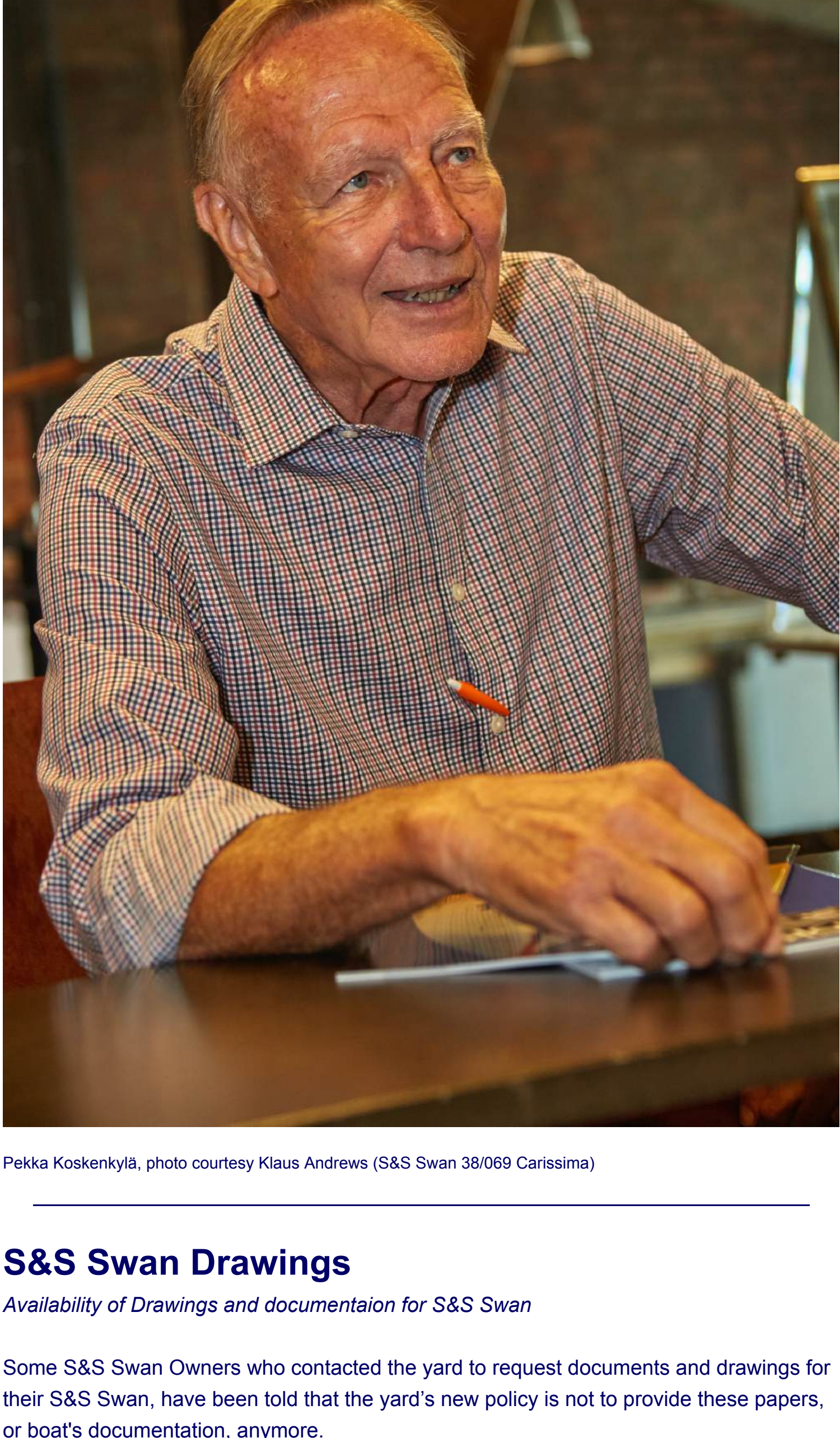


News From the Cockpit No. 432/2025

Happy Birthday Pekka!

Pekka Koskenkiylä, the man to whom we are all grateful for having the great vision in 1966, and for reaching out to **Rod Stephens**, with whose help and support he founded Nautor's Swan, turns 88 today.
Happy Birthday, Pekka!



