



## News From the Cockpit No. 442/2026

### Sparkman & Stephens Swan

#### *A Legend* *second edition*

ten years after the publication of *S&S Swan. A Legend*, we are excited to announce that, on November 5th in Milan, we will present the *Second Edition* of our book.

Rather than producing a completely new volume, our intention was to preserve the original book exactly as it was and build upon it. The original text has therefore remained unchanged, apart from the correction of a few minor typographical errors. Much has changed, however.

Most of the photographs have been replaced with period photographs by **Bert Richner**, one of the finest yachting photographers of his time, thanks to the invaluable collaboration of our friend **James R. Taylor**, curator of the Bert Richner Archive.

For the first time, readers will also find the complete original *Plan Lists*, handwritten and continuously updated over more than thirty years by **Howard Pierce** at the Sparkman & Stephens office. Published with the kind permission of **Mystic Seaport Museum**, custodian of the original **Sparkman & Stephens archive**, these remarkable documents allow owners and researchers to identify every original S&S drawing ever produced for the S&S Swans and, thanks to Olin J. Stephens' extraordinary foresight in preserving the archive for future generations, order copies directly from the Museum.

The Second Edition also introduces four entirely new chapters.

The first, ***The Special and Desirable Characteristics of Classic Swans as Offshore Yachts***, is written by **Juan E. Corradi** and **Alan Gilbert**. Alan served as Chief Engineer at Sparkman & Stephens for twenty-seven years and is one of the last direct witnesses of the remarkable era during which the S&S Swans were conceived and built. Together, the authors explain what truly makes these yachts such extraordinary offshore sailing boats.

The second new chapter, written by **Guido Cavalazzi**, whom we consider one of the world's foremost designers of sails for classic yachts, explores the evolution of the sail plans of the S&S Swans.

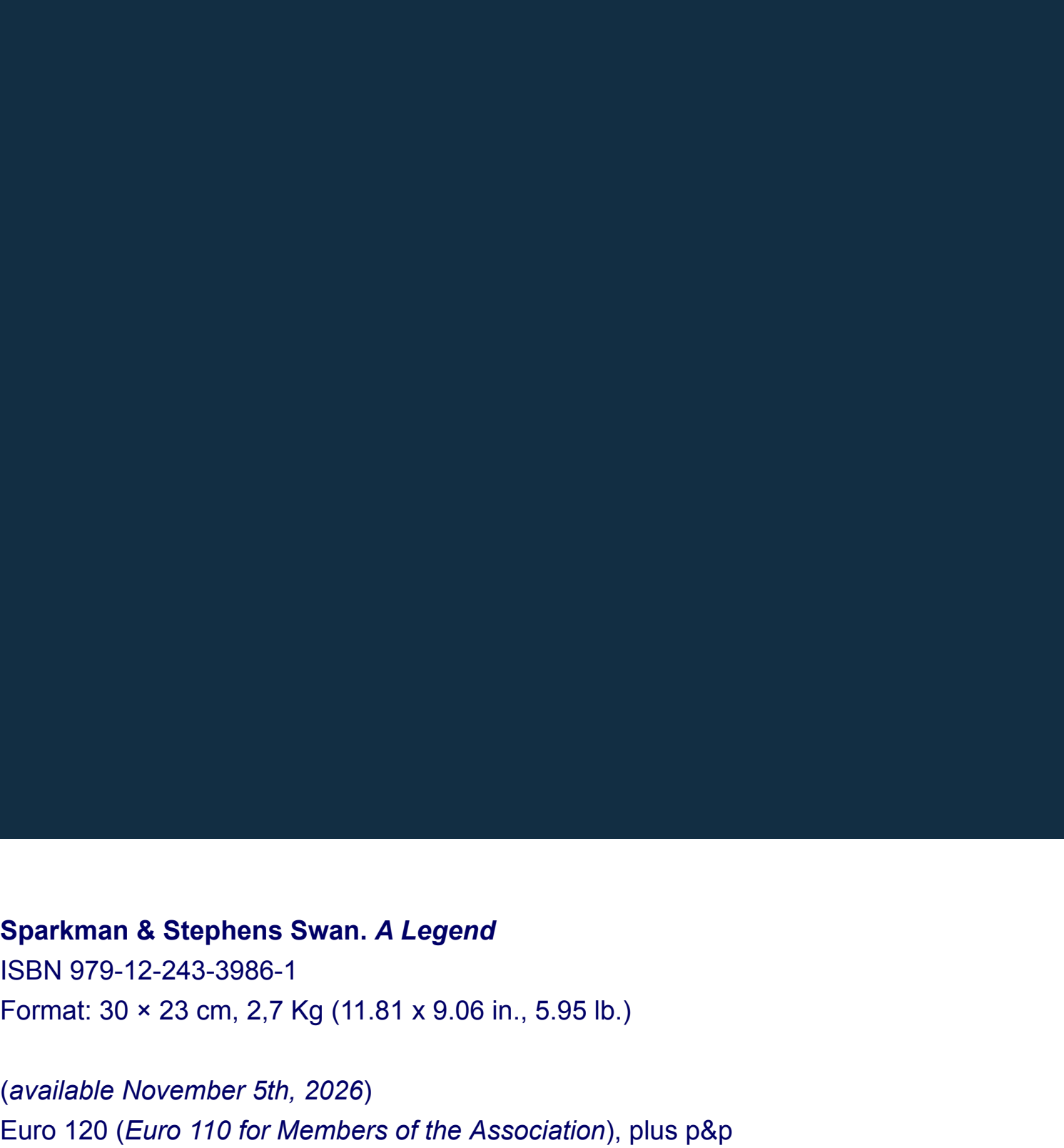
The final two chapters, ***Materials and Craftsmanship*** and ***Proper Maintenance***, summarize more than twenty-five years of research and discussions with former Nautor's Swan craftsmen, Owners, restorers, and Sparkman & Stephens experts. They examine the unique construction details of the S&S Swans and provide practical guidance for maintaining these S&S Swan in the way their designers intended, so they may continue to be enjoyed by future generations.

