



News From the Cockpit No. 441/2026

Countdown: 97 Days to November 5th...

save the date

we look forward to sharing with the S&S Swan lovers the result of several years of work.
More details will follow soon...

Preserving Heritage

every Sparkman & Stephens Swan carries more than timeless lines. Each S&S Swan also carries the knowledge, experience and craftsmanship that have allowed them to retain their authenticity for generations.

For more than twenty-five years, the S&S Swan Association has quietly gathered and preserved an extraordinary body of knowledge: original drawings, owner's manuals, technical documentation, historical records and, perhaps most importantly, the practical experience gained through the restoration of countless S&S Swans.

This archive has grown thanks to the generous contribution of Owners from around the world, to decades of research, and to the invaluable expertise of Lars Ström, whose deep knowledge of the Sparkman & Stephens Swans has helped preserve knowledge that might otherwise have been lost.

Today, this collection is far more than an archive. It has become a living heritage, continuously enriched by every restoration, every technical discussion and every Owner willing to contribute to the preservation of these extraordinary S&S Swan.

This philosophy reflects the vision of Olin J. Stephens himself. By entrusting the Sparkman & Stephens archives to the Mystic Seaport Museum, he ensured that the knowledge accumulated over decades of yacht design would remain accessible to future generations. Knowledge was never intended to remain hidden. It was meant to be passed on.

Inspired by that same spirit, the knowledge preserved by the S&S Swan Association (*including original drawings, owner's manuals, technical information and decades of accumulated experience*) is available, without restriction, to every S&S Swan Association Member who shares the desire to preserve the authenticity and heritage of these remarkable yachts.

**Knowledge kept is history.
Knowledge shared becomes heritage.**

S&S Swan 55/002 Galiana Among the 100 Icons of Yachting

S&S Swan 55/002 **S&S Swan 55/002 Galiana WithSecure** has been selected by an expert jury as one of the **100 Coolest Yachts of All Time**, in the latest issue of *Yachting World*.

After more than half a century, *Galiana* continues to demonstrate the remarkable qualities of the Sparkman & Stephens Swans: beauty, strength, seaworthiness and an enduring ability to inspire. **This is Swan Heritage at its finest.**

Kirsten Neuschäfer: *All Good, K.*

*...when I first met Kirsten, she appeared at my door carrying two backpacks and wearing a captivating smile.
Yet it soon became clear that she was carrying something far greater: a profound appreciation for the beauty of our world.*

Kirsten is one of those rare people whose presence changes you. Her connection to the ocean, to nature and to life itself is so genuine and deeply grounded that it invites you to see your own life from a different perspective.

She told me that her biggest fear was not to arrive to the starting line.

Reading her book gave me exactly the same feeling as meeting her in person. Her voice, her spirit and her remarkable way of seeing the world are present on every page. Kirsten is beautifully and unapologetically herself. Her story is not only an extraordinary account of courage and adventure; it is also a powerful reminder to pause, look around and remember what truly matters in life.

This captivating book is about sailing, endurance, courage and appreciation for life"

Duarte Champalimaud, S&S Swan 40/047 Star Swan

Kirsten Neuschäfer is not only an extraordinary woman and sailor. In 2023, she made history by winning the Golden Globe Race, the solo round-the-world race sailed in boats and with equipment as they were in 1968. But her name is also associated with a remarkable act of seamanship: in the middle of the Indian Ocean, she diverted from her course and rescued Tapio Lehtinen from his liferaft after his Gaia Benello 36 *Asteria* had sunk.

All Good, K. is her account of that unforgettable adventure, and a book we strongly recommend taking with you this summer!



S&S Swan 38/046: Hamble to Bermuda

I found *Bellatrix* (then named *Kuutar*) in Hamble, UK, while spending Christmas 2023 with family. For 5 years, my much-loved S&S Tartan 34C had taught me to sail, then race, and finally race offshore. I was on the hunt for her perfect "bigger sister," and the signs that this Swan 38 was meant to be appeared almost instantly.

