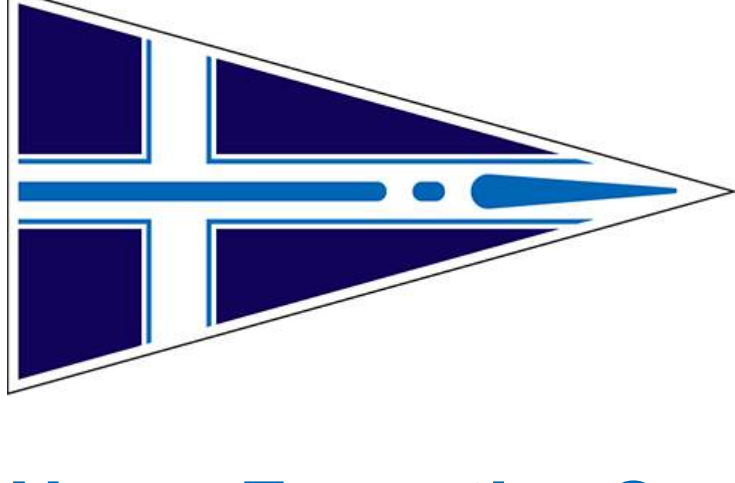




News From the Cockpit No. 426/2025

11th S&S Swan Rendez-vous

Marciana Marina, Elba Island
17-22 June 2025

Subscriptions are now closed
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

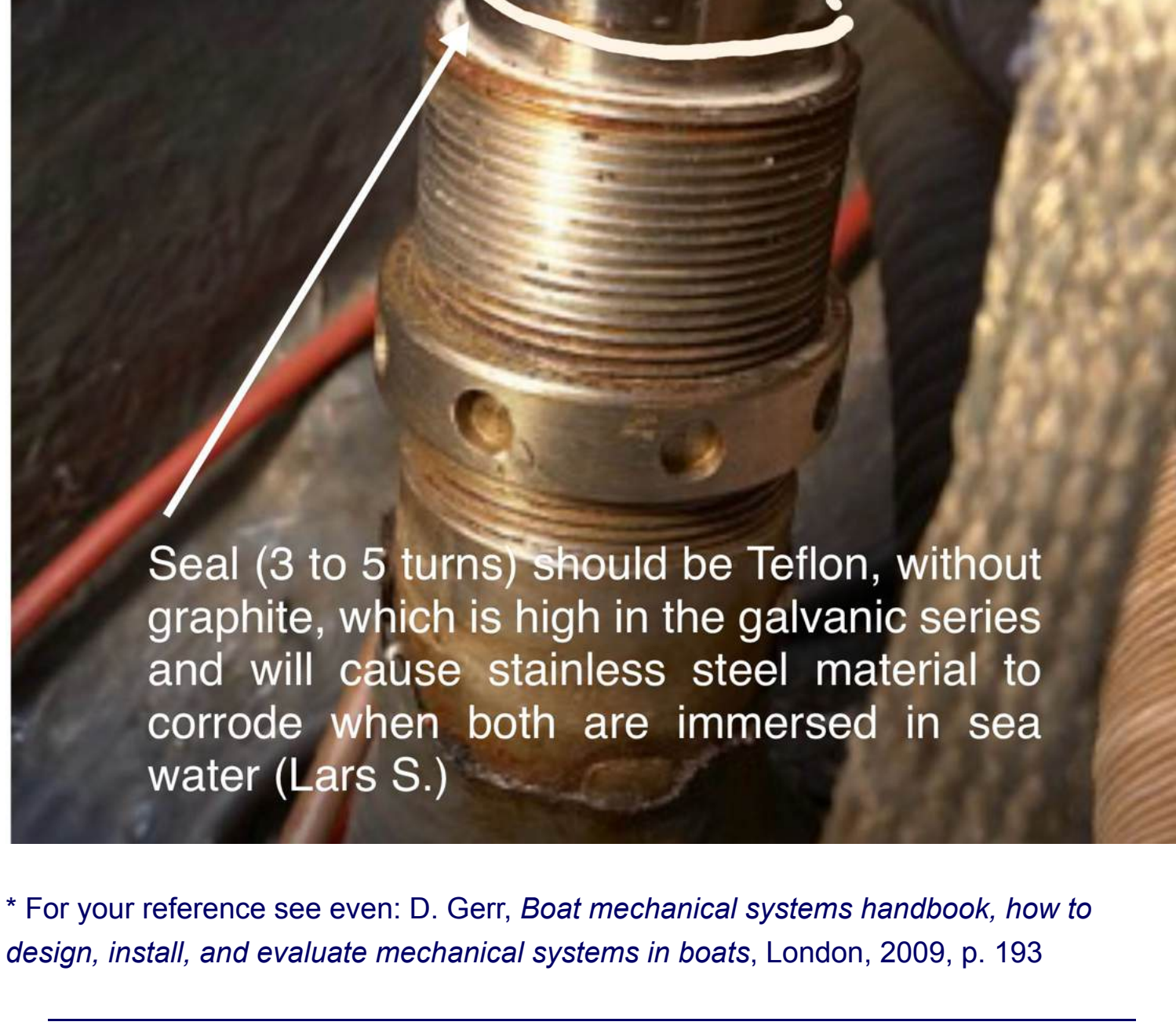
Schedule:
17th June: Official arrival day and Registrations - Welcome Cocktail
18th June: Briefing and Race (warning signal at 12:00)
19th June: Briefing and Race (warning signal at 12:00)
20th June: Briefing and Race (warning signal at 12:00)
Dinner Party at 20:00
21nd June: Briefing and Race (warning signal at 12:00)
Prize Giving at 18:00
22nd June: Bye Bye Day! *

