

SWAN 95

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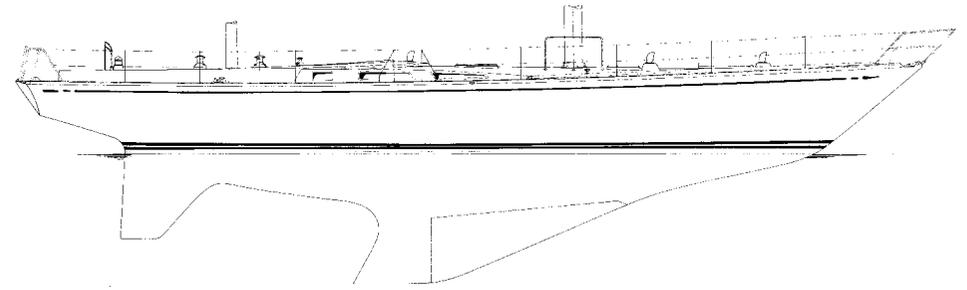


Heritage Swan Maxis

The history of Swan maxis begins early on, a few years after the establishment of Nautor. An expert client asked for a 17m Sparkman & Stephens. It was the year 1970, and the magnificent Swan 55 took shape. At the time, it was one of the largest yachts in the world to be produced in series and in fibreglass. Sixteen were built, in both yawl and sloop versions. Tauranga, under the Italian flag, successfully took part in the first Whitbread Round the World Race and it was this same adventurous challenge that made history for Swan. In 1972, the yard developed its second maxi, the iconic Swan 65, perhaps the most loved and celebrated Swan ever.

Surprisingly, Sayula II belonging to Mexican owner Ramón Carlin, won the race against French and British custom made racing machines created and built specifically for this event. Even though it was completely overturned by a rogue wave in the Indian Ocean in the leg between Cape Town and Sydney, no damage was reported and the yacht actually won that very leg.

Originally ketch rigged, the Swan 65 was also built as a sloop and it with this rig that King's Legend took second place in the 1977 Whitbread, confirming the incredible seaworthiness and reliability of the Swan brand. The Swan 65, of which 41 yachts are currently still sailing, remained in production until 1989 and is today one of the most desirable yachts on the brokerage market.



The history of Swan maxis continues in 1979 with the S&S 76, a large ketch that was also the last Swan designed by the New York firm, closing a 13 year partnership. In the eighties, Maxis were established as a class in which splendid 24m yachts battled in the most beautiful waters around the world. One of the stars of the circuit was Germán Frers, an Argentinian naval architect who has designed some of the most beautiful and successful yachts in history.

Designer of every Swan since 1981, with the Swan 86 directly derived from the winning Maxis of the period, Frers brought further fame and prestige to Nautor, with sleek lines, low topsides and the rounded gunwale that became a distinctive sign of elegance and sophistication. Sizes kept increasing and in 1999 the first Swan over 30m was launched: the Swan 112. Featuring a raised saloon with panoramic views, one of the most appreciated traits of the larger yachts, the Swan 112 paved the way for the "RS" and "S" models. With the Swan 100 launched in 2002, Nautor offered the three alternative solutions, all of which enjoyed great success with owners having different needs and desires.

With the exception of the Swan 131, the largest Swan ever, Nautor now presents the Swan 95, the latest evolution in a breed of maxi thoroughbreds signed by Nautor, yachts that in 46 years, have made history and dictated the rules for quality, reliability and elegance.

Clockwise from top left: the splendid Swan 55 yawl version, the first maxi made by Nautor; Sayula II, surprise winner of the challenging first Whitbread Round the World Race; the Swan 86 and the Swan 112 racing at the Swan Cup; the Swan 131, the largest Swan ever built. Top right: the profile of the iconic Swan 65.

SWAN 95



Design Germán Frers



The new Swan 95 is the evolution of the Swan 90: longer, proportionally lighter, stiffer and faster than her predecessor. It follows the maximum sailing length concept of her larger sister; the Swan 115. As much as her larger stable mate, her specifications of interior, deck, rig and appendages can be adapted to a variety of modes for, either a full cruising, cruiser-racer or full racing modes.

