

SWAN 47

SPECIFICATION FOR THE SWAN 47 GRP IOR SLOOP

DIMENSIONS:

LENGTH OVERALL	47,9'	(14,6 m)
LENGTH OF WATERLINE	36,2'	(11,1 m)
BEAM	13,8'	(4,2 m)
DRAFT	7,8'	(2,4 m)
DISPLACEMENT (IOR)	32400 lbs	(14.700 kg)
BALLAST	15500 lbs	(7.000 kg)

Designer: SPARKMAN & STEPHENS INC.

Builder:

NAUTOR

OY WILH. SCHAUMAN AB

PIETARSAARI, FINLAND
TELEPHONE: 967-18 204, TELEX 75—47 nauto sf

Note. These specifications are believed to be correct at the time of printing. Nautor will do its utmost to make sure that the vessel is built according to them. However, there may be minor alterations on the finished yachts, and we reserve the right to make these without prior notice.

October 1975

GENERAL CONDITIONS

These specifications are intended to supplement the design. While details may be changed as the result of experience in construction or use of the boats, the standards of quality and completion will be maintained to furnish a yacht ready for service.

The Owner or his authorised agent will have access to the yacht and everything pertaining to the yacht at all reasonable times. Every facility will be afforded inspectors for the prosecution of their work.

The Builder reserves the right to approve or reject any changes in the construction of the yacht when these are asked for after the yacht is ordered. The Builder guarantees skilled workmanship, in keeping with the best yacht practice, and in conformity with specifications.

INSURANCE — The Builder will maintain insurance on a yacht contracted for by an Owner, including all items furnished or delivered by Owner, provided that the Owner has delivered such items according to the Rules spelled out in the Contract Appendix following the Sales Contract.

The insurance is appropriate to the value of the Owner's investment until the yacht is delivered to the Owner in Pietarsaari harbour, or dispatched by road, train or vessel.

DAMAGED WORK — The Builder will protect and be responsible for all work until date of despatch and make good any or all damage from whatever cause, to any part of the yacht or its equipment or furnishings.

CLEANING — The Builder will at all times keep the yacht reasonably clean throughout. Particular care is to be taken that all chips, shavings and other foreign matter are removed and all parts cleaned before application of paint, and that when the yacht is delivered, her bilges and pockets are free from such matter.

ACCESS TO COMPARTMENTS — Arrangements for access to and for cleaning out and painting all compartments and all parts of the vessel are provided wherever practical. Floorings are fitted with suitable hatches.

Access to the engine, steering gear and all other equipment that may require service of any kind will be provided.

Care is taken on locating pipes and other parts to avoid blocking of access. If necessary, removable sections are utilized.

TESTS — The standard machinery will be operated to the satisfaction of the Builder with the yacht in the water, running continuously for one hour and at as much speed as is practicable without undue heating.

Steering and reversing tests will also be done. All standard auxiliaries, such as pumps etc. will be thoroughly tried out.

The yacht will be properly rigged with standing and running rigging.

During tests, the yacht is at all times in the care, custody, and control of the Builder.

WARRANTY — If any defective workmanship and/or materials are discovered within six months after delivery, except for the Owner-furnished items or installation of same, or unless due to negligence or other improper act of the Owner or any other user of the vessel, the Builder shall accept responsibility thereof. Under such circumstances, the Builder shall either procure the repair or authorize such a repair to be made in a way agreed upon in writing between the parties. The Builder shall not be responsible for any proprietary articles which shall bear the customary guarantee of the manufacturers.

HULL

Scantlings, materials and workmanship throughout are consistent with the construction of a light hull, but without any sacrifice of strength or stiffness.

Construction

The hull is built of glassfibre reinforced polyester by the hand laying-up method with scantlings and materials approved by Lloyd's Register of Shipping.

Every yacht is delivered with a Lloyd's Register Building Certificate. Structural bulkheads are of marine grade water-proof plywood, laminated to hull and deck. Stiffeners are GRP lay-ups over foam cores. Web floors of GRP are laminated to hull. Engine beds are of GRP with steel inserts. Special care is taken to assure rigid foundation and proper adhesion to hull.