Pekka Koskenkiylä, photo courtesy Klaus Andrews (S&S Swan 38/069 Carlisma)

S&S Swan Drawings

Availability of Drawings and documentaion for S&S Swan

Some S&S Swan Owners who contacted the yard to request documents and drawings for their S&S Swan, have been told that the yard's new policy is not to provide these papers, or boat's documentation, anymore.

Don't worry, please note that **all drawings, including lines**, are fully available at the Mystic Seaport Museum. You just need to contact Ms Rachel Kennedy, she is very kind and will guide you through the process of obtaining all the drawings you need.

Copyright of the S&S Swan drawings is the sole property of Sparkman & Stephens, and it was **Olin Stephens'** specific wish that all of them be made fully available through the American institution. Forever.

And do not hesitate to contact the S&S Swan Association as well: our archive is entirely available to all S&S Swan Owners, and needless to say, it is free of charge.

We deeply cherish the wishes of **Olin Stephens** and **Lars Ström**, who wanted all knowledge concerning the S&S Swans to be freely and fully available to everyone.

"we heard that also German Frers is happy to share drawings of his designed Swan with Owners and help them with maintenance issues."

Offshore Trail Sail Onboard Galiana

A dream come true

I received an email from Pia Grönblom on 9th of august that I was welcome onboard **S&S Swan 55/002 Galiana**. They were looking for adult Corinthian amateur sailors-enthusiasts, team-focused and eager to learn. I had applied for an offshore train sail from Helsinki to Kiel. This would be the first leg on a 11-month Atlantic odyssey and the beginning of adventure.

Another applicant was Bjørnar Bullstad from Norway who was also joining us. We had almost the same sailing background with him so I knew we would get along well.

Rest of the crew (Tolvo, Hugo, Alexandra and Emilia) had been either working for Tapio and maintaining the boat or sailing with him and applying for OGR.

Galiana is a classic S&S Swan 55 yawl registered 24th of February1971. After competing in OGR 2023 the boat has gone through a major refit and upgrade process to ensure safety and performance. Before leaving the harbour I got a walkthrough both in and out of the boat where I noticed that there was a sign "a place for everything and everything in its place" that represents the culture driven onboard. All your personal gear and belongings was supposed to keep in your bunk all the way to maintain every part of the boat organized and functional. Few big things to point out from refit:

1. bulkhead separating the bow and saloon was built fully watertight and door had to be kept closed all the time. This was to ensure safety while front hatch is open when offshore
2. whole ceiling was extra insulated to maintain saloon and cabins warm but also minimize condensation. In addition one could not realize what kind of weather was outside cause boat was so quiet inside.

We started our journey on 11th of october from HSS sailing club home port on island Liuskaluoto located seashore of Helsinki. I've set the sails and headed westward along the Finnish territorial water borderline. Wind was about to rise during the night so **Tapio** decided for safety we'll go with solent and two reefs on mainsail. Bjørnar and I were nominated to be watch captains so we played some "rock, paper, scissors" over who will start first 4 hour watch at 2000... I lost and my watch was ordered to bed.

Between Sunday morning and Monday evening we got to do some heavy weather sailing! Instruments were constantly reading 30-36 kts of wind and during night maximum was 48 kts. As they say "steady seas never made a good sailor" so it was really nice to see how steady old lady was handling the waves. Although I had a few "oops!" -situations where few quite big waves washed the deck.

Galiana was surfing through the waves and until we even noticed Gotland was left to our starboard side and we were heading southern tip of Sweden. Swedish air force fighter made an overflight during the daytime witch reminded us that Nato presence is very high at the moment on Baltic sea because of the safety situation in Europe.

Last night we got to sail under the northern stars and drink some warm Finnish "Glögi" Glögg while counting the red flashing light of hundreds of windmills on the sea. Shipping lanes were also very crowded so one needs to be aware of keeping out of the way all the time.

We arrived to Kiel during the Wednesday evening around 2000 to a harbour just north from 1972 Schilksee Olympic sailing center. The harbour was maintained by KYC (Kieler Yacht Club). During the few days stay at harbour we got a sightseeing tour by Robert Kiel who is a good friend of Tapio's. We visited Hotel KYC, Kiel channel entrance and many more places.

