

Victory Class Ltd

Members Handbook



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INTRODUCTION

This revised addition of the Handbook has been updated to incorporate the following changes:

- The change to the mast measurement rule agreed at the 2024 EGM. The new wording replaces existing paragraphs 7.1.2 through to 7.1.9 inclusive with new paragraphs 7.1.2 through to 7.1.7
- Removal / changes to names of referenced organisations and other name changes
- Correction of minor errors in the previous text

Russell Mead
Secretary
March 2025

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PART A: GENERAL RULES AND PROCEDURES

1 CLASS ADMINISTRATION

The Victory Class is administered and registered as a Limited Company. There are 7 directors of the company who also form the committee of the Victory Class.

1.1 THE VICTORY CLASS LIMITED

The Victory Class Limited under this name shall be affiliated to the Royal Yachting Association, Portsmouth & Langstone Sailing Association, Solent Cruising and Racing Association and the Solent Protection Society.

1.2 The Class Flag

The Class Flag shall be an international Code 'Z' Flag.

1.3 Committee

To comprise of 7 Members as follows:

1. Chairman and Captain
2. Secretary
3. Treasurer
4. Racing Secretary
5. Social Secretary and Communication Officer
6. Yard Manager and Moorings Officer
7. One other Member.

The majority of the directors are to be owner members.

1.4 Sub-Committees:

- a) Sailing
- b) Technical
- c) Social

Only paid-up members may sit on sub-committees. The Class committee may suspend the operation of this provision as regards any particular Member on such terms as the Class committee at their discretion may determine.

1.5 Alterations to Rules and Procedures

Alterations to Rule and Procedures are dealt with in the Articles of Association of the Class, as is the Management of the Class. Copies of Rules and Procedures are available from the Hon. Secretary.

2 MEMBERSHIP

Membership is divided into eight categories as follows:

2.1 Owner Member

Shall be the owner or one of the Joint Owners of the Yacht designated as the Owner Member.
(One per boat to carry full voting rights)

2.2 Co-Owner Member

Shall be part Owner of the Yacht not designated as the Owner Member.

2.3 Crew Member

Anyone who sails on a Victory in a race that has been organised solely by the Victory Class for twelve races during their first season shall be required to join the Victory Class as a Crew Member.

2.4 Student Member

Shall be defined as anyone in full time education.

2.5 Social Member

Shall be a previous Victory Class Member who wishes to remain in contact with the Class and take part in social occasions.

2.6 Restoration Member

Shall be a person who is restoring a Victory

2.7 A Life or Honorary Member

Shall be elected at a General Meeting of the Class as set out in the Articles of Association of the Class.

2.8 Mooring Member

Shall be a person who pays to utilise a mooring owner/maintained by the Victory Class.

2.9 Subscriptions

The Class Subscription for the current year shall be determined by Members at a General Meeting.

- 2.9.1 Any member whose Annual Subscription is unpaid on 30th November of the year in which it falls due shall cease to be a Member of the Class and shall forfeit all right and claim upon the Class and its property. The Class committee, before the following 1st January, may suspend the operation of this provision as regards any particular Member on such terms as the Class committee at their discretion may determine.

2.9.2 NEWCOMERS

For those joining the class more than halfway through the season a pro-rata discount will be given at the discretion of the Committee.

2.9.3 CLASS YEAR

The Class Year shall run from 1st December to 30th November. Subscriptions are due on 1st December each year.

2.9.4 CLASS FINANCIAL YEAR

The Class financial year for accounting purposes shall run from 1st November to 31 October each year.

3 YACHT OWNERSHIP

3.1 Construction

- 3.1.1 The yacht must conform in all respects to the Design, Specification, the Drawings and Measurements of the Class and must be built to the official Templates of the Class.
- 3.1.2 All yachts must be open to inspection by the Official Measurer throughout the period of their construction and must be passed by the Official Measurer before being eligible to race.
- 3.1.3 The Official Measurer is not responsible for the quality of materials and Workmanship.
- 3.1.4 The Directors and Officers of the Class reserve the right to inspect yachts during construction and at any period whilst in the Class.
- 3.1.5 Detailed design drawings are available from the Class Secretary. A charge may be levied for each copy.