Finish

All gelcoat colour pigments used are of approved type. Standard topside colour is white, boot top, coaming stripe and cove stripe blue. Uncoloured gelcoat below waterline. Flotation reference marks are located at bow and stern 12" above DWL. Bottom primed with antifouling. Yacht's name and home port is painted on transom when specified.

Keel

Ballast keel is a lead casting with antimony. Cast-in keel bolts are of stainless steel. Lower flange of mast step connects to the keel bolts. Docking shoe of stainless steel fitted to lower edge of keel. Stainless steel fairing pieces fitted to keel trailing edge. Single point lifting lug fastened to keel bolts.

Rig anchorage

The mast is stepped through the deck onto a galvanized mild steel mast step with movable shoe for mast rake adjustment. Transverse bolt through heel of mast. Heavy GRP brackets are laminated to hull for the stainless steel chain plates.

Rudder

Of foam filled GRP with integral stainless steel shaft, supported by three nylon bushed bearings.

Steering gear

Cable steering gear, sheaves provided with guards to prevent jamming. Aluminium steering quadrant bolted to rudder shaft. Destroyer type wheel with sprocket and friction brake mounted on pedestal. Emergency tiller of stainless steel stowed in liferaft locker, with spanner for rudder shaft access plate attached.

DECK

Construction and finish

Deck is made in GRP sandwich construction to Lloyd's requirements. Single laminate with aluminium back-up plates under all deck fittings. Deck surface has painted non-slip finish, standard colour light grey.

Woodwork on deck

Teak hatch frames and hand rails, locust sheet and halyard cleats.

GRP mouldings on deck

Hood for companionway and aft entrance hatches, lazarette, stowage, and liferaft locker hatches.

Deck fittings for running rigging

On cockpit coaming:

Two genoa halyard winches Lewmar 48 or equal
Two genoa sheet winches Lewmar 65 or equal
Two spinnaker sheet winches Lewmar 55 or equal
Genoa inhauler track stn 8...9
Cheek block for staysail sheet SB side

In cockpit:

One mainsheet winch Lewmar 40 or equal with guard and leadblock

On bridge deck:

Mainsheet track with slider and tag lines

On cabin trunk:

Two spinnaker halyard winches Lewmar 43 or equal

Two foreguy/pole lift winches Lewmar 40 or equal

Staysail sheet track stn 4,1...4,8

Cheek blocks for genoa halyards

On deck:

One pair of genoa double foot blocks with lock-off cams stn 9,5

Inner genoa sheet track stn 5,5...9,3

Outer genoa sheet track stn 4,8...9

Spinnaker aft guy fittings at toe rail each side stn 6,5

Lugs for spinnaker sheet blocks at each quarter

Six lead blocks for halyards at mast collar

Two deck eyes for slabreefing lead blocks at mast collar

Two padeyes for tallboy on foredeck + track on centerline stn 0...1

One eye for spinnaker foreguy block at stemhead

Forestay release lever box on foredeck

Eyes for running backstays on footblocks

Stowage position for removable forestay

Four winch handle holders on deck, two on mast

Other deck fittings

Anodized aluminium toe rail with one pair of hawse holes amidships, and drain holes where necessary.

12" aluminium mooring cleats, two on fore deck with fairleads, two aft.

Pulpit, pushpit and life line stanchions of stainless steel, with bases bolted through deck. Height and spacing conform to ORC requirements.

Socket for flag pole on pushpit. Aluminium mast collar.

Stemhead fitting of stainless steel with chain roller and double headsail tack attachment including sheaves for headsail Cunningham.

Spinnaker and jockey pole fastenings on deck.

Stowage for 8-man liferaft in cockpit locker, port side.

Hatches and windows

On fore deck tinted acryl sliding hatch to fo'c's'le, with sailbag hooks at each corner below deck.