An efficient, high aspect ratio lifting keel offers the possibility of having a deep draft high stability with a lighter ballast bulb for racing, in combination with an efficient square top fractional rig and racing bowsprit. On the other hand, the traditional triangular mainsail with a permanent backstay would be less demanding to the crew and thus better suited for cruising.

Even if the footprint of the superstructures of the S and FD are very similar, and the sail handling equally easy the overall results differ considerably. While the S is designed principally for guest comfort with well defined social areas and easily deployed sun pro-

tection in the guest cockpit, the FD is intended for action and the efficient work of a competitive crew on the racing circuit.

The height of the coach roof is kept to a minimum so as to give optimum visibility and little interference with the handling of the numerous racing sails. In both cases winches are strategically located and capable of multiple functions

Two basic layouts of the modern, practical, comfortable interior have been studied in detail by experts in long distance cruising and modern design, including a variety of customisation options, both the owner forward and owner aft versions of the raised saloon and the flush deck. Special attention has been given to secure the circulation of the comparably large spaces while sailing at the larger degrees of heel.

All in all I feel that the Swan 95 in all the various configurations is the ideal yacht for the sailor who enjoys being close to the action and the elements.

A handwritten signature in black ink, appearing to read 'Germán Frers', with a long horizontal stroke extending to the right.

SWAN 95







Swan 95 S

The new Swan 95 is a versatile, high performance yacht that combines superior cruising capabilities with the inimitable style and quality Nautor's Swan is renowned for. The Swan 95 S features the semi raised saloon with panoramic views that has been the distinctive trait of the latest fast cruisers from Nautor.

With its protected cockpit, ample space for dining and entertaining, Nautor's hallmark refined lines and voluminous interior, this yacht is well suited to extended cruising. The new Swan 95 features distinctive lines with a plumb bow and wide stern. Similar to the Swan 115, the Swan 95 boasts twin rudders to ensure she is responsive and manoeuvrable.

The hull and deck of the Swan 95 are built from a female mould using full carbon sandwich construction for maximum stiffness, yet minimal weight.

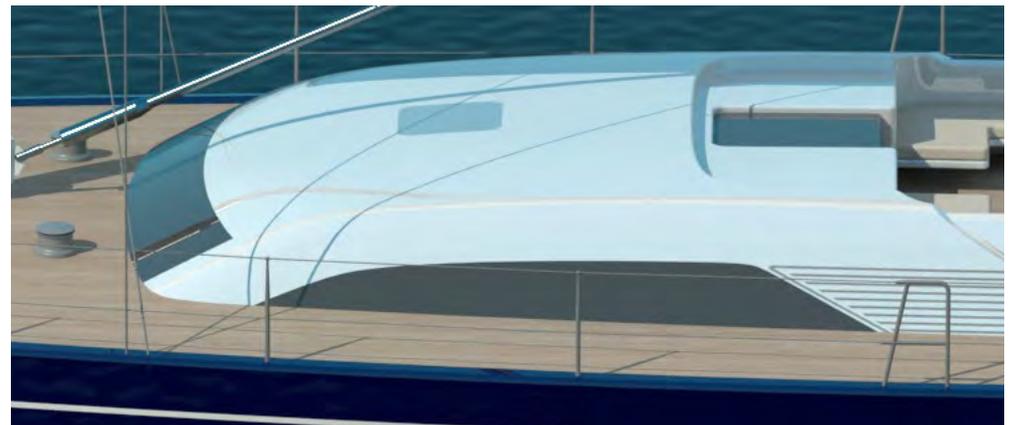
The Swan 95S offers a generously proportioned interior with stylish accommodations: a luxurious main saloon with unparalleled views, a spacious and well equipped galley and a large dedicated navigation area.

