



CLUBSWAN 50









ClubSwan 50

revolution is here

Nautor's Swan has always offered high performance racing yachts to complement its classic range of cruising Swans, yachts such as the 39, the 441 in Racing version, and the 60 Regatta. Today the yard uses its new ClubSwan models to test the most modern trends in design, materials and solutions, refining technologies that will then be used to the benefit of the cruising models. Like Swan 45 and 42, successful one designs still winning in top level races. But with the ClubSwan 50 Nautor has pushed the limits, proposing a yacht that is a small revolution in performance and pure sailing pleasure.

Design

The new ClubSwan 50 is at the cutting edge of contemporary yacht design. The brief was clear and simple: an extremely fast boat that would also be easy to take to the limit, convertible into a sports cruiser with limited crew, with captivating looks and the natural elegance of a Swan. It had to be both competitive in class racing and conceived as a One Design. In one word, this yacht had to be cool.

Naval architecture has been developed by Juan Kouyoumdjian, the Argentinean designer who also penned the winning Volvo 70 Groupama 4, Ericsson 4, ABN Amro 1 and the maxi Rambler 88.

Hull

The hull is modern and performing with full sections forward and a beamy transom, reverse bow, reverse sheer, pronounced chines, concave aft sections and reduced freeboards. Appendages are in the same philosophy, with a steel blade keel and a lead torpedo and twin rudders for maximum control at high speeds. Construction is light but structurally robust in full pre-preg carbon as are the mast, boom and fixed bowsprit.

Sail plan

The sail plan is also latest generation: the mast has been positioned slightly aft of centre with a longer J ideal for powerful asymmetricals that can be either full or fraction rigged. The square top mainsail has a full shape thanks to running backstays: a perfect combination for the racing circuit. But the sail plan has also been designed with easy sailing in mind. A few touches transform the ClubSwan 50 into a docile cruiser, perfect for a couple. In moderate winds the running backstays can be positioned at the mast, whilst in stronger breezes the double reefed mainsail passes easily in front of the backstays that can be fixed in position and need no manoeuvring. The furling Genoa is easily handled in any condition, whilst in strong winds the generous J allows for a convenient staysail.







SWAY

Deck

Efficiency with a large crew and ease of use for a couple: the deck layout has been planned to be ideal in both cases, another revolution offered by the ClubSwan 50. The transverse jib tracks on the coachroof allow pure performance upwind angles and the 6 standard winches make sail handling during racing fluid and efficient. In an instant the same layout can be adapted for solitary handling: the 4 winches around the helm – fitted electric as standard – can be used to control every function on board, and thanks to the furling foresails it is easy to achieve top performance with a reduced crew, gybing without running backstays and tacking at the touch of a button.

The optional cushions with rigid back supports convert the cockpit into a comfortable lounging area. The generous storage space with large lazarette aft and sail locker forward and optionals such as the bow roller and windlass transform the ClubSwan 50 into a perfect cruising yacht.

