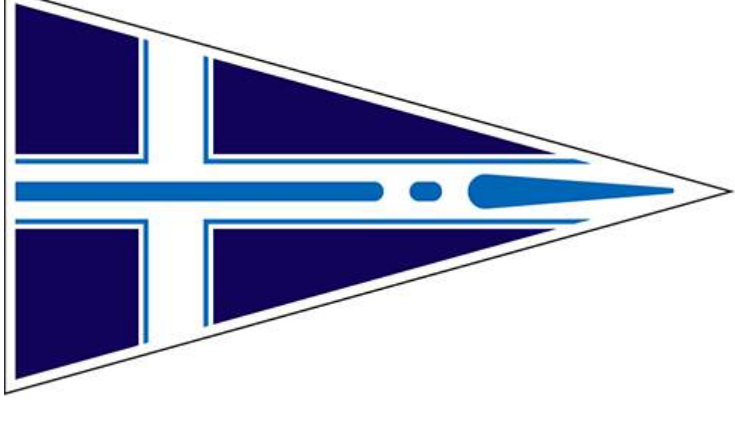




SPARKMAN & STEPHENS
SWAN ASSOCIATION

News From the Cockpit No. 433/2025

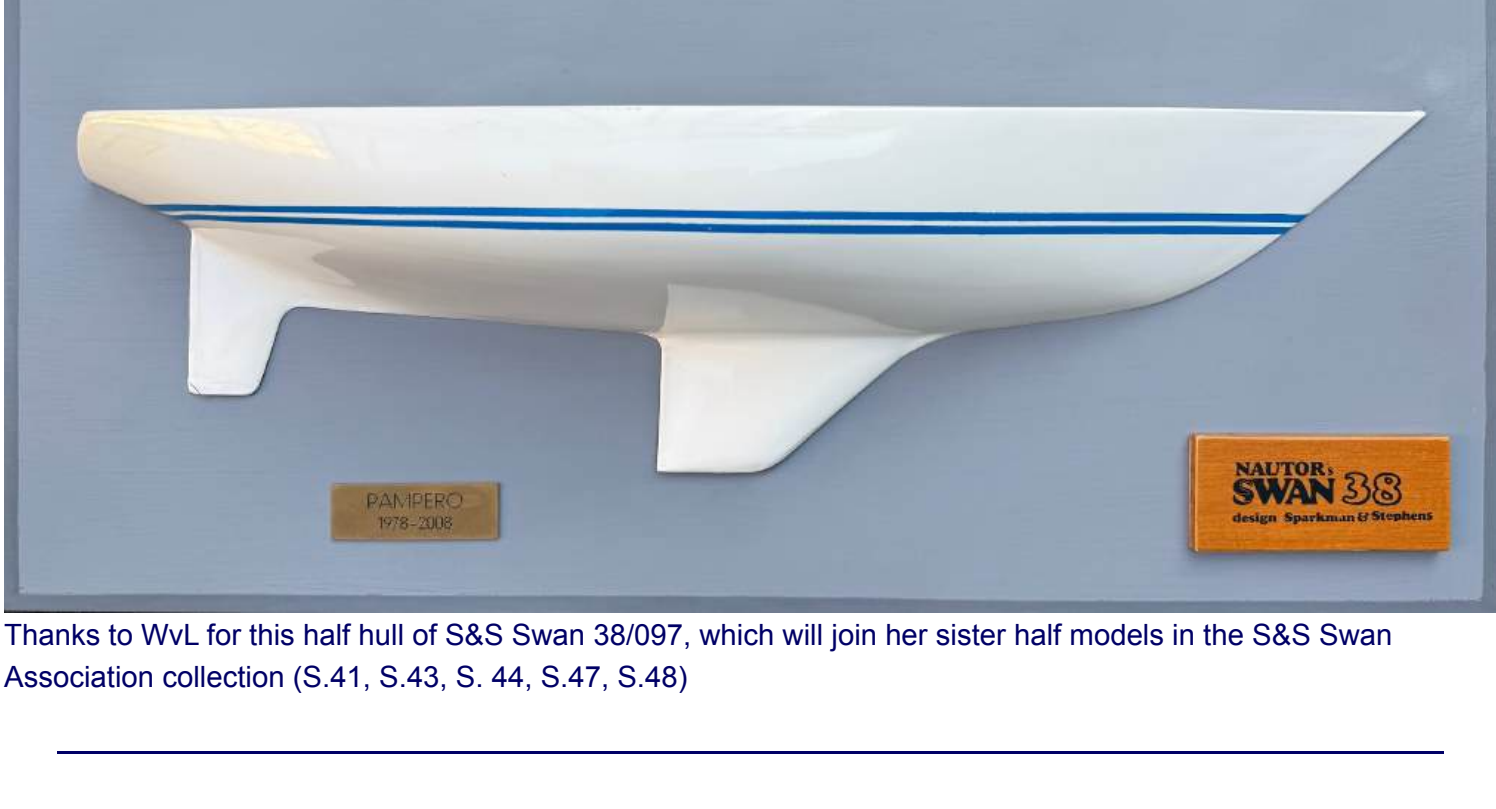
Thank you!