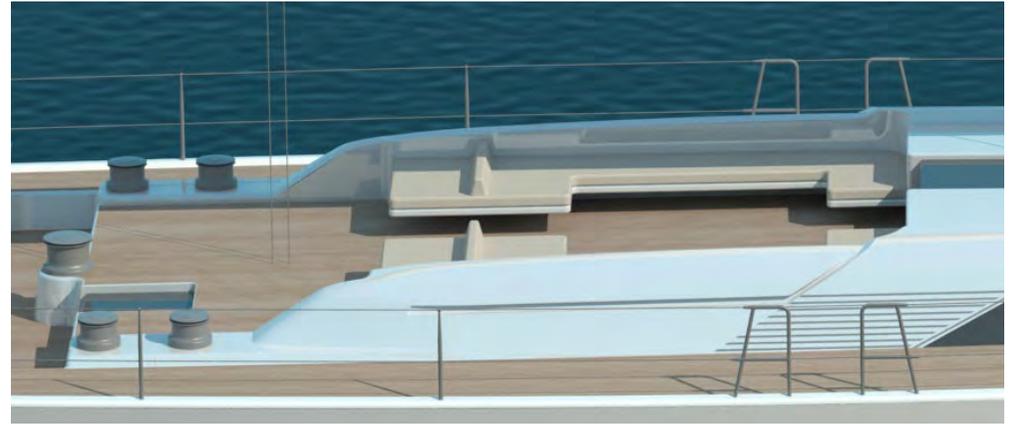
The owners stateroom is positioned aft. There are three guest cabins that sleep two and two crew cabins. Each guest cabin is en suite.

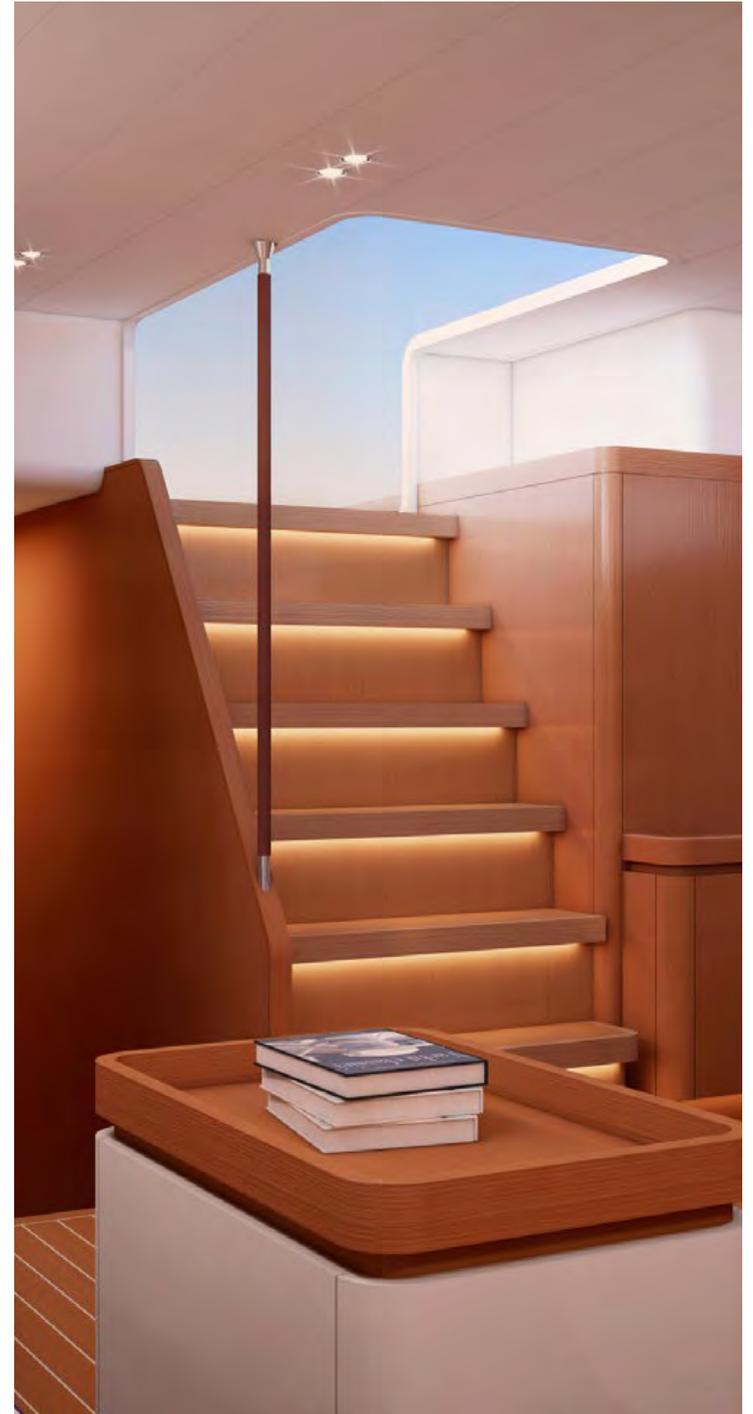
The engine room is positioned full beam under the main saloon for optimum onboard logistics and operation.

