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YACHT style

**SPEARHEADING
SUSTAINABILITY
SANLORENZO
50STEEL**



**TOP 100
SUPERYACHTS OF
INDO-ASIA-PACIFIC 2025**

REVIEWS SPECIAL CUSTOM LINE NAVETTA 38, SWAN ARROW
SHIPYARD KISMET BY LÜRSSEN
LEADERS VAN DER VALK
SHOWS RACING JULIEN SOLARI, CAMPER & NICHOLSONS
 IAN HARRIS & YOUSUF AL HASHIMI, PHOENIX
CHARTER CANNES, MONACO, HONG KONG, SANYA, THAILAND
 37TH AMERICA'S CUP, ROLEX SWAN CUP, ROLEX MIDDLE SEA RACE
 10TH VENDEE GLOBE, VOLVO CHINA COAST REGATTA
 BENETEAU CUP HONG KONG, 36TH PHUKET KING'S CUP
 THAILAND, JAPAN

HONG KONG: HKD80
 CHINA: RMB90
 SINGAPORE: SGD12
 MALAYSIA: MYR32
 THAILAND: THB350
 PHILIPPINES: PHP 450
 VIETNAM: VND200,000
 INDONESIA: IDR 125,000
 REST OF THE WORLD: USD12

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SANLORENZO 50STEEL



SWAN ARROW HITS THE BULLSEYE

Finnish builder Nautor Swan once again stylishly swaps sails for RPMs and revs things up with its new 23.2m power dayboat.

WORDS **RISA MERL** PHOTOS **NAUTOR SWAN**



The Arrow has strong classical Swan DNA with a plumb bow reminiscent of its sailing yachts



The split-level main deck culminates in an extending swim platform with folding bulwarks to create a 50sqm area (also shown at bottom right of page)

From its high-performance ClubSwan boats that dominate the race course to its Swan Maxi superyachts that marry comfort and seaworthiness, the name Nautor Swan is synonymous with sailing prowess in yachting circles. But in recent years, the Finnish shipyard took a new tack: in 2021 it introduced its power boat range, now led by the newly launched flagship, the 23.2m Swan Arrow.

With sleek exteriors, an indoor/outdoor deckhouse that can be entirely air-conditioned for use in balmy Asian waters, a comfortable interior with multiple layout options, and an extendable cockpit platform that puts guests close to the water, the Swan Arrow seems to have hit a bullseye.

If a Swan sailing yacht is going to compete in the racing circuit, it only makes sense to have a worthy chase boat to support it. The initial Swan powerboat offerings were the 13.2m Swan Shadow, followed up by the 13m OverShadow, a sportier version with inboard engines, which debuted at the Cannes Yachting Festival in 2023.

Both feature sleek exteriors by Jarkko Jämsén, resident Swan

Motor Yacht Division designer. When Nautor Swan started designing its first powerboat, the builder envisioned it simply being a beautiful chase boat to go alongside its Swan sailboats, but the response after the launch proved there was an appetite for a standalone dayboat under the Nautor Swan marque – whether owners had a Swan sailing yacht or not. As the chase boat/dayboat market is growing, it was only natural that a bigger version would be in the cards.

“We thought they both needed a bigger sister, and the market was pushing us in this direction – this is how Swan Arrow was born, strongly enhancing the unique identity that we have created in our powerboats that embody the core elements of Nautor Swan’s iconic DNA: performance, quality, elegance,” said Leonardo Ferragamo, Nautor Swan President.

However, the Swan Arrow is no mere chase boat, but a luxe dayboat that can also welcome guests comfortably for overnight stays.

Jarkko Jämsén was called upon once again to create the exterior



The bow deck lounge area of the Swan Arrow, an ‘open yacht’ that’s still well suited to extended cruising in all climates





Naval architect Jarkko Jämsén created the exterior

of the Swan Arrow, while Axel de Beaufort and Ioanna Marinopoulos were responsible for the interior design of hull number one. The brief to the designers was to create a sporty-yet-elegant yacht with a contemporary design, refined lines and voluminous interiors. And, it should be an “open yacht” that was still well suited to extended cruising in all climates.

The timeless, elegant exterior of the Arrow has strong classical Swan DNA with a plumb bow that is reminiscent of its sailing yachts. Jämsén aimed to keep the exterior lines as clean and pure as possible, and the sleek, seakindly hull is topped by a glass-encircled superstructure and a sharply raked windscreen.

“The aesthetic request was to have a low windshield but a closed and protected front area,” said Fabio Marcellino, Power Boats Chief Technical & Operations Officer at Nautor Group. “We designed the front glass in two colours: black in the lower part and ultra-clear in the upper part, all in one piece of glass, so no junctions are visible.” This design trick creates excellent sightlines for the captain while maintaining a sleek exterior profile.

Jämsén answered the last item in the brief by creating a glass-enclosed superstructure, which can be entirely open to the elements or closed off like a typical main saloon you might find on a larger yacht.

“Everybody wants to have an open boat, but when the weather is too hot or cold or windy, you’d really like to be able to close it down, so we wanted an open boat feeling but one that you can enclose and have a solid structure,” said Jämsén. “You can blast the A/C and have the comfort of the cabin boat, but with the possibility to spend time outside.”

The full-height doors open up and windows at the side descend to open the Arrow right up. “The doors at the stern and the side slide open and stack on top of each other – all six panels rest against the mullion,” said Jämsén. This creates a seamless effect, so when the boat is in open mode you don’t notice the doors at all and she feels truly open with a lovely cross breeze from three sides.

