

NEWS FROM THE COCKPIT



Peter,
and his two S&S Swan

Dear S&S Swan Association Members and Friends,

to be Owner of a Sparkman&Stephens Swan is a joy and honor, and, as a sailor, the best investment you can do for your wellness; many of us do actually own more than one (*yes, if you sail one you are likely to become S&S Swan addicted...*); this is the story of Peter, Owner of the first **S&S Swan 40** (launched May 4th, 1970), and the last **S&S Swan 36** (delivered 5th February 1971).

In Peter's own words:

In case anyone doubts my enthusiasm for Sparkman&Stephens designed Swans, I like them so much I own two of them!

I bought my first one (36/090 – the last 36 made) in 1987, when my father and I were looking to buy a boat together. To be honest, I didn't know that much about Swans and S&S Swan in particular, and was mainly looking for a solid boat that could sail offshore. In fact, we put in a full-price bid on a Bristol 34, but the owner decided to keep her... best thing that could have happened!

*We found S&S Swan **36/090 Freedom** (then named Lady Linden) and purchased her without really seeing what she looked like, as she was wedged between two other boats in the yard. The picture shown here is our first view of her in 1988 (and see how those S&S lines are all so in harmony – the bow, the transom, the sweep of the keel's forefoot, the rudder, even the joint of the coaming to the cabin top... magnificent!). Since then, she has done **3 Bermuda races**, and sailed us all over the east coast of the US. **After 35 years of owning her**, she's become another member of the family. Of course, we have kept her in good shape, with a new coaming, new decks, multiple paint jobs, rewiring, new winches, and complete systems updates. I am prejudiced (no, you are not dear Peter! ed.), but I think this is the most handsome design of all the S&S Swans, and we try to take care of her accordingly.*

*After taking Freedom offshore, I knew I wanted a boat that was just a bit bigger, with a little more headroom. So, in 1996, I found **Chase** (originally named **Carousel**), a S&S Swan 40 (hull #1) languishing in a boatyard in Connecticut. With two other friends we bought her, and fixed her up, preparing for more offshore voyages. We did several **Bermuda races** on her, and in 2002 had the opportunity to have her worked on at the Landing School – an institution that teaches (among other things) students to do systems work on boats, in preparation for careers in the marine industry. She spent 9 months and received a total and complete workover – rebuilt engine, completely new systems, a redesigned rudder, bulkhead and mast repair, paint, hatches, autopilot, electronics, etc. etc..*

In 2003 we sailed her across the Atlantic, via the Azores, then along the Portuguese and Spanish coasts, to the Canaries, the Caribbean, and back home a year later.

In 2010 we sailed her back again to Europe, and she has been in the Med for 12 years (currently she is in Olbia, Sardinia).

She has performed exactly as expected: a rugged boat that has kept us safe and comfortable for thousands of – often very challenging – miles.

*I believe strongly that if you take care of a boat, she will take care of you... **certainly my two Sparkman&Stephens Swans have proven that year after year, mile after mile – and all the while turning heads with their beauty!***

Hurrah dear Peter!

(here some more pics of [Freedom](#) and [Chase](#))

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