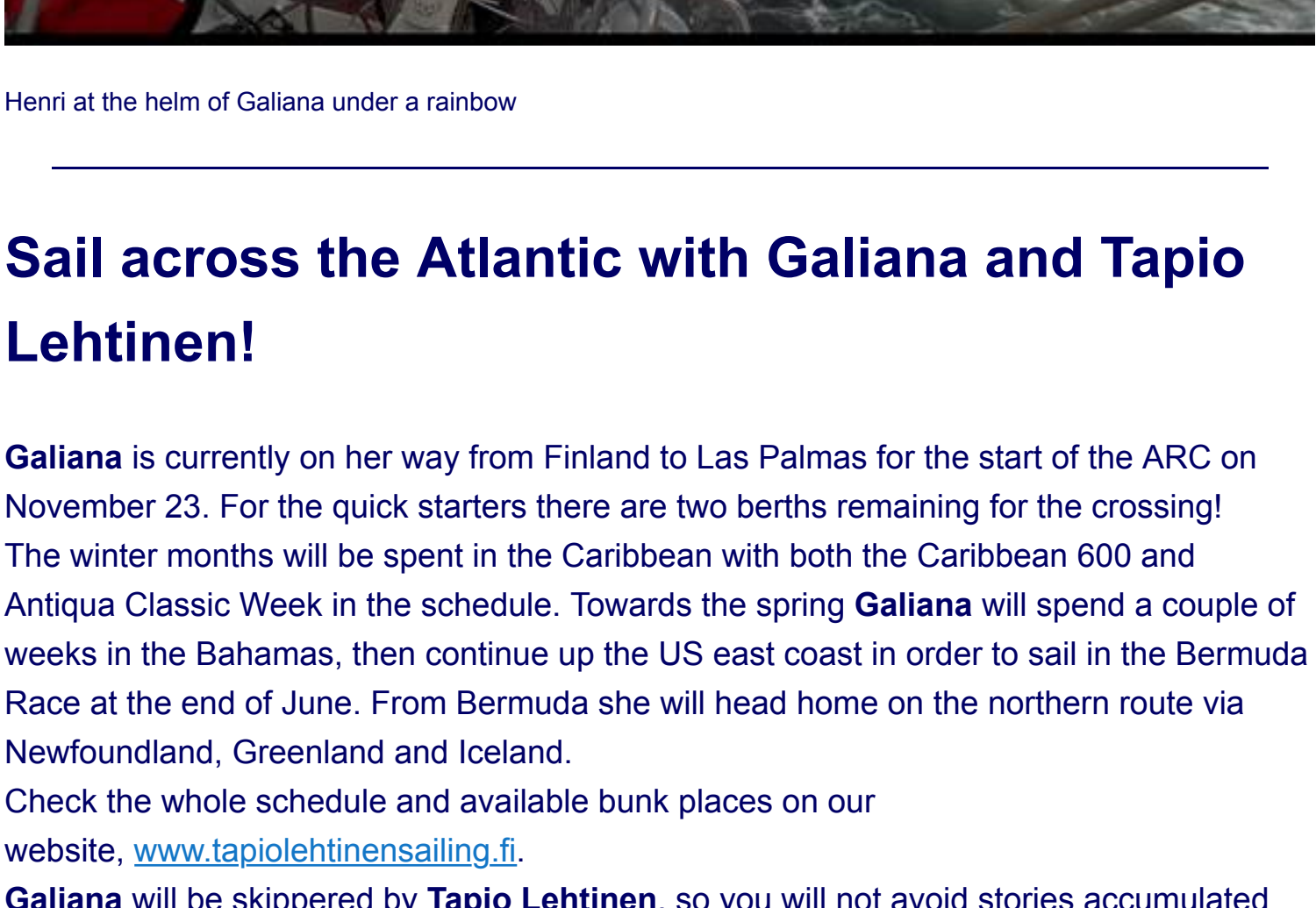
All good things come to an end and so Bjørnar and I started our journey back home by airplane from Hamburg.

The passage and the possibility to sail onboard **Galiana** a **legendary Swan** was, at least for me, a dream come true. I also got to meet my idol **Tapio Lehtinen** who I personally rate as the most experienced offshore sailor in Finland. He is a true seaman, a gentleman who's very humble but don't ask for apologize and has a very good sense of humour. He's also a walking sailing history Wikipedia with endless stories beginning from early 70's. Last but not least I liked the way he's 'raising' the youngsters aboard **Galiana** as own kids... a priceless gift.

As I'm writing this back home, **Galiana** is preparing to start a passage from Gosport to Las Palmas to attend ARC beginning on 23th of November.