Deck prisms in forward head and adjacent passageway, and in forward part of main cabin.

Forward and aft of mast hinged hatches Giot 115 or equal.

In cabin trunk sides fixed windows except in aft cabin head and dressing area, where there are openable ports.

Main companioway lockable sliding hatch of tinted acryl, large enough for passing engine.

Aft entrance sliding hatch of tinted acryl

Openable porthole to aft cabin in forward end of cockpit.

INTERIOR

General

All joiner work is done in accordance with the best yacht practice, using first-grade materials. Teak with hand rubbed satin finish is used for all visible wood-work.

Floor boards with laid teak veneer, and providing access to the bilge.

Teak grating in fo'c's'le and heads.

Topsides lined with teak ribs.

Overhead lined with Vinyl-covered panelling.

Tables, bureaus, seats, dressers etc. have rounded corners.

Doors, partitions, and panelling throughout are plywood.

Door sills have stainless steel chafing pieces. Hooks installed to hold doors in open position. Hanging lockers are equipped with rods and

hooks and have drawers under where possible, and their doors are provided with louvres.

Drawers have to be lifted to open.

Wooden companioway ladders with tool box behind.

Fo'c's'le

Sail bins under folding pipe berths.

Steps below the hatch.

Main cabin

Removable folding table with fiddles and bottle stowage in foot.

Seven lockers under pilot berths, shelves over berths against topsides.

Space for bottles and glasses in lockers at forward end, starboard side.

Aft cabin

Shelves over berths. Double berth with divided mattress. Access opening from double berth foot end to lazarette. Wooden steps to aft entrance.

Ventilation louvres to lazarette.

Navigation area

Chart stowage under table top, book shelf outboard, if space available after radio installation.

Heads

Equipped with mirror, towel and paper holders, and waste container.

Galley

Insulated and sheathed space for stove.

Stainless steel sinks with waste container under.

Ice box separated into two compartments 150 and 100 l, insulated with respectively 75 and 100 mm thick foam, including provisions for the installation of an optional freezing unit.

Both boxes are lined with GRP. Racks and drain provided.

Counter top of Formica or equivalent. Racks for crockery behind sliding doors.

MACHINERY

The engine installation holds Lloyd's Machinery Installation Certificate.

Engine

Volvo Penta four-cylinder 4-stroke marine diesel, type MD 21A, rated 45 kW (61 HP) at 75 rps (4500 rpm), rubber mounted with Borg-Warner hydraulic reverse gear, reduction 2,91:1.

Drip tray integral with engine bed.

Engine box internally sound insulated.

Starting system

The engine has its own starting battery, 95 Ah, 12V, located with the service batteries.

Engine controls in cockpit

Engine controls on/off

Start and stop buttons

Glow plug control button

Single lever control of throttle and gear shift

Tachometer

Temperature gauge

Control light for battery charging

Warning light for low oil pressure

Audible alarm for low oil pressure/high temperature

At chart table: Warning light for low oil pressure

Propeller shaft

Made of corrosion resistant steel with rigid shaft coupling, outboard end supported by strut with rubber bearing. Morse or equal stuffing box with hose connection to stern tube. Shaft lock and zinc anode on shaft. Left handed Nautormatic folding propeller, diameter 20".

Engine cooling system

Thermostat-controlled fresh water cooling with heat exchanger. Strainer on sea water intake, discharge through exhaust system.

Fuel system

Fuel capacity 200 litres (53 US gallons) in two tanks with shut-off cocks. Separate filler on deck for SB and P side. Entire fuel system of metal, with short flexible joints where necessary. Water separator on fuel feed line, return line to both sides. Tanks are vented to coaming sides.

Exhaust system

Wet system exhaust with silencer and additional muffler, discharging at transom.

