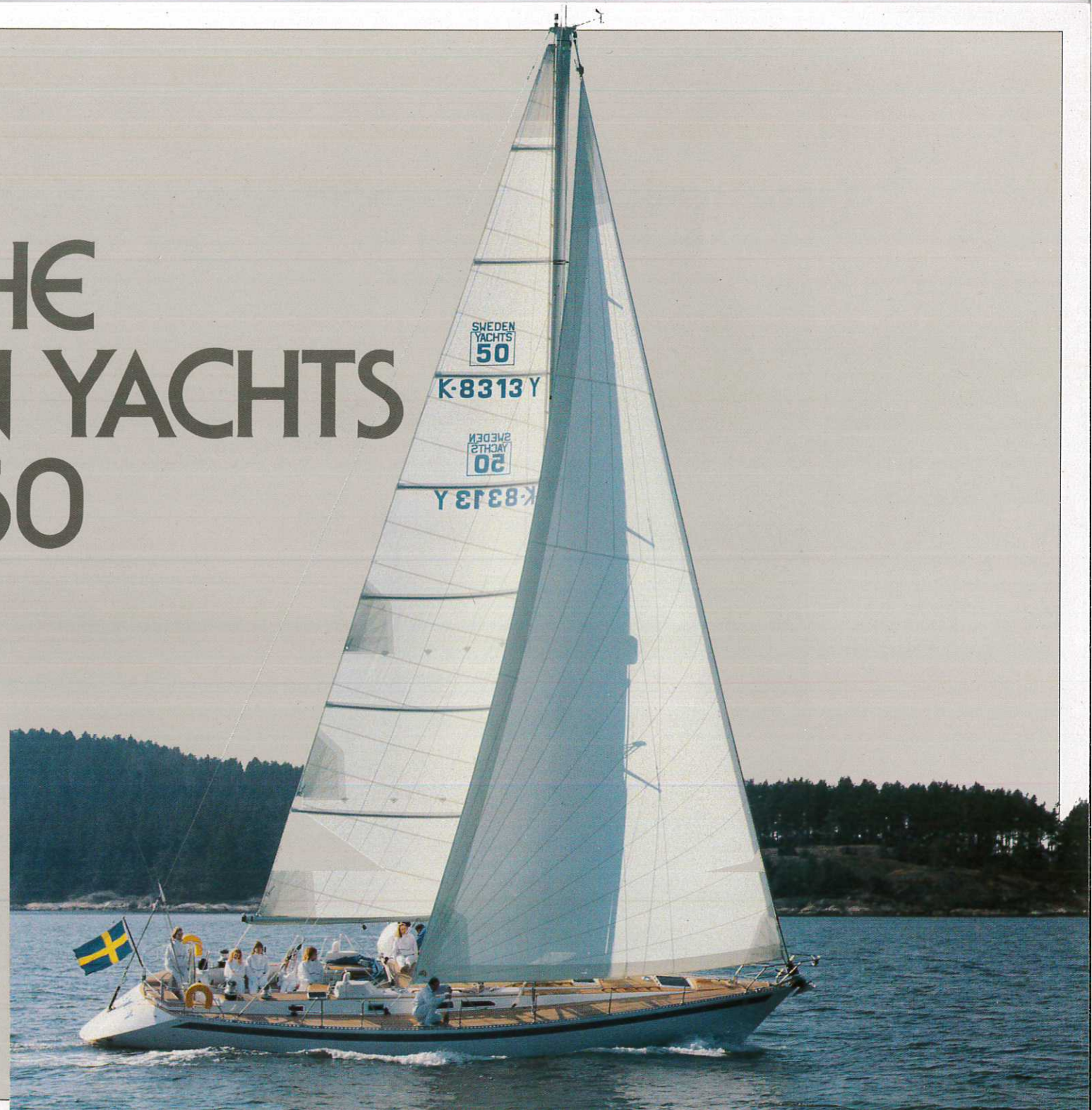


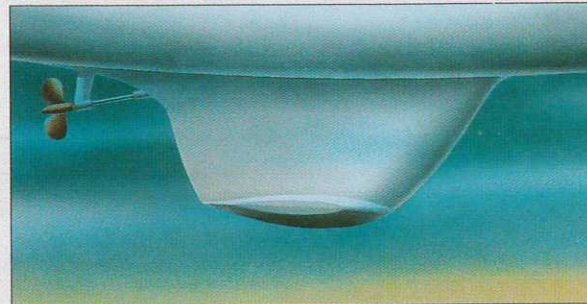
THE SWEDEN YACHTS 50



A DESIGNER'S LOG



Teamwork, really, that's how we get our ideas for a new fifty-footer into series production. We talk with hundreds of people at scores of boat shows and on dozens of quays. Nebulous initial ideas, months later we're fussing over door knobs, and recall what that genius of a South-American said to us in London, while we were discussing what curves to cut at the stem. But in the end it works: Sweden Yachts 50, the Super-cruiser of the 1990s.