Main Partners:
Acqua dell'Elba
Nautor's Swan
Porto Lotti

Technical Partners:
Harken Italy
Locman
Moby Lines
Nautica Pontemagra
Rigoni di Asiago

Rudder overhaul, please read carefully

We read a document issued by a yard, and sent to a S&S Swan owner who had to overhaul the rudder of a S&S Swan; in the document the owner was instructed to use Teflon or Graphite packing seal to be inserted underneath the packing gland.
That's a big mistake, which could be lethal to the stainless steel rudder shaft.
As Lars Ström told many times, and was never tired to repeat:
"...If the seal is graphite impregnated you should remove it, and check the stock and gland for corrosion. Graphite is very high in the galvanic series and will cause stainless material to corrode when both are immersed in sea water..."



* For your reference see even: D. Gerr, *Boat mechanical systems handbook, how to design, install, and evaluate mechanical systems in boats*, London, 2009, p. 193

Harken Italy and S&S Swan Association

A new partnership for Members of the Association

Harken Italy and the S&S Swan Association have reached an agreement whereby our Members will have access to dedicated discounts on their products from Harken Italy network (on Harken and Spinlock products).
When one of our certified Members is refitting his/her S&S Swan and wants to equip the boat with Harken winches, blocks, main and genoa tracks and of course deck hardware (excluded MKIV furlers and vang Master, hydraulics and custom products), or wants to buy Spinlock products, he/she has simply to let us know, and we will get him/her in touch with the Harken Italy person who will get the dedicated quotation through their Italian network.

Thanks Harken Italy for this unique opportunity to equip our S&S Swan with the best available sailing equipment!

PS Harken will even be technical partner at the forthcoming S&S Swan Rendez-vous!



S&S Swan 65/031 Ilios

A new life after 15 years sitting on a cradle in Trinidad to Antigua Classic Yacht Regatta

Ahoy there!
As the proud new owners of Ilios, Swan 65/031, my partner Marijn and I (Sanne) are still beaming from our Caribbean adventure! After Ilios enjoyed a long rest of over 15 years under the Trinidadian sun, we felt it was time to wake this beauty and let her stretch her sails again.
Last year was the start of an incredible journey for us. We poured eight months of our hearts and hands into restoring Ilios, bringing her back to the condition she deserves, ready for some proper Caribbean cruising and maybe a bit of friendly competition.
Our time in Trinidad wasn't just about boat jobs and trouble shooting, though there was plenty of that! We were so fortunate to be welcomed into the wonderful community at the Trinidad and Tobago Sailing Association (TTSA) in Chaguaramas. The warmth and genuine camaraderie we found there truly inspired us. It sparked an idea: why not share this dream with our new friends? So, we invited some of our fantastic Trinidadian mates, along with three incredibly talented young sailors from the local community, to join us for the prestigious Antigua Classic Yacht Regatta.
Stepping into Nelson's Dockyard during the Antigua Classic is like stepping back in time – a breathtaking experience! The harbour is alive with these magnificent classic yachts, each one a testament to maritime history. And beyond the thrill of four days of racing, the regatta is pure fun ashore. We were captivated by the hilarious gutter boat races and the fiercely competitive gig races – such a unique and joyful atmosphere!
Amidst all this excitement, Ilios sailed like a dream, and our amazing crew brought us home to a fantastic 2nd place in the modern classics class! Of course, the racing was exhilarating, but what truly made the experience unforgettable was the incredible enthusiasm and skill of the young Trinidadian sailors who joined us. Their talent and passion for sailing were truly inspiring and added such a special dimension to our adventure.
The Antigua Classic Yacht Regatta is more than just a race; it's a vibrant celebration of our maritime heritage and the sheer joy of sailing these classic beauties. If you happen to be in the Caribbean next year with your own classic S&S Swan, or any classic yacht for that matter, we wholeheartedly encourage you to join this truly special event. You won't regret it!