She was lying in Hamble, just a few miles from where I had attended boarding school as a 7 year old girl. Step inside her cabin, and there was a painting showing the Royal Southern Yacht Club. In the background of the canvas was *Beth's*—a long-closed restaurant where my mother used to take us to dinner. As an Olin Stephens design, *Bellatrix* possessed a striking, classical beauty: teak deck, graceful overhangs, and a timeless sky-blue hull. Yet, in contrast to her elegance, she was tough as nails, sporting a beefy toe rail, massive winches, and heavy-duty blocks. She looked like a thoroughbred racehorse—muscles twitching beneath a beautiful veneer. I knew she was the one, and signed the paperwork.

My hope was to have her across the Atlantic in time for the 2024 Annapolis to Bermuda Race (A2B), but the tragic bridge collapse in Baltimore put an end to that timeline, forcing me to race my trusted Tartan 34 instead. By spring, however, *Bellatrix* finally arrived at Bert Jabins Yacht Yard in Annapolis. The real work began.

The initial refit was intense: Annapolis Rigging stepped the mast, installed new rod rigging, a new hydraulic backstay adjuster, and a new solent stay. They serviced the Reckman furler, winches, and boom vang, replaced the running rigging, and North Sails Annapolis measured her for new sails. We also added a Tides Marine sail track—a brilliantly smooth system that enables easy reefing off the wind when the sea state turns ugly.

The engine, however, was a different story. Unable to find a local mechanic willing to touch the old Bukh diesel, friends and I spent weeks wrenching on it until it ran "ok-ish." Once launched, Mid-Atlantic Marine Electronics installed a completely new B&G electronics suite and autopilot. Ready for our maiden voyage, a fellow racer from Lewes, Delaware, and I triumphantly cast off the dock, Lewes-bound. We lasted exactly 15 minutes before the engine died in a massive cloud of white smoke. The shame of being towed back to the transient slip was palpable.

With offshore racing on the horizon, I needed an unshakeable engine. I called Dependable Marine—the wonderful team who had repowered my Tartan with a Beta Marine. We made a plan to take *Bellatrix* down the Chesapeake, and in October 2024, she finally left the bay, powered by a new Beta 30HP, pointing toward her home slip in Lewes.

Over the next two seasons, the project list transformed her from a classic cruiser into a true offshore racing machine:

- **Autumn 2024:** Upgraded the electrical panel, converted the European shore power to US standard, installed AGM batteries, mounted solar panels with a Victron MPPT controller, and added a high-capacity bilge pump and alarm.

- **Spring 2025:** Added a new North Sails mainsail and Genoa, plus a storm jib and heavy weather jib designed to hank onto the solent stay. Added a Selden retractable spinnaker bowsprit, patched up the bottom with fresh antifouling, and added a new pitch cassette to the Featherstream prop to perfectly match the Beta engine's power curve.

In June 2025, my crew & I tackled the Annapolis to Newport Race. Hoping for a brisk offshore breeze, we instead inherited oppressive heat and zero wind. At one point, we actually overtook a competing boat while we were dead-anchored on the floor of the Chesapeake, watching them drift backward in the incoming tide. We fought for every inch, clawing our way to 3rd place in class—a painful but proud achievement for a heavy displacement boat in light air.

