

SWAN54





**NAUTOR
SWAN**

Heritage

The mid-size Swan in the key size range between 48 and 55 feet has played an important part in the history of Nautor Swan. Some of the most successful and beautiful yachts ever built found their place in this category.

From the innovative Swan 48 designed by Sparkman & Stephens - the first Swan featuring the famous “wedge” shape coachroof - for sure the most reproduced design by other yacht producers.

In this size range we also find the iconic Swan 51 from 1981 - the first Swan designed by Frers and inspired by the Admiral's Cupper Blizzard. Her racing pedigree was in no doubt but the Swan 51 also proved perfect for long distance cruising and paved the way for many other designs from the great Argentinian's pencil.

From 1986 to 1994 Frers created the Swan 53, the renowned cruiser of which 50 units were produced, along with other Swans which still attract huge interest in the market.

After all this is the size range which combines sufficient space onboard for extended cruising with ease of handling, without the necessity of a professional crew.

It is in this scenario that the new Swan 54 enters, the latest version of the bluewater cruiser according to the experience of Nautor Swan, fast, comfortable and above all, very beautiful.

Clockwise from top left: the Swan 48 from 1971 designed by Sparkman & Stephens, the Swan 53 from 1986 and the Swan 51 from 1981 both designed from Germán Frers

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Design Germán Frers



This is the second generation of blue water cruising yachts, designed for Nautor. She has been refined in all departments and stands out in the crowd because of her design and the inherent quality of her construction. This is a sailing yacht, large enough for a group of six to cruise in comfort but small enough to be able to be sailed and maintained by her owners.

This is the boat anybody like me, with a wealth of offshore racing experience and a taste for blue water cruising with family and friends, or young people looking to have the adventure of their lives, would dream to own and enjoy in all places of the world without limitations of any sort.

She is graceful, elegant and nice looking, the freeboards and overhangs are well proportioned and will have timeless appeal. Form and function are in complete harmony.

Her hull lines are sweet and undistorted and she has an easy motion at sea, no pounding when powering upwind against a moderate chop.

The prismatic coefficient was planned for above average all around speed over 8 knots. The waterplane area as a result of the relatively long waterline coupled with a high center of buoyancy contribute in great part to the form stability thus, the relatively low ballast to displacement ratio to enhance a good soft motion.

Both appendage configurations will be moderately loaded while going upwind and never stall and there is plenty of steering control in all conditions.

The deck is minimalistic in design and well married to the hull in appearance. Surfaces are clean and uncluttered facilitating sail handling and the movement of crew while sailing or at anchor. Her rig completes the equation, She will be a joy to sail.