The Swan 95 also has a lifting keel option for limitless cruising.

SWAN 95















Swan 95 FD

The Swan 95 FD features the distinctive Swan Flush Deck with an uncluttered deck space and ultra sleek lines. All winches are positioned close to the cockpit for optimum efficiency during racing.

The lines of the new Swan 95 are distinctive with a plumb bow and wide stern. Like the Swan 115, the Swan 95 boasts twin rudders to ensure she is responsive and manoeuvrable.

The Swan 95 FD offers a generously proportioned interior with stylish accommodation, a luxurious main saloon and galley and spacious navigation area. The owner's cabin is positioned forward and there are three guest cabins that sleep two and two crew cabins. Each guest cabin is en suite. All visible woodwork is a light European oak, varnished with a satin finish.

The new Swan 95 is a versatile, high performance yacht that combines superior cruising capabilities with Nautor's Swan's unique style and quality. The Swan 95 is setting the new standard for performance yachts. Nautor's hallmark refined lines make this new Swan suited to competitive racing, while the voluminous interior is perfect for extended cruising.

The hull and deck of the Swan 95 are built from a female mould using full carbon sandwich construction for maximum stiffness, yet minimal weight.

The Swan 95 also has a lifting keel option for limitless cruising.









Oy Nautor Ab

Swan maxis are built in a dedicated facility, the Boatbuilding Technology Center, which has created all the large units since 2002. Technologies have evolved, together with the infinite customisations required by clients, but the spirit with which we design and build our maxis has remained the same: quality, reliability and style are always our guiding principles.

This is why our yachts are made only with the best materials and those technologies that have a proven track record in reliability and resistance to demanding and prolonged use. Hull, deck and structures of the Swan maxis are entirely built in pre-preg carbon fibre cured in an oven at 70° with a strict control of the temperature curve, aided by sensors along the entire surface of the moulds that are also in carbon for a perfect uniform reaction to high temperatures. Particular attention is given to the soundproofing of all surfaces: at sea, the interior provides a subdued atmosphere where only the soft, pleasant sound of flowing water can be heard.

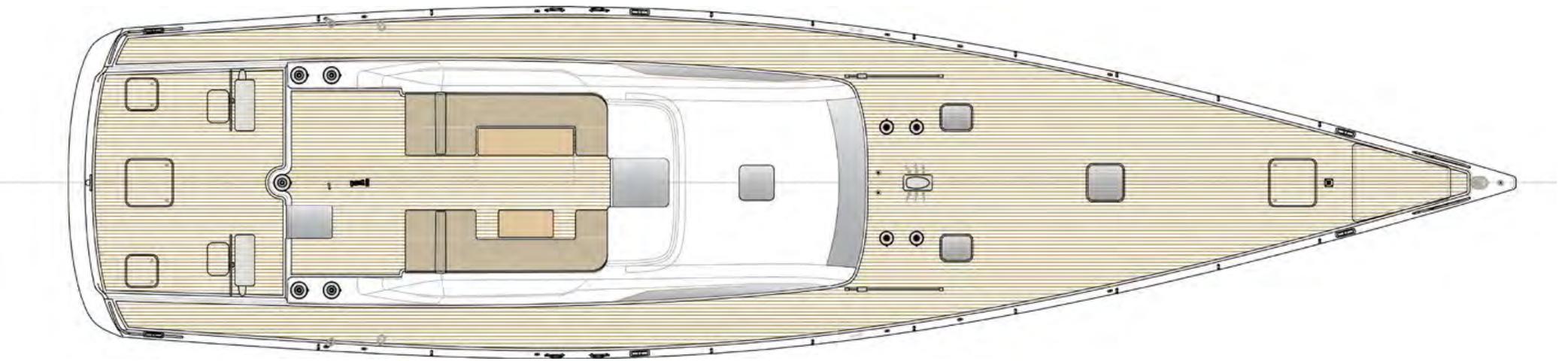
The engineers in our design and technical teams, coordinated by our Project Managers specifically dedicated to each build, transform the elegant designs of Germán Frers into perfect sailing machines equipped with every possible plan and system, providing our owners with years of experience in extreme ocean sailing, to ensure that even the most modern technologies will maintain extraordinary levels of reliability.

