

SWAN 36 YEAR 1969 S/Y MERIKOTKA, HULL NO. #30

We are honored to present a true masterpiece of maritime design and Finnish craftsmanship, the Swan 36 from the year 1969 by naval architects Sparkman & Stephens. This vessel represents the epitome of classic elegance, performance and seaworthiness that has come to define the Nautor's Swan brand over the decades. Owning a Swan 36 from 1969 is not just about possessing a boat; it's about becoming a part of a legacy, a community of sailors who appreciate the beauty of tradition and the thrill of the sea. This is an opportunity to own a piece of maritime history and to continue the story of this exceptional yacht.

The first owner of the s/y Merikotka was an American gentleman, and when he visited Nautor's Swan in Finland to see the boat being built, he was enchanted by the sea eagles soaring above the icy sea. He named the boat "s/y Merikotka", which is Finnish translation of the sea eagle. The boat still sails under its original name. S/y Merikotka's homeport in the United States was Annapolis.

In between the first and the current owner the boat was owned only couple of years by another American, whom there is not much information.

The next owners, two Finnish gentlemen purchased the boat from the Nautor's Swan broker in Annapolis, and it was transported to Finland by a cargo ship named Tofton in the year 2002.

The current owner bought the yacht part owner share in 2008. Since then, the boat has been diligently restored, sparing no time or money. At 54 years old, the boat is now in the prime of its life, sure to last at least another 50 years.

S/y Merikotka has mainly sailed in the North-Eastern Baltic Sea and sparingly competed in races in the Gulf of Finland. The restoration was carried out with respect for old craftsmanship and traditional methods, involving experts and professionals in the planning and execution. The initial carpentry work was done by the Seppälä boatbuilders in Hamina, and in the final stages, professionals from the Suomen Puuvenekeskus worked under the guidance of Allan Savolainen. Special thanks in the restoration go to Nautor's "professor" Lars Ström, who always assisted with technical questions.

The boat has been stored indoors during the winter, in a warm hall during the restoration, and afterwards in a cold storage facility. Initially, it was stored at Seppälä Venetarvike Oy in Hamina, then at the Finnish Boat Center in Kotka, and currently at Extra Marine Oy in Kotka, Finland.

Location

Kotka, Finland

Measurements

Length: 11,00m

Beam: 2,95m

Draught: 1,9m

Mast height: approx. 14,50m

Displacement: 7.000kg

Ballast: 3.600kg

Hull

Color: White

Standard long keel

The hull's priming was renewed in 2007. It is a white fiberglass hull that was repainted with Hempel's sandable paint (Seppälän Venetarvike Oy 2012). In 2004, cracked windows were removed and replaced with polycarbonate windows with stainless steel frames, and four of these windows are operable.

Deck

The deck has a sandwich construction. In 2009, the old teak deck was removed (Seppälän Venetelakka), and the foredeck and sheet traveller bases were reinforced with fiberglass beams. Two layers of fiberglass mat were added to the entire deck area. A new teak deck was installed, with strips cut and planed from Burmese teak planks at Seppälän Venetelakka, with the deck teak strips being 14mm thick. The installation involved the use of Sika-adhesive and screw fastening. At the same time, the curved coaming guardrail, made of 20mm thick solid mahogany, was also replaced.

Hull bottom

The underwater hull was sanded in 2007. Osmosis treatment and priming were redone, with three layers of primer applied.

The keel was removed in 2019 and reinstalled with new corrosion-resistant keel bolts, nuts, and locking nuts. Strong corrosion-resistant backing plates measuring 8x80x80mm were used. The gap between the hull and keel was filled with Sika-adhesive throughout. These tasks were carried out following the instructions of Lars Ström at the Suomen Puuvenekeskus under the guidance of Allan Savolainen, with the work performed by Taneli Hakkarainen.

During the keel installation, additional laminations made in the United States were removed from the engine bed and the area around the keel, then sanded clean and laminated with three layers of fiberglass. The engine bed, bilge, and the area under the floorboards were painted with a 2-component paint. As part of the keel work, the mast step was also replaced with the original design.

Interior

The galley (kitchen) is located on the starboard side of the boat, running lengthwise. The dining table and U-shaped sofa are on the port side of the boat. The mahogany/teak interior is original and finished with a satin varnish, while the countertops have a glossy finish. The gas stove has been replaced due to explosion risk (finding a suitable location for a gas cylinder was challenging), and an Origo alcohol stove has been installed as a replacement.

The refrigerator is equipped with a cooling system.

In the bow, there is a double berth, and in the stern, there are two single berths. The walls in the bow and the single berths are garnished with mahogany trim.

Galley is with a sink and fresh water tap. Jabsco toilet with seawater flush.

Engine:

Yanmar 3GM30

30hp

Year 2012

Engine hours approx. 490h

Shaft driven

Gori three blade folding propeller

Engine hours: 970h

The Volvo MD2 engine, which had been fully serviced, was replaced with a Yanmar 3GM30 freshwater-cooled diesel engine in 2012, connected to a straight shaft.

The shaft and shaft bearing were replaced. A PSS water-lubricated shaft seal was installed in 2019, and it's not leaking.

Additionally, a PA filter and a fuel water separator have been installed, along with a seawater filter for the engine cooling system.

Tank capacities

Watertank: 50L (plastic)

Diesel tank: 50L

Holding tank: 40L

Deck

Teak deck and cockpit
4 x original Barlow winches in the cockpit, 3 x winches at the mast
Traditional cleats for sheets
Stainless steel swimming ladder
Spayhood – 2010
Boom canopy for the cockpit
2 x Dorado vents
Solar panel fan on top of the aft storage compartment
Original polycarbonate skylight-equipped bow hatch
Original aft storage compartment hatch
2 x spinnaker boom
Spinnaker equipment
Tiller steering
LED-navigation lights

Electronics

Raymarine C80 chartplotter
Raymarine 2000 autopilot
Tictac speed, sonar and wireless wind instruments
Garmin VHF-DSC
Suunto compass
Webasto 2kW diesel heater
Shore power + charger
5 x 220V outlets, 3 x 12V outlets
2 x service batteries 80Ah
Engine battery
Foldable solar panel
LED-interior lights
Electric bilge pump
All electric wiring has been renewed in 2012

Mast and sails

Original one spreader mast and boom (Proctor)
Rod rigging changed to 8mm wire rigging – 2009
Wire backstay with wheel style tensioner
Running rigging renewed - 2021
Mainsail, dacron
Furling genoa, dacron
2 x old genoa with hooks
Furlex 200S genoa furler
Gennaker
2 x spinnaker

Others:

Safety equipment
Flagpole
Fenders
Mooring lines

Blue Ocean reserve the right of changes in the specification list.