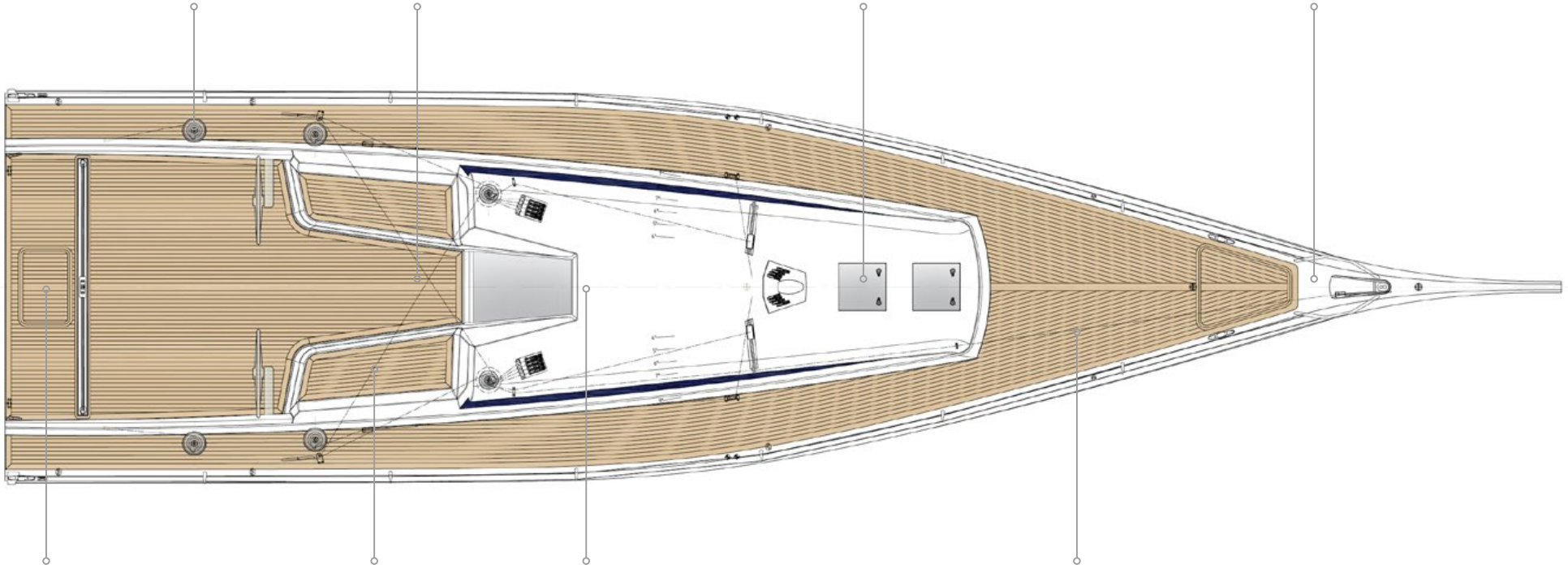


FOUR STANDARD
ELECTRIC WINCHES

VERY LARGE
COCKPIT

FLUSH DECK HATCHES

FURLING SYSTEM (OPT.)



STORAGE IN THE
LAZARETTE

DEEP STORAGE
UNDERNEATH BENCH

SPRAYHOOD (OPT.)

FULL NATURAL TEAK DECK
AS STANDARD



Interiors

Designed as a week-end sailer, the ClubSwan50 offers refined interiors that are perfect for comfortable short cruises or longer sports cruising. The saloon offers spaces typical of larger yachts, with eye-catching twin sofas and an open view forward. The double side mountings create a bridge support for the mast that is deck stepped and creates unencumbered space and allows for unhindered movement below. The large owner's cabin features a double island berth with plenty of locker space made from lightweight, removable components. The heads are separate: one for the WC and one for the shower and both feature washbasins. Further aft, the full galley is starboard and the double guest cabin is port. Converting the layout for racing is easy: the forward berth can be removed to make room for sails, and the backs of the sofas are raised to create four crew berths. Particular attention has been given to the choice of materials, refined and elegant but also light weight and resistant for serious racing. All with the same care and attention for reliability, style and finish that has made Swans the most desired yachts in the world.