3.2 GRP Constriction

Construction of the yacht in GRP (Glass Reinforced Plastic) materials are only to be manufactured using the approved Victory Class moulds and must conform in all respects to the design, specifications and drawings of the Class for GRP yachts

3.3 Yacht Alterations

- 3.3.1 In the event of structural alteration, repairs or renewal of hull, rudder, or spar, a declaration that the yacht's design has not been materially altered, must be given by the owner to the Class Secretary, in writing, within twenty eight days.
- 3.3.2 The Technical Sub-committee reserve the right to have the yacht re-measured by the Class Measurer at the expense of the owner.
- 3.3.3 If a replacement mast, boom, or spinnaker pole is ordered, notification must be sent to the Class Secretary within seven days. The replacement spar(s) must be measured by an authorised member of the Technical Sub-Committee prior to use (see Rule 7 for spar measurements)

3.4 Measurement on Change of Ownership/Re-Acceptance in the Class

- 3.4.1 If a yacht changes ownership or is declassified she will not be eligible in the Class until the following declarations have been received by the Class Secretary.
- 3.4.2 A declaration by the previous owner, he or she having been a Member of the Class that the Yacht conformed to all the rules of the Class when handed over.
- 3.4.3 A declaration by the new owner, he or she being the purchaser from such previous owner, and a Member of the Class, that no alterations have been made.
- 3.4.4 In all cases of change of ownership a yacht shall be considered to be declassified and shall require re-acceptance in accordance with Rule 3.4 and until re-acceptance shall cease to be or be called a Victory Yacht.
- 3.4.5 The committee may, however, on any change of ownership, without any reason given, declare that the Yacht changing ownership shall be re-admitted to the Class or shall be de-classed.

- 3.4.6 For re-acceptance a certificate from the Official Measurer must be furnished showing that the Yacht still conforms to the design, specification and measurements of the Class.
- 3.4.7 Measurement Fees shall be as determined periodically by the Class committee.

3.5 Insurance

All yachts stored on Class premises, berthed on Class moorings, or racing in Class races, must be covered by appropriate Insurance with a minimum Third Party Liability of £3,000,000.

4 YACHT STORAGE AND BERTHING

4.1 Class Premises

- 4.1.1 Berths in or on Class premises will normally be allocated to give preference to Yachts racing on a regular basis.

4.2 Season Definitions

- 4.2.1 Winter Season: 1st October to 31st March
- 4.2.2 Summer Season: 1st April to 31st September (including the Victory Racing Season)
- 4.2.3 The Victory Racing Season shall be included in the Summer Season and contains the Victory Class races from the Taylor trophy (first race of the season) to the Underwood trophy. If the Underwood Trophy continues after the Summer Season has finished then the Summer Season shall be extended to include the following weekend after the last race.
- 4.2.4 Other regattas/races not organised by the Victory Class are not included in the Racing Season.

4.3 Storage of Yachts and Equipment

- 4.3.1 Road Trailers and Launching Trolleys are only permitted on Class premises during the racing season, provided this has been agreed with the Yard Manager. Charges are to be determined annually by Members at a General Meeting of the Class and payable on 1st April.
- 4.3.2 All owner's Equipment (to include but not restricted to Yachts, Dinghies, Trailers, Launching Trolleys and Outboard Motors) must be clearly marked with the name of yacht or details of Ownership.
- 4.3.3 The Class committee shall be entitled to move owners Equipment (see Rule 4.3.2) to any other part of the premises without being liable for any loss or damage however caused, but taking all reasonable care in such movement.
- 4.3.4 The Class shall at all times have a lien over Equipment (see Rule 4.3.2) of Members, or former Members', parked/moored/stored upon the Class premises or Class Moorings for all monies due to the Class, whether in respect of arrears of Storage Fees, Mooring Fees, Subscriptions or otherwise.
- 4.3.5 If at any time fees payable to the Class for storage of Yachts, Dinghies, Trailers, Launching Trolleys and Outboard Motors on Class premises are in arrears then:

The Class committee shall be entitled upon 28 days' notice in writing to the Member or former Member, to be served on him/her by recorded delivery at his/her last address

shown in the Register of Members, to sell owners Equipment (see Rule 4.3.2) and to take any monies due to the Class whether by way of arrears of Storage Fees, Mooring Fees, Subscription or otherwise from the net proceeds of the sale before accounting for the balances (if any) to the Member or former Member.

