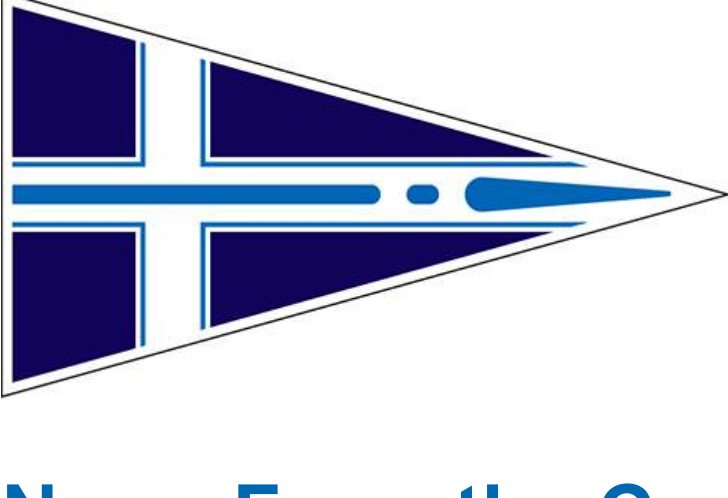




News From the Cockpit No. 434/2025

Aee you Ready for the Next 25 Years Together?

Dear S&S Swan Association Members and Friends,

as we come to the closing of our 25th year together, I would like to thank all of you.

It has been an honour to sail together all these years, and I do hope we will continue to sail together for many, many years to come.

Over the past quarter of a century, the S&S Swan Association has grown far beyond what Stefano, my dear friend and owner of S&S Swan 411/009 *Oracabessa*, and I could have imagined in 1999, when we decided to give birth to this community. Today, we are more than 600 Members in five continents, meaning that most S&S Swans still afloat are now united under one global family.

The S&S Swan Association.

The reason of our success lies in the passion and friendship that you, Owners and Friends, share for these sailing vessels, which stand as a proof that something very, very close to perfection truly exists.

Last but not least, please allow me to say a few words about our great friend Lars Ström, who left us far too soon three years ago. Known worldwide as *The Professor* for his endless knowledge of all Swans, Lars played a paramount role in the Association's life. He shared everything he knew with S&S Swan Owners, freely, generously, and without the slightest hint of jealousy. He was our *Maestro*. His unparalleled expertise now remains available to everyone, just as he would have wished, through our forum and through the correspondence stored in the Association's archive.

Nautor's Swan was founded by Pekka Koskenkylä in 1966, so we are now coming into the 60th anniversary of Nautor's Swan, and we at the S&S Swan Association, are working on a new project to celebrate this milestone.

Stay tuned, we hope not to disappoint you.

Thank you for being on board during these magic 25 years!

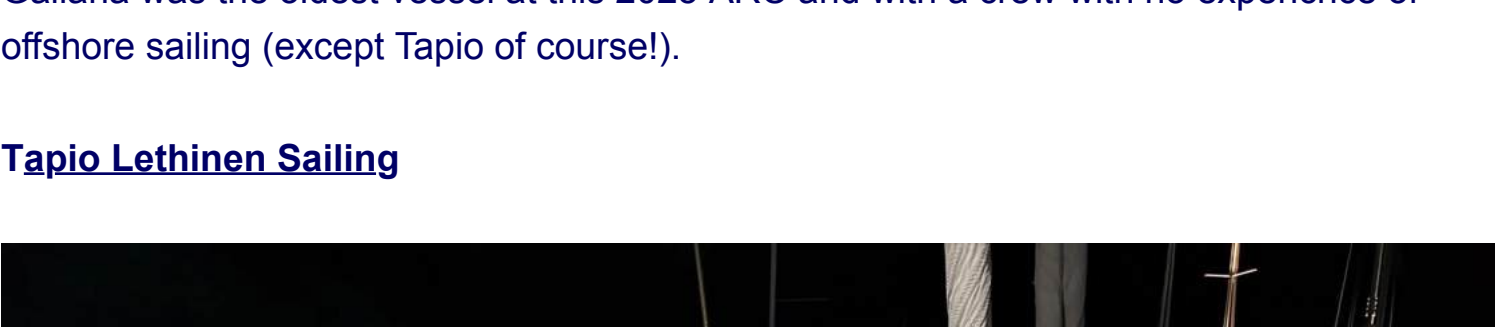
Duarte, singlehanded, in the Atlantic Ocean