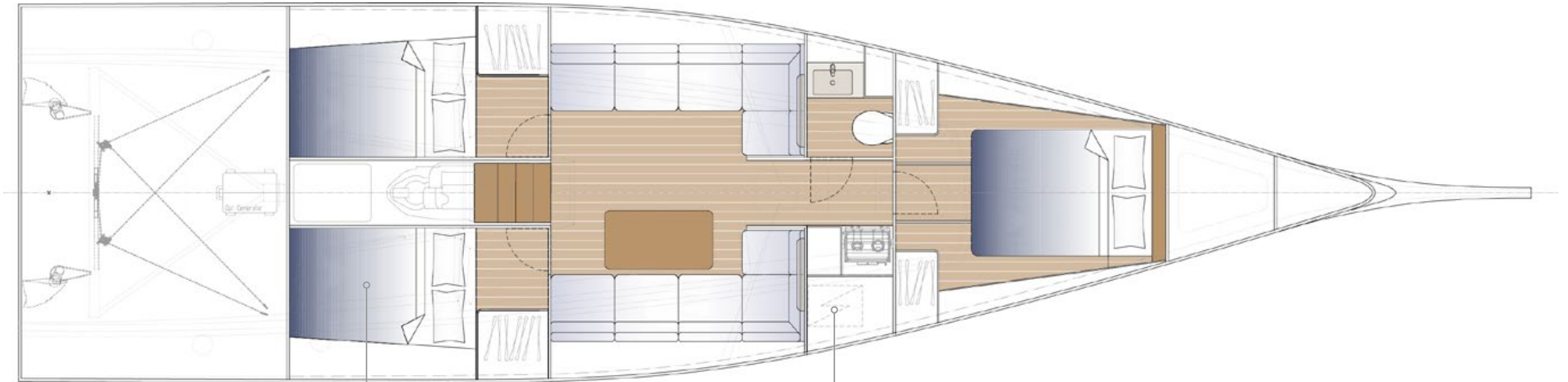
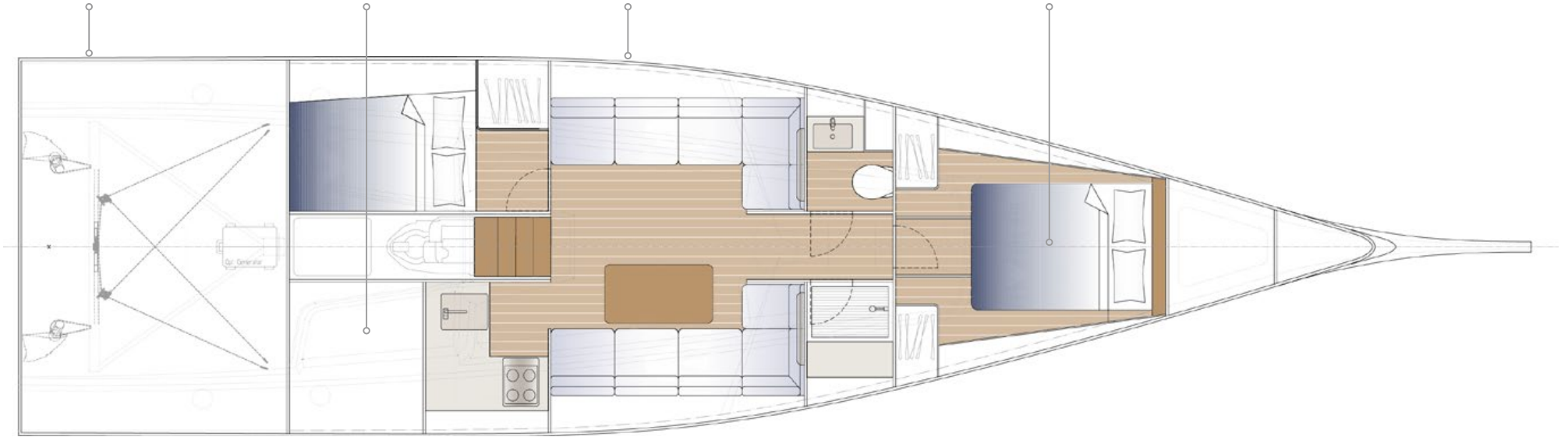


