

SWAN 60 S





History

In its fifty years of activity Nautor's Swan has made an impressive fourteen models – with all their possible variations - in and around the 18m range. Think of the splendid Sparkman & Stephens 55, or the evergreen 65, perhaps the most famous of all Swans, but also the elegant and performing 56, one of the best Frers designs, or the less known central cockpit 61, totally cruise oriented.

Later, around the 60ft range, Nautor made some of the most performing yachts of its history: the first 60, designed by Frers, was specifically conceived for the new-born IMS regulations and was offered in a special, lightweight racing version. In 2004 the incredible 601 was presented, one of the largest and most fascinating one designs in sailing history. But it was in 2009 that the most recent 60 was launched, a truly elegant yacht designed that followed the latest trends without pushing the limits or bowing to the requirements of class regulations.

If in the yard's first years the 55 was considered a family maxi, it is now a medium size for Nautor, and features the best technologies developed for the maxis while keeping a manageable size for a reduced crew.

The Swan 55 yawl, a 1970 Sparkman & Stephens design, was a true maxi at its time, whilst it would be considered a medium size Swan today. The other 60s in the Swan history, from top to bottom: the first Nautor project optimised for IMS rules, the fascinating Swan 601 class, one of the largest One Designs ever, and the latest 60 FD, the more performance oriented version of the 60 S. More than 20 years separate the first from the last.







Design Germán Frers

Maintaining the same hull and similar high tech construction materials and methods of the high performance Swan 60 FD, a new deck, cockpit and interior have been created for this model. The main idea behind this new version is to offer the experienced yachtsman with years of racing on his shoulders and to the regular cruising family man, a real thoroughbred with whom recreate past experiences or establish new ones. She is a real wolf in sheep's clothing.

The Original high power rig and deep keel design combination as well as a more moderate sail plan and shallower tee keel are offered with this model. The smaller sail plan will require less ballast which will yield as soon as the breeze picks up similar performances to those of its more powerful counterpart. Thanks to the larger deckhouse and large windows, the interior offers an ample and airy semi-raised saloon which includes the galley opposite to a large chart table and storage place or a potential fourth cabin.

Two en-suite guest cabins aft are standard. These cabins will also be the ideal sleeping place for the crew during offshore passages. There are a couple of options in the Owner's cabin layout including a side double berth possibility. On deck there is a large cockpit, better protected, best suited to the northern waters than the racing version, with a dinghy garage beneath.

All in all I think the new Swan 60 S, created by experts and wrapped in a good looking elegant envelope, offers a very attractive and special combination of high performance, top Nautor quality comfort unique in the market.

SWAN 60 S



Deck

Compared to her FD sister the S version (S stands for Semiraised Saloon) was specifically conceived for all the requirements of long navigations without losing the exceptional abilities of this fine hull: a true Gran Turismo. The well tested three zone cockpit has been redesigned to suit the yacht's bluewater vocation. The coachroof is clearly visible but flaunts a profile that reveals its pure Swan DNA and offers generous protection to the large cockpit. The sleek and elegant lines of the ample coamings extend all the way aft to protect the cockpit in its entirety: the guest area forward, with its two meter long seats served by a removable central dining table, is further protected by the large integrated sprayhood; the central area is dedicated to the yacht's manoeuvres that are all collected around the helm stations with a large single winch for the mainsail; finally, the coamings even protect the raised aft section of the cockpit dedicated to lounging and sunbathing. This raised section of the deck leaves plenty of room for the large lazarette that can double up as a tender garage accessible either from the cockpit or directly from the opening transom.

The rounded profile of the coachroof offers good standing room below while maintaining its sleek looks and leaves room for wide sidedecks that allow safe and comfortable passage forward even when the yacht is heeled.

The flush hatches follow the profile of the coachroof and blend seamlessly with the design. Further forward the recessed furler leaves the bow clean and unhindered with its tapered and aggressive lines: a feature of this cruising thoroughbred.

