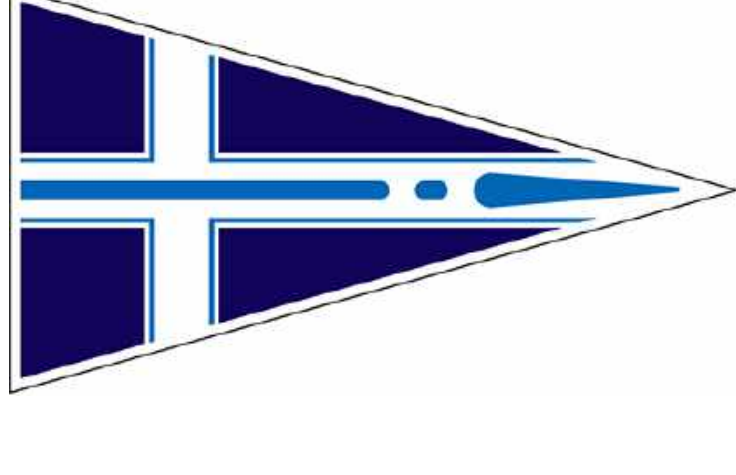




News From the Cockpit No. 435/2026

Rod and Olin Stephens

History and Evolution of the S&S Legend

at Compagnia della Vela, Venice, 13th February, 6:00 PM (CET)

We are thrilled to announce a very special talk dedicated to the friendship between **Olin Stephens** and the **S&S Swan Association**. The meeting at the CDV will naturally focus on Olin, but it will also pay tribute to his younger brother, **Rod Stephens**, with the participation of **Francesca Lodigiani**, an Italian sailing journalist who met Rod in the 1970s, when he came to Italy for the sea trials of the Sparkman & Stephens–designed yachts built for Marina Spaccarelli Bulgari. Rod Stephens has long been regarded as the finest sail trimmer and sailor of the 20th century and, without doubt, an outstanding yacht engineer. He was responsible for the construction and sea trials of all the yachts designed by S&S Inc., and, of course, played a key role in the birth of **Nautor's Swan**. During the evening, for the very first time, we will present an unpublished video interview with Olin Stephens, filmed in Venice in 2000 by Stefano Cioni (former owner of the S&S Swan 411/009 *Oracabessa*), and shown with the kind permission of his widow, Valeria. A limited number of places are available. If you would like to join us, you are most welcome, please send us a message to reserve your mooring (*aka seat*).



COMPAGNIA DELLA VELA

Duarte, singlehanded, in the Atlantic Ocean

Day 8, Atlantic Ocean, "me and my S&S Swan"

*More than two weeks into my Atlantic crossing from Portugal, with a stop in the Canary Islands, I can say that what I imagined for so long has been far from reality. I haven't seen many bright days, nor a blue and calm ocean. Instead, I've been sailing downwind in steady conditions with waves up to 5 metres and winds between 20 and 35 knots, with gusts reaching 40 on a couple of occasions. The sun doesn't show up every day. As for sea life, I've only seen a pod of about 20 dolphins and one small black bird that followed me for a good half hour, at least 250 miles from the nearest land. A curiosity of these conditions is the wave period: only 8 seconds. That makes for big walls of water and fast surfs. Without really knowing how it happened, and with less than half of the genoa open, **Star Swan** reached 14.8 knots SOG today while surfing! So far, I've had two breakages. The windvane autopilot rudder shaft broke, but I had a spare and managed to change it. The second was the tip of the top batten near the mast. For a few days I only sailed with the main up. Now I am experiencing only with the Genoa. My average up to now is above 6kts. Which is quite fast for a 53 year old 40ft sailing boat. Fresh food is now coming to an end, and I'm about to switch fully to cans, which, by the way, are much easier to cook. I hope that compensates a little. I only see about one boat per day on AIS, so the feeling of being alone out here is quite unique. Unfortunately, I had hoped to be able to do more things on board, but with these waves it's hard to stand, and even harder to find a good way to sleep. Eight days in these conditions are starting to take their toll, and I'm feeling tired. That said, Star Swan feels incredibly secure. Even when rolling side to side, toe rail to toe rail in the water, she never loses control or allows the bow to fall into an undesirable direction. I can't stop thinking about all my lucky fellow friends in the S&S Swan Association. We are truly privileged not only to own such pieces of art, but especially to understand them so well. Twelve more days to Martinique. I'll keep you posted.*

Fair winds,

Duarte
Star Swan
S&S 40/047

PS: in the meantime Duarte arrived in Martinica (on Jan 29), and next month we are publishing a full report on his epic Atlantic crossing onboard S&S Swan 40/047 Star Swan (*in nomen omen*).