There were classification challenges to make this glass superstructure a reality, notes Marcellino. “One challenge that arose during the build was dealing with the notified body in order to get the



Honduras mahogany in a high-gloss lacquer for the furniture of hull one



The Swan Arrow helm partitioned by a bar counter to the fore of the saloon

main deck [registered] as completely an ‘open deck’ – we solved this task by designing in a new and unconventional way that the deck traps water,” he said.

Another of the innovations on board is the split-level main deck, which culminates in a big, extending platform just three steps down from the main saloon. The beach-club platform is nearly five metres long and, when the bulwarks are extended, seven metres wide, creating an expansive area for on-water living.

“The opening terraces create a beach area of about 50sqm, a real terrace on the sea,” said Marcellino.

Nautor Swan sought to hide as much technical equipment as possible, so the mooring equipment in the beach area is covered when not in use, as is the mooring winch on the bow. Sleek integration of utilitarian features are plentiful elsewhere too. There are flush cleats and fairleads, a hidden anchor, hidden wipers on the windshield, and hidden curtains in the saloon.

For the interior, Greek designer Marinopoulos of JPM Design was involved from the outset. “It was a thrilling challenge to merge aesthetics with performance and create something with a strong

personality that was luxurious yet approachable,” said Marinopoulos. “The interior of the Arrow is a combination of timeless elegance with a touch of casual approach and a splash of bespoke nautical details.

“As the main deck was designed to be completely open to the surrounding seascape, my goal was to connect the upper and lower decks without making them feel like two separate areas.”

The result is an elegant, casual beach villa atmosphere where one can connect to the sea and feel relaxed. Marinopoulos achieved this by utilising soft cotton fabrics and organic raffia wallpaper on the walls, creating a luxurious but cosy ambience below decks. Honduran mahogany in a high-gloss lacquer gives a rich look to the furniture.

This is paired by natural and sustainable Indonesian teak for floorings, polished nickel for all the metal elements and linen fabric for the upholstered fixed panels. Camel-coloured leather and soft cotton fabrics enhance the visual appeal. All the light fixtures on board are designed by Marinopoulos, while two fixtures on the desk in the master cabin are inspired by traditional maritime lights.

“The combination of nickel and wood serves as a striking foundation, beautifully balancing masculinity and comfort,” said



All interior light fixtures are designed by Marinopoulos, including the two on the desk in the master cabin inspired by maritime lights





The bar area off the lower-deck galley

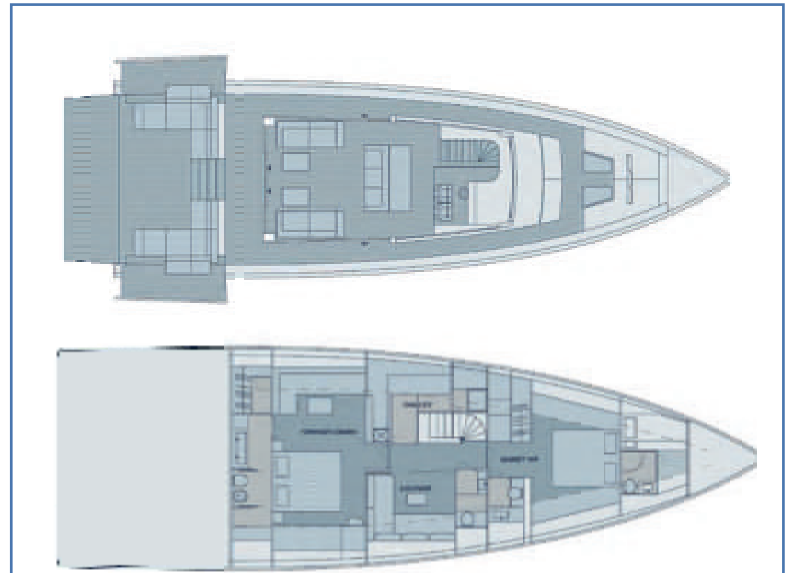
Marinopoulos. “One cool innovation that I particularly enjoyed is the use of nickel metal to join the flooring, as opposed to the typical teak deck rubber. This unique choice captures attention at first sight.”

Hull one showcases the standard layout, which has a full-beam owner’s cabin aft and a VIP cabin forward. Amidships is a lounge and galley. On an optional lower deck layout, the lounge can be closed off to become a third guest cabin with twin beds.

It should go without saying, but like all Swans, the Arrow is a born performer. “The way Arrow cruises is outstanding – fast, dry, stable and very well trimmed,” said Marcellino. She can be powered by twin 1,000hp engines for a top speed of 27 knots, or go all out by adding a third engine to reach 37 knots.

Nautor Swan might be known for its sailing craft, but after the Swan Arrow, the builder seems to be on a straight shot for success in the motoryacht sector, too. ⚓

nautorswan.com
simpsonmarine.com



DECKS & SPECS

LOA 23.2m (76ft 1in)
Beam 6.9m (22ft 8in)
Draught (full load)
 1.96 m (6ft 5in)
Weight 48 tonnes
Standard engines
 2 x 1,000hp

Optional engines
 3 x 1,000hp
Max speed (std/opt)
 27 knots / 37 knots
Fuel capacity 4,500 litres
Cabins 2-3 + 1



Hull one showcases the standard layout, which has an en-suite full-beam owner’s cabin aft (pictured here and opposite page, bottom) and a VIP forward