PLUMBING AND VENTILATION

General

Sea cocks of bronze for all below waterline through-hull fittings, finished flush with outside and located in accessible positions. Inboard side of sea cocks fitted with nipple long enough to take two hose clamps. Sea water piping of reinforced PVC tubing, fresh water piping of nylon or copper tubing. All fuel and water tanks of welded stainless steel, and provided with baffles, hand holes for cleaning, sounding plug, and vent pipes. Head sump tanks are of GRP, integral with the molded floor liner.

Fresh water system

Water capacity 350 litres (92 US gallons) in five tanks. One filler line from deck. Tank vent pipes drain into galley sink. Foot pumps for galley sinks and wash basins.

Sea water system

Foot pump for galley sink spout.

Drainage system

Galley sinks and wash basins drain through sea cocks. Shower trays drain to respective sump tanks, capacity 40 l each. Sump tanks are emptied by hand pumps to outlets above waterline. Two manual bilge pumps, one below, one in cockpit, outlets into cockpit scuppers. Two 2" drains in cockpit discharging above waterline. Ice boxes drain to translucent plastic tank in bilge.

Toilets

BABY BLAKE toilets with seawater pump, shut-off valve, and drainage pump. Oval pan in aft head, round pan in forward head.

Stove

Three-burner gas stove with oven, gimballed and provided with fiddles. Gas shut off cock adjacent to stove. One drained and sealed metal locker for gas bottle under lazarette hatch.

Ventilation

Dorade ventilators on foredeck, each side of main companionway and at aft cockpit coaming.

Exhaust ventilators in heads and galley, provided with two-speed blowers. Engine space air inlet in lazarette, outlet with blower to aft side of coaming. Battery box ventilated underneath transom.

ELECTRICAL

All standard electrical installations comply with Lloyd's specifications. 12 V DC two-wire system for lighting, instruments, and battery charging. Care is taken that cables are heavy enough to prevent excessive voltage loss. For lightning protection, headstay, backstay, and main shroud chain plates are grounded to ballast keel bolts with heavy cable.

Service power

One battery set 285 Ah, 12 V, in glassfibre box under the floorboards.

Outlets

Three 12 V outlets, one at main switchboard, one in fo'c's'le, one watertight in cockpit.

Lighting arrangements

Interior:

Fo'c's'le, 1 dome, 2 berth lights
Forward head, 1 dome light
Passage, 1 dome light
Main cabin, 4 dome, 2 berth lights
Galley, 2 dome lights
Chart table, 2 dome lights and 1 flexible light
Aft cabin, 3 dome lights, 2 berth lights
Aft head, 1 dome light
At floor level 3 red night lights

Outside:

Downward flood light on fore side of mast
Masthead light

Navigation lights:

Red and green side lights on pulpit
White stern light on pushpit
White bowlight on forward side of mast

Main switchboard 12 V DC

Provided with two-pole main switch and necessary breakers of trip circuit type, four spares included.

One V-meter with two-way switch for checking service and starting battery voltage.

Two Ammeters, one for service, one for starting battery charging control. Switches for outside and navigation lights.

Charging system

On the engine there is a 68 Amp 12 V alternator for charging the service batteries, and a 38 Amp 12 V alternator for charging the engine starting battery.

Cockpit controls

Push button for mast flood light
Rheostat for compass light

INSTRUMENTS

Compass

One Danforth Constellation C 654 C steering compass or equivalent mounted in binnacle on steering pedestal. No magnetic materials within six foot radius.

RIG

Scantlings within Sparkman&Stephens specifications. Spars of extruded aluminium alloy tubing, anodized.

Mast

Of elliptical section, with joint at approximately half length, and stainless steel tangs. Tapered and welded masthead with two spinnaker cranes and four halyard sheaves. NEDAL 10082

Spare halyard messenger provided.

Internal wiring, shielded in a PVC tube secured to mast

Spinnaker boom track on forward edge

Two eyes each side for jockey pole

Main halyard winch Lewmar 43 or equal

Tapered spreaders of aluminium alloy

Neoprene rubber mast boot with dacron cover

Main boom

Of round section with internal outhaul tackle, and arrangements for slab reefing with lock-off cams.