Before delivery, yachts are launched in the private marina in front of the yard and are tested for long periods of time by our technicians, together with the yacht's crew, to ensure fine tuning and training crews on every possible detail. Transfer via sea to the yacht's final destination is the strictest of sea trial, with constant assistance from Nautor's Swan Customer Care. These, together with other details, are the elements that have made Nautor's Swan the most famous yard in the world.

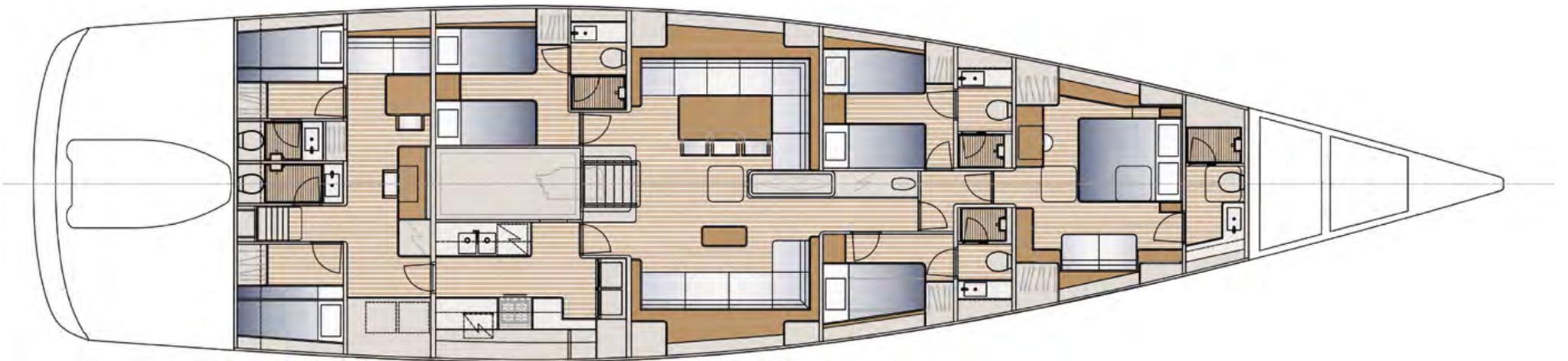
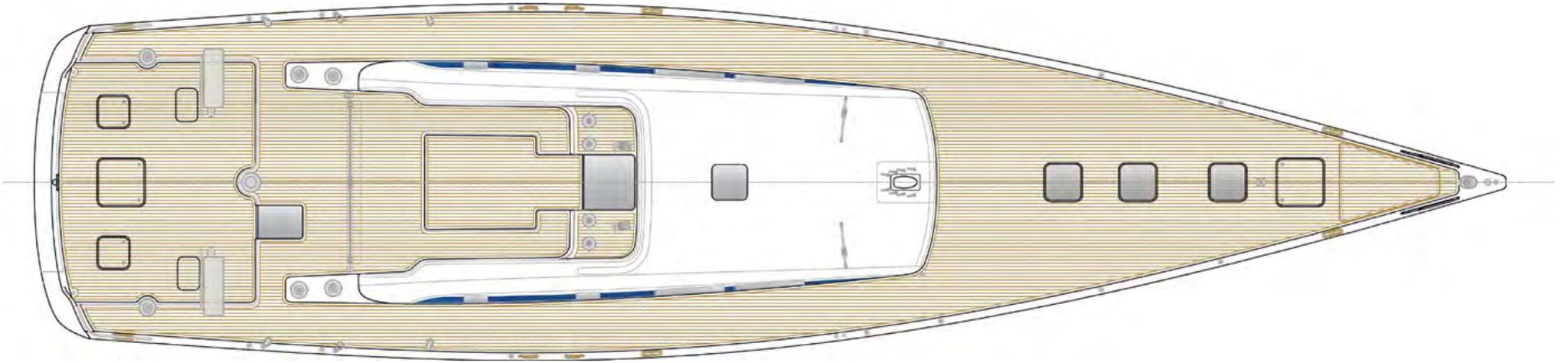
