



Organised by
The Royal London Yacht Club



RORC Incorporating
Royal Corinthian YC



Royal Victoria YC



Cowes Corinthian YC



Island SC

2015

CHARLES STANLEY

Cowes Classics Week

Newsletter

December 2014

Charles Stanley Cowes Classics Week – 20-24 July 2015

2014 – best ever yet

Wall-to-wall sunshine, variable conditions, a record entry and genial socials – Wow! See reports on the web site

The Winners

8mR RVYC 100th Anniversary Olympic sailing painting	Helen Christopher Courage
Bembridge One Design Red Funnel Plate & Red Funnel Voucher	BOD 6 David Shaw
Classic Cruiser Fast Danegeld Half Model	Cockleshell Jonty Sherwill
Nicholson 36 Challenge Jean de Roany Plate	Janessa William Amherst
Nicholson 32 Bartlett Insignia	Responsive Anne Marie Coyle
Classic Cruiser Slow Caprice Half Model	Sea Urchin Richard Hargreaves
SCOD Phoenix Challenge trophy	Marbella Mark Taylor
Twister The Twister Trophy	Sea Urchin Richard & Kit Hargreaves
Daring The Loup-Garou Model	Streak Malcolm Lofts
Flying Fifteen Calf Cup	Flying Fish Bobby Salmond
Loch Long Mike Till Painting	Pamina David Trower
National Swallow Aitken Challenge Cup	Swift Martin Jones
Old Gaffers	Chough

2015 – best yet to come

Charles Stanley are delighted to build on the success of last year – Magnus Weatley invested in a Daring so he could join in and is *“looking forward to a jolly good regatta – again! I really did think last year’s was the best sailing of the year and the best socials.”*

Old Gaffers Model	David Hopkins
Seaview Mermaid RLYC Centenary Mug	U11 Miranda
Solent Sunbeam Cowes Week Classics Cup & Mike Till Painting	Fleury Jo & Cathie Burnie
XOD Haines Boatyard Trophy	Madelaine Kim Slater
Solent Grounding Trophy SW Shingles YC	Erida Bob Gatehouse
Concours D'Elegance Classic Boat Model	Charm of Rhu Martin Thomas
Seamanship Trophy Classic Boat Model	Athena David Glasgow
Travellers Trophy Ratsey & Laphorn Decanter	Glass Half Full John Hassen
New Helm Trophy	Glass Half Full John Hassen
Overall The 1792 Cup	Sea Urchin Richard & Kit Hargreaves

The 1792 Cup, so called because it was made 222 years ago, the same year that our title sponsor Charles Stanley was founded

Enquiries to David Elliott: david.elliott@cowesclassicsweek.org

www.cowesclassicsweek.org

Preliminary Notice of Race

Available on the web site.

Classes Update

As always, behind the scenes, we maintain a constant dialogue with classes and boat owners to encourage participation and make sure the event meets their needs. The annual Class Captains Meeting and a meeting of Cruiser/Racer owners, both held in November, kicks off the process each year – no major changes, but a few refinements.

2015 brings several **50th Anniversaries** bringing new classes to CSCCW.

Tempest

The Tempest is a one design two man high performance keelboat with a trapeze. It was designed by Ian Proctor for the 1965 trials for the new Olympic Keelboat, which it won convincingly.



In sailing at the 1972 Summer Olympics the Tempest class was used alongside the Star class as an Olympic racing yacht. The Gold Medal was won by Valentin Mankin and Vitaly Dyrdyra of the Soviet Union. Alan Warren and David Hunt won silver for the UK. For the 1976 Olympics the Tempest class was used in place of the Star class, but subsequently the Star class forced abandonment of the Tempest. The Gold Medal was won by John Albrechtson and Ingvar Hansson of Sweden.

The Tempest is unusual for a keelboat in having a trapeze, which with its planing hull and large sail plan is remarkably fast on a reach and speeds in excess of 15 kts are not uncommon in moderate winds.

The class has since progressed with the times, including a new deck and cockpit layout and changing

the construction from GRP to a foam sandwich. In the last few years the rules have allowed a bigger spinnaker, longer spinnaker pole and the use of epoxy resin in the construction of the hull.



Tempests are sailed actively throughout the world with major fleets in Germany, France, Switzerland, Austria, United Kingdom, North America and Australia. In the UK, they are sailed at Ullswater and Carsington.

CSCCW has been invited to host the Tempest World Championships in 2016 and a number of boats will definitely be joining us for 2015.