...this was the first leg of my single-handed Atlantic loop odyssey with my lovely Swan. Although short, 650NM, it solidified the start of my dream. As I arrived in the Canaries from Portugal, I still struggle to express my feelings and emotions. When I touched land, I was already a different man.

I was 50 years old.

*The biggest challenge I faced, and the hardest storm for me, was living through the anxiety of the week before my departure. The sailing part was easy. I learned that my S&S Swan was made for these adventures, for 6-meter waves and the powerful winds we experienced. I felt she was deep in the water, going through the waves so smoothly and firmly. I felt protected every mile of this short leg. I was never worried. I never felt alone, as I was with her, my beautiful **Star Swan (S&S Swan 40/047)**.*

Duarte



Star Swan sailing in the Atlantic Ocean with Duarte

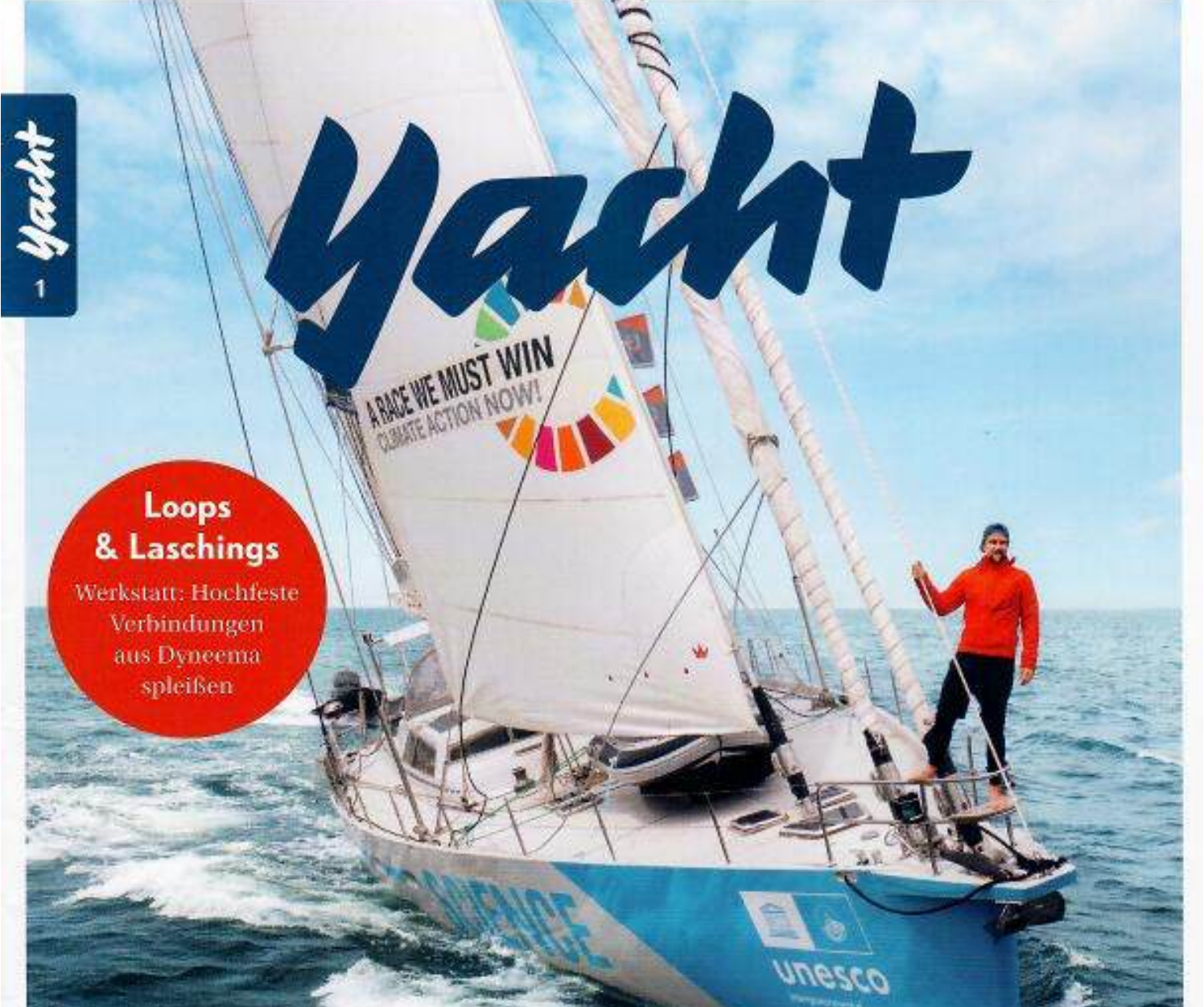
Galiana, what an ARC!

