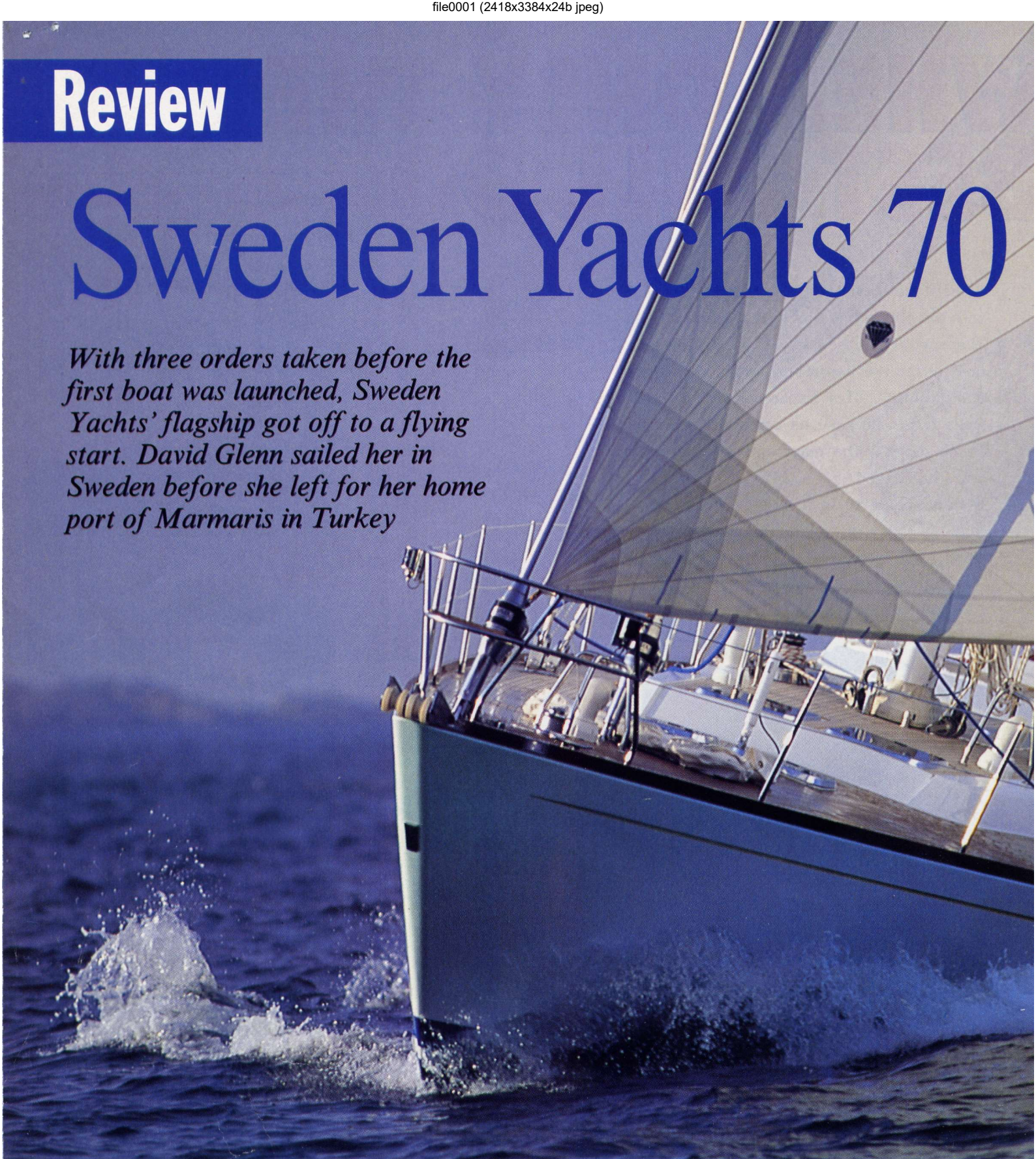


Review

Sweden Yachts 70

With three orders taken before the first boat was launched, Sweden Yachts' flagship got off to a flying start. David Glenn sailed her in Sweden before she left for her home port of Marmaris in Turkey



Necessity, as we are taught, is the mother of invention; for Sweden Yachts the need was to produce a large, high value yacht if the company was to survive. Their smaller boats, ranging from 34-50ft were selling, but not in the numbers required to deliver a sufficiently healthy bottom line in a slow market.