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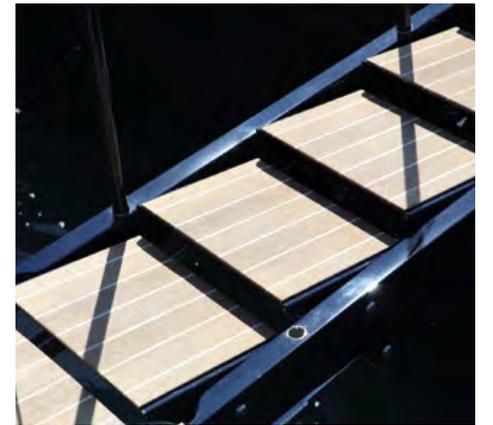
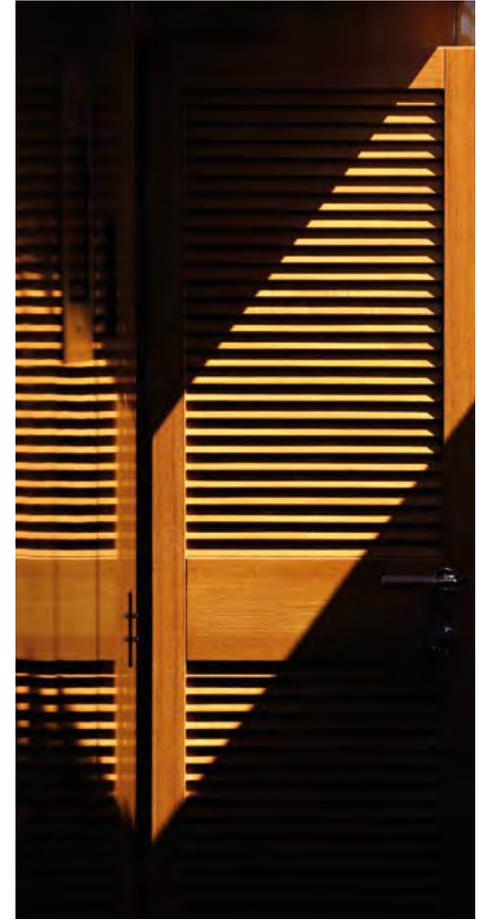
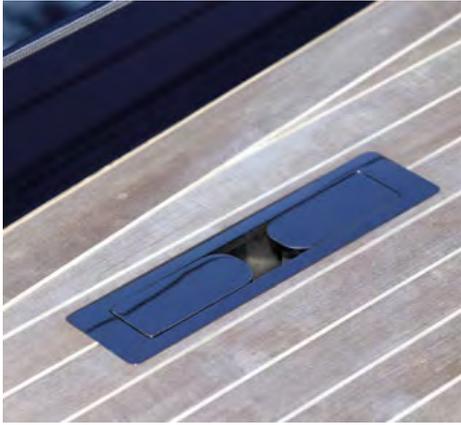




SWAN 95 S



SWAN 95 FD



technical specifications

General 95S

Length overall	28.87 m	94.72 ft
Length of waterline	26.56 m	87.14 ft
Beam max	6.90 m (S)	22.64 ft
	6.92 m (FD)	22.70 ft
Draught	4.40 m	14.43 ft
Displacement (light)	59,100 kg	130,293 lbs
	58,000 kg (FD)	127,868 lbs
Ballast	20,000 kg	44,092 lbs
Engine Steyr SE236E40	170 kW	231 hp

Rig and Sail Dimensions

I	38.25 m	125.49 ft
J	11.10 m	36.42 ft
P	37.00 m (S)	121.39 ft
	37.30 m (FD)	122.36 ft
E	11.30 m	37.07 ft