"We must have a shallow-draft version. No more than a two-metre draft. No moving parts. And performance as good as with the standard fin keel." Easy to say, something else to do but you never know till you try. A wing keel, a low centre of gravity, exactly the same weight as the fin keel - and a draft of one metre and ninety-eight centimetres precisely. That's a lovely keel.

A meeting with the Williams. Sally: "Anchoring's often a woman's job." A push-button winch, no pins, no more lifts by hand, no hassle? Match the CQR to the stem-head, secure it hard down for an Atlantic crossing? Should be possible. And feed the chain into its own self-draining locker? Some of our best ideas are really our customers'.



Interior mock-up's ready. In cheap plywood. Have to start somewhere. Forget the surfaces, think of the space between. Will this be a beautiful interior? Walk about, sit down, stretch out. To get the feel of it, imagine the corner cabinets full of china and glass.

"Do what you like on deck, but fix that dodger, spray hood, whatever it's called! It must be there when needed, out of sight when it's not." Took down the first prototype yesterday, didn't work at all. Why not a U-shaped locker: wonder if that would do it. It'll take time, though.



Boats like this deserve only interior-spring mattresses - nothing less. OK, but our dimensions are far from standard. Let's see what Dux think of that: quality as the fourth dimension. Their mattresses are known all over the world. "No problem, where d'you want the logo?" Our wonderful suppliers!



The cockpit makes a cruising boat. Everything's there when you're under sail: wheel, winches, sheets. And when you're not: meals in the sun, visitors in harbour, talking through a Northern summer evening until it turns into morning. It's a world of its own.

Peter Norlin's on his way, the scale model's just come: a lovely hull, reminds me of a Viking ship. But what were they like to live in? Dried fish to eat, nothing dry to wear. No space below decks, no lockers, no bunks, no mattresses. This hull has the shape and volume we need - Peter's a genius.



WELCOME ABOARD



By kind permission of their owners, this brochure contains photos of *Talisman*, *Kavenga II*, *Blue Note* and *Poseidon*. Each has been built to her owner's specifications, and so these pictures show a variety of extra equipment and a range of personal choices of upholstery and interior details.



THE MAIN CABIN

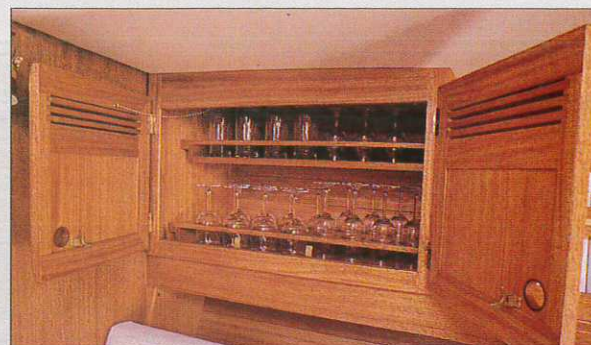
To starboard, two very comfortable bucket chairs on either side of a cabinet table top, with a bookshelf and lockers above it. One locker is ideal for a TV/video/stereo-radio installation.



To port, the dinette, seating up to 8 people in great comfort, is located on a slightly raised area of the cabin sole. The island settee over the engine lifts easily to give access as needed.



All this space allows a free fore-and-aft passage through the light and airy main cabin. Its seats, all reached easily, are wonderful to relax in – just like the cabin itself. When we designed its storage space, it was so you could interpret it as you wish: we can fit this locker for your lap-top PC, that other for a chess set. This cabin will be your living room at sea.



An alternative arrangement, perhaps more traditional, places a sofa/bed to starboard, to give an extra berth and more seating. The island settee has some highly practical space for your cameras ... binoculars ... sun glasses ...



THE GALLEY

Welcome to this well-laid-out galley! It works as well on a stormy night when you need a mug of hot soup as at anchor in some snug cove when you have a gourmet dinner to prepare.

Besides lots of cold storage space, with wire baskets for good order, there's more, extra-insulated space for a deep freeze; a total volume of 310 litres. The three-burner stove has a pull-out extractor fan; serving trays store upright next to the eye-level fridge. The huge pull-out chopping board is in solid teak.

