



Sparkman & Stephens Swan

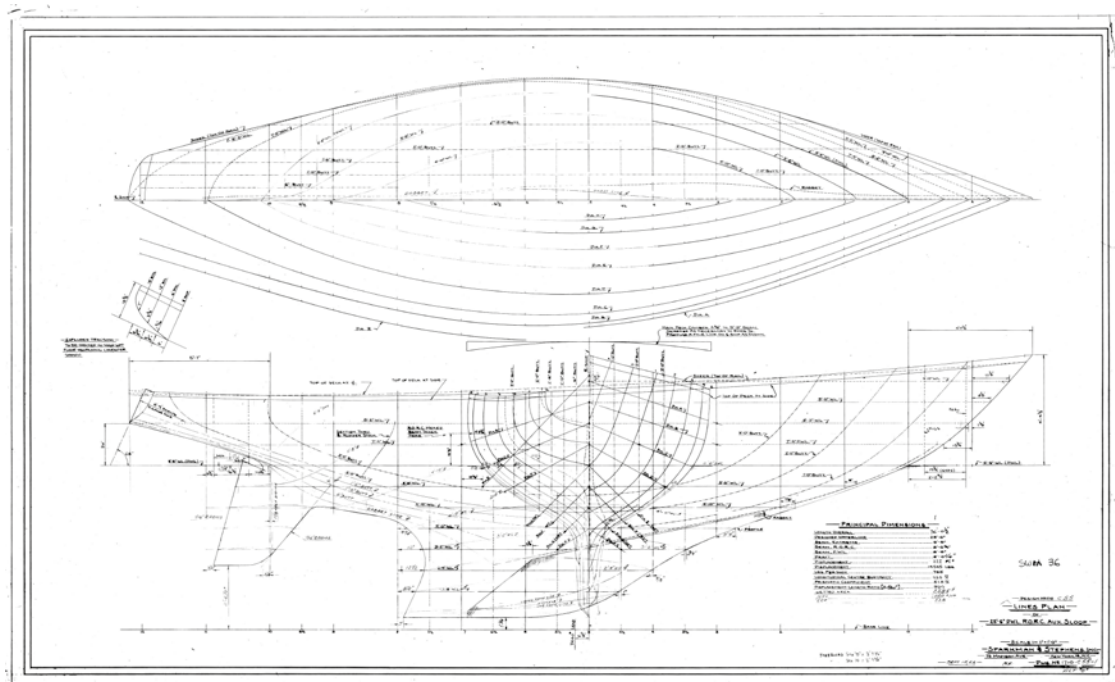
Today, Sparkman&Stephens designed Swans are universally acknowledged to be the finest ocean-going production sailing yachts ever built.

The Sparkman&Stephens Swan legend was created in less than a decade. A remarkable achievement in the highly competitive world of yachting.

Own a Sparkman&Stephens Swan and you share part of that legend, a legend based upon reality. The reality of a unique standard of Sparkman&Stephens design and Nautor construction in harmony with performance, luxury, comfort and renowned seaworthiness under the most demanding condition.

Sail a Sparkman&Stephens designed Swan and you experience a unique combination of the elegance and power created by superb engineering and the craftsman's skill. A pride reflected in a marriage of technology and tradition, and in Nautor's uncompromised dedication towards creating the ultimate statement of the yachtbuilder's art.

Sparkman&Stephens Swan. The supreme sailing experience



S&S SWAN ASSOCIATION



Check List for S&S Swan (updated 22nd September 2020)

S&S Swan Association would like to point out the most important peculiarities which make a Sparkman&Stephens designed Swan an original and unique one:

824 yachts built in 15 models between 1967 and 1989. All the yachts have a hull number.

Below is a helpful list of 52 items. If you are a prospective buyer and are checking a yacht you should make reference to the drawings (available on classicswan.org, and Hull Lines, published in the book *S&S Swan. A Legend*).