for your gifts

We have recently received some new gifts from Members of the Association and from S&S Swan enthusiasts across the world. Each contribution (technical drawings, documents, original Nautor's Swan half-models, stories of special maintenance projects, exchanges of letters with Rod Stephens, and much more) enriches the S&S Swan Association and its archive/collection.

Our goal is that this growing collection of physical items, together with our nautical library and our digital archive (now just under 30,000 files), will one day be displayed in a Yacht Club and made openly available to all.

This aspiration reflects the spirit of Olin Stephens and Lars Ström, who believed that every piece of knowledge relating to S&S Swans should remain freely accessible to everyone... and forever.



Thanks to WVL for this half hull of S&S Swan 38/097, which will join her sister half models in the S&S Swan Association collection (S.41, S.43, S.44, S.47, S.48)

Definition of a S&S Swan

Our friend Saša Fegić, speaking about the **S&S Swan 36**, in his article published on Practical Boat Owner, November 2025, said:

She is a leaving reminder that quality isn't a luxury: it is a philosophy

We think this is one of the best definition ever attributed to a Sparkman&Stephens Swan!

Looking for Hull Nos.

We need to know the hull number of these S&S Swan, whose name, back in 1979, were:

S&S Swan 38 **Delnic**
S&S Swan 40 **Nerplan IV**
S&S Swan 41 **Telemaque II**
S&S Swan 48 **Scaramouche**

Any help will be appreciated, thanks!

Atlantic Odissey for Galiana

S&S Swan 55/002

Tapio Lethinen and his S&S Swan 55/002 **Galiana with Secure** are now participating at the 2025 ARC, if you want to follow their Atlantic adventures, their MMSI is 230173080, and of course you can always reserve a berth in one of their passages during this Atlantic Odissey, just see their website **Tapio Lethinen Sailing** !

Atlantic Odissey for Star Swan (solo)

S&S Swan 40/047

Don't worry if you are trying to get in touch with our Portuguese agent, **Duarte** and get no answer, as Duarte will be *(single-handed)* sailing, in two weeks time, from Portugal to the Caribbean with his S&S Swan 40/047 **Star Swan**!

His MMSI is 232016317

New Toerail Finally Installed

on S&S Swan 44/016 *Selene. End of a nightmare*

As you know, the original anodized aluminum **toerail** is no longer available, as the moulds were thrown away years ago. A nightmare!

Therefore, in case a serious problem arose, for example, if your boat suffered a collision that damaged the toerail, until now you had no option other than removing one of the deck features that make our S&S Swans (and some later models too) so strong and instantly recognisable as an original Swan.

Until now.

A member of the S&S Swan Association, a very passionate one, an entrepreneur who owns one of the oldest artistic foundries in Italy, has spent the past year engineering and producing a brand-new anodised toerail for his S&S Swan, which has now been installed on board his S&S Swan 44/016 **Selene**.

This is excellent news for him, of course, but also for all Swan owners who would like to fit a new toerail on their yacht.

It is of paramount Importance to know this toerail is the same one installed in all classic Swan (which means **Ron Holland** and **German Frers** designed ones), up to 47ft. (S&S) and 51 (GF).

