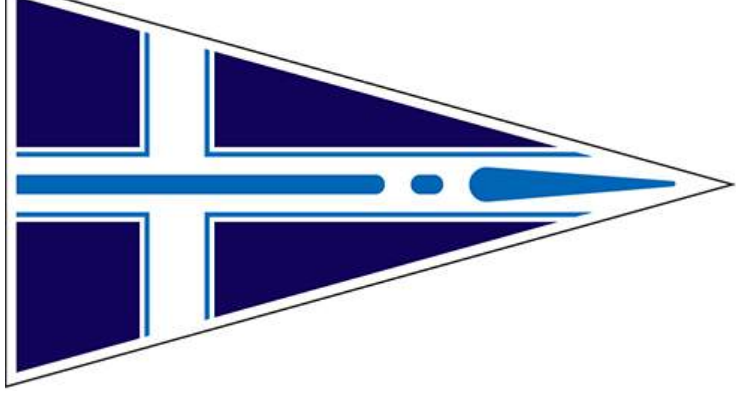




News From the Cockpit No. 431/2025

Nautor's Swan Client #1

Heinz Ramm-Schmidt and his Family

Pekka and Pirkko Koskenkylä visited the Ramm-Schmidt family on their island Botesö in July 2018.

Pekka had the opportunity to meet his first customer Heinz Ramm-Schmidt on board his S&S Swan 37/016 **Taranteila II**, the first launched S&S Swan 37.

The 2018 rendezvous was a happy occasion with a lot of fine memories. In the picture below there are four generations of Ramm-Schmidt's, from the left: Leif, his son Henrik, his granddaughter Lily, Leif's younger brother Michael's granddaughter Alina, Michaels daughter Nina and Michael Ramm-Schmidt.

Pekka with a glass in his hands, Pirkko is taking the photo!



Lars Ström

profile

Lars, worldwide known as *The Professor*, passed away in 2022.

He was not only the dearest friend of the S&S Swan Association, but also a true friend to every Swan owner across the globe.

Every Swan owner fortunate enough to have met him -whether in person or through the online community- can attest to his generosity in sharing advice, offering assistance, and contributing to the care and maintenance of their yachts.

We had the privilege of Lars' active direct involvement in the life of the S&S Swan Association for more than twenty years. Many of his invaluable contributions are preserved on our Forum, and thousands more tips -never published online- are available through the Association.

Building the perfect boat was his lifelong mission, and, after his retirement, maintaining the Swans to perfection became his mission once again.

Our mission now is to honor and carry forward Lars' legacy.

We are pleased to share a short profile originally published by Nautor's Swan in 1987, and next month we will publish Lars' essential tips on how to prepare a Swan for launching.

Lars Ström Profile, 1987.

S&S Swan 38 Baltic Rendez-vous

A traditional annual meeting

It all started in 2009. **Toge** (S&S Swan 38/113) and **Nice to have** (S&S Swan 38/102) met by chance in a small harbor somewhere on the Baltic Sea. During a cozy and inspiring evening, the idea was born to organize an annual Rendezvous for the 38s in the area. But: who were they, and where could they be found? Research was done using information provided by the S&S Swan Association, addresses and boat names were found on result lists from local regattas, and everyone who might know something was asked for information. Winter passed, and seven 38s were located in the waters of the German and Danish Baltic or North Sea. Each boat received a very traditional invitation by post -because, in 2009, postal addresses were easier to obtain than email addresses- or a Rendezvous in 2010 in a harbor in northern Germany or southern Denmark: no races, no club blazers or cocktail dresses, just a casual get-together of enthusiasts to share experiences, have some drinks, and meet old or new friends. No formal dinner -everyone had to bring their own food and drinks, which were shared among all at a big table. In September 2010, five 38s finally made their way to "Manna Minde," a Danish harbor in the Flensburg Fjord. Since then, this little community has been meeting every year. They gather on a Friday or Saturday in September and set sail again on Sunday. Though the core are still 38s the participants have changed over the years, and it's no longer just 38s anymore. **Storm Svale** (S&S Swan 40/028) and **Ophelia**, (S&S Swan 40/008) two 40s, once enriched the Rendezvous; another 40, **Bellatrix** (S&S Swan 40/041), has been a regular participant for many years, as has **Limarencia**, (S&S Swan 47/046) a 47. Friends from Denmark have joined us by car when their yacht was too far away to bring just for a weekend, and a 36 (S&S Swan 36/017, named **42**) from a nearby harbor once popped up by chance.