HULL & STRUCTURE IN
CARBON / EPOXY SPRINT LAMINATE

STORAGE

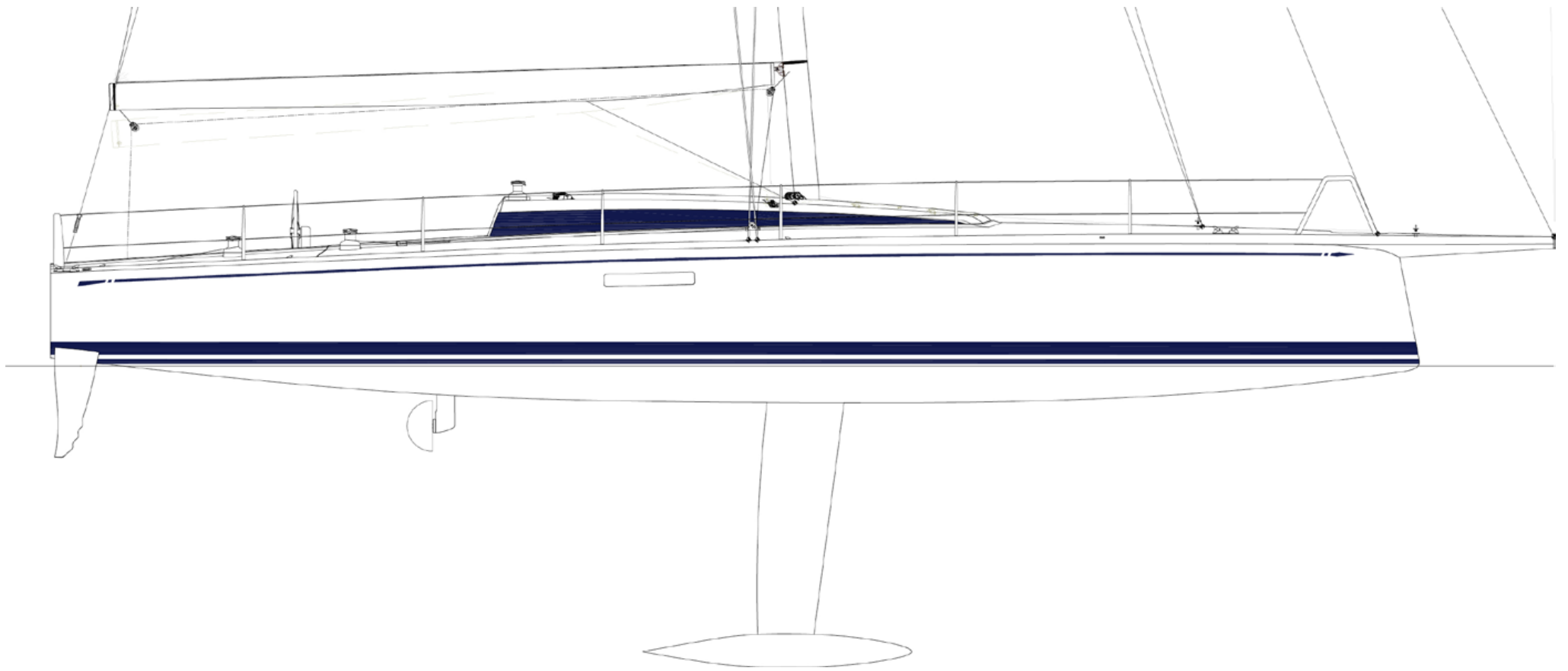
EASY SWITCH FROM
