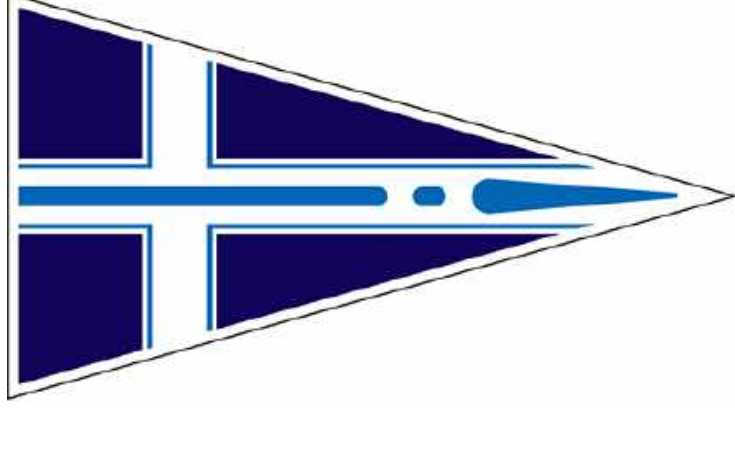




News From the Cockpit No. 427/2025

Eight Bells for Liz

It is with great sadness that we announce the passing of Liz Lotz — a dear friend, a remarkable sailor, and a cherished Member of the S&S Swan Association family.

From the very beginning, Liz stood by our side. With her vibrant spirit, warm personality, and boundless enthusiasm, she brought people together and created lasting bonds. For many years, she was the joyful bridge between our Association and our British friends, always making everyone feel at home, wherever we were in the world.

Her absence leaves a deep void in our hearts. We mourn her loss with profound sorrow, but we will forever carry the memory of her energy, her smile, and her love for beloved S&S Swan 36/067 Shaytana, the sea and for life itself.

We will miss you, amazing Liz



Liz, how we want to remember her

11th S&S Swan Rendez-vous

Marciana Marina, Elba Island

17-22 June 2025

Schedule:

17th June: Official arrival day and Registrations - Welcome Cocktail

18th June: Briefing and Race (warning signal at 12:00)

19th June: Briefing and Race (warning signal at 12:00)

20th June: Briefing and Race (warning signal at 12:00)

Dinner Party at 20:00

21nd June: Briefing and Race (warning signal at 12:00)

Prize Giving at 18:00

22nd June: Bye Bye Day! '

As we gather once again to celebrate the Sparkman & Stephens Swan, we're grateful for the continued support of our trusted partners — who share our passion for S&S Swan.

Main Partners

Acqua dell'Elba — Sharing the spirit of the sea with unique fragrances and generous prizes.

Nautor's Swan — Builder of the original Sparkman & Stephens Swans, a legendary legacy we proudly celebrate.

Porto Lotti — More than a marina: a full-service experience and one of the safest harbors in the Mediterranean.

Technical Partners

Harken Italy — The finest deck hardware for the finest sailing yachts.

Mapei Marine — Innovative products tailored to care for classic yachts.

Moby Lines — A vital link to Elba Island.

Nautica Pontemagra — Italy's best-stocked nautical shop, both online and with a flagship store in Porto Lotti.

Produttori di Manduria — Exceptional wines from Puglia.

Rigoni di Asiago — A long-time friend of the S&S Swan Association and Rendez-vous, bringing the authentic taste of Italian excellence.

Participants

36/007 Josian, from Italy

36/010 Isabella, from Germany

37/031 Tikka III, from Italy

41/025 Lithian, from Italy

41/026 Freya, from France

41/047 Maje, from Ireland

43/047 Kokkola, from Italy

44/047 Solano, from France

44/056 Deneb, from Italy

47/002 Hypatia, from Italy

47/004 Dream, from Italy

47/016 Grampus, from Italy

47/017 My Low, from Italy

47/036 Lazy Duck, from Malta

47/041 Tortuga, from Italy

47/051 Djata, from Italy

47/056 Black Tie, from Italy

47/069 Vanessa, from Italy

57/006 Matchless, from Italy

57/025 Yellowdrama, from UK

57/037 Bianca di Navarra, from Italy

65/001 Peak, from Italy

65/036 Evrika, from France

65/040 Une Joie de Vivre, from Brasil

S&S Swan 47/060, from Panama to Fiji

(then: Australia or Mediterranean?)

mail received, May 6th 2025

OurSparkman&Stephens designed Swan 47-060 is now in French Polynesia. Just us two owners sailed it here, 4000 nm from Panama. Before we left we fitted a Monitor wind vane as back up to our auto pilot. We used both in the crossing and sometimes hand steered. We took 100 litres of fuel in extra drums but didn't use it (S&S Swan are sailing boats!).