It is "open ship" and this enriches everyone: "How did you solve the issue with your autopilot?" "Does anyone know of an address to rechrome a Baby Blake?" "I feel my rudder might be too tight—how about yours?" Technical questions are answered, and experiences are shared, alongside comments like "I love your cheesecake!" or "Is there still a bit of space left on the grill?"—it is this mixture that makes the two days fly by. It is a weekend full of joy and laughter, full of camaraderie and happiness—the kind that comes from every single foot of our beloved yachts.



Five 38s at the traditional "S&S Swan 38 Baltic Rendez-vous"

S&S Swan 431/022, finally!

431/022 Ruby

Thirty years ago a senior physician colleague recommended a "tincture of time" as we discussed one of my patients. He explained some things take time to reveal themselves. I suppose the same is true of sailing vessels. They ultimately reveal themselves and connect with their (new) owners when the time is right.

I first walked on the deck of an old worn out and neglected Sparkman & Stephens Swan 40-something eight years ago when searching for a vessel. While I could imagine sailing the craft I couldn't face the bewildering array of projects required to ensure seaworthiness and safety. I was frightened by the corroded mast step with flakes of iron in the bilge heralding a dismast. Instead, I purchased an extremely well-outfitted Forgius 37, a Cape Horn at that, and enjoyed the vessel for years. It wasn't a S&S Swan, but now, I realize it was preparing me for a more complex vessel than I had been accustomed to.

I sold the Forgius almost two years ago with plans to purchase Willowind, an S&S 40 (hull 019), from my friend Ira Zaslow. Ira explained he needed a few more seasons with his amazing vessel so we did not proceed with the sale. I felt he did the right thing. Who could part with such a lovely vessel!

My partner Ruby, whom I taught to sail, and I have missed being on the water regularly and so we made the decision to seriously look for a Swan a month ago. We reviewed a few 1980s Holland designs that are available in the Bay Area, one neglected S&S (but nearly as neglected as one not for sale), and a lovely 431/022 that captured our imagination. We are now under contract to purchase the 431. The deal should be final by the time you're reading this brief report.

The S&S Swan Association has been instrumental in sharing its opinions, advice, and more not only during this recent evaluation but also when I was looking at Willowind. The 431, now **Ruby**, requires a few rigging upgrades, maintenance, and perhaps some new "iron wind" but these tasks are not as daunting and they once might have seemed. The work will make a good vessel great. We are looking forward to sailing in a few months time after we ensure seaworthiness in this modern era.

One of the most important things I've learned over the years, and especially with the recent search for this vessel, is the importance of responsible stewardship. Take good care of your vessels. If you're physically or fiscally unable to do so then consider selling them before they become sad and disappointing reflections of neglect in the harbors and anchorages around the world.

My name is Lewis. I hold a Mariner's Certificate (Captain's License) from the USCG. I enjoy the vagaries of navigation and thinking about sail trim. I sail the San Francisco Bay and coastal waters along Northern California. I am also an oil painter of portraits, landscapes, and still life paintings. I play music on the Scottish Smallpipes and have played Northumbrian Smallpipes, Scottish Borderpipes, and Uilleann pipes. I am a physician and practice in an academic medical center. Ruby is a pharmacist with an MBA and works in the pharmaceutical space. She plays flamenco guitar. Oliver, our dawg, is a four and a half-year-old golden doodle. He enjoys being on the water except in a blow.

Lewis Blevins



One of the challenging yet exciting aspects of taking ownership of a new vessel is the process of cleaning every conceivable square inch of the interior that one can reach. It takes a lot of callisthenics and boat yoga to do the job, but it is well worth it. One of the great advantages of this exercise is that you look at everything. Careful inspection, and testing of components is the key to successful and safe boating. I'm certain I could've hired someone to do the job, but I wouldn't be familiar with the vessel, and I seriously doubt that it would be cleaned as thoroughly as I am doing myself.

Looking for a S&S Swan for a Wedding Trip

for Juha and Anni

We are a couple from Helsinki, proud co-owners of **Marcia**, a 1970 Swan 36 (hull no. 089) since 4 years.

Sailing has always been at the heart of our lives, from countless summers in the Baltic Sea to three Mediterranean trips we've skipped ourselves on chartered boats (Creolia, Greece and Turkey). We are used to sailing long keeled boats and our previous boat was a 28 foot wooden "skärgård kryssare" from 1964.

After many years together, we got married this summer, and for our wedding trip in spring 2026 we are planning a 1 week sail in the Mediterranean. Our dream is to captain ourselves a classic sailing boat similar to our own to explore harbours and quiet anchorages.

We know what it means to care for a boat of this pedigree and would treat her with the respect and seamanship she deserves. We are of course prepared to cover a fair rental fee, and would also be happy to explore a boat exchange with **Marcia** in the Finnish archipelago or offer you a stay at our beautiful cabin in northern Lapland (www.villasivakka.com).

Making this dream come alive for us would mean the world for us.