Fair Winds and following seas for **Galiana** and **Tapio!**

-Henri- (Owner of S&S Swan 41/048 Pampero)



Henri at the helm of Galiana under a rainbow

Sail across the Atlantic with Galiana and Tapio Lehtinen!

Galiana is currently on her way from Finland to Las Palmas for the start of the ARC on November 23. For the quick starters there are two berths remaining for the crossing! The winter months will be spent in the Caribbean with both the Caribbean 600 and Antiqua Classic Week in the schedule. Towards the spring **Galiana** will spend a couple of weeks in the Bahamas, then continue up the US east coast in order to sail in the Bermuda Race at the end of June. From Bermuda she will head home on the northern route via Newfoundland, Greenland and Iceland.

Check the whole schedule and available bunk places on our website, www.tapiolehtinensailing.fi.

Galiana will be skippered by **Tapio Lehtinen**, so you will not avoid stories accumulated during four round the world races and a lifetime spent sailing.

Welcome onboard!

S&S Swan 37/031, a Magical Reunion

I had known **Corrado di Majo** since I started sailing with Angelo, my friend and former owner of S&S Swan 37/031 **Tikka III**.

Angelo was the first who told me about Corrado and **Tikka** that did together the OSTAR of 1976, at that time I was about 2 years old and **Tikka** was in great shape, she was just 6 yo.

Di Majo family bought **Tikka III** from John Ripard in Malta, most of the Ripard's boats are called with the nick name of the tiny daughter, her name is not well known despite her nickname had made tousand of miles.

Tikka in Malta mean freackle, something of small.

As soon I started my jorney soonely tracked down Corrado and started to chat about **Tikka III**, but it was always me who call him.

Then one day happens something of strange, Corrado called me and asked if I was thinking of going to Marciana for the 12th S&S Swan Rendez-vous. "Of course I'll do" I was so happy to see him and **Tikka III** together again.

For the occasion, I turned the cockpit to its original state, with the tiller in place of the wheel and the mainsail sheet where it was during the OSTAR, just a little further forward. Then the day came, we met at the welcome cocktail in Marciana. I had always imagined him to be small, like my friend Angelo. "Corradino", as I called him to myself, but he is around 1.90 m tall!

He said "I took some *Xanax* to meet *Tikka*, could we go?", and we went aboard.

Despite the years **Tikka III** is still there, aged, like Corrado, Angelo and John Ripard (the son of Ripard was at the Rendez-vous with his son and his family on a beautiful S&S Swan 47/036 **Lazy Duck**).

The two crewmates meet again. "*Maybe even the smell is still the same*" Corrado said.

The OSTAR has bonded them together, the effort, the sea, the nights and days spent with rigour, the work on board carried out together, the preparation of **Tikka III** herself, after so long time: nothing is lost

We ran our regattas, Corrado at the helm, me, my sailing friend Andrea, my wife, and my yaoung children as crew.

At the evening we spent the dinner on board. With me **Tikka III** hasn't achieved good results, but she always satisfy the guest at the table.

It was so beauty to entertain together and listen how sailing and life was in 1976. My children were so fascinated by this gentleman who have so much to tell abut in a simply charismatic way.

"A wonderfull downwind rush" as he said

Thank you, Corrado, for this gift; it was great.

My name is Luca and my boat is S&S Swan 37/031 **Tikka III**

S&S Swan 47/060 in Tovalu

680 nm in the Pacific Ocean, 35 l. of diesel

We have sailed our lovely S&S Swan, **Swan**, to the Tuvalu islands, which is the least most visited nation. Tuvalu will be the first Pacific nation to sink below the waves of climate change.

Some 6,000 people live on this small but very beautiful atoll. They are unspoilt, very friendly and very happy. Geographically it is on the other side of the world from London England. About 4 to 6 yachts sail to here every year. Sometime there was 10, but other years there were none. Perhaps we are the first S&S Swan to sail to here!