RACING TO CRUISING

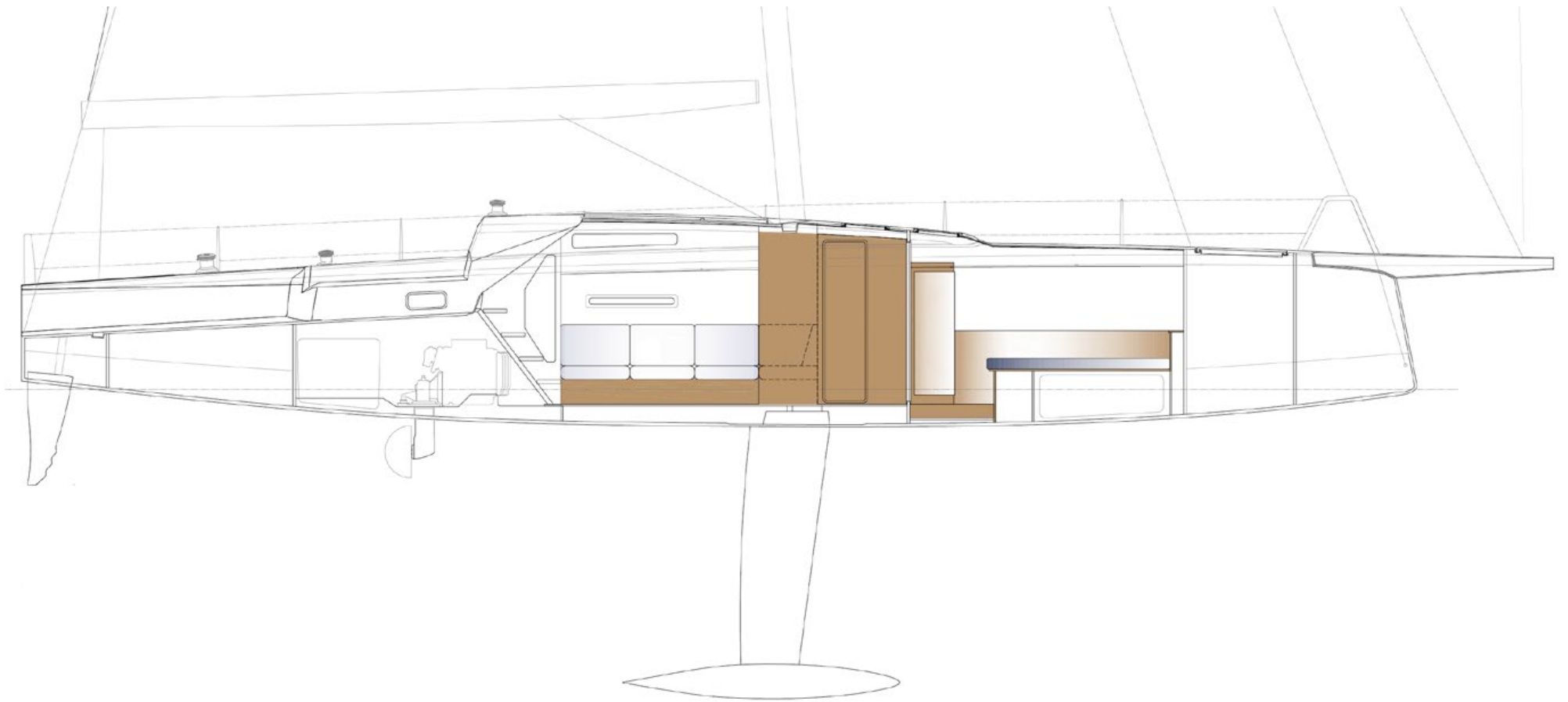
CONVERTIBLE FORE CABIN
CRUISING / RACING