The new edition has grown from 288 to 404 pages and includes 203 reproduced drawings and original documents, 162 illustrated yachts, and an extraordinary amount of previously unpublished historical and technical material.

**We also hope that this new edition may serve as our own modest tribute to the 60th anniversary of Nautor's Swan, whose extraordinary collaboration with Sparkman & Stephens created one of the finest series of sailing yachts ever built.**

**We very much look forward to presenting it to the S&S Swan community in Milan on November 5th.**

*The book will be introduced by Corrado Di Majo*



**Sparkman & Stephens Swan. A Legend**  
ISBN 979-12-243-3986-1  
Format: 30 × 23 cm, 2,7 Kg (11.81 x 9.06 in., 5.95 lb.)  
  
(available November 5th, 2026)  
Euro 120 (Euro 110 for Members of the Association), plus p&p

### Eight Bells for Carlo Borlenghi

Carlo Borlenghi, who elevated yacht racing photography into an art form, shooting sailboats from startling angles and framing breathtaking compositions of sea and sky, died on Aug. 3 in Lecco, Italy.

He was 70. His death, at a hospital, was caused by an abdominal infection, his wife, Alessandra Tanghetti, said. The couple lived on Lake Como, in Bellano, where Mr. Borlenghi was born and first photographed friends in sailboat races. He would go on to spend four decades shooting yachting's top competitions, including the America's Cup and the Whitbread Round the World Race (now the Ocean Race), and would be recognized as one of the world's finest photographers of sailboat races, a rarefied niche in which he had few peers. A yacht is often just a small detail in a Borlenghi image, a trace of human artifice in a panorama of heavy cloud banks, swirling turquoise ocean, fire-hose sprays of water and clusters of seabirds. "He was always thinking of images, not just boats," Guy Gurney, a photographer who shot races with Mr. Borlenghi beginning in the 1980s, said in an interview. "Carlo just got better and better. Suddenly he was producing art, when the rest of us were just illustrating." Mr. Borlenghi shot one race's crowded start from the viewpoint of a lighthouse lantern room, a large Fresnel lens visible in the foreground. He captured a heeled-over yacht crashing through the waves from a vantage point on the waterline, the boat nearly obscured by spindrift. And although he did not know how to swim, he never hesitated to climb onto one of the small chase boats used by photographers or to board a helicopter to give a bird's-eye view. He understood racing tactics as if he were at the helm of one of the boats he photographed. "He knew where the pressure would build on a start line, when the spray would explode from a bow, when a helmsman's glance revealed victory or defeat," Magnus Wheatley, a sailing historian, wrote after Mr. Borlenghi's death. "His images carried movement, atmosphere and humanity in equal measure." Mr. Borlenghi was one of a handful of media jet-setters who dominated coverage of international yachting, especially the America's Cup, as boats evolved from deep-keeled 12-Meter sloops to barely-in-the-water hydrofoils resembling racecars. Not every day on the water produced pulse-pounding action. A monthslong America's Cup competition included plenty of tedious moments when racing was abandoned for lack of wind. Mr. Borlenghi still found ways to frame an imaginative image, Sharon Green, a sailing photographer who worked alongside him, recalled in an interview. "In challenging situations — bad weather or no wind or no light," she said, "I think, 'What would Carlo do?'" Carlo Borlenghi was born on July 10, 1956, in Bellano, a small town on the eastern side of Lake Como, to Andrea and Rosa (Conti) Borlenghi. His father owned a multigenerational plumbing business that he hoped his son would take over one day. Instead, Carlo developed a passion for photography. He would try to sell the photos he shot of races on Lake Como to the