That realisation emerged more than two years ago. Today, Sweden Yachts has orders for three 70s; the first, the subject of this review,

has just been delivered to her owner in Marmaris, Turkey, the second will be launched in the spring and the third will follow shortly. It looks as though a fourth, possibly a ketch, will soon be ordered, which will keep the yard busy well into 1996.

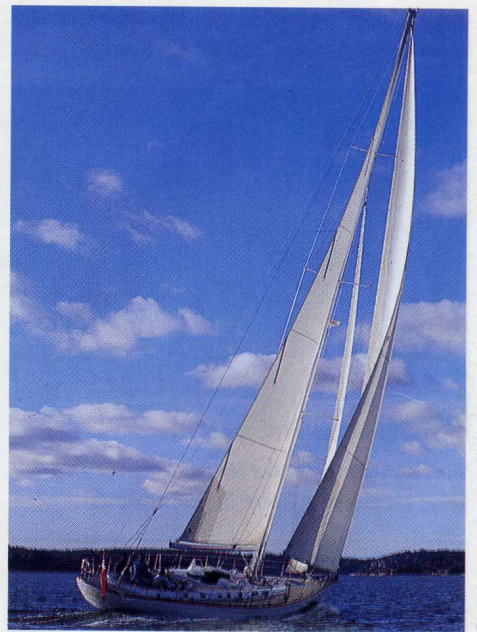
Sweden Yachts are not the first yard to find that loyal customers who have gradually worked their way through the current range eventually look elsewhere when they have outlived the flagship. Depending on the strength

of their loyalty, customers then, ironically, end up funding the enormous development costs of an even bigger yacht, to which they will want to apply their personal touch.

This arrangement seems to have worked well for Jens Östmann of Sweden Yachts, who, together with Swedish naval architect Peter Norlén, has produced a yacht which possesses classic hull lines and an interior of outstanding comfort. *Song of Nike* (named after the Greek goddess of victory) is owned by a Turkish



Above, all controls are led back to the after steering cockpit, equipped with a Lewmar winch package. **Below**, *Song of Nike's* rig is slightly taller than the standard option



Photos this page: Dan Ljungsvik

businessman in the textile industry. He grew out of his Sweden Yachts 50 some time ago and sounded out some of the more obvious opposition – Nautor, Baltic and particularly Hinckley were among them – before returning to Stenungsund, just north of Gothenborg, to place his order.

Norlin and Östmann were well aware of the re-emergence of the so-called classic look, often embodied in a counter stern, noticeable sheer and a bow displaying plenty of overhang

– the combined overhang on the new Sweden Yachts 70 amounts to 17ft 6in. It wasn't a coincidence that all these features appealed to the yard's Turkish client.

Designed with the option of stepping a ketch rig and with a retrousse stern available for those who consider a counter outmoded, the yacht immediately struck a chord: three orders were secured off the drawings at a very early stage in the project's life. Only one has been ordered with the retrousse stern.

CONSTRUCTION

Jens Östmann, whose previous career was with Exxon as a plant project manager, is an engineer who believes in simplicity. When he started tackling the 70 he was intrigued to discover that a Norwegian-built superyacht, recently timed at 63 knots, was constructed of two thin skins of multiaxial glassfibre and a very thick core. This produced a light, stiff structure with immense laminate sheer strength. Sweden Yachts quizzed the engineer responsible. ▷

Review



Dan Ljungsvik

The linear galley on the starboard side leads to the owner's cabin right aft



Dan Ljungsvik

Above, navigator's view into the comfortable saloon, finished in Tasmanian blackwood

The new 70 uses a thick end-grain balsa core above and below the waterline sandwiched between two relatively thin quadraxial glass skins.

Once the outer laminate is complete, the balsa, which comes in large sheets of individual blocks of wood loosely knitted together, is pressed by hand into an overwet laminate. The capillary action of the balsa grain sucks the resin into the core to form a strong bond.

The finished shell is stiffened primarily by a number of Divinycell foam-cored bulkheads and two deep stringers which run the length of the yacht, either side of the centreline. These also provide a useful conduit for service lines. The structure is simple, low-tech and strong.

The keel is an 11.5 ton single lead casting which sports wide wings at its trailing edge and with the yacht displacing some 31 tons empty, she possesses a ballast ratio of 37 per cent, which is high for a yacht of this size.

Determined to keep the yacht easy to operate, the owner specified in-mast furling on a new-style, white-painted alloy Selden spar, Selden Furler hydraulic furlers for the yankee and staysail and electro-hydraulic Lewmar winches for primaries and secondaries.