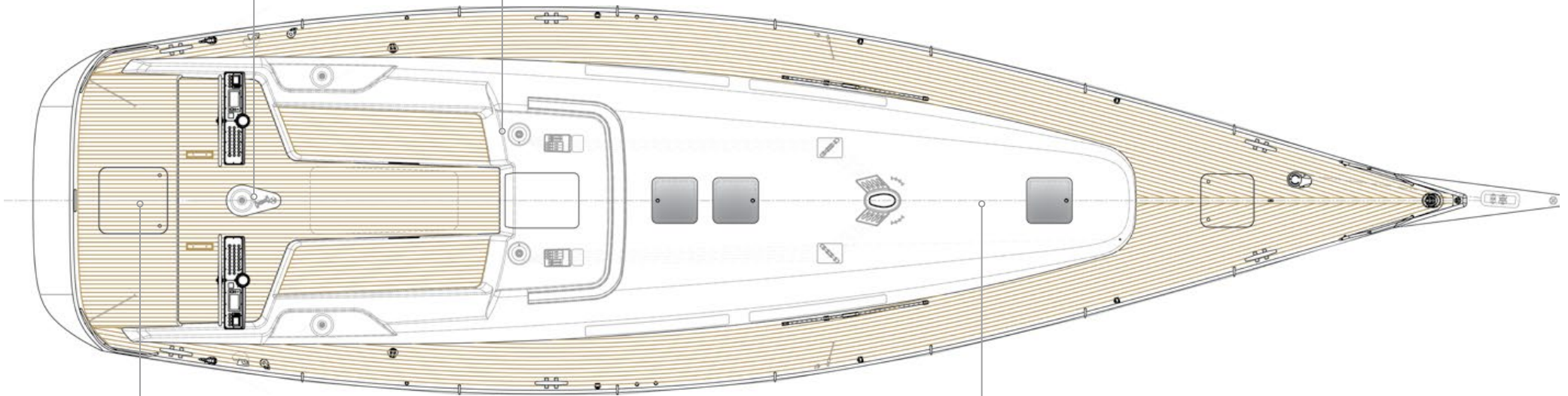






The three winches that manage all the sheets are placed close to the helm stations.

The cockpit seats are 256 cm long and e 67 cm wide, and can also be used for comfortable sunbathing.



The raised aft deck creates a 311 x 130 cm sunbathing platform. Underneath, the large lazarette can also double up as a tender garage.

The lines of the coachroof, in perfect Swan style, are undisturbed by the flush hatches.



Interiors

The interior layout takes advantage of the generous volumes of the hull through various alternative solutions designed to satisfy different needs and any specific request. The layout is organised around the raised saloon, under which large tanks ensure ample range for cruising.

In the standard version, the raised area is dedicated to entertainment, whilst further forward, in a lower, protected area are the C shaped galley and the large navigation station with space for a full array of electronics. Both are designed to provide maximum comfort at sea. The en suite Owners cabin is forward and, in the standard version, displays a large island double bed.

Alternatively, the double bed can be placed to the side – a more comfortable option when the yacht is heeled. In this case the en suite head is moved forward. Aft of the main saloon are two generous guest cabins, both en suite with direct access to the heads. As an option, the starboard cabin can become a crew cabin with space for a generator and other equipment.

All the furnishings are in traditional Nautor style, a clever mix of design and know-how, with details provided by the yard's culture of bluewater yachts, such as the rounded angles and the large number of handholds.