Be careful as the seller may well promote his own modifications as original.

All items are deeply discussed on classicswan.org forum, accessible to everybody.

232 original S&S Swan plans/drawings and 150 S&S Swan dedicated articles are published on classicswan.org

1. (a,b,c) Nautor's Swan Builder's Plaque with model/hull number and month/year of delivery (found down below, bronze or aluminum). Three different models over the years.
2. S&S recessed cove stripes with arrows
3. Nautor Mast Plaque (anodized aluminum on mast, boom, spinnaker and jockey poles)
4. Original Aluminum Nautor Mast/Boom/Spinnaker/Jockey Poles (if new alu mast section has about same size and same number of spreaders it can be accepted as original)
5. Hull Number stamped on mast top plate, under or behind most of the furniture, and inside lazarette
6. Shrouds as by original Sail Plan. Some yachts had rod rigging originally, beginning with Swan 36. Flattened South Coast Rod Rigging was used first, Navtec round rod later, (see sail plans on classicswan.org)
7. Thurnbuckles are Lewmar first grade marine bronze, or Navtec stainless steel if shrouds are in rod. Aluminum anodized plate at the base of the shrouds
8. Number of Spinnaker Poles: must be 2
9. Spinnaker Poles material (originally aluminum)
10. Number of Winches as per original Deck Plan: (see deck plan on classicswan.org)
11. Main Halyard Reel Winch on some models, Luke Winch for retracting keel on CB Swan (see sail plan and deck plan on classicswan.org)

S&S SWAN ASSOCIATION



12. Number of tracks as per original Sail Plan: (see *Deck Plan* on classicswan.org)
13. Original Black Anodized Aluminum Turning Blocks
14. Ball bearing sheet tracks not original
15. Cars with towing lines not original
16. Lewmar chromed bronze cars
17. Bowsprit not original
18. Approximately original engine HP
19. Morse engine control
20. Aquamet 22 propeller shaft (A simple test is to check if the shaft is magnetic or not, it should be non-magnetic, but this only confirms that a stainless material is in question, and there are many of them)
21. Morse shaft packing gland
22. Nautor built aluminum (painted white) steering pedestal
23. Danforth Constellation 6" (Suunto D-165 on later S&S Swan, with dedicated label) binnacle mounted compass
24. Elk leather (dark brown) on stainless steel wheel
25. Original Skeg Rudder: (see lines plan in *S&S Swan. A Legend*)
26. Original Rudder Side Profile: (see lines plan in *S&S Swan. A Legend*)
27. Original Rudder Stock with Band Packing Gland with thread (no graphite)
28. Original Keel Side Profile: (see lines plan in *S&S Swan. A Legend*)
29. Original Dorade Boxes (see deck plan on classicswan.org)
30. Original Deck Hatches with raised coamings (not flush)
31. Original Forward Sliding Hatch (on some yachts, see deck plan on classicswan.org)
32. Deck prisms with metal frames
33. GRP fiberglass Window Frames
34. Traditional Sail Shapes
35. Teak Deck originally screwed
36. Teak Deck Design: original sharp batten corners
37. Aluminum Nautor Toerail (The first models - 36, 43, 40 had wooden toerails, the change came during the Swan 37 series, the last 37s have aluminium rails)
38. Lewmar tapered stanchions, (with black plastic nut on top for earlier models)

