

News from the Cockpit . 390/2023

Royal Thames Yacht Club and S&S Swan Association *a unique partnership*

Dear S&S Swan Association Members,

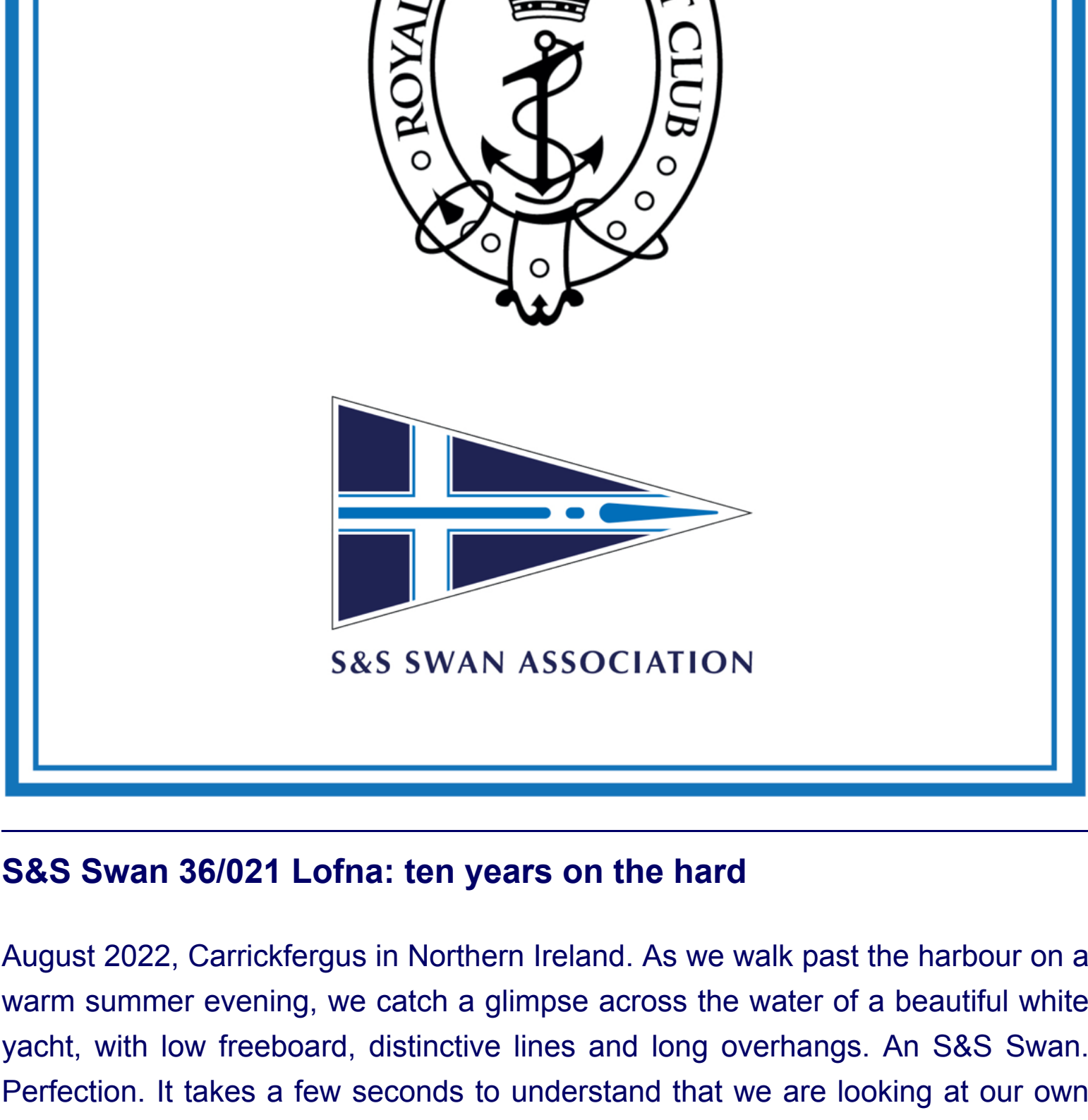
from RTYC:

Founded in 1775, the **Royal Thames Yacht Club** is one of the oldest yacht club in the world. Their members are sailors, racers, cruisers and stewards of the sea. With a full programme of fleet and team racing on the Solent and at Queen Mary Reservoir, a variety of cruisers and rallies around the world and a clubhouse in Knightsbridge, Members enjoy on-the-water activity and camaraderie year-round. We have partnered with the S&S Swan Association to create a special membership category for S&S Swan Association members.