OPTIONAL THREE
CABIN LAYOUT

GALLEY WITH TOP
LOADING FRIDGE



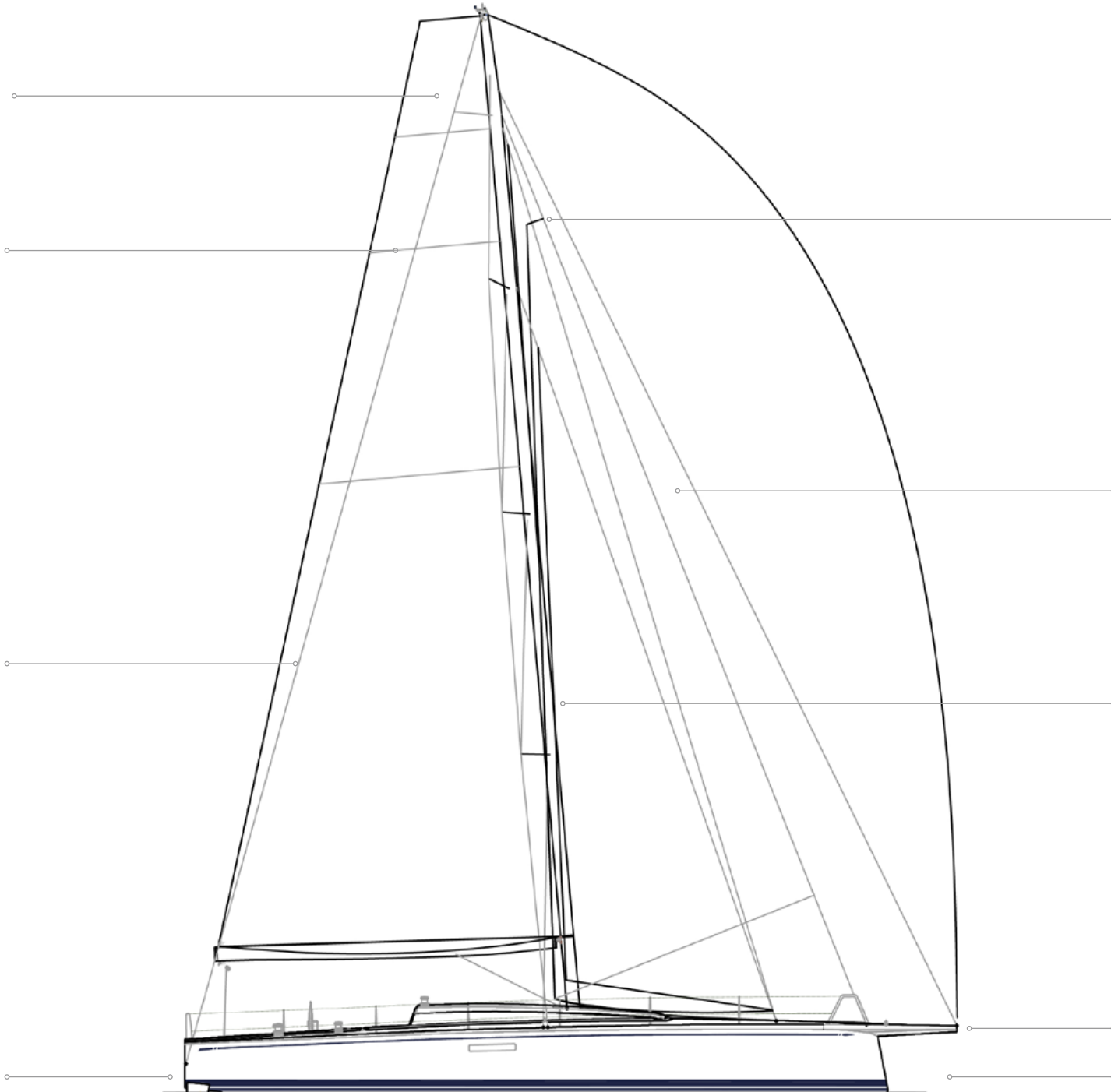


SQUARE TOP MAIN SAIL

REEFS STUDIED FOR
EASY SAILING

CRUISING IN LIGHT WIND
WITHOUT BACKSTAYS

TWIN RUDDERS WITH
TWO STEERING WHEELS



CARBON MAST
THREE SPREADERS

SAIL PLAN WITH
BIGGEST FORE TRIANGLE
OF THE CATEGORY

DECK STEPPED MAST

NO COMPROMISE
BOWSPIRIT

ANCHOR SYSTEM



Standard specifications

General

Hull LOA (incl. bowsprit and boom)	16.74 m	54.9 ft
Hull construction length	15.24 m	50.0 ft
Hull LWL	14.00 m	45.9 ft
Beam max	4.20 m	13.8 ft
Draught (empty)	3.35 m	11.0 ft
Shallow draught keel (optional)	2.20 m	7.21 ft
Displacement (empty)	8,500 kg	18,739 lbs
Ballast (approx.)	3,450 kg	7,605 lbs
Engine Volvo D2-75	55 kW	75 Hp

Rig and Sail Dimensions

I	19.90 m	65.29 ft
J	6.22 m	20.41 ft
P	20.04 m	65.75 ft
E	7.43 m	24.38 ft

Sail Areas

Fore triangle (indicative)	65 m ²	699 sq.ft
Main sail (indicative)	93 m ²	1001 sq.ft
Asymmetric Spinnaker (indicative)	270 m ²	2906 sq.ft

Tank Capacity

Fuel	300 l	79 USg
Fresh Water	500 l	132 USg
Black water	80 l	21 USg

Battery & Power Sources

Engine starting battery	80 Ah 12 V
Shore power	230 V 30 A
Service battery	110 Ah 12 V

Design

Juan Kouyoumdjian

Engineering

J&J

Construction Approval

CE-approval: Category A Ocean





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