S&S Swan 55/002

Tapio Lethinen and his crew, onboard S&S Swan 55/002 *Galiana*, made a fantastic passage over the Atlantic Ocean (15 days from the Canaries to St. Lucia), finishing 11th (on a class of 105 boats), demonstrating, once again, that the age of a boat does not matter, when she was designed by Sparkman&Stephens.

Galiana was the oldest vessel at this 2025 ARC and with a crew with no experience of offshore sailing (except Tapio of course!).

Tapio Lethinen Sailing



Tapio and his Crew in St. Lucia, celebrating a very fast and safe passage

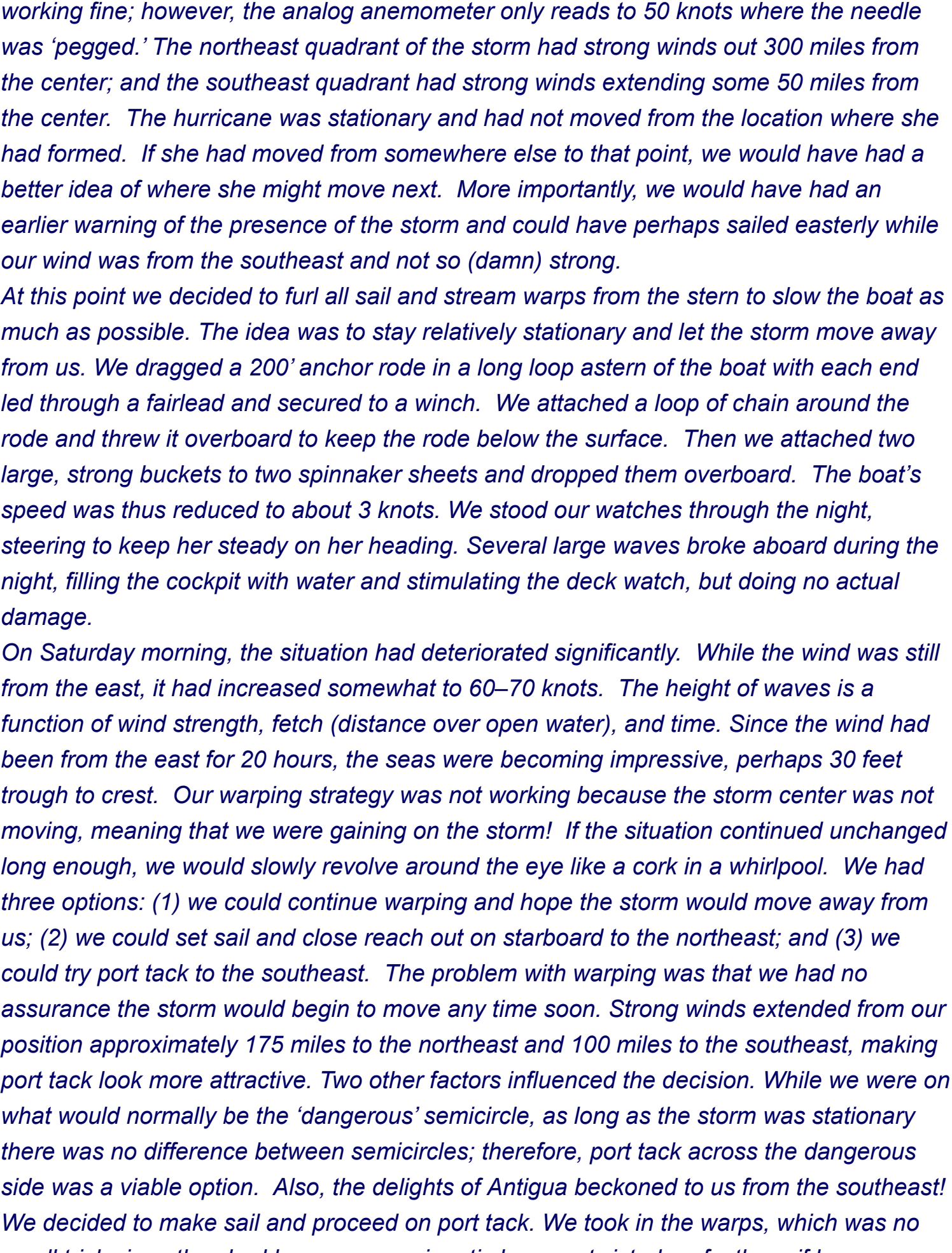
S&S Swan in the German Magazine "Yacht"