If you need more information, we will be happy to put you in touch with **Selene's** owner, he will be able to tell you more and produce the toerail for you!



November 2025, the brand new toerail, produced by her owner, finally installed on **Selene**

Mast Step Replacement

on S&S Swan 44/039 *Helios*

We purchased our **S&S Swan 44/039** in Annapolis this spring (2025) and had her trucked to her new home on Lake Superior.

The major project at hand was to construct and install a new **mast step**, as the original had completely rusted through in some areas. After much research and investigation we decided to fabricate a new mast step ourselves out of Duplex 2205 stainless. Doing the work at our home boatyard saved us from having to truck the boat overland a second time, and gave us the opportunity to tackle other smaller projects concurrently. Work began by taking basic measurements and photographs of the original mast step in situ. Then we removed the old mast step by unbolting it from the floors (approx 64 M10 bolts), removing the six keel nuts (1"-8 UNC), and cutting the fiberglass from around the bottom edges of the mast step. Any fiberglass covering bolts nuts was also cut away to allow access. Once unbolted, I used two hydraulic bottle-jacks to pop the mast step free from the bilge floor by jacking between the rearmost keel bolts and the underside of the mast step's top plate. From there it was a matter of wedging and jacking to get it completely free. At this point, I called my strongest friend, and we were able to lift the 215lb mast step up through main hatch and onto the deck. We then lowered it over the side with the help of the cockpit winches, some dock lines, and our wives. Once the mast step was removed it was evident that the rearmost plywood bulkhead/ "floor" needed to be replaced. I made a new one from 3/4" Coosa and we spent a day tabbing it into place. The Coosa should be nearly as strong as marine plywood and will never rot or absorb water. At this point we had to choose if we wanted to make a new mast step that fit the boat, or to make a mast step and then fit the boat to it. Both ways seemed equally as effective, and we opted to build the new one to match the space in the bilge as precisely as possible. This route led to more metalwork and less fiberglass work. With the mast step cleaned and resting on sawhorses in the basement, I took rough measurements of all the pieces we'd need to fabricate, then came up with a basic set of rectangles to have cut out of stainless. I sent the steel supplier the dimensions of the pieces we'd need and they cut them out using a CNC plasma cutter. Keeping the individual pieces small allowed us to ship them along with a palletized part going to a friend's machine shop nearby. His part was so heavy that the additional weight of our stainless was negligible. The cut and shipped Duplex 2205 came to \$2465. Steel at hand, I set about scribing the final shape to be cut onto each piece. I decided the dimensions using a combination of measurements taken from the original, measurements in the bilge, and from the 3D .stp file made available to me by Bernabò (**S&S Swan 44/016 Selene**). With the lines scribed, I used a friend's handheld plasma cutter to cut out the final shapes in the steel. More precisely, he cut out the majority of the pieces so that I didn't screw anything up! Working together we got everything cut out over the course of a few evenings. Final fitting was accomplished with various angle-grinders and occasionally a Dremel or hand file. Next came all the holes. The 64 10mm holes were relatively easy to drill on my standard home drill press (using lots of cutting fluid). For the larger 12 holes, 30mm for the keel bolts and 45mm for the access holes, we used my friend's big radial arm drill and a couple