Topping lift led forward from boom end.

Poles

Two spinnaker poles and one jockey pole. Of round section with appropriate fittings.

Standing rigging

Main and upper shrouds are of solid Navtec rod or equivalent, all others stainless steel 1 x 19 wire with Norseman or equal terminals.

Rigging screws of bronze with toggles at lower end. Rigging screw with handles for backstay adjustment. Headstay and forestay also have toggles at upper end.

Running rigging

Wires are of 7 x 19 stainless construction, ropes Trevira. Main halyard with screw shackle. All other halyards as well as spinnaker sheets and guys with snap shackles.

Description	Quantity	Material	Diameter
Main sheet with blocks	one	braid	12 mm (1/2")
Heavy genoa sheets	two	braid	16 mm (5/8")
Medium genoa sheets	two	braid	12 mm (1/2")
Light genoa sheets	two	braid	8 mm (5/16")
Heavy spinnaker sheets	two	braid	12 mm (1/2")
Light spinnaker sheets	two	braid	8 mm (5/16")
Aft guys	two	braid	16 mm (5/8")
Fore guys	two	braid	12 mm (1/2")
Main boom topping lift	one	wire	3 mm (1/8")
Tail end for above	one	braid	10 mm (3/8")
Outhaul	one	wire	5 mm (1/4")
Outhaul tackle with blocks	one	braid	10 mm (3/8")
Cunningham line	one	braid	16 mm (5/8")
Reefing pennants	two	braid	12 mm (1/2")
Running backstays	two	wire	6 mm (1/4")
Tail end with blocks for above	two	braid	12 mm (1/2")
Spinn. pole lifts	two	braid	12 mm (1/2")
Spinn. bell lift/downhaul with blocks	one	braid	12 mm (1/2")
Spinn. halyards	two	braid	16 mm (5/8")
Genoa halyards	two	wire	7 mm (9/32")
Tail ends for above	two	braid	12 mm (1/2")
Main halyard	one	wire	6 mm (1/4")
Tail end for above	one	braid	12 mm (1/2")
Staysail halyard	one	wire	6 mm (1/4")
Tail end for above	one	braid	12 mm (1/2")
Heavy boom vang tackle	one	braid	12 mm (1/2")
Lace line for reefing	two	braid	5 mm (7/32")

STANDARD EQUIPMENT

Owner's manual with directions for use and maintenance, including engine handbook, electrical and plumbing diagrams, docking plan, and spare part order forms

Anchoring and mooring equipment

One Danforth 40 lbs anchor stowed in fo'c's'le
6 metres anchor chain 1/2"
50 m plaited nylon anchor line, diameter 20 mm (3/4")
Two chain links 1/2"
Two shackles R73
Two mooring lines 20 m each, diameter 20 mm (3/4")
Four mooring lines 20 m each, diameter 16 mm (5/8")
Six airfenders with lines
One boat hook
Battery powered anchor light

Sailing gear

Six snatch blocks, four large, two small
Four genoa fairlead cars
Nine slide cars with separate stoppers, double stoppers for inhauler track
Two spreader blocks for spinnaker sheets
Two blocks with shackles for spinnaker aft guys
Winch handles: one 10" lock-in, one 8" lock-in, two single grip 10",
two double grip 10"
Bosun's chair
Flag pole
Pig stick
Hatch dodgers for main cabin hinged hatches + fo'c's'le sliding hatch

Miscellaneous

One half model of hull
1 litre of gelcoat, hull colour
1/4 litre gelcoat, boot top colour
Catalyst fore above
Spanner for rudder shaft stuffing box
Safety belts for navigator and cook
Sounding rods for fuel and water tanks
One 6 kg gas bottle

Except pipe berths forward, all berths are equipped with canvas leeboards and 10 cm (4") thick mattresses of flexible foam. Textile covers with zippers, colour to owner's choice.

Engine spare parts
Engine tool kit
Electric spare parts
GRP tool box under main cabin settee.