There is a large Navtec hydraulics package to control backstay, babystay and vang as well as halyards which are tensioned by rams set on the mast.

There is a vast amount of space on the aft deck, where there are access hatches to the lazarette, auxiliary machinery space and steering system (direct wire on quadrant). A 20kVa Fischer Panda generator and Frigoboat air conditioning units are also installed here, making this area cramped, a price one has to pay for a counter stern.

DOWN BELOW

In assessing the layout and quality of finish belowdecks, it was easy to forget that this is Sweden Yachts' first attempt at a 70-footer. The result is excellent.

The yacht is not beamy for a 70-footer (17ft), but by using the whole width of the saloon (no outboard lockers, pilot berths, etc) the air of spaciousness is dominant. Use of

finely grained and richly coloured Tasmanian blackwood for furniture and bulkheads, finished with eight coats of Blue Peter varnish, is stunning – a refreshing change from teak, mahogany and clinical white woods.

In addition, Östmann has worked in a routed design line running throughout the accommodation. Cleverly, this not only relieves what could have been monotonous use of the blackwood, but the hollow also provides an effective hiding place for screwheads.

With the owner's head a matter of inches from the generator on the other side of the after bulkhead, the noise level in this cabin is barely acceptable for a yacht of this calibre. He also has to put up with the inevitable noise from the 195hp six-cylinder Volvo main engine and its variable pitch transmission system.

One consolation is that, with the vast 800 amp hr battery bank, (which weighs almost a ton), many of the yacht's systems can draw power independently of the generator, although in Turkey air conditioning might be de rigueur at night and for that the Fischer Panda would have to be fired up.

Song of Nike has her own skipper who is provided with a surprisingly spacious forepeak cabin fitted with two berths, a head and a washbasin. This would make an acceptable guest cabin for adults or children – and it's likely to be the quietest berth on the boat!

There should be few worries for those looking at tank capacities for long passages. *Song of Nike* carries 1,500 litres of water in four tanks and the diesel capacity is 1,200lt.

UNDER SAIL

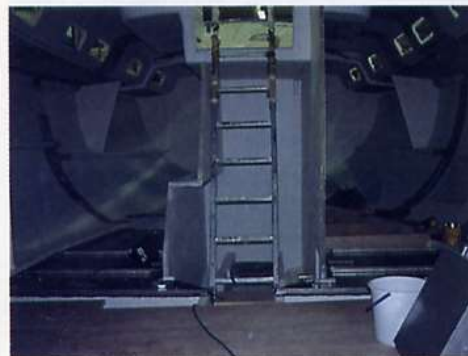
Button-pushing is the only action required for setting sail and with the Korsor bow thruster roaring away up forward, driving the boat sideways off the dock against the breeze was simplicity itself.

Song of Nike's owner insisted that his 70 should have a taller rig than specified to make up for the loss of mainsail roach through having an in-mast furling sail. Together with the additional weight of the furling gear itself, this may have contributed to her initial tenderness.

With an estimated 12-14 knots true, the 70

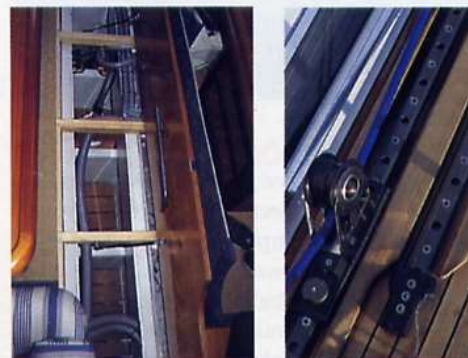


Owner's cabin with settee, separate companionway to the steering cockpit and ensuite head