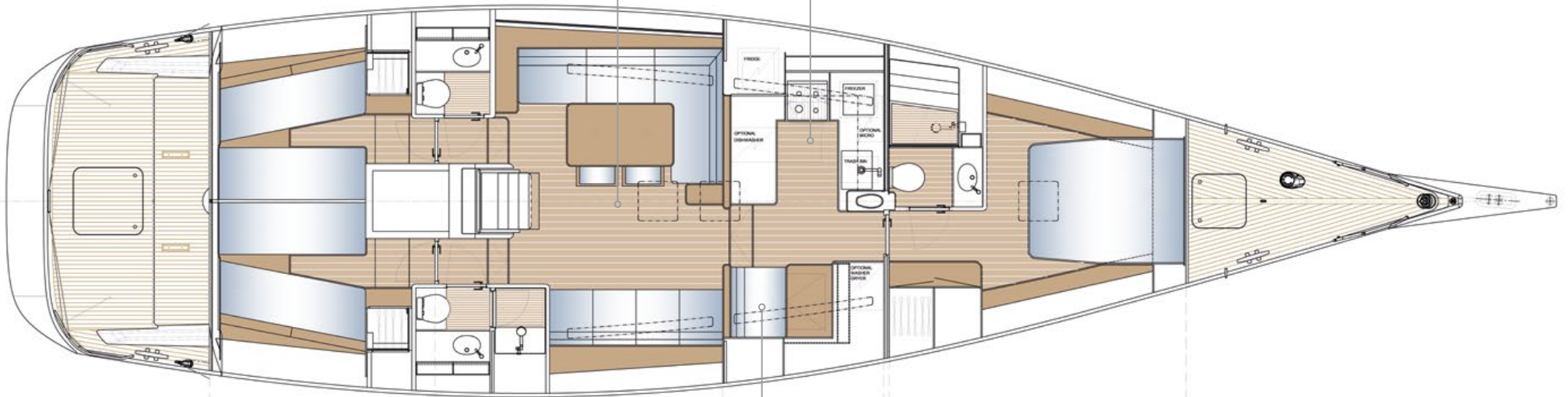






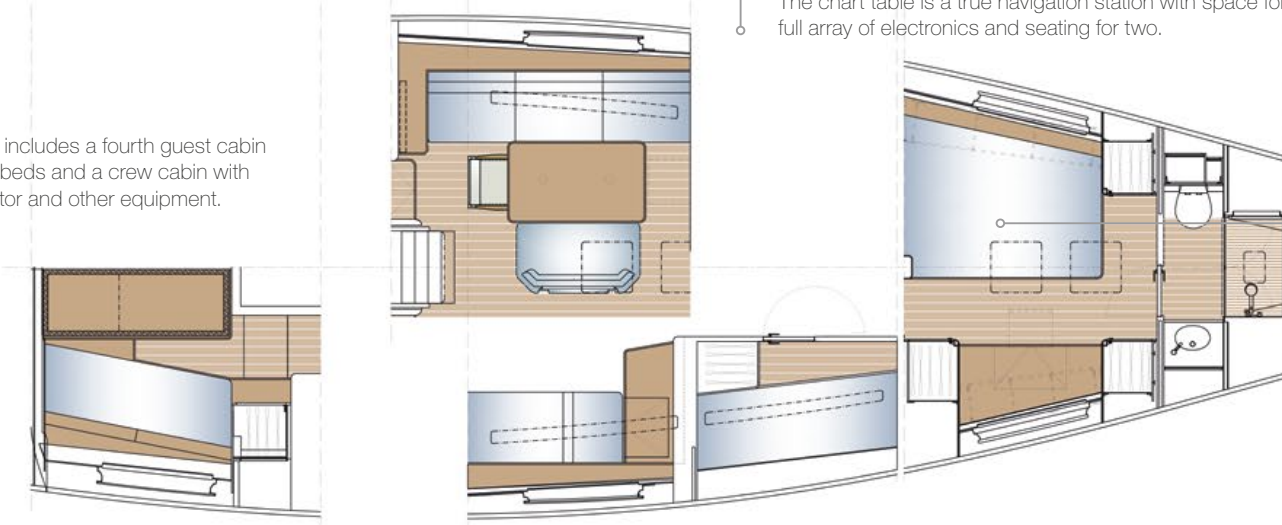
Over five meters long, the saloon is a striking feature of this yacht. Organised on two levels, it separates the living area from the galley and navigation areas.

The "C" shaped galley offers an ideal layout for working under way, with plenty of storage room.



The chart table is a true navigation station with space for a full array of electronics and seating for two.

An optional layout includes a fourth guest cabin with double bunk beds and a crew cabin with room for a generator and other equipment.



Offered in two different versions, the owner's cabin can satisfy different tastes and preferences.