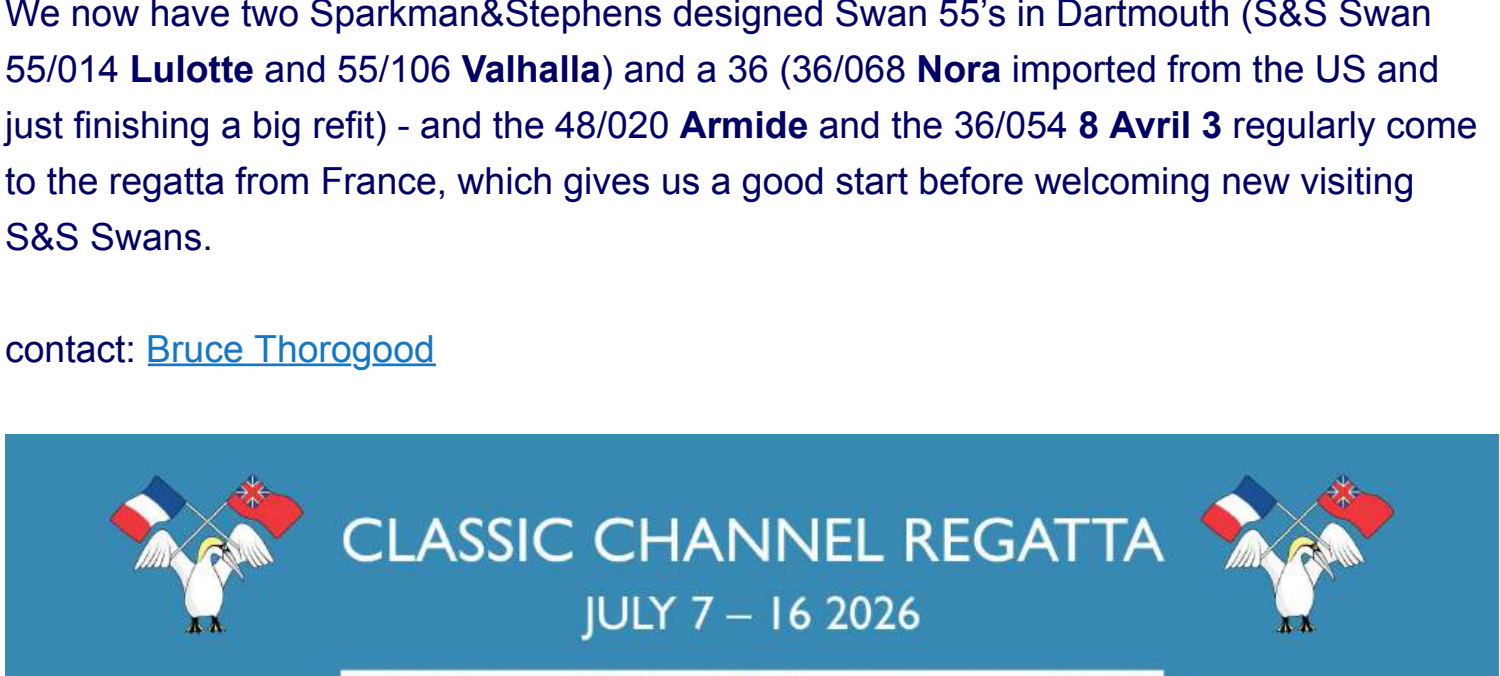
We sailed here from Samoa", 680nm, and we used 35 litres of diesel. We use a Monitor wind vane and do not use an autopilot. This way it is easy for us older sailors to do the longer passages.

It is sad for us that climate change will take this lovely place below the waves and that the people will lose their homes here.

Since 1981 our swan has done almost 90,000nm. Just shows how far you can go in a S&S Swan if you keep on top of the maintenance!