<http://www.tempestclass.com/>

Soling

A Soling is a keelboat designed by Jan Linge of Norway in 1965 based on ideas that emerged while tank testing a 5.5mR for the 1960 Olympics, ideas which were outside the 5.5mR rules. In 1968, it was chosen from among many other boats to be the men's triple-handed boat for the 1972 Olympics. The IYRU wanted a nice compromise between maximum

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speed and maximum seaworthiness, with a good measure of both. It was the only class to survive heavy weather at the Kiel selection trials. The Soling remained an Olympic boat until its final Olympic appearance at the 2000 Olympics.

The UK's best result was a bronze in Spain in 1992 (Lawrie Smith, Robert Cruikshank and Ossie Stewart).



The boats are made of fibreglass reinforced polyester and are one-design boats coming from an authorized single plug and mould, making competition as even as possible.



Characteristic for the Soling is the droop-hiking technique.

<http://www.soling.com>

Etchells

Another boat for the mid-60's Olympic Trials was Skip Etchell's Shillallah which dominated the races, but in the end the Soling was selected. The Shillallah entered production as the E22 later changed to Etchells and will become eligible for CSCCW in 2016.

Contessa 26

The Contessa 26 is a 25.6 ft fibreglass monohull boat, designed by Jeremy Rogers. With a background in traditional wooden boatbuilding along with David Sadler, one of his Folkboat customers, created a modified version of the same boat in GRP in 1965. Rigged as a masthead sloop, with a deep keel and a transom-mounted rudder, the first production boat was launched in 1966 and early boats proved to be very successful racers, including long-distance events and boats have made noteworthy blue water voyages.



Jeremy Rogers helming Rosina

As the design date is 1965, the Contessa 26 is eligible for CSCCW, although the class has organised its half-centenary around the launch of the first production boat and will celebrate in 2016.

<http://www.contessa26.net/>

Other New Classes

Star

The Star was designed in 1910 by Francis Sweisguth—draftsman for William Gardner's Naval Architect office—and the first 22 were built in Port Washington, New York by Ike Smith during the winter of 1910-11. Since that time, over 8,400 boats have been built. The Star has been an Olympic class since 1932. Although far from a modern design, the class remains popular today, with about 2,000 boats in active racing fleets in North America and Europe.



As a result of the 2011 Mid-Year Meeting in St. Petersburg, keelboats were removed from Sailing at the 2016 Summer Olympics, and therefore the Star class will not be in competition in Rio de Janeiro.

It is sloop-rigged, with a mainsail larger in proportional size than any other boat of its length. Unlike most modern racing boats, it does not use a spinnaker when sailing downwind. Instead, when running downwind a whisker pole is used to hold the jib out to windward.



The best UK Olympic result was Gold in 2008, China – Iain Percy and Andrew Simpson – who also won Silver in 2012 at Weymouth.

<http://www.starclass.org>



Fine Arts Sails have produced a set of sails with designs by renowned artists and are coordinating events for the class. They will be bringing the boats and the sails to Cowes for a demonstration sail at Cowes Week, but will be joining CSCCW for some proper racing. The main UK fleet is based in Norfolk and it is hoped that a number of boats will come over from Europe to join them as there are new sail designs which resulted from a Schools competition. Fine Art Sails and the National Schools "Sail Art" Competition is in support of the Andrew Simpson Sailing Foundation (ASSF). After Andrew Simpson's tragic death, the Foundation was established by Iain Percy OBE, Sir Ben Ainslie, and Andrew's wife Leah.

Royal Burnham One Design

Continuing our ambition to get together one-design classes from around the country, the Royal Burnham One Designs will join us next year. Not well set up for travelling, CSCCW will be assisting with bringing a number of boats to Cowes.



RBOD celebrating their 80th anniversary at Burnham Week

Designed by Norman Dallimore in 1932, the RBOD is similar in hull profile to the Alfred Westmacott

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designed X One Design (as a replacement for the West Solent Restricted Design) and are similarly three-quarter decked with a deep cockpit. Only 24 boats were ever built, all but one before WWII, and are one of the strongest classes on the Crouch. The boats remain pretty much as original with little concession to modernisation.



<http://www.rbodclass.co.uk>

Other Class News

6mR – the Six Metres were responsible for getting CCW going, so we are pleased that they are going to re-join us with a 3-line whip to ensure an excellent turnout.

12mR – we are pleased to report that Italia has a new owner who is bringing the boat back up to scratch– very keen to be involved although the boat may not be ready for next year.