Kitchen things stow away easily. You have all the space you need, for spaghetti sauce-pans to teaspoons, in the five drawers and nine cabinets that contain in all a storage volume of 850 litres.



If you like to use your own china and glass or would like to have it specially made, let us know its dimensions and we'll make the stowage and fiddles to keep it safe in a seaway. You have hot and cold pressurized water at the turn of a tap, sea water or emergency supplies from the unobtrusive foot pumps.



AT THE CHART TABLE

Just aft of the chart table, wet oilskins and boots stow away in a drained locker fitted with a ventilating fan. The optional heating unit has an outlet here, to make this a drying locker.

At the table, everything the navigator needs lies close at hand. A flat locker under the deckhead holds charts, books stand in a shelf at table level, other equipment stores in lockers at or under the table, or in a set of drawers. Hand tools fit under a section of the cabin sole by the foot of the swivelling chair.

The lower part of the instrument panel is for gauges, fuses and switches, and the upper part is for electronics. To make service as easy as possible, the panel hinges down to give access to the instrumentation behind it.



As an owner of a Sweden Yachts 50, you can take pride in your boat in any waters, and wherever you find yourself, be ready to receive the admiring comments of fellow sailors and passers-by in marinas.





ON DECK

Helmsman's benches are easy to open and give access to stowage space. The forepeak sail-storage hatch closes flush with the deck. The anchor winch is fitted under the deck right forward. All surfaces to tread or sit on are clad in teak.

The helmsman can choose to sit to windward or leeward, while the ergonomically formed saddle aft of the wheel inverts into a similarly designed bucket seat.

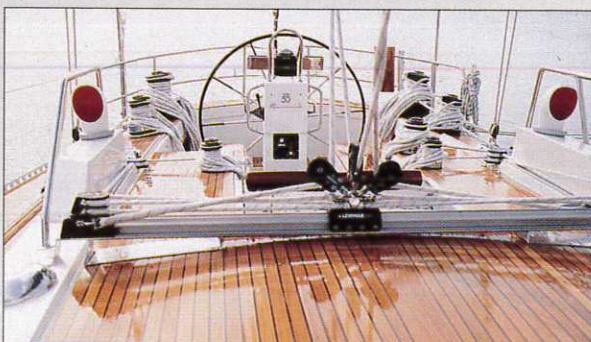


Turning lightly in two sets of ball bearings, the wheel conveys a precise feel of the helm. All important instruments and engine controls are close by, and the primary winches are near at hand and wholly visible. This is ideal for the cruising skipper.

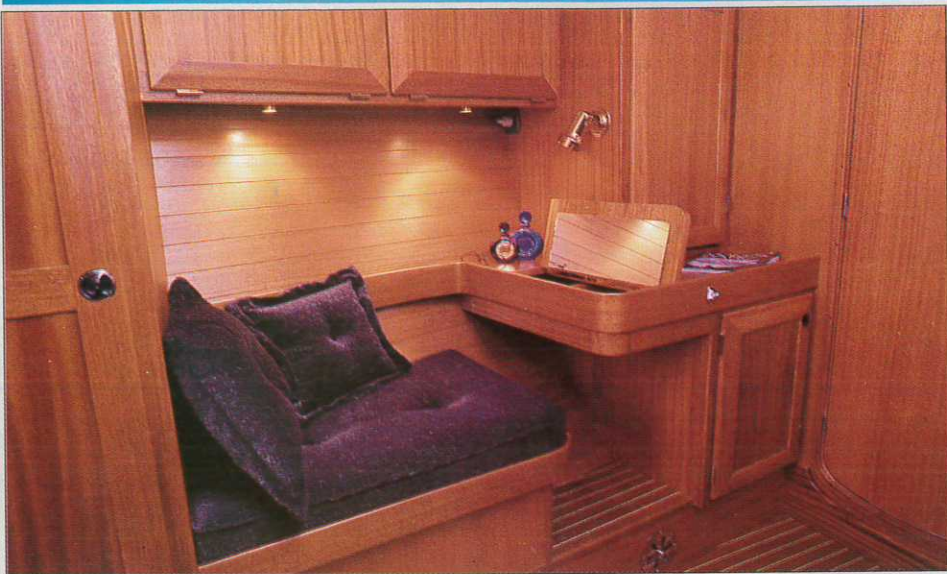




The clean deck layout begins with the large comfortable cockpit and the companion-way that leads straight and simply from it down into the main cabin. Turning blocks at the foot of the mast lead halyards to winches on the outboard edges of the coach roof. The sun deck extends most of the way forward to the mast. The side decks are clear, with fittings placed along the edges or on the railings. All deck fittings are by leading suppliers, or have been specially designed and made, and all standard winches are self-tailing.



