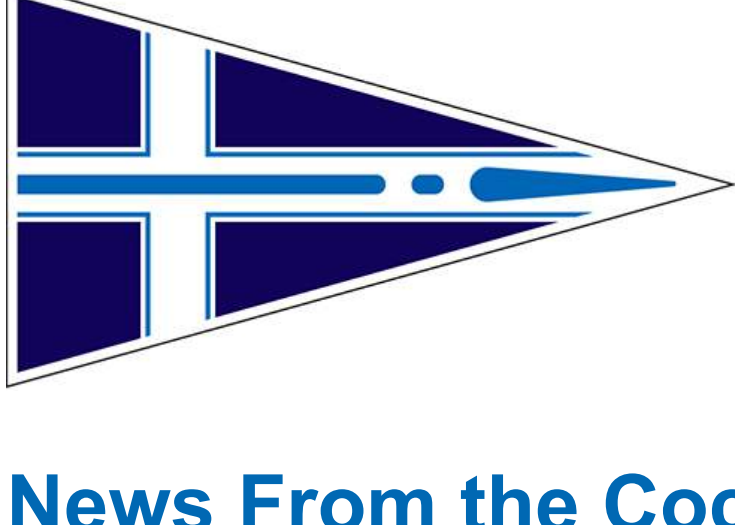




News From the Cockpit No. 436/2026

S&S Talk at CDV, Venice

What an extraordinary evening at the **Compagnia della Vela** in Venice, where on February 13th, together with **Francesca Lodigiani**, we were invited to speak about Rod and Olin Stephens and, of course, our beloved S&S Swans.

Many members of the S&S Swan Association came to Venice from different countries to take part in the event, and we are deeply grateful to **Beppe Duca** and **Lamberto Dehò**, Commodore and Vice-Commodore of the CDV, for their warm and generous welcome.

As always, we met many old friends and made many new ones, and we already know that there will be further opportunities in the future to do something together with our wonderful Venetian hosts.

We were also presented with a beautiful book, now part of our [Association Library](#), *Cento Anni di Storia, Agonismo, Tradizione. 1911–2011*.

If you missed the talk and would like to watch it, it is available on the Compagnia della Vela YouTube channel: [CDV YouTube channel](#).

Thank you Simon Turner!

The S&S Swan Association has just received one of the most significant donations of archival material (both digital and hard copies) on Sparkman&Stephens Swans, generously gifted by **Simon Turner**, from Palma de Mallorca, a long-standing friend of the Association, widely regarded as one of the finest brokers specializing in Swans; and a true gentleman.

These documents now enrich our already extensive archive, which, as always, remains fully accessible to S&S Swan owners, as well as to prospective owners seeking guidance when purchasing an S&S Swan.

Thank you, Simon!

S&S Swan Sailors Meeting in Guadeloupe

*Hi S&S Swan Friends,
the world is big, but sometimes small - by chance we found ourselves moor next to Galiana and meet up with Tapio on his yacht.
Chris and Nat Lobel (S&S Swan 47/015 **Saga** and Tapio Lehtinen (S&S Swan 55/002 **Galiana**)*

Location: Iles des Saintes (Saints islands) Guadeloupe.

Andy Taking Care of the S&S Swan at JBY

Andy (Dickinson) has been working at **Jamestown Boatyard** in Rhode Island, for more than 30 years, taking care of the maintenance of the Sparkman & Stephens Swans.

Among his friends, many of them Swan owners, there were **Olin Stephens**, **Mitch Neff**, **Lars Ström**, **Jennifer Stewart**, and several other legendary figures of the S&S Swan world.

He shares some nice memories with us, click [here](#).

S&S Swan 38/001 to Lord Howe Island

Lord Howe is literally a tiny dot in the ocean between Australia and New Zealand. So tiny that only 400 people at time are allowed to visit and fewer than 30 vessels a year get there (so we've been told!) . While only a 400nm journey from Australia's Gold Coast, its one that is pure open ocean and if you miss the Island, you end up in New Zealand. We decided that we would be one of those 30 vessels that finds this tiny dot and made plans to be there for New Years Eve.

Having tied up from Christmas and packed up the tree, we used Boxing day to stow food, pack some wet weather gear and get the Hydrovane set up so we could depart early on December 27th. We knew the forecast was going to be windy but we also knew **Celeste (S&S Swan 38/001)** could handle it, so we headed out the Gold Coast Seaway and started heading South East.. Into the teeth of a solid 25knot Southeasterly that would spend the next few days continuing to build.