S&S SWAN ASSOCIATION



39. Nav Lights are Hella Marine
40. Original Hull Lines (even if it is difficult to determine if for example the aft body has been filled up just a little)
41. Trim Screws 305 mm (12 in.) above DWL, bow and stern, double boot top
42. Drain Plug (starboard side, on the deepest part of the bilge)
43. Blakes seacocks (with square handle attachment, and also a threaded connection for a sleeve. The threads were soon replaced with serrations for receiving the hose directly)
44. Toerail bolt nuts are GRP/gelcoat covered (if not, check why, a possibility is because Toerail have been replaced)
45. Sail track bolt nuts are GRP/gelcoat covered (if not, check why, a possibility is because Teak Deck have been replaced)
46. Keel bolt nuts are GRP and gelcoat covered (if not, check why)
47. Baby Blake Toilets
48. Electric Panel, anodized grey aluminum, with Heinemann breakers
49. Autopilot, originally a Neco (still the best electric AP motor), fitted by the yard
50. Wind Instrument, B&G from Hengist Horsa serie onwards
51. Interior Varnish (originally Sadolux, hand rubbed) must be satin/rubbed effect (could nowadays be maintained with OsmoWax)
52. Chromed Bronze Padeyes for kitchen belts, (sprayhood on deck) etc.

S&S SWAN ASSOCIATION



1a - Anodized aluminum builder's plaque, earlier PJ sold models



1b - Anodized aluminum builder's plaque, earlier models



1c - Brass builder's plaque, later models



3



2 - Recessed cove stripe and arrow



3 - Nautor Mast plaque, anodized aluminum

6 - Flattened South Coats Rod Rigging

11 - Luke winch for centerboard Swans





7 - Thurnbuckles are Lewmar first grade marine bronze, or Navtec stainless steel if shrouds are in rod. Aluminum anodized plate at the base of the shrouds