If this sparks interest or if you think you could help us further, feel free to drop us a line at weddingtrip2026@gmail.com.

Warm regards,

Juha and Anni Kronqvist

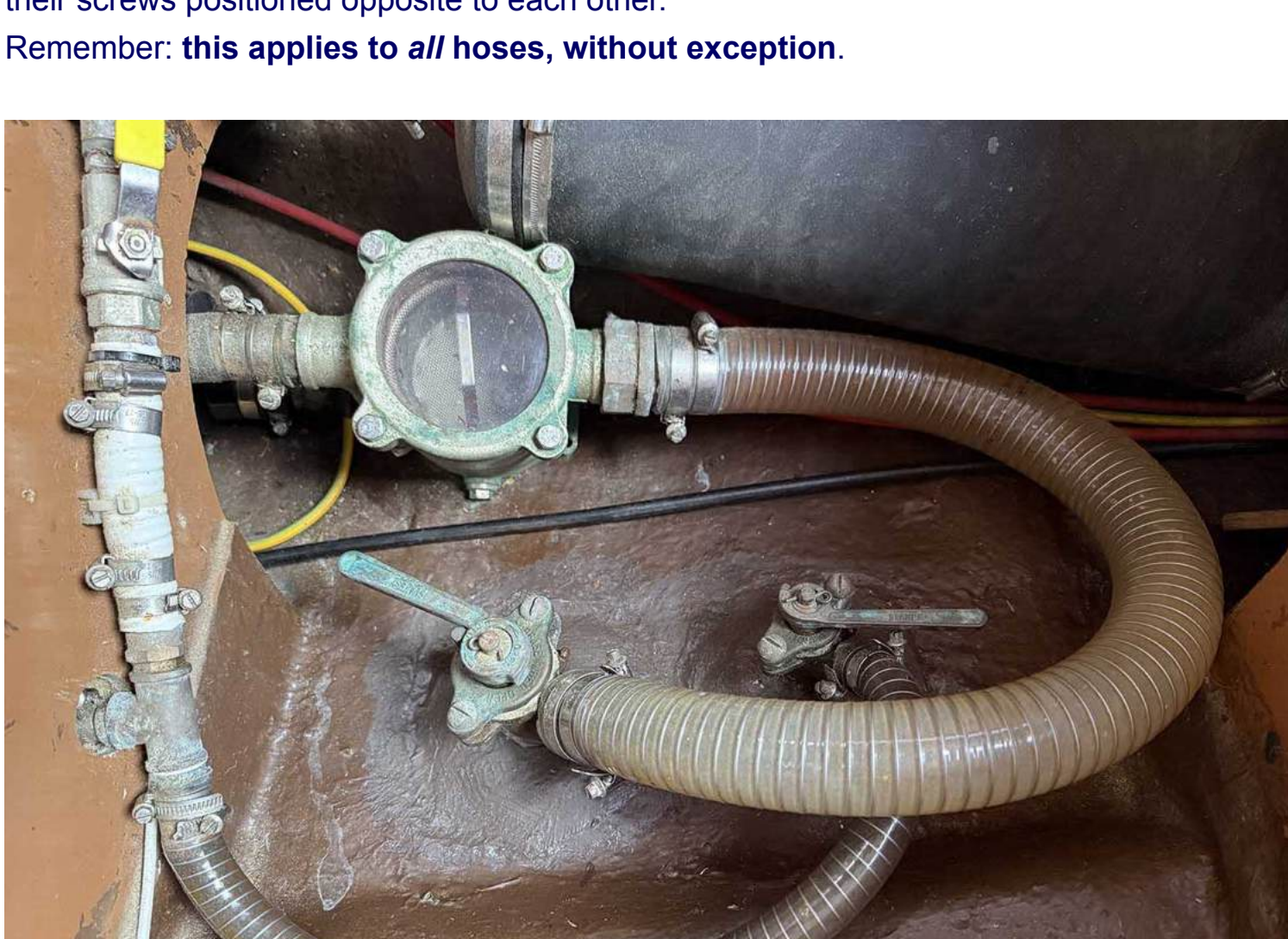


Juha and Anni arriving at the wedding party onboard their S&S Swan 36/089 Marcia

Double Clamps

It is of paramount importance that all hoses connected to a seacock -on both ends (the end connected to the seacock and the other end, e.g., connected to the water filter, filter etc.)- are secured with two stainless steel clamps. These clamps should be installed with their screws positioned opposite to each other.

Remember: **this applies to all hoses, without exception.**



Perfect installation on S&S Swan 47/002 Hypatia (new Blakes seacock installation and photo courtesy Strat-O-Sphere, France)

Newsletter Archive

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S&S Swan - The Original Swan



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