carbide hole-saws from Amazon. Having cut & drilled the majority of the pieces it was time for welding. I bolted the bottom plate to the bilge floor, then bolted the vertical flanges to the fiberglass floors. I had a marine welder tack all these pieces together in place, then my wife and I pulled the entire assembly out and brought it back home. From here the only thing to do was to cut & fit the four pieces that make the box-like section at the front of the mast step, and complete a final fitting for the top plate. Then we drove the whole monstrosity to the welder's shop and he was able to finish it within an afternoon. The welding, including tacking inside the boat, came to \$1050. Back at home I cleaned the welds and roughed-up the bottom in preparation for epoxying it into the bilge. Aside from the choice of material, we changed very few details from the original. For simplicity we used nuts to attach the mast shoe to the step instead of welding on threaded plates. We also made the forward sides of the mast step out of two separate pieces welded at the correct angle as opposed to bending a single piece. I made the hand access holes in the front smaller, and rounded the corners of the flanges to make it easier to get the whole assembly down the hatch. Using a bucket lift, the boatyard hoisted the new mast step, now 231lbs, over the main hatch and down into the cabin. After some final fitting, we used West G/Flex epoxy to bed the mast step to the bottom of the bilge. The fit in the bilge was surprisingly accurate with no perceptible wobble. Care was taken to ensure no epoxy came in contact with the keel bolts through the use of tight-fitting HDPE tubing which was removed after the epoxy cured. This left a small gap around each bolt, which was then filled with butyl sealant before installing the nuts. After a few days of curing I torqued the keel nuts to final specifications in three increments and marked them with tamper-evident paint. Next came the 64 M10 bolts. After welding, the holes lined up surprisingly well, with the largest deviations toward the front. Where there was a mismatch I simply drilled out the fiberglass to accommodate the bolt. Since the foot of the mast had a good deal of corrosion I decided it would be a good time to cut off the bad part and make up the height with a fiberglass spacer. This also allowed me to try out a funnel apparatus for diverting rainwater to a scavenge pump in the rear of the bilge. A total of two inches was cut off the mast, which was accounted for by a large 1.25" thick G10 spacer under the adjustable mast shoe, and a smaller 3/4" spacer that fit inside the shoe. This smaller spacer was dish-out in the center and epoxied in place. A hole in the center continued through the stainless shoe, and a pipe nipple with hose barb was threaded into it from the bottom. A clearance slot in the top of the mast step and its spacer allows the mast shoe to be fully adjusted. Rainwater now drains through the spacer, mast shoe, mast step, nipple, and into a hose routed to the rear of the bilge. Shortly after the spacers were complete we scheduled a crane to step the mast on August 29th. After nearly six months without a mast it felt good to see all the work come to fruition. Stepping went smoothly thanks to the excellent crew at our marina. I wedged the mast using natural rubber sheet per the Rod Stephens/Nautor instructions. Winching the mast rearwards to make room for the forward wedges was a little unnerving but nothing broke! Having used most of the summer completing the mast step there was little time for ancillary projects. With the basics in order we set off on a 12-day shakedown cruise. Even though we lacked some creature-comforts, the trip went flawlessly and we were able to experience sailing our Swan in a full range of conditions.