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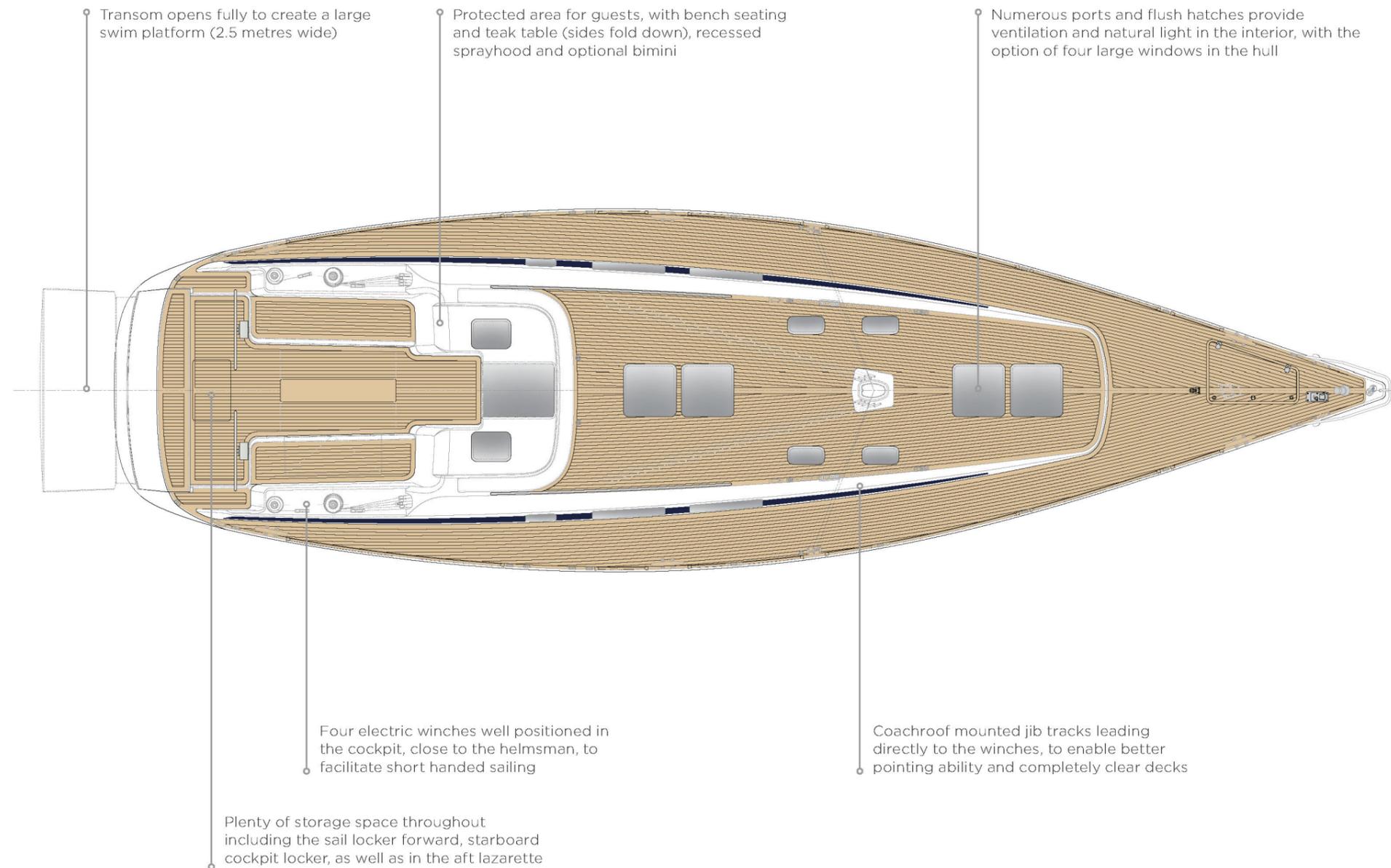
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Deck

The deck layout has been developed to meet two fundamental objectives: ensure comfortable sailing with limited crew and provide areas designed to best enjoy life onboard. The transom opens fully into a wide swim platform allowing direct access to the sea. The positioning of the mainsheet on the coachroof, rather than in the cockpit, allows the use of the wide bimini while sailing. The bimini, together with the sprayhood which is recessed and retractable, provides complete protection from the elements. The four standard electric winches in the cockpit, close to the helmsman, facilitate easy sailing with limited crew. The generous stowage volumes, including the sail locker in the bow and full lazarette in the stern area, enable all equipment, such as a RIB (inflatable), fenders and sails to be safely stowed yet remain easily accessible.

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Interior

Similar to the deck layout, the interior has been designed to ensure maximum comfort for long periods, both under sail and at anchor. This original configuration offers three double cabins, with the owner's cabin forward and two guest cabins, one central and the other aft. There is also a fourth cabin dedicated to systems and storage, including the generator and washing machine, with the possibility to add a work table so as to convert it into a crew cabin. A configuration perfectly suited for extended bluewater cruising and lengthy stays aboard. The saloon has a 'c' shaped sofa, which is three metres long, with a central table and two stylish chairs. While opposite, there is the chart table with a generous navigational station, with plenty of space for electronics. There is also the option of a foldaway table, allowing additional seating. The galley, one of the largest in this class of yacht, is three metres long, offers generous counter and storage space, along with the possibility of three refrigerators. Located in the most stable part of the boat and close to the companionway, one can cook comfortably even while underway. The use of natural oak throughout, combined with the quality finish and materials Swan is known for, creates a bright and refined interior.