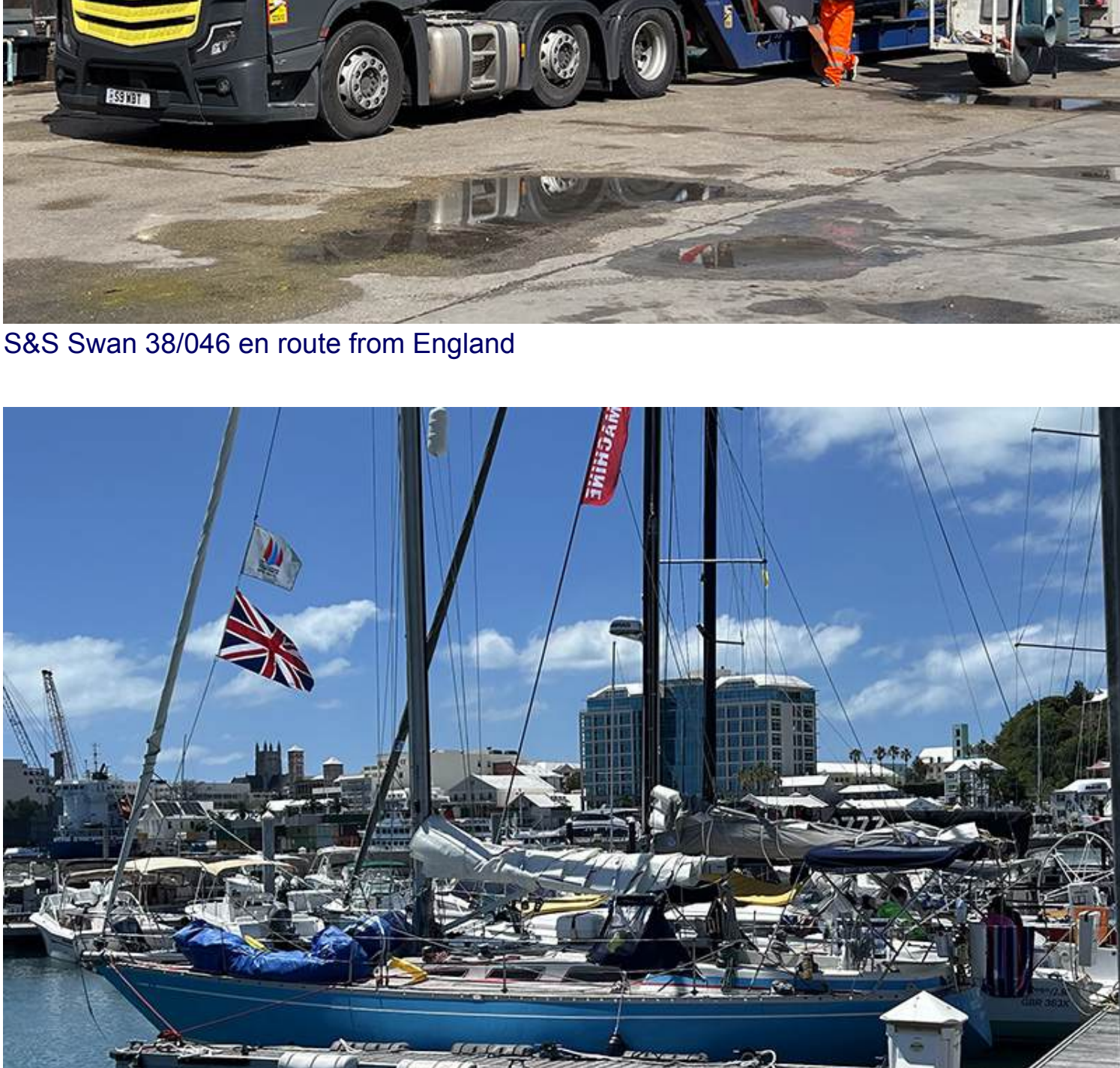
By summer 2025, focus switched to the 2026 Annapolis to Bermuda Race. We had survived 2025 on an inventory of old, cheap spinnakers, but Bermuda demanded a bigger, better downwind arsenal and a smaller furling Genoa. *Bellatrix* also desperately needed a proper bottom job. On a cold, bitter day in late October, I sailed her back to Annapolis for the winter.

The off-season was a minefield. The original bottom contractor went bankrupt, taking my deposit with them. Fortunately, True North Yachting stepped in — stripping the hull bare, checking the keel joint, and fairing it smooth before applying a hard, burnished antifouling paint. Annapolis Rigging executed the rigging modifications, including installing longer retractable bowsprits for larger kites and mounting twin quadruple clutch banks under a brand-new ocean sprayhood.