As RTYC members S&S Swan owners will be able to participate in their extensive sailing programme, including the Annual Regatta and a range of cruises and rallies that are organised around the world.

Members of the S&S Swan Association are invited to contact us to receive further details for this unique, and limited, opportunity.

[contact the association](#)



S&S Swan 36/021 Lofna: ten years on the hard

August 2022, Carrickfergus in Northern Ireland. As we walk past the harbour on a warm summer evening, we catch a glimpse across the water of a beautiful white yacht, with low freeboard, distinctive lines and long overhangs. An S&S Swan. Perfection. It takes a few seconds to understand that we are looking at our own boat. To fully comprehend that she is ours...

By September 2019 we had owned **Lofna**, our 1968 Swan 36/021, for an eventful year. We bought her in autumn 2018 in what we euphemistically termed "project condition" after she had quite literally sunk in a boatyard. Since then we had relaunched her, using the tide, from a rotten trailer in a tiny yard with no road access for any crane that could lift a 7 ton boat in case of disaster. We had towed her 5 miles to a floating winter berth where we struggled to keep the rain out, and she weathered a January storm that sank the modern Jeanneau motor cruiser moored directly behind her. By spring 2019 we had stripped out the interior, and hauled her out into a different boatyard while we built her a new custom trailer. We launched her for the second time in autumn 2019, again using the tide and still with no engine, and towed her to a nearby quay for a crane lift onto the new trailer. An epic (for us anyway) 50 mile road journey on a low loader followed, to finally reach a workshop in the port town of Larne on the County Antrim coast. Bryan Willis Marine was to become our home from home for the next two and a half years, as the real work on Lofna began.

Every single fitting from the deck and coachroof was removed: pulpit, pushpit, stanchions and bases, mooring bollards, windlass, hatches, dorade vents, grab rails, portlights, winches, clutches, turning blocks, mast collar, instruments, the companionway hatch garage, everything. The Whitlock pedestal in the cockpit was also removed, along with the steering mechanism below, all to be entirely rebuilt. A new teak deck and toerail had been installed during a previous refit, over twenty years earlier. This was fortunately a high quality job and still in mostly good condition under the soil and grass, although some areas of teak and all the caulking in the cockpit had to be replaced. The non-skid areas on the coachroof had been painted with several layers of non-skid deck paint, applied over many years on top of the original diamond pattern non-skid gelcoat. Removing this turned into an enormous and incredibly dirty and dusty task. The process took weeks, and left a surface that required many more hours of fairing work.

By this stage we had discovered that Lofna's teak cockpit coaming was rotten. The original construction used a mahogany core, with a 3mm teak skin on the outside. The outer teak was intact, and the coaming looked fine, apart from some discoloration. However, rainwater had penetrated at the joints with the coachroof and at the aft end of the cockpit, on both sides. The mahogany core had disintegrated, and this was also a route by which rainwater had entered – and ultimately filled – the boat. The coaming was completely removed to allow the other work on the deck, coachroof and cockpit to be completed. It was then remade as a solid 4-layer laminate by a local boatbuilder, Daniel Dorman, using reclaimed teak floorboards. This was the largest task in the whole project that we had not anticipated, but we know the beautiful new coaming should last much longer than the 5 decades the original lasted.

Another major source of leaks was the deck/hull joint. The joint under the toerail had been sealed with flexible sealant that had shrunk and cracked, allowing water to leak in. Repairing this required many hours of careful work to remove the old sealant and reseal the joint with thickened flexible epoxy resin. We also laminated new layers of fibreglass and epoxy over the joint on the inside to further reinforce and seal this part of the boat – which is frequently underwater when beating upwind.

On a Swan 36 the entire deck and the top, fore and aft faces of the coachroof are a composite foam sandwich construction, with two layers of fibreglass separated by polyurethane foam. Keeping water out of the core material is critical. Fortunately, as our boat archaeology continued, we found no wet core anywhere. Some areas of the side deck had a plywood core, so some core repairs had been done before the teak deck was laid, but amazingly all of the foam core was dry. To ensure it stays that way, we drilled every hole in the deck and coachroof oversize, filled the holes with thickened epoxy resin, then redrilled them for the fittings – over 200 holes in total. This also prevents crushing of the foam sandwich, which was evident around many of the coachroof fittings, and required more hours of fairing work.