THE OWNER'S CABIN



If you want undisturbed privacy on board, just close the door of the owner's cabin. Located just forward of the mast, it ensures all the space you could wish, in the quietest part of the boat. Three hatches provide light, ventilation and a quick passageway to the deck in an emergency. The double berth is wide and long, and its interior-spring mattress ensures a good sleep in any weather. Lockers and shelves are at hand to store all you need; with a place for a stereo radio, too. There are large drawers under the berth. To starboard is more personal locker space for him and her, including a make-up table and its own seat. The private head has a corian wash basin, a shower, mirrors, lockers, indirect lighting and the very finest fittings. The hot-and-cold water supply is pressurized, and a pump empties the separate shower bilge.

THE AFTER CABINS



The guest cabins, accommodating two couples in great comfort, have hanging and other lockers, in addition to book shelves and tables; personal lockers are elegantly inset into the table tops. Three skylights afford good lighting and ventilation. The boat offers your guests a personal, shipshape welcome on board.

Each cabin has its own entrance and its own access to the shared head. Located low down and far aft on the centre line of the boat, this is the seagoing head: well ventilated, roomy but not too wide and with handholds everywhere. It has indirect lighting, a corian wash basin, shower facilities, mirrors, cabinets and hot-and-cold pressurized water.

SWEDEN YACHTS 50

The three separate deck stowage lockers are all important for this long-range cruiser – one right forward, two in the cockpit.

The bow locker has a flush-deck hatch and lies forward of a watertight GRP collision bulkhead. The windlass and chain bin are separated from spaces for ropes and sail bags.

The cockpit lockers, under the helmsman's benches, are easy to get at. Gas bottles fit in a separate compartment in the centre.

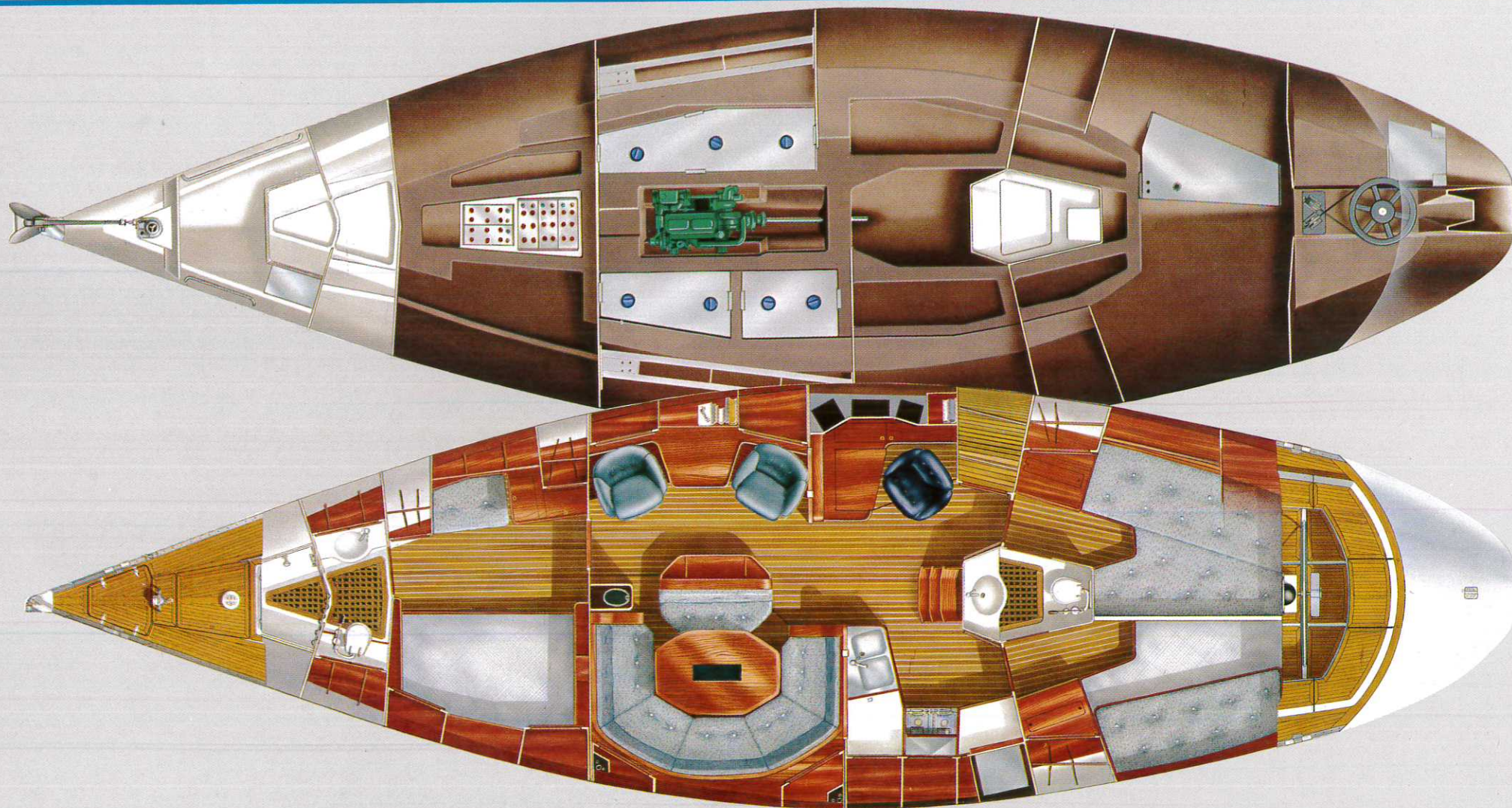
Weight distribution in the Sweden Yachts 50 contributes to sailing performance.

