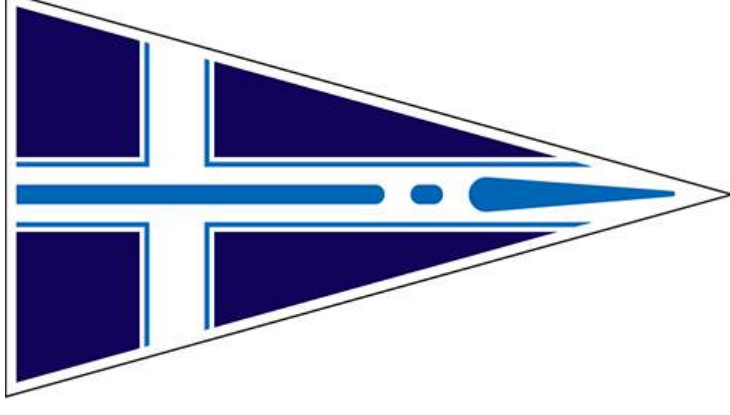




News From the Cockpit No. 429/2025

Sailing, but Always Connected

...sailing season!

We'll be sailing over the next few weeks but will remain connected — perhaps just a little slower in replying.
If you need any help with your S&S Swan, please don't hesitate to contact us: as always, everything we know and all the information we have are for you!

Four S&S Swan at the 2025 Fastnet Race

The Centennial edition!

S&S Swan 38/048 **Truven**, Jens Werner
S&S Swan 43/013 **Reindeer**, Jack meredith
S&S Swan 44/006 **Astrid**, Patrick Moriarty
S&S Swan 48/013 **Snow Wolf**, Rob Nichols

Congratulation to Jens, Jack, Patrick and Rob and their Crew, we are looking forward to reading some insight stories in our next newsletter!

S&S Swan 40/034 at the SIVI Race

regatta, in Brasil

Fuga III, S&S Swan 40/034 took part in the famous SIVI regatta, in Brasil, and has taken second place on Classic Category: congratulation to Robinson and Fabiana!

New Toerail for S&S Swan 44/016

...work in progress

After spending months designing and producing the new anodized aluminum toerail, the happy owner of S&S Swan 44/016 **Selene** is now approaching the end of this major project.

In July, the toerail was tested onboard and it fits perfectly! It will now go to the anodizing shop before returning to **Selene** to be installed — just like the original, using slotted screws with the slots aligned longitudinally.



The amazing brand new aluminum toerail, which production was dismissed by the yard, was produced by the owner of S&S Swan 44/016, who has a fundry in Milan (Fondena Battaglia)

A Nautor Mast is Forever

Never give up with an original Nautor Mast!

Until the late 1990s, Nautor's Swan built its own masts. The early ones — those found onboard the S&S Swans — were designed by Rod Stephens himself. (There are still plenty of original sketches available as *Type Plans*, showing exactly how a proper mast and its hardware fittings should be built.) Rod passed on to Nautor his vast knowledge and expertise.

Of course, some maintenance is required over the years — for example, checking for corrosion beneath the stainless steel plates, which may occur after decades at sea. But don't give up: an original Nautor Mast can, in principle, be repaired indefinitely!

Below is a series of photos showing a Nautor Mast with corrosion issues, perfectly restored under the guidance of "The Professor"!



Mast corroded under vang stainless steel plate



Corroded portion has been cut out



A perfectly shaped "sleeve" has been prepared...



...and inserted inside the mast



The half sleeve has been pulled from outside...



...and welded



Then a new plate has been welded...



...before installing back in place the boom vang plate after everything was carefully tested the plate was removed once again (as all other mast fittings), the mast sandblasted and finally painted with awlgrip



Chasing a dream: The Journey to *Peak*

Last May (2024), during a weekend in Portofino aboard **Bufo Bianco** -our beloved 1963 Sangermani- we found ourselves chatting with friends about dream boats. Mine, without question, has always been the S&S Swan 65.

One of our guests mentioned that a beautiful S&S Swan 65 was for sale in Fezzano, which was especially convenient since **Bufo Bianco**'s home port is just around the corner in Le Grazie. A couple of days later, we set off for Fezzano to see the boat. But upon arrival, we couldn't find any S&S Swan 65 in the marina. Curious, we started asking around. That's when we learned the boat was named **Peak**, and it had left just a few days earlier, heading to a new home somewhere in Spain. With a quick online search, we discovered **Sailing Peak** on Facebook and reached out to Pieter Houting, **Peak**'s longtime owner and gentlemen. He told us she had been based in Italy for 21 years—we had missed her by just a few hours. And so, the chase began. We followed **Peak** to Valencia, where she was now moored.

The moment we saw her, it was love at first sight.
She was everything we dreamed of: well-equipped, lovingly maintained for over two decades, and ready to sail. After a quick call with the S&S Swan Association to get their thoughts on **Peak**, we knew we didn't need to see any other 65s. Hull number 1 was more than good enough. The next time we met **Peak** was in Marseille. We decided, along with Pieter, to bring her closer to Italy for a proper inspection and winter storage in a hangar at Port Napoleon. A few trips later, the work was complete, and by May, it was finally time to put her back in the water and begin our journey home—with our dream boat. From Marseille, we sailed to Scarlino, where **Peak** had spent more than 20 years. Her return was met with a heartfelt welcome. It was clear this boat had a personality, and those who had crossed paths with her in the past remembered it well. After a quick stop at Swan Global Service for a few finishing touches, we continued on to Marciana Marina to join the S&S Swan Association gathering.

We were still getting to know the boat, but the experience was pure joy. We're thrilled to be part of the Swan family—and we can't wait for the adventures to come.

Filippo & Harriet (Peak, S&S Swan 65/001)



S&S Swan 65/001 Peak at the 11th S&S Swan Rendez-vous - photo courtesy James R. Taylor

S&S Swan Capraia Reunion

Save the Date:

19/20/21 June 2026

S&S Swan Association
(est. 2000)

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S&S Swan . The Original Swan



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