Under sail

The sailing experience offered by the Swan 60 S is unique in its kind: thoroughbred performance in a long distance bluewater design. The Frers hull has sleek elegant lines, with little wetted surface and a marked tendency to lift above its standing wave and provide the excitement and speed of surfing with daily averages during crossings that would satisfy ocean racers.

Confirmation of the yacht's performance pedigree can be found in its appendages, designed without compromise, that allow for perfect handling and a high righting moment. These features combine to create a yacht that is reactive, fun and ready to respond to any rig or sail adjustment. The deck is arranged so as to make handling easy for a limited crew. The sheet winches are all at the centre of the cockpit and allow for a couple to handle the yacht with ease.

Meanwhile, the generous sprayhood protects the guest area of the cockpit.

At anchor, the Swan 60 S converts into a perfect platform for relaxation. The guest cockpit can be shaded by a bimini whilst the stern, directly connected to the swimming platform, provides all the comfort of a beach club. Under sail or at anchor, the Swan 60 S will always offer the best of both worlds.

SWAN 60 S







Oy Nautor Ab

The hull has a Corecell™ core with glass/carbon fibre epoxy laminate with local reinforcements. It is built in a female mould. • The lay-up is of SPRINT®/pre-preg type, giving a stiff laminate with excellent strength and fatigue properties. • The hull laminate is cured in an oven. • All the stiffeners are pre-made in fibre-glass reinforced epoxy with unidirectional carbon fibre reinforcements. • The engine beds are integrated in the stiffeners. Special care is taken to assure rigid foundation and proper adhesion to hull. • The structural bulkheads are of Corecell™ cored SPRINT®/pre-preg glass/carbon fibre sandwich construction glued and laminated to hull and deck. • The mast is stepped through the deck onto a carbon fibre mast step. • Tie rods are attached between the mast collar and the step. • 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 hull is painted using polyurethane paint system. • The deck is an infused vinylester/fibre glass sandwich construction with Corecell™ foam core. • The deck is glued to the hull using high strength structural adhesives. High density core is located under deck fittings. • The side decks, fore deck, cockpit sole and seats are teak covered, using 9 mm quarter cut teak battens with black caulking. • The teak deck is vacuum glued using epoxy. • There are two removable teak foot rests in way of helmsman. • There is 30 mm high teak toe rail forward of the mast. • A 3.0 m draft ballast T- keel is bolted to the bottom grid. • Keel bolts are of high-tensile stainless steel. • The rudder is built using carbon fibre/epoxy skin on a foam core, with a tubular carbon fibre stock. • The lower tip of the rudder is designed to break before the stock does. • A weed deflector is located in front of the rudder. • There are two 1200 mm composite white painted 3-spoke wheels.

Details

The quality that has made Swans so famous during the years can be seen in the obsessive attention to detail that can be found throughout the yacht. Technologies have evolved but the spirit with which a Swan is designed and built remains the same: seaworthiness, reliability and style are and always have been our main drivers. That is why on our yachts we use only the best materials and the technologies that have proved their worth and durability in prolonged and severe conditions.



technical specifications

General

Length overall	18.86 m	61.9 ft
Length of waterline	17.40 m	57.1 ft
Beam max	5.09 m	16.7 ft
Draught	3.00 m	9.8 ft
Displacement (light)	23.700 kg	52.250 lbs
Ballast	8.200 kg	18.080 lbs
Engine Yanmar	81 kW	110 Hp

Rig and Sail Dimensions

I	24.30 m	79.7 ft
J	7.07 m	23.2 ft
P	24.15 m	79.2 ft
E	7.60 m	24.9 ft

Sail areas

Fore triangle	85.9 m ²	925 sq.ft
Main sail	115.0 m ²	1238 sq.ft
Jib	91.4 m ²	984 sq.ft
Asymmetric spinnaker	290.0 m ²	3122 sq.ft