Duarte (flying his Singlehanded burgee) in the Atlantic with his Star Swan

S&S Swan 48/013 at JBY, East Coast USA

*We have been extremely pleased with the work being done at Jamestown Boat Yard (JBY) during the refit of our **S&S Swan 48/013, Galatea**. From day one, it has been clear that the team at Jamestown genuinely loves the work. Everyone involved takes pride in their craft and is always eager to share the reasoning and details behind each decision—an approach that builds confidence and trust throughout the refit process. Jamestown's long history with **classic Swans** is evident in every aspect of the yard's work. That experience often translates into practical advantages, including access to original replacement parts that are increasingly difficult to source. Just as importantly, when new cabinetry or fixtures are required, JBY is deeply committed to preserving the classic character that defines these boats. The recent galley work aboard Galatea is a perfect example. Because the interior is finished in **koto** and **teak**, JBY cabinetmaker Max carefully sourced matching koto veneer and used vacuum-bagging techniques to fabricate new wood panels that closely match the original galley joinery. Max also designed and built new, roomier cabinets and storage, and installed a new sink and stainless-steel countertop—all of it blending seamlessly with the original aesthetic. Jamestown also excels at thoughtfully integrating modern technology into classic yachts. In Galatea's case, the original iceboxes were converted into a refrigerator and freezer, a new induction stove was installed, and an innovative electrical system was designed and installed. This system allows use of shore power in North America, Europe, and the UK, all while maintaining the timeless look and feel of the interior. As a charming side note, Jamestown's lead manager, **Andy Dickinson**, has a personal connection to Galatea. Andy sailed aboard the boat—then named Kirsten—as a young person back in the 1980s. It's hard to imagine a more fitting team to be entrusted with the care of our Swans that have such a rich history. Here are before, during, and after photos of the galley cabinet. The after photo is not so good, as she's still a work in progress, but I'm sure your audience will understand.*

The support from the S&S Swan Association was one of the major reason we chose to buy an S&S Swan.

Sincerely, Robert



before and after restoration

Swan Heritage Reunion

Capraia Island, 19 . 20 . 21 June 2026

Participants (list updated Jan. 31):

S&S Swan 36/010 Isabella
S&S Swan 41/025 Lithian
S&S Swan 43/047 Korkola
S&S Swan 47/002 Hypatia
S&S Swan 47/029 Sarabande
S&S Swan 47/051 Djata
S&S Swan 47/056 Black Tie
S&S Swan 47/069 Vanessa
S&S Swan 57/006 Matchless
S&S Swan 57/037 Bianca di Navarra

GF Swan 46/019 (MKI)Assidous
GF Swan 46/088 (MKII) Anne Bonny
GF Swan 46/107 (MKII) Foreign Affair
GF Swan 51/012 Formosa
GF Swan 51/031 Aquileia
GF Swan 651/007 Lunz am Meer

The **2026 Swan Heritage Reunion** is an event organized in Capraia Island (Tuscan archipelago) and exclusively dedicated to the Swan classic: those designed by **Sparkman & Stephens**, **Ron Holland**, and to the **Swan Classics by Frers** (*which means designed until 1999*).

Capraia Marina has a limited number of moorings, therefore we kindly ask you to confirm your participation as soon as possible.

We are working in close cooperation with **Marina di Capraia** Isola and **Nautor Swan** to organize this special venue, the first ever organized for all Swan Classic.

Provisional schedule:

Friday, 19 June 2026

Arrival, welcome cocktail

Saturday, 20 June 2026

Fleet sailing around the island, followed by dinner for all Owners and Crew

Sunday, 21 June 2026

Farewell day

22 June: for those sailing south/east: regatta to Argentario

If you are Owner of a Swan Classic and want to participate, please **contact us!**

SWAN

HERITAGE

REUNION

CAPRAIA ISLAND (ITA)

2026 JUNE 19-20-21

2026 Palmavela

2026 edition of Palmavela will be from April 23 to May 3rd.

S&S Swan are welcome to participate, and if there at least 5 entries, there will be a is a dedicated class and starting line.

More and detailed news on [Palmavela website!](#)

2026 Swan Cup . Porto Cervo

This is a **Swan Cup** year and, as usual, **Nautor Swan** is organizing a dedicated class for the Classic Swans. For the first time, the class will include **S&S Swans**, **Ron Holland** Swans and **Germán Frers** Swans designed up to 1999 (with a separate final classification exclusively for S&S Swans).

Four S&S Swans are already officially entered, and there is little doubt that the Classic Swans, as a whole, will be the most competitive and committed class of the entire fleet.

Subscription form

Thanks to the Nautor Team

Last but not least, we would like to thank the Nautor team for warmly welcoming us at their booth in Düsseldorf during boot Düsseldorf 2026, where many S&S Swan Association members from all over the world gathered and enjoyed great hospitality and coffee!

Next Month

- Saskia reports from Australia on her epic voyage to Lord Howe, a "tiny dot" in the Tasman Sea onboard **S&S Swan 38/001 Celeste**

- Duarte's full report on his singlehanded Atlantic crossing onboard **S&S Swan 40/047 Star Swan**

- Olin Stephens' preferred book

Newsletter Archive

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(est. 2000)

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S&S Swan - The Original Swan



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