by Fabian Boerger

Thank you Fabian Boerger!

He just published one of the best article ever written on the S&S Swan, and of course a huge thanks to our German Members of the Association who contributed with their help and information.

You can read the article (in German, English, French and Italian) by clicking the "Yacht" image below.



S&S Swan 38 Pirate and Hurricane Kate (1985)

A RECOLLECTION, The Hurricane

by
Max Mehlburger

On Saturday, November 16, the radio broadcast from Portsmouth, Virginia, informed us that the tropical depression mentioned for the first time only a few hours before had become a hurricane named **Kate**. The position of the storm's center was given as 21.5 North, 65.0 West. Our DR (deduced reckoning) position at that time was 23.5 North, 63.5 West. Which placed **S&S Swan 38/019 Pirate** 128 miles and 038 degrees from Kate's center. Winds we estimated at 60 knots were from the east and seas were exceeding twenty feet. We could only estimate the strength of the wind since the digital readouts at the navigator's station and on deck had quit working. The analog instruments were still working fine; however, the analog anemometer only reads to 50 knots where the needle was 'pegged.' The northeast quadrant of the storm had strong winds out 300 miles from the center; and the southeast quadrant had strong winds extending some 50 miles from the center. The hurricane was stationary and had not moved from the location where she had formed. If she had moved from somewhere else to that point, we would have had a better idea of where she might move next. More importantly, we would have had an earlier warning of the presence of the storm and could have perhaps sailed easterly while our wind was from the southeast and not so (damn) strong.

At this point we decided to furl all sail and stream warps from the stern to slow the boat as much as possible. The idea was to stay relatively stationary and let the storm move away from us. We dragged a 200' anchor rode in a long loop astern of the boat with each end led through a fairlead and secured to a winch. We attached a loop of chain around the rode and threw it overboard to keep the rode below the surface. Then we attached two large, strong buckets to two spinnaker sheets and dropped them overboard. The boat's speed was thus reduced to about 3 knots. We stood our watches through the night, steering to keep her steady on her heading. Several large waves broke aboard during the night, filling the cockpit with water and stimulating the deck watch, but doing no actual damage.