S&S SWAN ASSOCIATION



12



13

13



12 - Nautor built tracks

16

13 - Nautor built turning blocks, black anodized

16 - Lewmar built chromed bronze cars



13

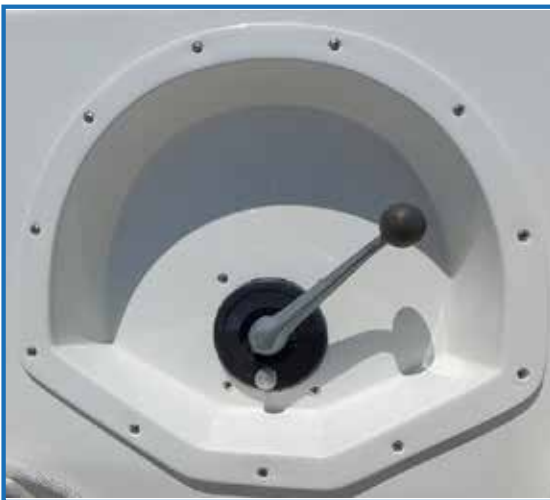
S&S SWAN ASSOCIATION



27 - Rudder stock, with quadrant and band packing gland

19 - Morse engine control

20 - 21 - Aquamet 22 propeller shaft and Morse packing gland



19



20

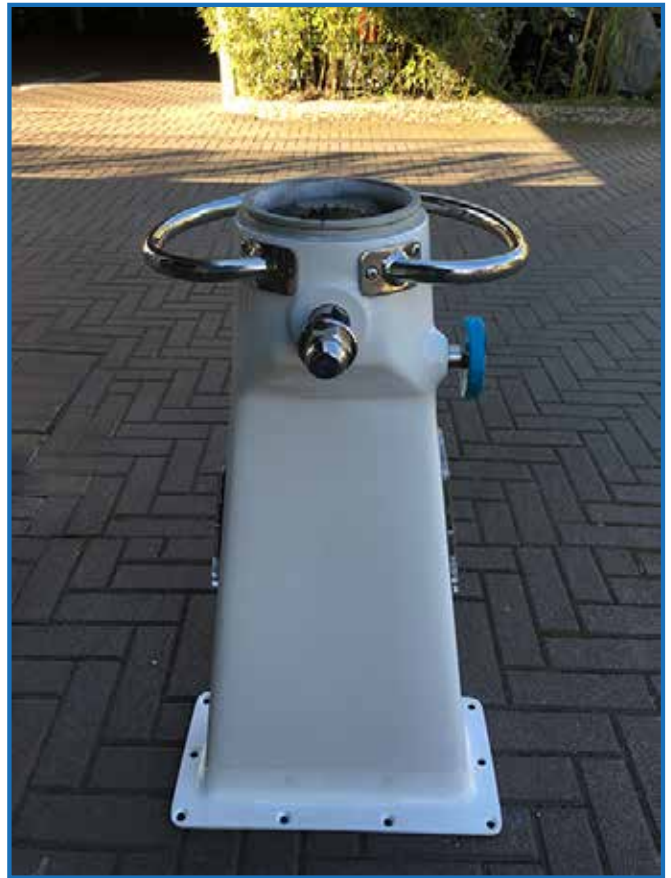
21

S&S SWAN ASSOCIATION



22 - Steering pedestal, aluminum, with originally mounted double crown, for steering chain and Neco autopilot chain

22



23

S&S SWAN ASSOCIATION



34 - on the left a S&S Swan 65 with Dacron sails, traditional material and sail shape, on the right a detail of a square top mizzen on a ketch S&S Swan. Not original.



23

33 - Original window frames on S&S Swans are GRP, and painted to seem aluminum

31 - Forward sliding hatch, mounted on S&S Swan from 41 upwards, designed and developed by Rod Stephens (Type plan D17)



31

23 - Danforth Constellation 6" compass, binnacle mounted, and Suunto Type D-165, with Nautor's Swan dedicated label. Some of the Suuntos have a Nautor logo printed on the rose

29 - Dorade Box, originally designed by Olin J. Stephens (Type plan D10)



S&S SWAN ASSOCIATION



32 36

32 - Deck prisms with metal frames



36 - Teack deck, with sharp batten corners



37



37

36 - Nautor built toerail, anodized aluminum, with numbered drilled holes and fairleads, and all perfectly aligned screws. Sometimes toerail could appear a bit worn, pay attention because it may just be an insignificant cosmetic problem. They are built to last forever