If there's one thing we can all love about S&S Swans. They handle themselves with absolute grace all the time. With a tiny bit of headsail and two reefs in the main and the hydrovane set. We retreated to the quiet dryness of her saloon and lay together in the leeward berth, taking turns to check outside, the AIS and the radar. While Celeste ploughed through the building waves at a steady 6 knots, the weather kept deteriorating until we ended up with several days of 35 knots plus a very messy sea state with some pretty decent waves. While the charted depths across to Lord Howe are circa 4000m, there are several sea mounts that rise to 1000m and with a southerly setting Australian Eastern Current running at 3-4 knots plus a strong south easterly. It likes to stand up waves a bit.

The Hydrovane has to be one of the single best things to ever install on displacement boats. Herman, our Hydrovane, took command and with the small balanced sails we had up, faithfully steered us day and night until we found ourselves a few days later just 4nm north of Lord Howe. On arrival, normally you're guided into the lagoon to pick up moorings, but in our case, it was too rough, so we were advised by the local marine police to anchor in the North off Malabar Hills. One other yacht anchored nearby radioed us with information about the seabed, which was helpful.

We arrived, anchored in 10m depth and katabatic winds but happy to be there and to admire the Jurassic cliffs filled with seabirds alongside us. After stripping off our wet weather gear, we immediately dismissed the idea of a swim when Pete noticed four very inquisitive sharks taking a strong interest in our boat. We later found out they're harmless Galapagos sharks.. But a shark is a shark and we weren't swimming with one.

We slept the full night at anchor with one eye open on the anchor alarm, but need not have worried - our 45m of chain and ultra anchor held fast and as we woke on the morning of the 31st, while the winds had died down a bit, at 0800 we received our invitation to head around to the narrow lagoon entrance and our mooring and get cleared by biosecurity to go on land.

To get onto Lord Howe, you have to pass strict biosecurity requirements both prior to departing port (at least 5 days) and on arrival. Being a world heritage area, they're strict on animal and plant materials being brought into their ecosystem. It's a simple process and one that was easy to comply with. The sector light entry process is very easy and the Lord Howe Marine Police are excellent and stay close via VHF to talk you in to your mooring.

Once in the lagoon, the water is incredible and it truly is paradise in the middle of the Pacific Ocean with soaring cliffs, lush greenery and plenty of wildlife. We had a large variety of fish, turtles and rays swimming confidently around us and the snorkeling was terrific. The moorings are just inside the reef and fantastic at low tide where the reef acts as protection, but it can be quite rolly at high tide - we discovered we excelled in aerial acrobatics getting from a rolling yacht into a dinghy..

Once on land, we found a beautiful little community where there is no wifi or cell phone coverage, meaning you completely switch off and settle into full relaxation mode. One cafe has free wifi that we used to get weather before we left, but other than that, four days of riding bicycles, exploring the island and just totally relaxing was an awesome experience.

With Celeste being an S&S Swan, her stern has the tuck she is famous for, so rather than a bimini, we had installed a beautiful bright yellow finbrella - one that has a solid base fitting and can withstand up to 40kn. We spent our days swimming, sitting in its shade and enjoying this paradise with the sea life and the birdlife. We brought all our own food and found being self sufficient worked quite well, though the free laundry for sailors on land was very welcome.

Onshore, the history of the Island and its significance to Australia was interesting to learn and so few people are aware of it. Discovered in 1788, the Island was originally settled for whaling and tourism, with its early families arriving in 1834 to settle. As humans had never lived there prior to settlement, so the birds were unafraid of humans and our experience was they remain so today. All across the island are Kentia palms, whose seeds were in high demand in the late 1800s and early 1900s. It played a role in the world wars as an early observation post. Today, people arrive almost exclusively by plane and supplies are barged in every ten days or so.

Having explored all the nooks and crannies of the island by bike, feet and dinghy (highly recommend the museum and the cemetery), and seeing we had a rare three-day window of 10-15kn south easterlies, we made the decision to sail home on the 5th of January. Five days was about the right time to relax, explore and enjoy the Island.

While the trip to Lord Howe reminded us and Celeste that she was indeed a Swan built for conditions that would make most production boats quiver, the trip home was absolute sunshine and champagne sailing. We Rhum lined it back picking our way gently around the south running eastern current as we headed Northwest home to start a New Year to be filled with many more new adventures.