Two things we should mention.

Skipper Brian is 76 years old and crippled in one foot. Crew is Chinese wife, just 42kg. We could do this crossing easier because our S&S Swan has been updated with all of the control lines lead back to the cockpit. The winches were refitted to suit. North Sails did the design. Harken blocks were used. Swan agent did the work. We recommend this update to other S&S Swan owners who want to sail long passages with just two persons. This update will help. We are happy to share the details with other s&s Swan owners. The update did not change the style of the S&S Swan, this was important to us. We also have sewed 5 flexible solar panels into the top of the binini so that we we can charge our batteries. Unless you are a bird you would not know they were there - no arch, no big panels to see.

Our S&S Swan has done a lot of sailing - across the Pacific twice, round the Horn, eight times across the Atlantic, many times around the Caribbean and NE America, and now halfway across the Pacific again. The boat is still very strong and looks good.

Two good things came together. One was the S&S designers at the top of their game, the other the old Nautor builders who built the S&S Swans by hand with deep longitudinal stringers and quality materials and skills.

Together the best of the best.

Happy to share the technical aspects of our S&S Swan 47.

Due to advanced age Our S&S Swan is for sale.

Sad for us but you can't stop getting older.

fr.shipwrights@yahoo.com

Brian & Lily

PS mail received May 20th from Brian:

Hi Matteo

I was thinking that from Fiji we could sail our S&S Swan 47/060 up through SE Asia and join the yacht flotilla up the Red Sea. Then through Greece, Sicily and north to join the S&S Swan races.

I have sailed this route before and enjoyed the journey.

Do you think some of the Swan people might be interested to join the crew for all or part of this sail?!

have owned/sailed swans since 1995 and have always wanted to race against the other S&S Swans.

Brian



S&S Inc., from 79 Madison to 529 5th Av., NYC

In 1929 S&S was incorporated, the principals being Drake Sparkman, brokerage and Olin Stephens yacht design.

The original location of Sparkman & Stephens was City Island located in the Bronx NY. With increasing success as yacht designers and brokerage firm, the office was moved to 44th Street, just East of 5th Avenue. Although I wasn't born yet, I would conjecture, as the New York Yacht Club was at West 44th Street, the office was only a little over a block away.

While the NYYC frowned upon conducting business at the Club, what better place to entertain a perspective client or for that matter any "yachtie".