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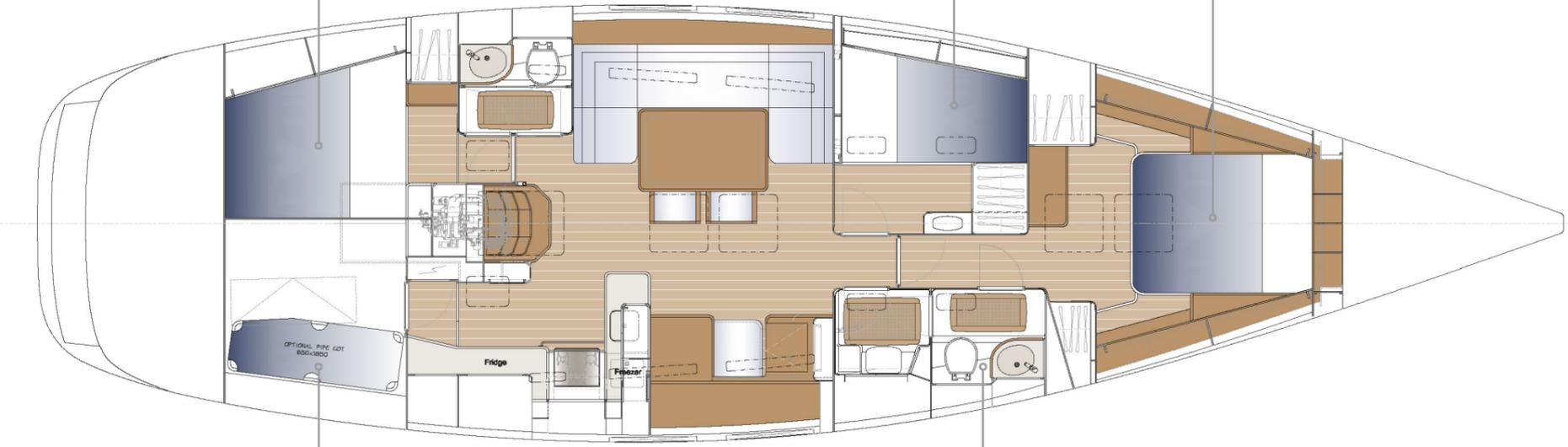




The aft cabin has a large berth (190 cm wide), with the option of dividing it into two single berths

The central location of the guest cabin means that it can also be used comfortably while sailing

The large owner's stateroom forward, with its island berth (160 cm wide), also offers plenty of storage space



The dedicated utility cabin, also provides plentiful stowage and access to systems and can be fitted out with a berth for guest or crew

The forward head is directly connected to the owner's cabin with a separate shower and the option to convert this into a full third head





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Under sail

Bluewater sailing is a concept that encompasses a world of open spaces, far horizons and long distance cruising: in this sense, the Swan 54 is a pure bluewater cruiser. She is conceived to be the perfect boat for extensive living on board, to enjoy the best cruising locations all over the World. The moderate displacement hull and high performance lead keel give the Swan 54 a particularly stable and smooth motion in a seaway. She is fast and powerful in every condition, giving a full sense of safety at the same time. In addition, the high aspect ratio of the rudder provides impressive control, increasing the pleasure of helming. The contained freeboard and deep V hull, ensures smooth sailing in rough conditions and enhance stability at anchor or when manoeuvring in windy conditions. Sailing on the Swan 54 is a pure joy: cockpit ergonomics and deck gear organization are designed to offer always the most comfortable and well protected position, allowing the helmsman to control every trim in complete autonomy. If your favourite cruising area has shallow waters, the Swan 54 is also available with variable draught (1.40 to 3.70 metres), with an efficient daggerboard and twin rudders. Beautiful, fast, comfortable, laden with clever features and details to enjoy the sea and the environment, she is a yacht for life, to love and to be proud of.

SWAN54





Construction

Hull construction is a glassfibre vinylester laminate of closed cell foam cored sandwich topsides and monolithic bottom shell. Multiaxial fibres are reinforced with unidirectional fibres in selected areas. • All stiffeners are unidirectional glass lay-ups. • Structural bulkheads are a glassfibre vinylester laminate and foam cored sandwich construction laminated to hull and deck. • The forepeak and lazarette are separated by watertight bulkheads from the interior. • Deck is of sandwich construction, using multiaxial glass fibre reinforced vinylester laminate, with low-density closed cell foam core, and is bonded to the hull. • High-density core or solid laminate is under deck fittings. • The teak deck consists of 45 x 9 mm quarter cut teak battens with 4 mm black caulking. Nominal thickness, on side decks, on bathing platform and on cockpit sole and seats. Vacuum packed and bonded to the deck with epoxy adhesive with screws only in hatch frames and bonders. • The teak toe rails are 35 mm high. • Two removable teak footrests for helmsman are mounted behind the steering wheels. • The keel is a lead casting with antimony and carefully finished to accurate shape. Cast-in keel bolts are of high-tensile stainless steel. • The rudder is of foam filled GRP with tapered hi-tensile stainless steel stock, supported by two self-aligning bearings. • Weed deflector in front of rudder.