Marijn and Sanne

If you like to know more about Ilios adventures you can check out Instagram or YouTube: @skylarkingilios



One of Ilios' Trinidadian friends at the helm of Ilios at the Antigua Classic Regatta

S&S Inc. and Nautor

"Everything You Always Wanted to Know About the End of a Legendary Partnership but Were Afraid to Ask"

Matteo contacted me about a month ago, and asked if I knew any of the background to the S&S – Nautor's Swan divorce, subsequent to the Swan 76 project. What follows is my response to his request.

Having been at S&S from 1971 to 1998, which coincided with 17 Nautor projects including variants of some of the models, it gives me a perspective on the working relationship between the two organizations, albeit from my vantage point at S&S. My involvement on Swan projects began when the S&S's design/engineering work for the Swan 48 was just finishing. It ended toward the end of my tenure at S&S, with the design/engineering of the Swan 57 and Swan 76. Much has been written in yachting publications and discussed/debated at Yacht Club bars, about the history of the relationship between the two organizations. How the organizations met and why they parted ways. How the relationship began is an interesting story unto itself and is always worth repeating. The long and the short of it, was that Pekka Koskenkka wanted to build boats, and contacted Rod Stephens who happened to be in Europe at the time. As Rod tells it, he explained to Pekka that he had a very tight and busy schedule. If Pekka was willing to meet him in the very early morning, he would meet Pekka at his building facility. And to paraphrase Rod, "If he was crazy enough to meet me at such an early hour, then he must be serious". And so began "a partnership" that involved 25 designs including their variants. The circumstances around why they parted ways is a little muddled fraught with conjecture and second- or third-party opinions. As noted above, I offer my understanding of the divorce, albeit from the S&S perspective. Having worked on many of the Swan designs, it provided an intimate knowledge as to the circumstances surrounding the separation. Someone commented that the ill will started as a result of some structural problems with the scantlings on the Swan 57. As it was reported, the issue was brought to the attention of Olin, who felt that Nautor misinterpreted the specifications and built the boat wrong. Nautor's feeling was as S&S did not take responsibility for the issue, it drove the "first nail in the coffin". I seriously doubt that this is what transpired knowing Olin, in addition I was fairly high up in the pecking order, and it would be more than likely I would have heard something about structural problems on any of the designs. And last, all Swans are built to Lloyd's Requirements, of which a very important parts of Lloyd's are structural. As mentioned in a prior Newsletter about the impact of the IOR on the S&S Swans, I stated that once a builder demonstrated the ability to engineer/develop drawings, they could be drawn by the builder, subject to S&S's review. It was S&S's practice to minimize their billable hours in order to reduce the design costs to the client by shifting some of the technical work to the client's plate, consistent with the requirements mentioned above. Now with regard to events toward the end of the build of the Swan 76, Nautor approached S&S for a light displacement design, as this type of design had been very successful on the racing courses. If my recollection serves me correctly, my conversation was with Lars. I offered the opinion that as the boats are already built to Lloyd's scantlings, which in our opinion were too conservative, and in some areas Nautor exceeded the Lloyd's requirement. If Nautor's Swan was willing to cut back on the amount of material that they used, it would result in a lighter design. Underlying this was the knowledge that if you design a boat for light displacement and it comes in heavy, the odds are it will not perform as well as a heavier displacement yacht coming in at the target displacement. At about this time, Nautor's Swan decided to engage another yacht designer that had some success with lighter displacement designs. Whether or not Nautor's decision to change "horses" was a good or bad idea, I leave it to others to decide. During next serious business contact with Nautor they asked if S&S would be interested in the design a yacht larger than the 76. I believe this discussion took place while Bill Langan was at Nautor inspecting a Swan. When Nautor's Swan changed horses, it freed S&S up to work with another production Finnish builder which was Baltic. It is an interesting to note that many of the owners/workers were ex-Nautor relations, so they got an advanced degree in yacht building, specifically RFP. During the Baltic relationship Bill had agreed to give Baltic sole rights to building S&S production yachts in Finland. Obviously, this preempted undertaking any work for Nautor. Whether or not this exclusivity was a good business decision or not, a handshake is a handshake. In most cases, based on my experience, I considered a contract as a reminder, in case someone had forgotten a clause. Having been involved with yards all over the world, I found that the Finns were the most straightforward in their business dealings. And a handshake was as good as a contract, with no ulterior motives. Finally, Nautor reached out to another designer, German Frers, who in my opinion fulfilled Nautor's needs and beyond. German has served them well. It is unfortunate that Lars is no longer available to contribute to this discussion. As his counterpart at S&S, being Chief Engineer, it would have been a very very interesting conversation.

Alan Gilbert



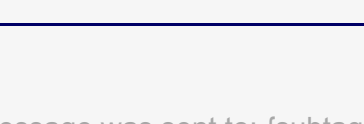
The original (hand painted) sign on the fluted door at 79 Madison Av. office, NYC

Next Month:

The story behind the (above illustrated) fluted door at S&S Inc. door

S&S Swan - A Legend

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