

NEWS FROM THE COCKPIT



Newsletter No. 348

Peter and his S&S Swan 47/037 Matilda

Dear S&S Swan Owner and Friends,

this week we' are talking about our S&S Swan Association Member **Peter Kohlhoff**, from Germany, and his “new” **S&S Swan Mathilda**, a gorgeous CB version of the very popular Swan 47; with his own words...

“...buying a Swan came about rather by chance and was by no means planned. In the end, we looked at a S&S Swan, which of course won our hearts immediately.

I am a lover of classic lines anyway, so Sparkman&Stephens constructions are of course the best to look at and are known to sail as no other boat on the planet. We fell in love with the S&S Swan 47, centreboard version, hull no. 037, launched in 1978, a S&S Swan that tipped the scales in our favour. With a draught of 1.80 m and the centreboard raised, you can reach anchor bays that would not be possible with the original draught of 2.70 m .

We bought the boat directly from the son of the first owner, who had already owned several Swans before (S&S, of course!) and thus at least did not rebuild anything unnecessary and paid appropriate respect to the Shipyard and the myth of "Sparkman&Stephens Swan". So far, the basis was quite good; in the car trade one would perhaps say "unmodified original model", which can be a curse and a blessing at the same time. A blessing for any S&S Swan lover!

Nevertheless, we had to scratch and paint the entire interior, which reminded us more of an English pub than a Swan. We replaced the old B&G electronics with a modern NKE system and corresponding autopilot. The old Webasto heater was completely rusted through, and we also replaced it. The old ENO cooker was replaced with a nice Force 10. We cleaned all the tanks extensively. To make the anchor gear suitable for long-distance cruising, we installed an electric windlass that can be operated with a remote control. The (original!) Volvo engine runs wonderfully smoothly and quietly, but unfortunately it oils and smells a little like an old car. The original Nautor folding propeller was replaced with a three-bladed Gori folding propeller. We have kept all the electrics but replaced the batteries with LifePO4 and fitted a modern Victron charging technology. We had the engine checked by a Volvo specialist, the engine an old Volvo MD21A was otherwise completely preserved, ready for the next 43 years.

We kept the rigging as far as possible, but changed the D's from 1x19 wire to rod, installed new Dyneema ropes and easy-running blocks. A ball bearing batten system for the mainsail and a new furling system and headstay have been fitted. Finally, we bought a simple Dacron full batten mainsail.

*The result is impressive: **Matilda** looks like she did in her youth 43 years and thousands of nautical miles ago (which muse not be a surprise when you are talking about a S&S Swan!) and is already giving us great pleasure, after just 6 months.*

*We are at home in Kiel, Germany, but in the last few months we have sailed the boat down the French Atlantic coast to La Rochelle, where we will spend the winter and then continue our journey to the Mediterranean, and we are looking forward to meeting many other S&S Swan Owners at the **2023 S&S Swan Rendez-vous!!!** “*

Viele Grüße aus Kiel

Peter Kohlhoff

ANTI-SPAM NOTICE and information about PRIVACY (Law 196/2003) We are not spammers and allow all subscribers to cancel their registration. Please do not return this email to the sender with messages such as "delete me" or "remove" etc., since it is NOT always possible for us to take your name off our list. Please note that we do not file the names of subscribers to our newsletter, only their e-mail addresses, which are never sent to other companies for any reason whatsoever. If you wish to cancel your subscription, click here.