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.



Specifications

General

LOA	17.00 m	55.77 ft
Length of waterline	14.40 m	47.24 ft
Beam max	4.75 m	15.58 ft
Draft standard keel (light)	2.44 m	8.01 ft
Draft daggerboard keel (light)	1.40 m / 3.70 m	4.59 ft / 12.14 ft
Displacement (light)	22,000 kg	48,500 lbs
Ballast, standard keel	8,200 kg	18,100 lbs
Ballast, daggerboard keel	10,150 kg	22,400 lbs
Engine Yanmar shaft-folding propeller	81 kW	110 Hp

Sail Areas

Sail Area (main sail + 110% Jib)	149 m ²	1,604 sq.ft
Spinnaker	210 m ²	2,260 sq.ft

Tank Capacity

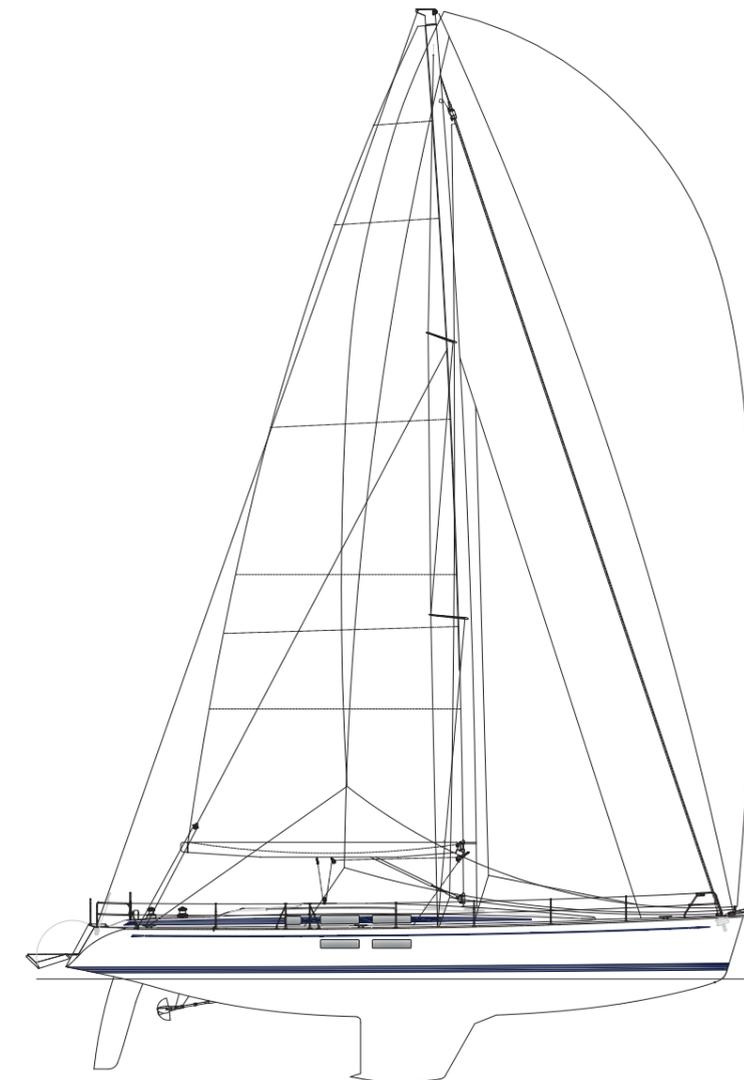
Fuel tank	600 l	156 gal
Water tank	730 l	193 gal

Naval architect

GERMÁN FRERS

Classification

CE-Approval Category A Ocean





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