We used the notes from this trip to fine-tune our long list of winter projects.

Many thanks to S&S Swan Association for providing the invaluable information that made the entire project possible!

Matthew, S&S Swan 44/039 *Helios*

[download fully illustrated document](#)

Building Swan Classic by Frers Archive

Message from Lodovica, representing our cousins of Swan Classics by Frers

Please help us build the Swan Classics by Frers Archive.

With the support of the S&S Swan Association, we've begun creating a dedicated archive of German Frers--designed Classic Swans: plans, brochures, refit notes, manuals, and original specs. Several owners have already shared valuable material.

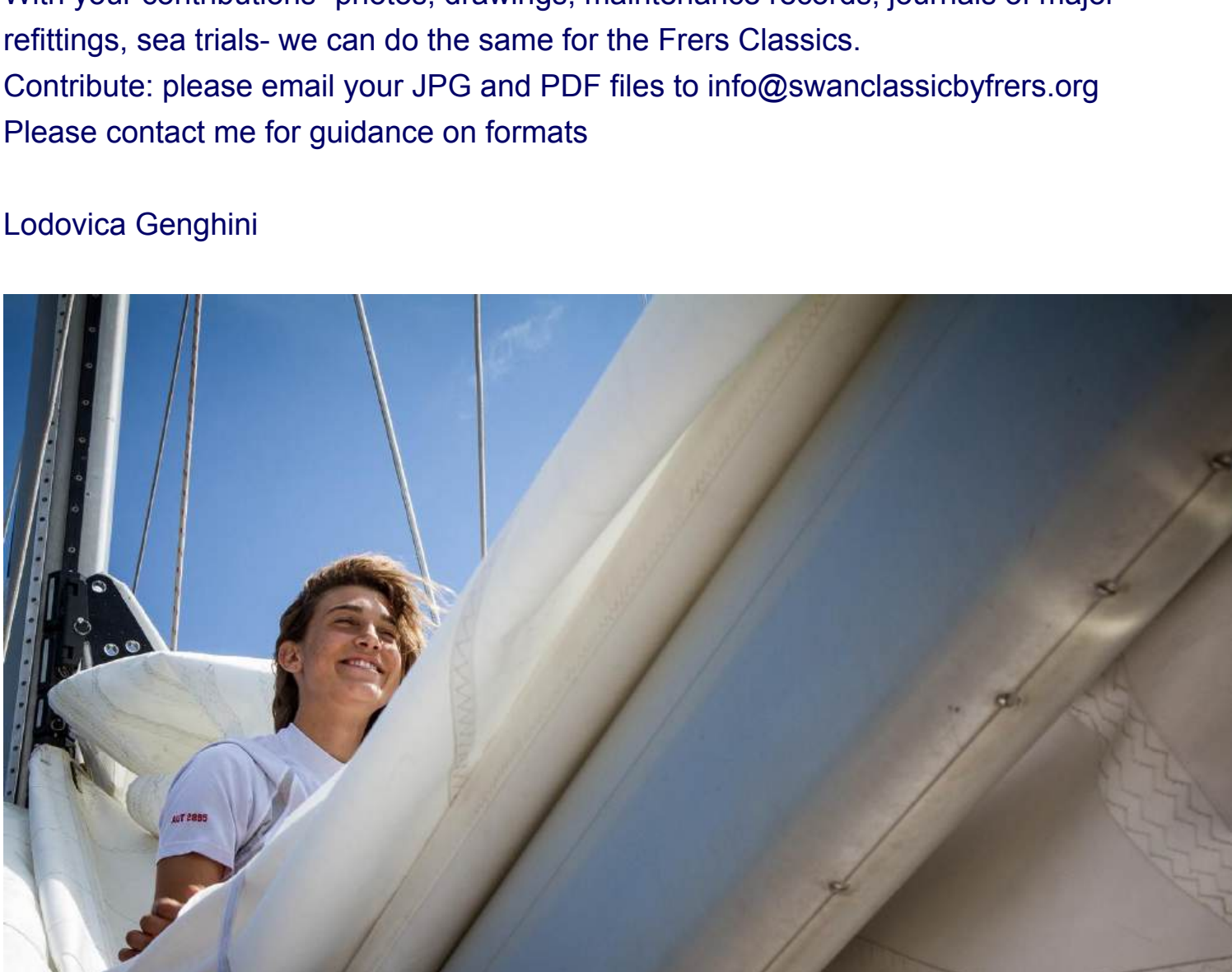
We'd love your help. Thanks to the active involvement of its members, the S&S Swan Association has built, over roughly 25 years, an almost complete archive now available to all members, with about 30,000 files.

With your contributions -photos, drawings, maintenance records, journals of major refittings, sea trials- we can do the same for the Frers Classics.

Contribute: please email your JPG and PDF files to info@swanclassicbyfrers.org

Please contact me for guidance on formats

Lodovica Genghini



Lodovica Genghini, chairwoman of Swan Classic by Frers (SCBF)

Ron Holland Swan Association

wanted!

there are two thriving sister Associations cherishing the heritage of classic Swans: our own Association, devoted to the Sparkman & Stephens designed Swans, and our sister Association, dedicated to the German Frers designed Swans up to 1999.

Is there anyone out there who would love to join us this marvellous adventure and perhaps even launch a **Ron Holland Swan Association**...?

We would be truly delighted to sail this journey together and collaborate!

Next Classic Swan Gatherings

. **Swan Heritage Reunion** , Capraia Island, 19 . 20 . 21 June 2026, will be an event for all Swan **designed by S&S**, **Ron Holland** and **German Frers** (built up to 1999).

. **13th S&S Swan Rendez-vous**

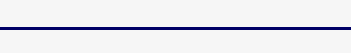
16 - 20 June 2027

Newsletter Archive

S&S Swan Association
(est. 2000)

Via San Damiano, 2
20122 - Milano - Italy
www.classicswan.org

S&S Swan - The Original Swan



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