Tank Capacity

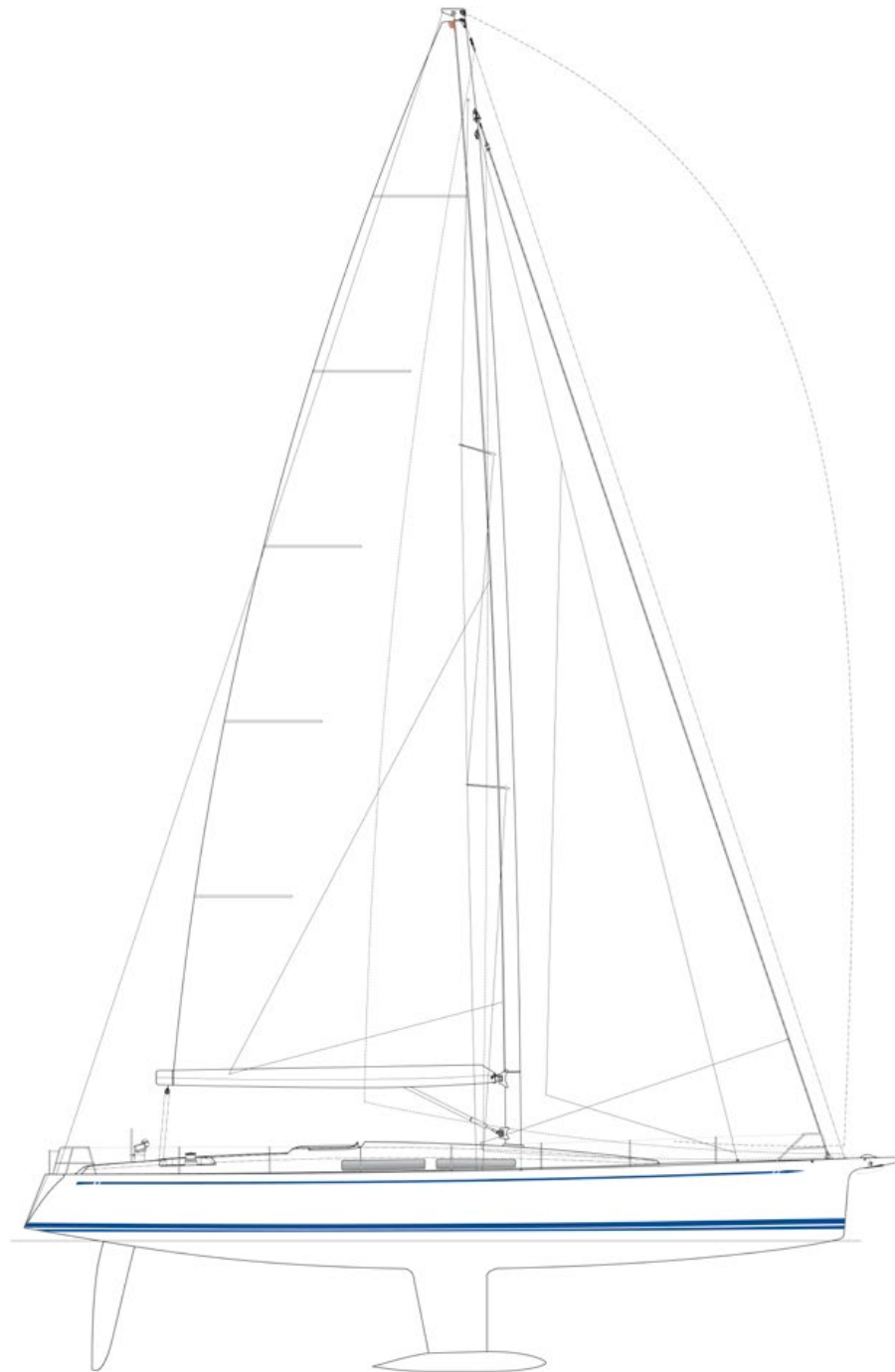
Fuel	1.000 l	264 gal
Water	500 l	132 gal
Hot water	50 l	13 gal
Holding tanks	120 l	32 gal

Battery & Power Sources

Service battery	24 V 480 Ah / 5 h
Handling system battery	24 V 75 Ah / 20 h
Starting battery	12 V 75 Ah / 20 h
Shore power	230 V 63 A

Classification

CE-Approval Category A Ocean





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