CheersSaskia & Pete

2026 Tanis von der Mosel Race, 700 NM in the Baltic Sea

Participation in the 2026 Tanis von der Mosel Race - 700 nautical miles in the Western Baltic 13-19th June 2026

Late in 2025 we heard that **Kieler Yacht Club (KYC)** was planning a long-distance regatta for 2026. This was initially advertised as '400 Islands Race' due to the route circling virtually all Danish islands in the Baltic, with the name now changed to reflect a sponsor.

Following the participation of **Kairos**, our **S&S Swan 57/043**, in the 2024 MidsummerSail regatta, we knew how well suited our classic **S&S Swans** are for long distance racing.

Within a few days we managed to muster a crew of mainly students of our sailing club ASViM, and registered our interest with KYC. Similar to the 2024 MidsummerSail, we hope this crew will provide us with sufficient 'muscle power' so that we can focus on (and enjoy!) the brainier task, as one maybe should once a certain age & wisdom has been reached.

Start and Finish of the race will be in North of the KYC clubhouse in Kiel, Germany. The anticipated race course will initially lead North through the Little Belt to round Laeso island, then South again through the Oeresund before heading East to round Bornholm island and heading back West to Kiel.

This should make for around **700 nautical miles** of interesting sailing and navigation given the expected traffic and narrow passages in one of the busiest parts of the Baltic. At the time of writing, seven yachts have registered, including "Peter von Danzig", the 55' Nissen of our sister club ASViK. It would be lovely to see fellow S&S Swans participating to have some company and share a drink or two - our fridge will be well stocked! 🍷

Fair winds, Stefan Geisse SY **Kairos (S&S Swan 57/043)**

For more information and to sign up see [here](#)



2026 Swan Heritage Reunion

Capraia Island, 19 . 20 . 21 June 2026

Participants (list updated February 28):

S&S Swan 36/010 Isabella
S&S Swan 40/047 *Sial Swan* *
S&S Swan 41/004 Cial II
S&S Swan 41/025 Lottian
S&S Swan 43/047 Kokkola
S&S Swan 47/002 Hypatia
S&S Swan 47/014 *Typon* **
S&S Swan 47/029 Sarabande
S&S Swan 47/040 Sweet Mama
S&S Swan 47/041 Tortuga
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
S&S Swan 65/040 Une Joie de Vivre

GF Swan 46/019 (MKI) Assidous
GF Swan 46/088 (MKII) Anne Bonny
GF Swan 46/107 (MKII) Foreign Affair
GF Swan 51/010 Cartouche
GF Swan 51/012 Aquilosa
GF Swan 51/031 Aquileia
GF Swan 65/007 Lunz am Meer

*Owner is flying to Capraia to join us from Portugal
**owners are flying to Capraia to join us from San Francisco, USA

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*).

We are working in close cooperation with **Marina di Capraia Isola** and **Nautor** 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/least: regatta to Argentario

If you are Owner of a Swan, **classic and want** to participate, even if you want to be part of the event without your Swan, please [contact us!](#)

2026 Argentario Sailing Week

Organizing Committee of ASL is working to have a dedicated class for Sparkman&Stephens designed Swan (and as long as there are at least 5 boats there will be a dedicated starting line too), June 24-28.

To get more news, or NOR, please contact [Marco Poma](#)

2026 Classic Channel Regatta

This year's biennial Classic Channel Regatta will run from July 7 – 16 and will include two days of racing at Dartmouth before passage races from Dartmouth to Guernsey and then from Guernsey to Lezardrieux in Brittany. The fleet then sails round to Paimpol for the town's juillet quatorze festivities and a final race on the 15th around Le Île de Bréhat.

The unique spirit of this regatta is now a legend and over 100 boats have already pre-registered for this year but a few places are still available. There's a few classic Swans pre-registered (**among them: S&S Swan 36/054 8 Avril 3**), and the organisers will be delighted to hear from any others wishing to join them. The only proviso is they must be designed before the end of 1974.

For full information and to pre-register, visit the regatta website at: [www.classic-channel-regatta.eu](#).

2026 Swan Cup . Porto Cervo

13-19 September 2026, Porto Cervo

There is a new class for all Swan built before 1999, now called **Swan Legacy**, which will include Swan designed by Sparkman&Stephens, Ron Holland and German Frers (up to 1999).

S&S designed Swan will race within this new class, and with special rules (see **NOR**)!

2027 12th S&S Swan Rendez-vous

16 - 20 June 2027
Marciana Marina (Elba Island)