Brian & Lily

* see "News from the Cockpit" No. 427



Lily, approaching Tovalu onboard S&S Swan 47/060 Swan

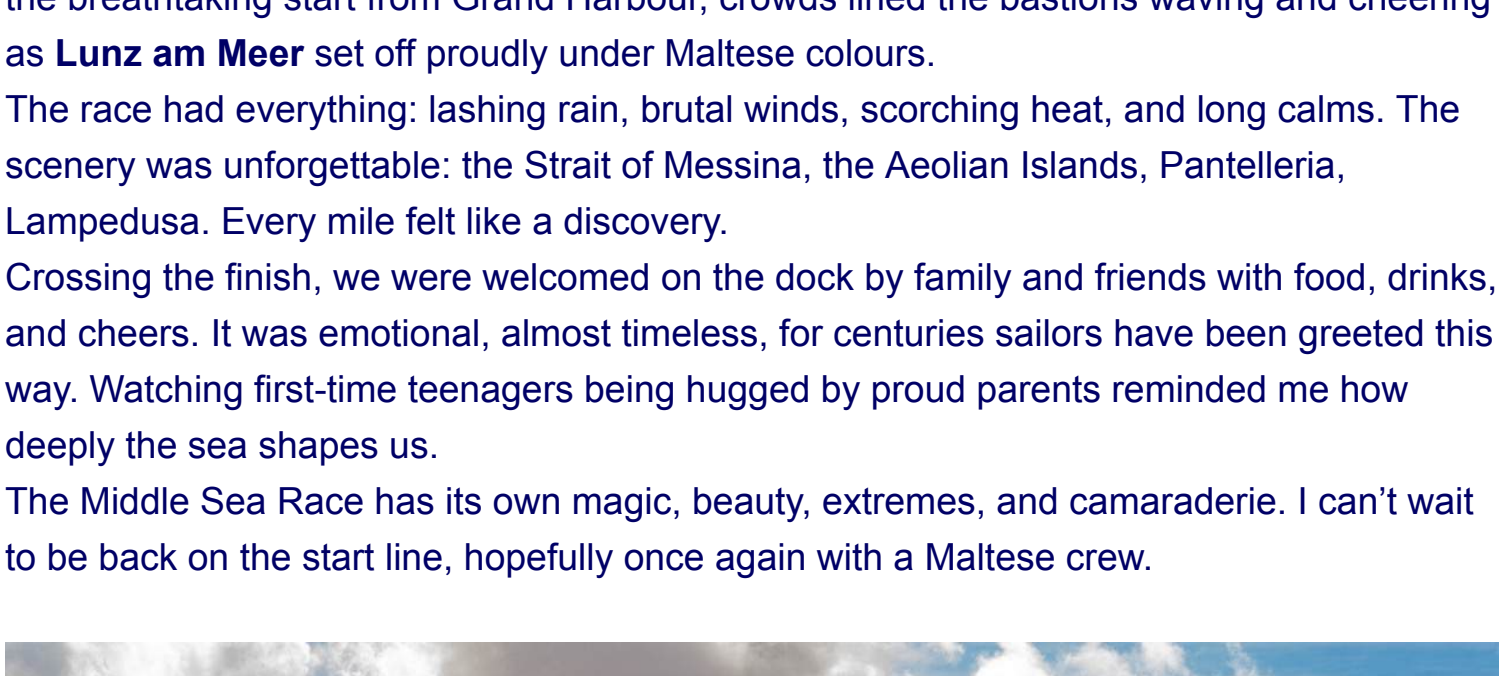
2026 Classic Channel Regatta

from Bruce Thorogood, chairman of the 2026 CCR

We are always keen to have as many S&S Swans as possible at the regatta, and will give them their own class if we have enough.

We now have two Sparkman&Stephens designed Swan 55's in Dartmouth (S&S Swan 55/014 **Lulotte** and 55/106 **Valhalla**) and a 36 (36/068 **Nora** imported from the US and just finished a big refit) - and the 48/020 **Armide** and the 36/054 **8 Avril 3** regularly come to the regatta from France, which gives us a good start before welcoming new visiting S&S Swans.

contact: Bruce.Thorogood



Middle Sea Race

from our cousin Swan 651, a classic by Frers

In Malta, the MSR is more than a regatta, it's a national event, like Siena's Palio in Italy. At the breathtaking start from Grand Harbour, crowds lined the bastions waving and cheering as **Lunz am Meer** set off proudly under **Maltese** colours.

The race had everything: fashing rain, brutal winds, scorching heat, and long calms. The scenery was unforgettable: the Strait of Messina, the Aeolian Islands, Pantelleria, Lampedusa. Every mile felt like a discovery.

Crossing the finish, we were welcomed on the dock by family and friends with food, drinks, and cheers. It was emotional, almost timeless, for centuries sailors have been greeted this way. Watching first-time teenagers being hugged by proud parents reminded me how deeply the sea shapes us.

The Middle Sea Race has its own magic, beauty, extremes, and camaraderie. I can't wait to be back on the start line, hopefully once again with a Maltese crew.



Swan 651, classic by Frers, at the 2025 Middle Sea Race

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**

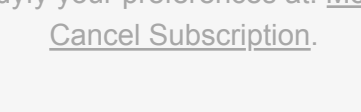
16 - 20 June 2027

Newsletter Archive

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(est. 2009)

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