Flying Fifteen – the class has been debating the issue that older boats struggle to compete against newer boats – an issue that besets many of our classes. It was noted that usually the better/best sailors tend to be in the newest/newer boats or optimise their boats to the best of their ability within the rules. However, they also noted that in the hands of good quality sailors older boats, including classic boats, usually optimised and in good condition well sailed in close competition, have the ability to out sail and embarrass newer boats. Nevertheless, they have determined separate PY numbers for the classic and silver fleets – advisory only as they like to stress that the handicap system is not designed to compensate for differences in ability of sailors or

deficiencies in the general condition of their equipment.



Solent Sunbeam - continue to regard Classic Week as their premier racing week of the year, in effect their National Championships, and are going from strength to strength. In 2014 there were 18 boats competing; in 2015 they hope to have 22+ boats out racing some with new owners, and even shiny new boats! There are now 32 boats at Itchenor up from 21 only 4 years ago the growth being due to boats coming up from Falmouth, having new all-GRP boats as a hull option (fitted out by Haines Boatyard at Itchenor) and also getting all our traditional wooden yachts back into racing fitness; supported by a helm and crew training programme. There are a limited number of boats for sale or opportunities to join a syndicate if anyone is interested.



Bembridge One Design – must be getting more serious – new owners and new masts and rig – more boats expected.

Daring - now in it's 53rd year, shows no sign of sitting back and taking it easy. With an encouraging number of extra boats on the start line in 2014 and the promise of a further one or two reactivated hulls for 2015, the Darings, one of the longest running and robust in the Solent, look set to be around for some time yet. Close, competitive one design affordable racing has always been the principle attraction of the Daring Class and with its class starts for classic one design day boats and excellent courses set by highly experienced race management teams, Charles Stanley Cowes Classic Week is a favoured event for owners and the 2015 programme can expect to include a highly competitive, substantial fleet



Classic Yacht Class – as a result of discussion at the reps meeting, it was decided to add a class for those not so well set up for racing – this will be a non-Spinnaker class with less challenging courses.

And we are liaising with the Classic Channel Regatta who finish at St Peter Port, Guernsey a few days before us and some boats are expected to sail up and join us. It starts with two days of racing at Dartmouth followed by the Classic Channel Race to Paimpol where there is rest day and a race around the Ile de Brehat. Then a passage race takes the fleet to Guernsey where the regatta finishes with the Round Sark Classic Race – all backed up with a programme of informal social events ashore.

<http://www.classic-channel-regatta.eu/>

Also on the Solent

America's Cup

Prior to the challenge racing, there is a series of events, America's Cup World Series, sailed in 45 foot foiling catamarans as a development platform for the larger boats and the crews.

There will be an event at Portsmouth the weekend following our Regatta – Portsmouth is the home port of Ben Ainslee Racing the GBR challenger. During our Regatta, the boats will be out practicing in the Eastern Solent. We have already made contact to avoid any competition for water – there shouldn't be any issues as they will remain well to the east and be tightly controlled, but the prospect of meeting one ...!



Credit: Mark Lloyd/Lloyd Images

Panera British Classic Week

BCYC have moved their event to the same week as us in order to be back-to-back with and a warm-up event for the Royal Yacht Squadron Bi-Centenary.

We can expect Cowes to be filled with some spectacular boats including many of the 'big boats'.



The 19mR Mariquita C1 will be there

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The Socials

A key component of CSCCW, the socials are an essential part of developing the keelboat classes as a community as well as a convivial and laid-back conclusion to the day's racing. We're working on it, but a similar combination of sponsored receptions and suppers/dinners can be expected. Although we aim to rotate events around the clubs, by popular demand we will be revisiting the Royal Victoria YC - again by boat as the tides are OK, at least for getting there. And, we'll involve the Classic Boat Museum again - an opportunity to visit their new exhibition hall and workshops.



Non-Sailing Support Team

A reminder that there's lots to do around Cowes and the Isle of Wight for those not sailing with plenty of public transport to get around. The Royal London YC is open all day for breakfasts, morning coffee and lunch with fantastic views across the Solent and the racing area.

The Cowes Clubs

We must acknowledge the considerable effort that members of the Cowes Yacht Clubs put in to create the success the event has achieved. They are working behind the scenes already to make sure that the quality of racing is maintained as the organisation gets ever more complex in terms of numbers and variety of needs.



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Our Other Sponsors

Whilst we have a headline sponsor, we must also acknowledge the support we have received from a number of organisations who have regularly supported us and are continuing to do so.



Winkworth



Contacts

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Classes Coordinator: David Elliott

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Regatta Secretary: Jill Stevenson

(for admin queries about entries, moorings, racing, socials, etc) secretary@cowesclassicsweek.org

Next year's dates:

Cowes Classics Week

25-29 July 2016

www.cowesclassicsweek.org

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