Sail Areas

Fore triangle	212.5 m ² (S)	2287 sq.ft
	212.3 m ² (FD)	2285 sq.ft
Main sail, square top	274.2 m ² (S)	2951 sq.ft
	260.9 m ² (FD)	2808 sq.ft
Jib	216.7 m ² (S)	2333 sq.ft
	215.8 m ² (FD)	2323 sq.ft

Tank Capacity

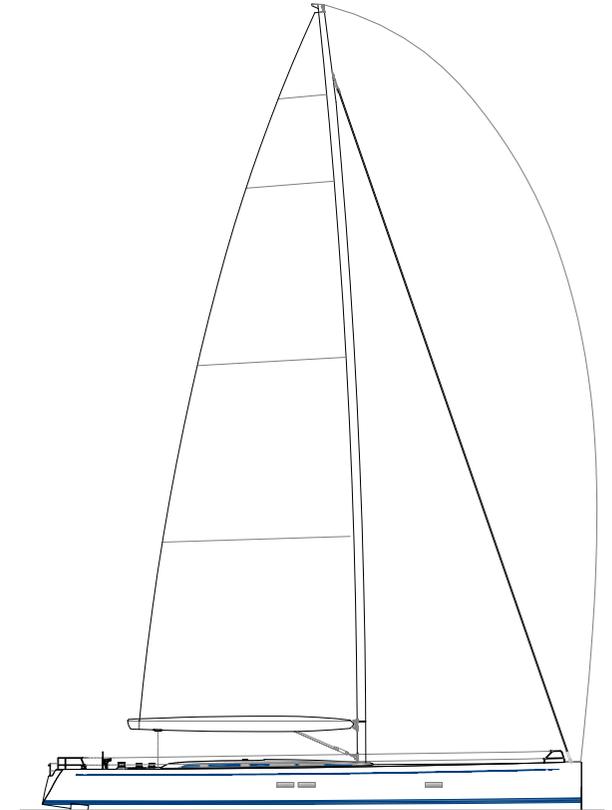
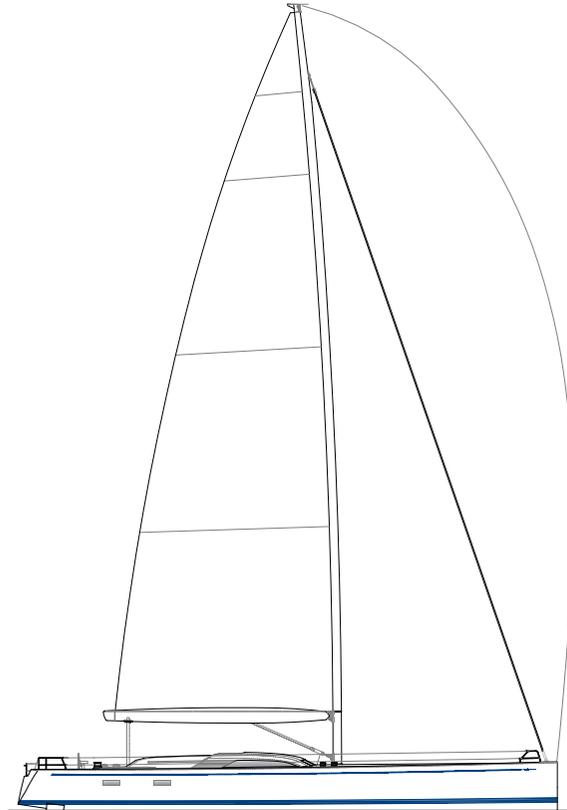
Fuel	2500 l	660 gal
Water	1200 l	317 gal
Hot water	100 l	26 gal
Grey water	350 l	92 gal
Black water	350 l	92 gal

Battery & Power Sources

Service batteries	24 V 1200 Ah / 5 h
Handling system batteries	24 V 300 Ah / 20 h
Starting batteries	12 V 75 Ah / 20 h
Diesel generator	Northern Light M864W3 230 V 20 kW 50 Hz
Shore power	230 V 50 A + 230 V 32 A for AC

Classification

Germanischer Lloyd Hull Construction



SWAN 95 S

SWAN 95 FD

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