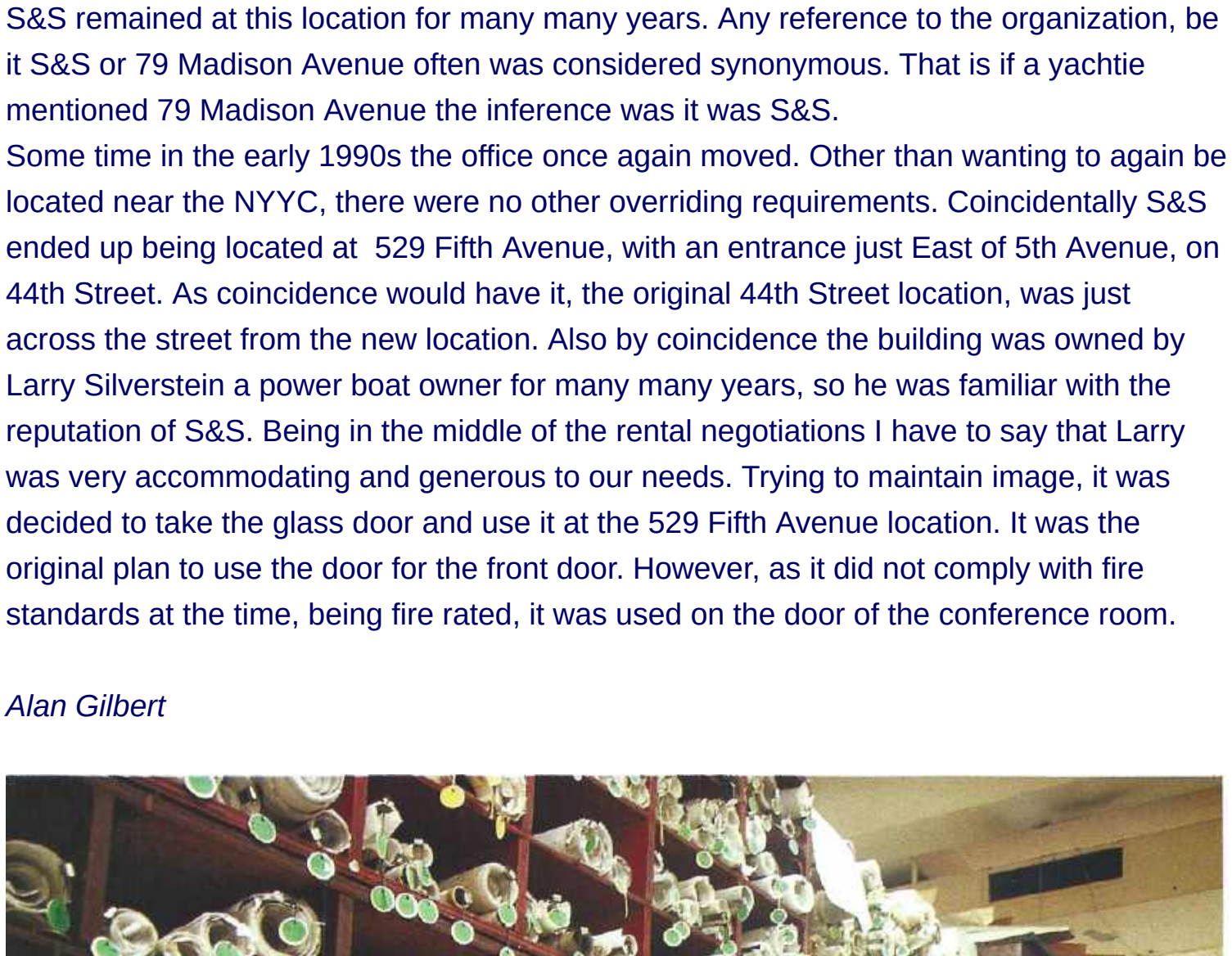
At some point the design side of the company needed more space. Consequently the Design Department moved to 79 Madison Avenue, while the Brokerage Department remained at the 44th Street location. Needing additional space may be a consequence of the World War II, due to the additional military design/engineering projects (e.g. DUKW, developed by Rod Stephens). And I was told at that time the firm occupied more than one floor at 79 Madison.

Now to the point: The front door at 79 Madison Avenue was where the subject fluted glass door was located. I don't know if it came from the previous location. After the war, the military contracts dwindled. Hence the majority of S&S's projects were yacht related, as in the 1929 beginning. At some time in the 70's with the reduced need for space, the Brokerage Department once again joined the Design Department at 79 Madison Avenue.

S&S remained at this location for many many years. Any reference to the organization, be it S&S or 79 Madison Avenue often was considered synonymous. That is if a yachtie mentioned 79 Madison Avenue the inference was it was S&S.

Some time in the early 1990s the office once again moved. Other than wanting to again be located near the NYYC, there were no other overriding requirements. Coincidentally S&S ended up being located at 529 Fifth Avenue, with an entrance just East of 5th Avenue, on 44th Street. As coincidence would have it, the original 44th Street location, was just across the street from the new location. Also by coincidence the building was owned by Larry Silverstein a power boat owner for many many years, so he was familiar with the reputation of S&S. Being in the middle of the rental negotiations I have to say that Larry was very accommodating and generous to our needs. Trying to maintain image, it was decided to take the glass door and use it at the 529 Fifth Avenue location. It was the original plan to use the door for the front door. However, as it did not comply with fire standards at the time, being fire rated, it was used on the door of the conference room.

Alan Gilbert



The archive in Madison Av. where all the drawings were rolled up.

The gentleman in the photo is Howard Pierce who was S&S Inc. archivist.

Howard joined the company in the late 50' as a draftsman, and ultimately ended up being responsible for firm work product. Anyone that has inquired about plans or general technical information, has more than likely dealt with Howard.

Howard was, other than the Stephens brothers, was the longest active employee at the firm.

Next Month:

a debriefing on the S&S Swan Rendez-vous
and...unveiling a 2026 new event...!