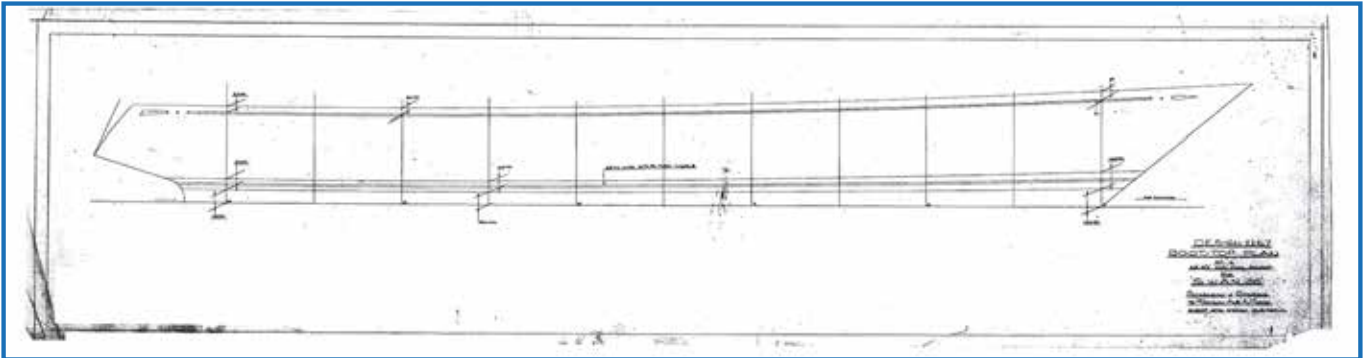
S&S SWAN ASSOCIATION



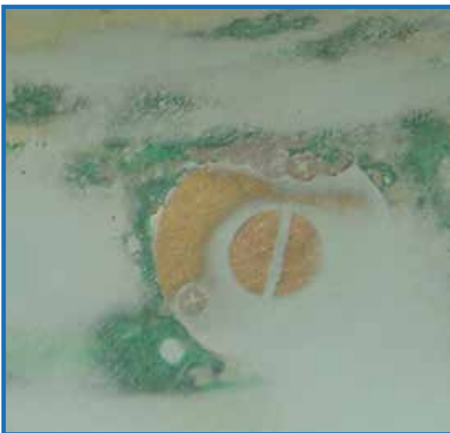
37



37



41



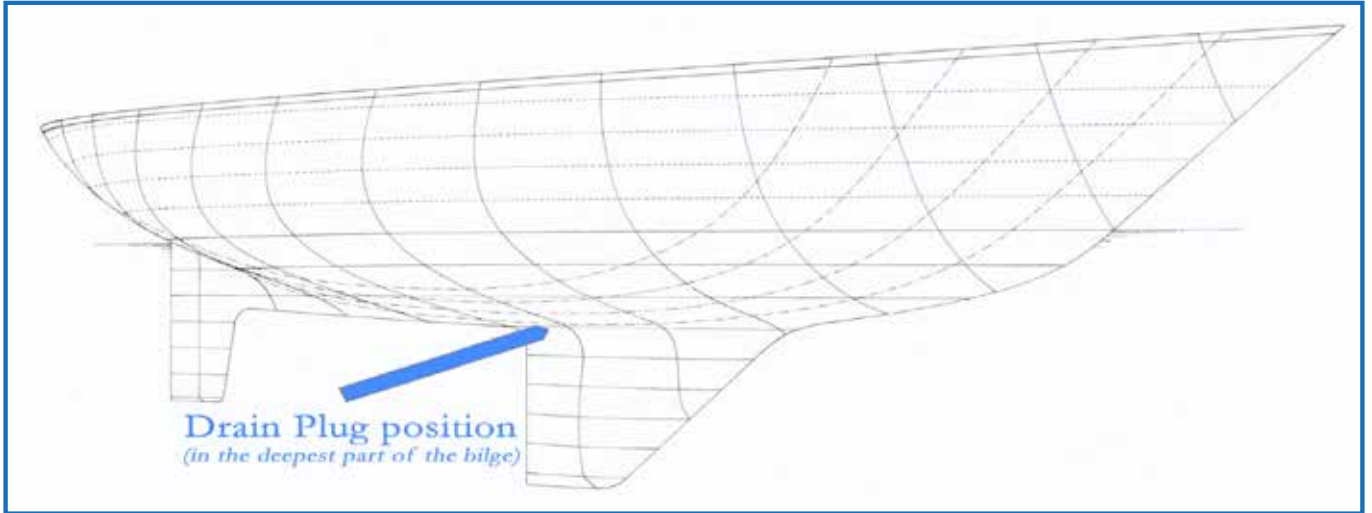
42 - Drain plug is located on starboard side of the keel, in correspondance of the deepest part of the bilge. This is a Rod Stephens specification. When the boat is on the hard, it must be kept open and will stay perfectly dry for the period



41

S&S SWAN ASSOCIATION





42

47

48 - Electric switch panel, with white Heinemann breakers

47 - Baby Blake toilet

50 - Brookes&Gatehouse wind instruments, with gold plated connection to last forever. In this picture even an old VHF Sailor RT 144

49 - Neco autopilot, suspended in an anodized aluminum reinforced box, connected to the wheel by a strong chain



48

49



S&S SWAN ASSOCIATION



43 - Blakes seacock, first model

50



39 - Nav lights are Hella Marine, and on most S&S Swans are very well protected by a stainless steel shell



39

S&S SWAN ASSOCIATION



The original Joinery shop, in Kronoby, Finland, 1970 circa



52 - Chromed bronze Nautor built padeye, on deck to fix sprayhoods laces, and down below to fix kitchen belts, chart table belts, etc.



S&S SWAN ASSOCIATION

WWW.CLASSICSWAN.ORG