The largest refinishing task was to prepare Lofna's hull, coachroof and cockpit for respraying. A previous Awlgrip paintjob had failed spectacularly, leaving blistered paint on every surface. Removing the old paint took weeks of sanding, exposing the history of previous paintjobs and repairs, good and bad. There was virtually none of the original gelcoat left, so every fibreglass surface above the waterline was barrier coated with six coats of West System epoxy, applied wet-on-tacky. This was wet sanded to remove amine blush, then the process of fairing could start in earnest. Preparing the hull, coachroof and cockpit for painting was a seemingly endless round of fairing, priming with high-build epoxy primer, then sanding it off. Fair, prime, sand, repeat. Boatbuilders are all familiar with a tool for hand sanding called a longboard, also known in the trade as a tortureboard, and now I know why.

The topsides, coachroof and cockpit were finally ready to be sprayed using Jotun epoxy primer and a Jotun polyurethane acrylic topcoat called Megagloss AC. This paint system was developed for the superyacht market, and it shows. The finish is hard to believe – and a credit to the painting skill of our host and mentor Bryan Willis. The non-skid areas on the coachroof were also sprayed using two-pack paint and non-skid beads, giving a finish which we think is better than new.

Below the waterline, we had completed many important tasks before Lofna's second launch in autumn 2019. These included fitting a drain plug (Lofna definitely did not have one, unlike later Swans!) replacing every skin fitting and seacock, laminating over several redundant holes, and epoxy painting the hull. Lofna had a major osmosis treatment in previous ownership, with several layers of biaxial glass and epoxy laid up on the hull. This was a piece of good news, although yet more hours of fairing were needed to correct the 'step' this had left at the waterline, before the topsides could be painted. The final job on the hull was an application of Coppercoat. So far so good, but ask us again how this is working in 10 years...

The last major task prior to Lofna's third launch was to fit a new Beta 30 engine, as the previous Volvo Penta had been completely submerged and was beyond repair. This was not straightforward, as the engine is mounted low in the narrow bilge, forward of the chart table in the saloon, and hangs between the engine bearers. Custom engine mounts had to be fabricated, and a remote oil filter kit was needed for clearance. But eventually the stars – and the propeller shaft – came into perfect alignment, and Lofna's new engine was successfully test-run for the first time just two days before we planned to leave the workshop.

A restoration of this magnitude is hundreds of large and small projects. Each one is contingent on many others, and all must progress and finally be completed, hopefully giving enough visible progress along the way to prevent despondency – or outright despair – from setting in. Some tasks can be tackled with more enthusiasm than skill, learning on the job. Others will require care, patience and practice, with new skills to master. Specialist trades will be needed for some jobs, which can bring the frustrations and delays of working to the schedules of others, and the inevitable supply chain issues. At times a good imagination will be needed, both to solve problems and to visualise the end result. When you are literally ankle deep in dirt and dust, and new problems and tasks seem to appear daily, this can be difficult. There will be highs and lows, some days when the workshop door will close long after midnight and the work just seems to flow, time passing unnoticed, and other days when things simply go backwards. We have experienced all of these feelings and more during this life changing, all consuming and still ongoing project.

The analogy we use to explain our dedication to Lofna to non-sailing family and friends is to explain that she is the sailing equivalent of a classic car "barn find", a yachting E-type Jaguar being returned to her former glory. We feel the privilege and the responsibility of owning and sailing this beautiful yacht, and we know she will care for us as we care for her in the years ahead.

You can follow Lofna's continuing refit and her adventures on the water at https://www.instagram.com/swan_36_lofna/

Fair winds!



S&S Swan 36/021 Lofna, ready to go back into the water

10th S&S Swan Rendez-vous . *dedicated to Lars Ström*

Marciana Marina, Elba Island, Mediterranean Sea

28 June . 2 July 2023

Notice of Race now available

Forty Two S&S Swan Owners already confirmed their participation, they are:

- 36/007 **Josian**, Eugenio Alphandery, from Italy
- 37/031 **Tikka III**, Luca Alessandrelli, from Italy
- 38/013 **Ann**, Giorgio Setti, from Italy
- 38/017 **Mascalzone Latino**, Vincenzo Onorato, from Italy
- 40/043 **Stargram**, Maria Vittoria Destefanis, from Italy
- 40/047 **Teravan**, Duarte Champalimaud, from Portugal
- 41/008 **Windrush**, Mikko Simola, from Finland
- 41/025 **Lithian**, Matteo&Federica Cattaneo, from Italy
- 41/031 **Riff**, Massimo Nadalin, from Italy
- 43/045 **Magia II**, Enrico Scopesi, from Italy
- 43/047 **Kokkola**, Vittorio Ghizzoni, from Italy
- 44/016 **Four Winds**, Leonardo Servi, from Italy
- 44/036 **Sehkraft**, Matthias Maus & Edith Lange, from Germany
- 44/050 **Un Amour**, Horace Dediu, from Finland
- 44/060 **Un Amour de Swan**, Giandomenico Iannetti, from Italy
- 44/047 **Solano**, Cesar Chuffart, from France
- 44/058 **Deneb**, Antonio Puntello, from Italy
- 47/002 **Hypatia**, Giulio&Ariane Bergamaschi, from Italy
- 47/004 **Dream**, Francesco Pennisi Persio, from Italy
- 47/016 **Grampus II**, Matteo&Matteo d'Agostino
- 47/017 **MyLow**, Fiamma Briziarelli, from Italy
- 47/037 **Matilda**, Peter Kohlhoff, from Germany
- 47/039 **Outrageous**, Fabrizio Saveriano, from Italy
- 47/041 **Orthago**, Filippo&Alina Masci, from Italy
- 47/047 **Aorangi**, Jayne Kohoeler, from Italy
- 47/051 **Djata**, Antonio&Cristina Ortolani, from Italy
- 47/056 **Black Tie**, Massimo Crovetto, from Italy
- 47/069 **Vanessa**, Matteo&Giulia Salamon, from Italy
- 48/015 **Rendez-Vous**, Jose Aguinaga, from Spain
- 48/016 **Themis**, Ulli&Holger Meyer, from Germany
- 55/012 **Tauranga Gandalf**, Michele Bruno, from Italy
- 57/003 **Explorer**, Don McIntyre and Jane Zhou, from Australia
- 57/004 **White Shadow**, Jean-Christoph Petit, from France
- 57/006 **Matchless**, Giacomo Bei, from Italy
- 57/007 **Algol V**, Yves Mendegris, from France
- 57/015 **Lintu**, Jyrki Mäki, from Finland
- 57/025 **Yellowdrama**, Stephen Matthews, from UK
- 57/037 **Bianca di Navarra**, Camillo Manfredini, from Italy
- 65/005 **Saïda**, Jürg Schneider, from Switzerland
- 65/020 **King's Legend**, John Vincent, from United Kingdom
- 65/033 **Libelula**, Plácido Arango, from Spain
- 65/039 **Mascalzone Latino**, Vincenzo Onorato, from Italy

Provisional schedule:

28 June: arrival day - Welcome Cocktail

29 June: Briefing and Race

30 June: Briefing and Race

1 July: Briefing and Race - Dinner and Prize Giving Ceremony (and Draw by Lot of *Carboway* full carbo gangway, only for present S&S Swan Owners!)

2 July: Bye Bye Day

Trophies*:

- 1: 1st . 2nd . 3rd, Classic, Class (36 to 44 ft)
- 2: 1st . 2nd . 3rd, Classic, Class (47 to 76 ft.)
- 3: 1st Overall Classic Classes, RTYC Olin Stephens Challenge Trophy
- 4: 1st Overall, White Sails Only Class
- 5: 1st Overall Racing Class
- 6: 1st . 2nd . 3rd, Best Maintained and Original S&S Swan
- 7: 1st . 2nd . 3rd, Zeppelin Trophy for the Most Elegant S&S Swan

*** All Challenge Trophies will be assigned to winners, and will remain at the S&S Swan Association premises**

If you are a S&S Swan Association Member and wants to participate, please contact us to receive Notice of Race

If you are participating at the S&S Swan Rendez-vous and need a ferry passage to Elba Island for your Crew, please don't forget we have discounted rates with Moby Lines (thanks to the generosity of Vincenzo Onorato), contact us for further details

[contact the association](#)



S&S Swan 44/058 will be participating at the 2023 S&S Swan Rendez-vous

Members' S&S Swan at the Ocean Globe Race 2023

55/002 **Galiana**, Tapio Lehtinen and Team

55/009 **Nakamal**, Arnaud Lizop and Team

57/004 **Explorer**, Don McIntyre and Team

57/004 **White Shadow**, Jean-Christophe Petit and Team

Stay Connected with us, Coming Soon:

. Rod&Olin Stephens interviewed (1957)

. Roberto Bisconti: *Sparkman&Stephens and me*

. Baby Blake: *restore your BB toilet to "as new" condition*