sailboats' crew members, who were his friends. One day, a journalist who saw those images invited him to meet the editors of Uomo Mare, a boating magazine based in Milan. The magazine eventually sent him on assignments covering regattas around the world. In addition to doing photojournalism, Mr. Borlenghi became the in-house photographer for Italy's entries in the America's Cup, starting in 1983 with the yacht Azzurra in Newport, R.I. He went on to document the campaigns of multiple iterations of America's Cup boats christened Luna Rossa that were owned by Patrizio Bertelli, the chief executive of Prada, from 2000 in Auckland, New Zealand, through 2024 in Barcelona, Spain. In 1989, Mr. Borlenghi founded his own photographic agency, Sea & See Italia. More recently, his work was represented by Studio Borlenghi, which he ran with Ms. Tanghetti, whom he married in 1994. In addition to her, he is survived by his mother and a brother, Luciano. During the Covid pandemic, Mr. Borlenghi improvised a studio in the middle of Bellano and invited each of the town's residents to sit for a portrait. He photographed 1,800 people and published a book of those portraits, "Il Ritratto di Bellano," in 2022. Mr. Gurney, his fellow photographer, recalled how Mr. Borlenghi constantly searched for fresh material. At one America's Cup regatta in the 1990s, he said, one of the racing teams announced a news conference to unveil a new keel, an event of minimal interest. Mr. Borlenghi's attention was soon wandering. "I looked around and there was Carlo: He'd gone away from the rest of us and was outside taking a picture of a man holding his bicycle," Mr. Gurney said. "The man was standing by a tree in the most beautiful light. I hadn't even noticed. There was no boat in the picture." He added, "Carlo always has his eyes open for something else going on." Photo captions A Swiss catamaran on Lake Geneva in 2009, left, and a boat racing off Newport, R.I., in 2019. Mr. Borlenghi "was producing art," a fellow photographer said, "when the rest of us were just illustrating." Carlo Borlenghi in 1992. He spent four decades shooting yachting's top competitions. Clockwise from above: On Lake Como in Italy; sailing up the Danish coast during the Ocean Race in 2015; and off the coast of Lampedusa, near Sicily. "His images carried movement, atmosphere and humanity in equal measure," a sailing historian wrote.

(New York Times, August 2026)

### Eight Bells for John Rousmaniere

John Rousmaniere, a sailing writer best known for his chilling firsthand account of the worst disaster in yacht racing, the 1979 Fastnet Race between southwest England and Ireland, an event that changed the direction of his life, died on Aug. 8 in Westwood, Mass., outside Boston. He was 82.

His death, at a memory care center, was from Alzheimer's disease, his family said. Mr. Rousmaniere (pronounced roo-man-EER) is sometimes called the dean of American sailing historians. He wrote gracefully and without sentimentality about the sea and about a sport that is often associated with the Larry Ellison class of yacht owners, but that also appeals to plenty of non-wealthy people drawn by the freedom of open water and the exhilaration of a well-trimmed boat.

Educated as a historian at Columbia University, Mr. Rousmaniere wrote prose that was erudite — quoting Joseph Conrad, Lord Byron and E.B. White — but rarely stuffy. Image

He wrote "The Annapolis Book of Seamanship," a practical reference that has been used by the U.S. Naval Academy and many recreational sailors, first published in 1983 and now in its fourth edition. In a more lyrical vein, he wrote "The Golden Pastime: A New History of Yachting" (1986).

He was an experienced offshore sailor when he joined the crew of a Swan 47 (S&S Swan 47/012 Toscana) sloop, one of 300 yachts entered in the Fastnet Race in August 1979, with a planned route of 605 miles from the Isle of Wight to Fastnet Rock off Ireland and back.