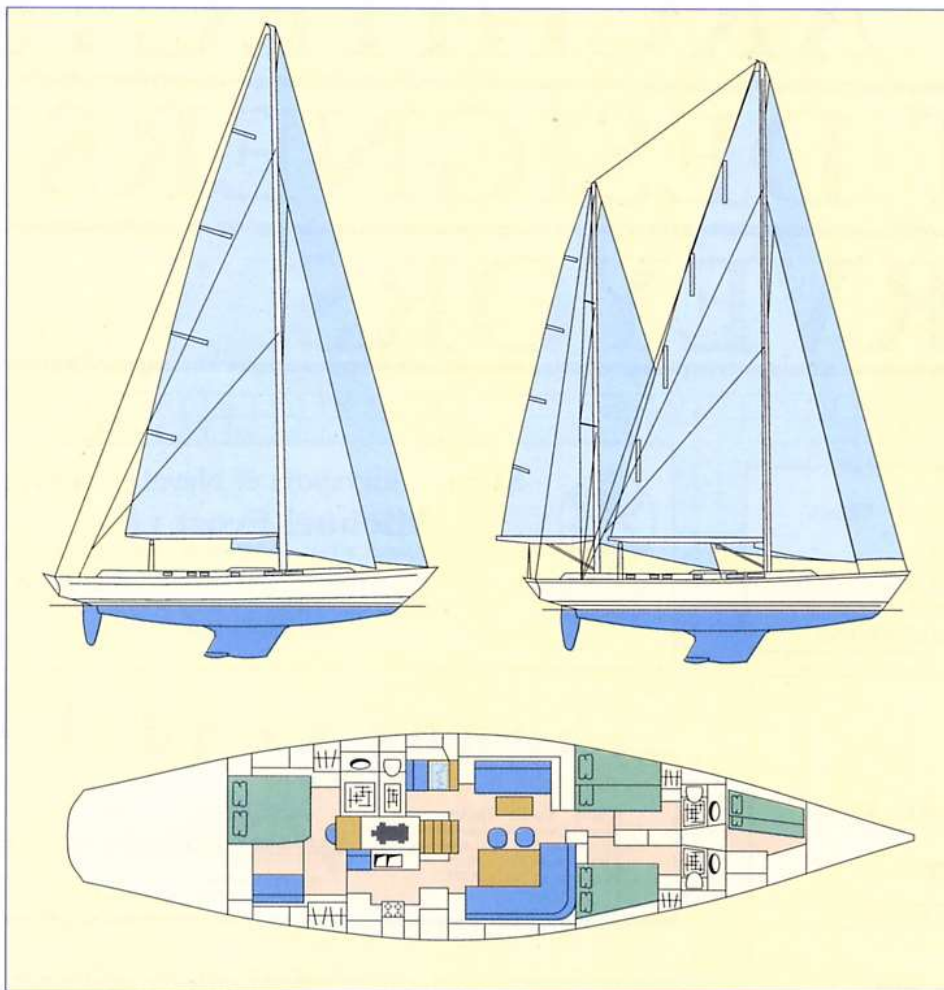
David Glenn

The clean interior of the Sweden Yachts 70 No 2 being prepared for fit-out in Stenungsund



Photos: David Glenn

Above left, useful storage in the bilge, formed by the keel stub. Right, detailing around the sheet cars – all deck gear is Lewmar Ocean Racer range



Above, the 70's classic lines displayed well when viewed from the port quarter

Dimensions

LOA	70ft 0in	21.25m
LWL	52ft 6in	16.00m
Beam	17ft 0in	5.18m
Draught (wing keel)	8ft 6in	2.60m
Disp	68,342lb	31,000kg
Ballast	25,350lb	11,500kg
Sail area	2,415ft ²	260m ²

Designed by: Peter Norlin and Jens Östmann

Built by: Sweden Yachts i Stenungsund AB, PO Box 80, S-444 21 Stenungsund, Sweden. Tel: +46 303 77 06 40. Fax: +46 303 88 610.

CONCLUSION

Sweden Yachts have displayed immense skill in building their first 70-footer to such a high standard. She is a good looking yacht on the water and the quality of finish and design above and below decks is world class. We were a little concerned about her initial stability, but this could be put down to the non-standard height of the mast.

When reviewing a yacht of this quality, one automatically makes a price comparison with another yard in Scandinavia, namely Nautor. The Swan 68 is about the closest in the range, although she is a more voluminous yacht.

Basic price for the 68 is around £1.43 million, currently reflecting the expense of a poor exchange rate. This figure is ex-tax, sails and other items. Basic price for the 70 is £900,000, but as Jens Östmann said: "You would be ready to sail for less than £1.3 million." □



Ermenegildo Zegna



The Driest

Microtene 10,000 is a unique and highly advanced waterproof but breathable fabric that is extremely lightweight and soft to the touch. It is woven from a filament so fine that a strand long enough to circle the world would weigh only two kilograms. The density of the weave ensures the fabric is impervious to the equivalent pressure of 10,000 millimetres of water per square cm, making it extremely waterproof whilst allowing perspiration to evaporate through it.

The remarkable properties of Microtene 10,000 are designed specifically for those who enjoy the most active outdoor sports, where staying dry and comfortable are essential, even in the most extreme weather conditions.



37 New Bond Street, London W1. Tel: 0171 493 4471
42 Shelton Street, London WC2. Tel: 0171 497 0001