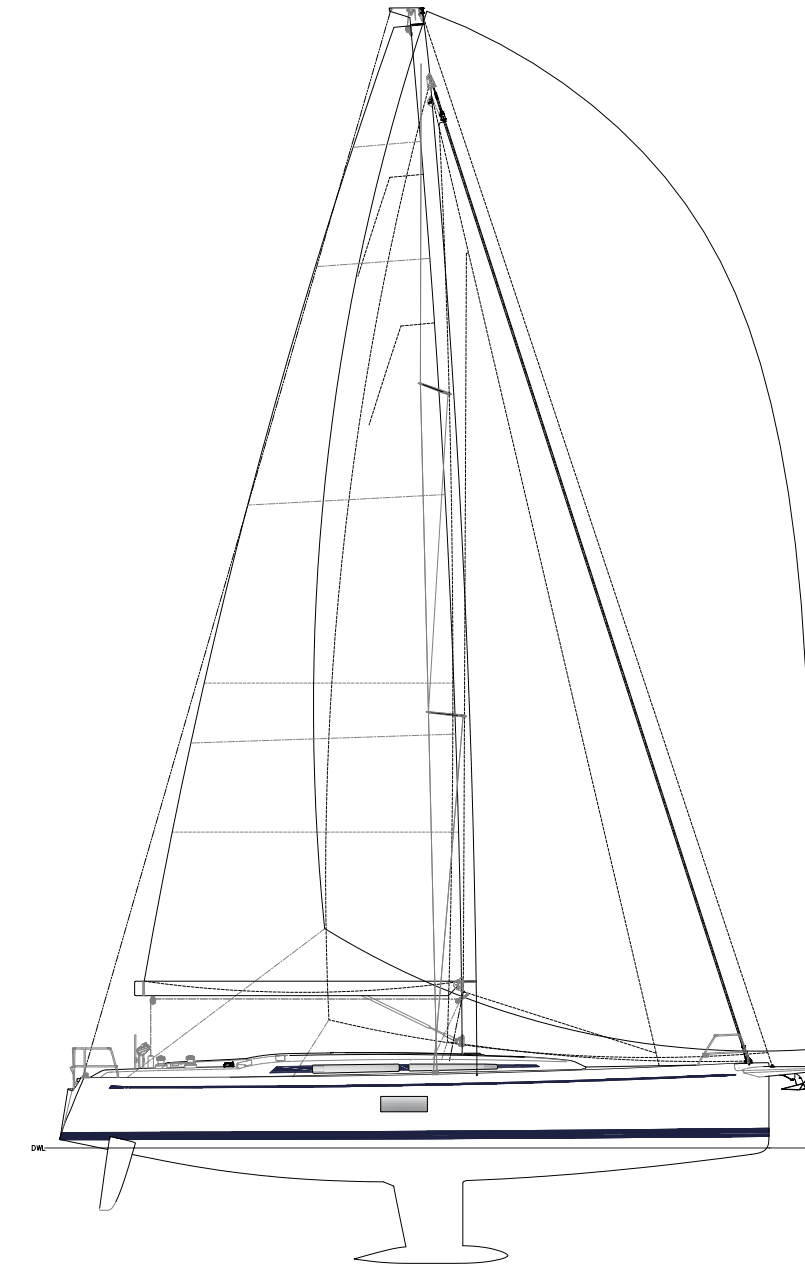
Service battery, AGM	24 V 230 Ah
Shore power	230 V 32 A 50 Hz
Battery charger	70 A

Naval Architect

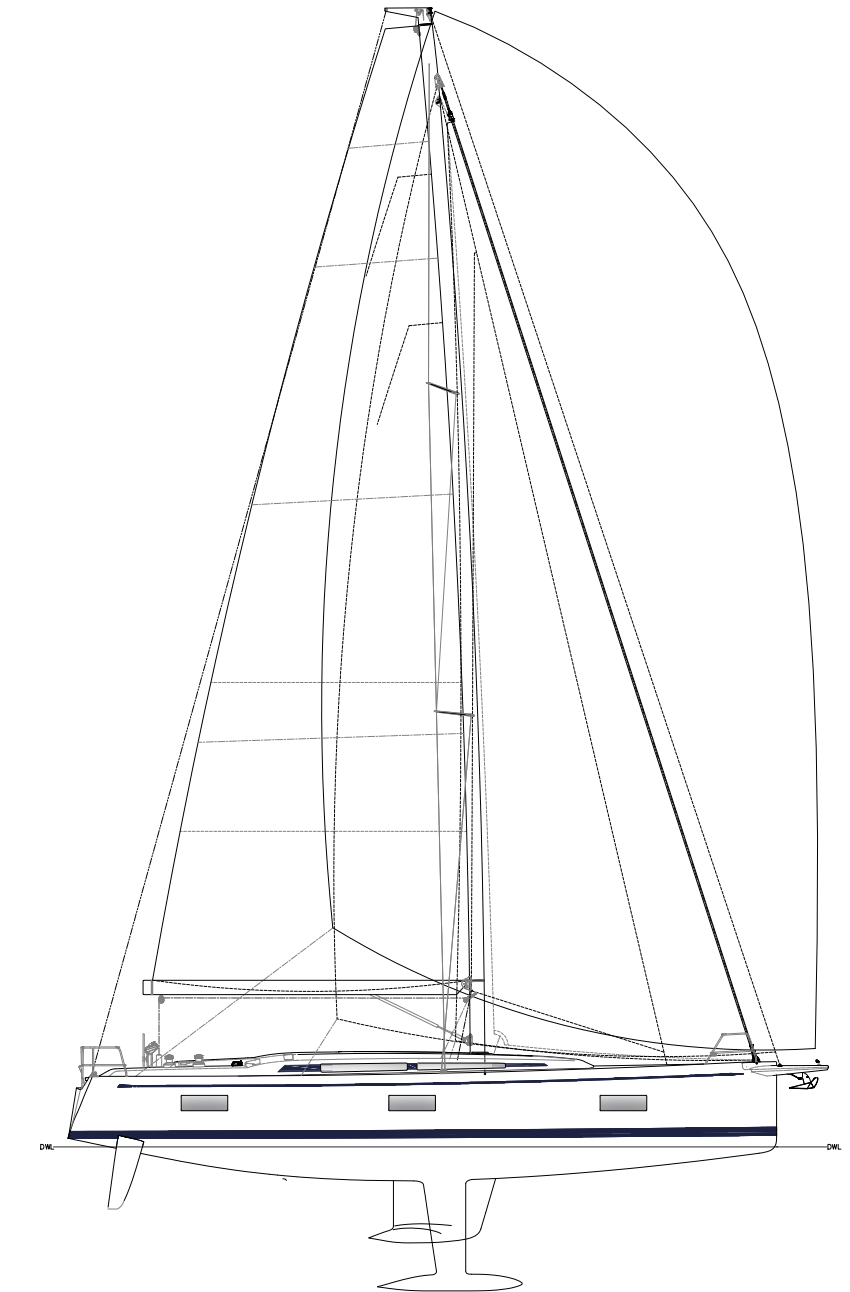
Germán Frers

Construction Approval

CE-approval: Category A Ocean



standard



with options



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