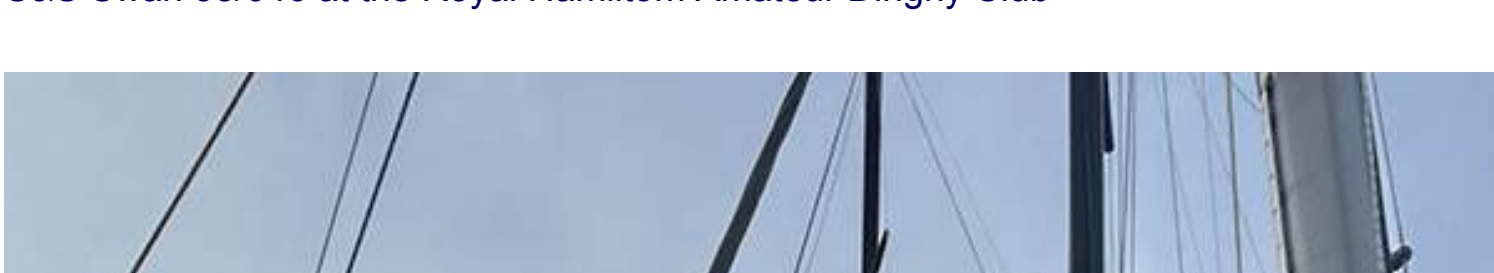
On June 5, 2026, alongside a phenomenal crew of four, we crossed the starting line.

We had a blisteringly fast sprint down the Chesapeake and an equally rapid ocean leg. The wind held beautifully until we hit the northern tip of Bermuda, where we were snared by light air and contrary currents. The boat proved incredibly tough, despite some mysterious water ingress when heavily heeled, and a strange boom rotation, and resulting damage to the sail track. Because of battery-charging demands and solar issues, we arrived at the finish line close to midnight with completely empty fuel tanks and almost dead house batteries. We crossed the finish line...and then sailed the treacherous Town Cut into St. George's using nothing but a magnetic compass and our emergency nav lights. Dropping that anchor in St. George's Harbour and popping open the bottle of Pussers Rum was an unforgettable feeling! We proudly took 1st place in class for "Fastest Out of the Bay" and 2nd place overall in our class for the A2B race.

It has taken nearly three years of work, setbacks, and major upgrades to truly make *Bellatrix* mine, but standing on the dock in Bermuda, looking at those classic S&S lines, there is no doubt it was worth it. As *Yachting Monthly* perfectly summarized, the Swan 38 "has a stunning reputation for a reason."



S&S Swan 38/046 en route from England



S&S Swan 38/046 at the Royal Hamiltom Amateur Dinghy Club



S&S Swan 38/046 Crew, Awards night!

Swan Heritage Reunion (photos)

for those who could not join us in Capraia for the **Swan Heritage Reunion**, June 2026, we are pleased to let you know a selection of photographs from the event is now available online; a wonderful reminder of a truly warm and memorable gathering.



click on the above image to open the Photo Gallery of the **Swan Heritage Reunion**

12° S&S Swan Rendez-vous

16-20 June 2027, Marciana Marina, Elba Island.

we are happy to announce that the **12th S&S Swan Rendez-vous** is beginning to take shape.

Continuing a long-standing tradition, the event is currently planned to be held in Marciana Marina, on the Island of Elba (Mediterranean Sea), from 16 to 20 June 2027.

Some aspects of the event will evolve, but its spirit will remain unchanged: **a gathering created by S&S Swan Owners, for S&S Swan Owners and their Crew**

We are approaching this new edition with enthusiasm & a few fresh ideas. It is still too early to reveal more, but we firmly believe that the 2027 S&S Swan Rendez-vous will be a very special one.

For now, save the date!

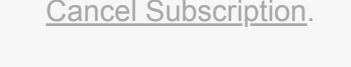
All S&S Swan Owners are warmly invited to take part. If the distance makes bringing your S&S Swan impractical, simply fly to Elba: we will help you find a place aboard a fellow S&S Swan, because sharing the experience has always been part of the spirit of the S&S Swan Association and our Rendez-vous.

Newsletter Archive

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(est. 2000)

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S&S Swan - The Original Swan



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