On Saturday morning, the situation had deteriorated significantly. While the wind was still from the east, it had increased somewhat to 60–70 knots. The height of waves is a function of wind strength, fetch (distance over open water), and time. Since the wind had been from the east for 20 hours, the seas were becoming impressive, perhaps 30 feet trough to crest. Our warping strategy was not working because the storm center was not moving, meaning that we were gaining on the storm! If the situation continued unchanged long enough, we would slowly revolve around the eye like a cork in a whirlpool. We had three options: (1) we could continue warping and hope the storm would move away from us; (2) we could set sail and close reach out on starboard to the northeast; and (3) we could try port tack to the southeast. The problem with warping was that we had no assurance the storm would begin to move any time soon. Strong winds extended from our position approximately 175 miles to the northeast and 100 miles to the southeast, making port tack look more attractive. Two other factors influenced the decision. While we were on what would normally be the 'dangerous' semicircle, as long as the storm was stationary there was no difference between semicircles; therefore, port tack across the dangerous side was a viable option. Also, the delights of Antigua beckoned to us from the southeast! We decided to make sail and proceed on port tack. We took in the warps, which was no small trick since they had become one gigantic hawser, twisted perfectly as if by a rope-making machine. Since different lines were led through the close fairleads at the stern, they could not be simply winched aboard. One bucket, having survived the night, now stubbornly resisted our efforts; the other was gone. We could have cut everything away, but what if we needed to warp her again? By bending a strong line on the 'hawser' and leading it to a halyard winch near the mast, we were able to retrieve some of the warp. By continuing this process, the warps were finally gotten aboard. We then set the #5 jib and the triple-reefed main.

I had been apprehensive at times during the storm, but when I prepared to turn the boat upwind into the huge waves I was truly terrified by the thought of letting the boat get caught wallowing helplessly in a trough under a big breaking wave. As it turned out, my fears were largely imagined. The boat responded instantly, charging willingly up the face of the oncoming wave I had more or less selected for the moment of truth. I was overcautious for a while, barely keeping enough speed to climb each wave as it came at us; but as things went along I began to realize that the strategy was very reasonable. There was no fear of pitch poling (stern over bow a la catamaran), which typically occurs when a boat is running down a big breaking wave. We were meeting the waves with great power and speed and wonderful maneuverability. We still had to worry about being rolled; however, I discovered that I could usually pick the place to go over each wave to avoid a breaking area by staying on the backside of the previous wave a little longer or by diving down into the trough at a sharper angle. As my confidence in the concept grew, it became exhilarating. We were making 10 to 12 knots close reaching into large seas under good control, heading away from the storm and toward Antigua! At 1145 hours a weather report gave us the good news that the storm had begun to move westerly at 5 knots, the best possible direction for us. We were further cheered by the thought that Kate was on a direct course for the presidential palace in Havana! We continued in this way from about 1000 hours until 1730 hours, covering 70 miles.

As night approached, we knew we could not continue our magnificent end run; going that fast in the dark would have been suicidal. We furl the main just in time, for a number of seams along the leech had opened. The sail had done an incredible job for us, making the strategy possible. We proceeded along the same course with only the #5 jib at much reduced speed. An hour after dark an astonishing thing happened. In one minute or less, the wind suddenly dropped from 70 to 25 knots! It seemed like a flat clam. The seas were still mountainous, but they quickly lost their viciousness. We slatted around under-cannvassed all night with only the #5, superstitiously hesitant to make more sail; however, the strong winds did not return and Sunday dawned cool and sunny. The morning weather broadcast informed us that Kate had moved further away to the west during the night. We had come through the hurricane with no injuries and only very minor damage to the boat.

copyright by Juan E. Corradi, *The Voyages of Pirate*. 55,000 Ocean Miles on a Classic Swan, 2019, pp. 60-62

Swan Magazine 2025

Nautor issued a beautiful " 2025 Swan Magazine", please feel free to download it [here](#)

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).

. SWAN CUP
Porto Cervo, 14-18 September
We are joining forces with Nautor to organize a dedicated class for S&S Swan

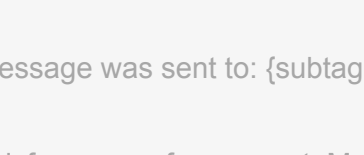
. 13th S&S SWAN RENDEZ-VOUS
16 - 20 June 2027

Newsletter Archive

S&S Swan Association
(est. 2000)

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S&S Swan - The Original Swan



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