Stainless steel water tanks (700 l) and the engine, at the centre of buoyancy, and batteries just forward of the mast, lie 2 feet below the waterline. A maximum of 1,2 tons of internal ballast.

The system of GRP beams and floors absorbs the static and dynamic forces from the mast, rigging and keel. This allows the boat, with side supports, to stand on her keel on land.

A hidden secret of the spaciousness of the main cabin is the two light but strong steel beams that run beneath the deck between bulkheads fore and aft of the mast. Incorporating the chain plates, the structure as a whole absorbs all rigging forces. The deck carries no load.

The cabin volume is thus free from tie-rods and bulky reinforcements, and the chain plates are entirely watertight. This unique arrangement is fundamental to all boats from Sweden Yachts.



SPECIFICATIONS

The deck and hull are constructed of end-grain balsa core sandwiched between hand-layed fiberglass roving and mat. The result is a hull which is stiff, extremely strong, yet light in displacement. The hull below the water line is strengthened with an integrated bottom reinforcement system designed and engineered to absorb and distribute stresses developed by the mast step, rigging and keel. The entire length of the hull-to-deck joint is first glued, then laminated together internally and finally the toe rail, formed to secure the teak decking, is fitted and bolted through on 3" centres. The 12-mm teak decking, specially selected, is hand shaped, glued with a special aggregate and screwed to the deck. All bulkheads are in marine plywood double-laminated to the hull and deck to give maximum strength and security. The lead-antimony keel (fin or shoal-draft wing) is fastened to the hull by fourteen stainless steel bolts through large plate washers. Built outside the hull under ideal conditions, all internal joinery is finished with three coats of varnish; before installation, it must pass a rigorous inspection. Wiring runs through conduits above the water line; hoses run through channels below the floor-boards. Cabin ports are constructed of double-framed tempered glass. The deck-head is covered with padded units which can be easily removed if necessary. All interior fiberglass surfaces are ground smooth and topcoated twice. Delivered with Lloyds Certificate

Design Norlin-Östmann



GENERAL DIMENSIONS

LOA	15.25 m
	50'
LWL	12.60 m
	41'4"
Beam	4.35 m
	14'3"
Draft	2.60 m
	8'6"
Displacement	14,500 kg
	32,000 lbs
Ballast (lead)	6,000 kg
	13,200 lbs
Main Sail	53 m ²
	570 ft ²
Genoa 1	94 m ²
	1010 ft ²
Furling Genoa	82 m ²
	880 ft ²
Jib	62 m ²
	670 ft ²
Spinnaker	203 m ²
	2190 ft ²
I=20.00 m	J=6.00 m
P=17.90 m	E=5.60 m
Engine : Volvo Penta MD31 65hp	
Water	700 l 155 Gallons
Diesel	250 l 55 Gallons



SWEDEN YACHTS

SWEDEN YACHTS | STENUNGSUND AB, BOX 80, 444 21 STENUNGSUND, SWEDEN
TEL. +46 303 770640. TELEFAX +46 303 88610