A freakish storm slammed the fleet with gale-force winds and 50-foot raising waves. Mr. Rousmaniere was at the wheel of the vessel when the owner raised his head from monitoring radio traffic and said, "People are dying out here."

24 seas that flipped 35-foot yachts "like bathtub toys," as Mr. Rousmaniere later wrote, Amid crews abandoned their vessels, and 15 sailors died. Helicopter crews and commercial and naval seamen rescued 136 sailors.

Mr. Rousmaniere's terrifying account, "Fastnet, Force 10" (1980), changed the sport and his life. (The title refers to the Beaufort scale, which defines a force 10 storm as one with winds of 55 to 63 m.p.h.; the scale goes up to force 12.)

As Mr. Rousmaniere intended, the book helped spur changes that made yacht racing safer. Boats evolved to become less prone to capsize; harnesses that tether sailors to their boats became stronger; and education about the risks of offshore sailing, and how to survive life-threatening scenarios, became more than an afterthought. Mr. Rousmaniere also helped to create the U.S. Sailing Association's Safety at Sea course, which some 2,500 sailors take every year.

The tragedy, and writing "Fastnet, Force 10," fostered in Mr. Rousmaniere a new appreciation for the vulnerability of life and sent him on a kind of spiritual quest, his wife, Leah Rousmaniere, said in an interview.

"It was after that book that he began to think about expanding his religiosity," she said. In 1984, at 40, Mr. Rousmaniere entered Union Theological Seminary in New York, where he met his wife, who was the school's associate registrar. He received a Master of Divinity degree in 1988, and they married the following year.

Though he did not enter the ministry, he published "After the Storm" (2002), a ruminative book about well-known ocean calamities and how survivors have looked for meaning in their aftermaths. He admitted that introspection wasn't natural to him.

"Ordinarily, I repress these sorts of emotions," he told The Washington Post. "I'm a Yankee, after all."

He added, "If life is a voyage, storms are a pretty good metaphor for what hits everyone at some point."

John Pierce Rousmaniere was born on March 10, 1944, in Louisville, Ky., the eldest of eight children of James and Jessie (Pierce) Rousmaniere.

At the time of John's birth, his mother was a receptionist in a doctor's office. His father was a fund-raiser for institutions; with his Harvard roommate, John F. Kennedy, the elder Rousmaniere had been part of a team that won the national intercollegiate sailing championship in 1938.

When John was 11, the family moved to Oyster Bay, N.Y., on the North Shore of Long Island, where he learned to sail in Blue Jays and other dinghies. He attended St. Paul's School, the prep school in Concord, N.H.

He received a bachelor's degree in 1967 and a master's in history the following year, both from Columbia. Drafted by the Army in 1970, he completed officer training and served his enlistment teaching history at the U.S. Military Academy at West Point, N.Y.

Uninterested in an academic career, he worked as an associate editor at Yachting magazine from 1972 to 1977 and then was an independent writer. For many years, he lived in Stamford, Conn., where he was a single parent to his two sons from the second of two short early marriages. Those marriages, to Sharon Zukin and Jody Hall, both ended in divorce.

Besides his wife, he is survived by his sons with Ms. Hall, Dana and Will; five siblings, Peter, David, Joe, Arthur and Kate Rousmaniere; and five grandchildren.

Mr. Rousmaniere helped the America's Cup skipper Dennis Conner write a memoir, "No Excuse to Lose" (1978), and edited "Desirable and Undesirable Characteristics of Offshore Yachts" (1987) for the Technical Committee of the Cruising Club of America.

He also finished nine Newport Bermuda Races, three trans-Atlantic crossings and many other offshore cruises, logging some 40,000 miles of ocean sailing. He served as chairman of the selection committee for the America's Cup Hall of Fame.

His own 1979 Fastnet race ended without serious incident, and he was unaware of the full scope of the tragedy until the finish line in Plymouth, England, where he saw the wharf crowded with stone-silent people anxious for news of their loved ones.

In writing his book about the disaster, he interviewed survivors, rescuers and grieving family members throughout England. "I took trains everywhere," he wrote. "Having survived a force 10 storm, I was not about to strain whatever good luck remained by driving on the right-hand side of the road."

(New York Times, August 2026)

### Photo Dedicated to Lars Ström

by Tapio and Matteo



Main mast of Norwegian expedition ship *Statsraad Lehmkuhl*

### Newsletter Archive

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(est. 2000)

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S&S Swan - The Original Swan