Alternatively, any of the above items (or any other item) which in the opinion of the Class committee cannot be sold, may upon such notice as aforesaid, be disposed of in any manner the committee may think fit and the expense recovered from the Member or former Member. Any arrears as aforesaid shall be deemed to be a debt owing to the Class by the Member or former Member.

4.4 Winter Yard Berths

- 4.4.1 Applications are to be made to the Yard Manager(s) annually, not later than 31st August. Charges are to be determined annually by Members at a General Meeting of the Class, payable in advance on 1st October.
- 4.4.2 If inside berths requested exceed the 8 berths available the easy access berths will be allocated for 2 boat sharing with priority given to wooden boats who have significant refitting and repairs to carry out. Priority of all inside berths will be given to members who actively use the facility rather than just store their boat.
- 4.4.3 The winter period for outside berths is from 1st October to 30th March. Any extension to the Winter Berthing period is subject to the approval of the Class committee, who may make a surcharge at their discretion pro rata to the additional period of time for which the yacht is in the yard.
- 4.4.4 No dinghies are permitted in the shed or the uncovered area of the Yard during the winter berthing period, unless prior permission has been sought and granted by the Class committee, a double rate surcharge will be payable pro rata to the additional period of time for which the dinghy is in the Yard.
- 4.4.5 A special arrangement to store dinghies on the local "Scout beach" during the winter berthing period at the same yard summer rate. Owners are responsible to secure and ensure dinghies do not cause any access inconvenience to other users.

4.5 Summer Yard Berths

Applications for berths are to be made to the Yard Manager not later than 1st March. Charges are to be determined annually by Members at a General Meeting of the Class and payable on 1st April.

4.6 Moorings

- 4.6.1 Charges are to be determined annually by Members at a General Meeting of the Class.

4.7 Victory Moorings

- 4.7.1 Mooring can be provided for each of the defined Seasons for Victories.
- 4.7.2 Application for marina berths and swing moorings should be made to the Moorings Officer.
- 4.7.3 Swing Moorings are only available in the Summer Season
- 4.7.4 For a Summer Season berth the application should be no later than 1st February. Owners will be invoiced for payment to be received before 1st April or within 14 days of the request for a mooring being received after 1st April.

4.7.5 For a Winter Season berth the application should be no later than 1st September. Owners will be invoiced for payment to be received before 1st October or within 14 days of the request for a mooring being received after 1st October.

4.7.6 Moorings will normally be allocated to give preference to yachts racing on a regular basis.

4.8 Non-Victory Moorings

4.8.1 Application for marina berths and swing moorings should be made to the Moorings Officer.

4.8.2 For a berth the application should be no later than 1st February. Owners will be invoiced for payment to be received before 1st April or within 14 days of the request for a mooring being received after 1st April.

4.8.3 Swing Moorings are only available in the Summer Season.

4.9 Liability

4.9.1 When the Class arranges a crane or other equipment to assist Members in moving yachts, the Class does not accept responsibility for any damage or injury caused by Member's use of such equipment. Any contract with the supplier of the equipment is between the individual Member using the equipment and the supplier.

4.9.2 Members are solely responsible for their own safety when moving yachts or equipment on Class premises.

PART B: YACHT RACING RULES AND PROCEDURES

5 STANDARD RULES

- 5.1.1 All Victory Class races will be sailed under the World Sailing (WS) rules and the Royal Yachting Association (RYA) prescriptions, together with Class rules, specifications and sailing Instructions.

5.2 Class Rules and Restrictions

- 5.2.1 Each yacht shall sign and submit to the class a completed copy of the current years 'Racing Declaration and Safety checklist' prior to its first race in the current calendar year.

5.2.2 ELIGIBILITY

A yacht may not enter any Victory Class race or receive points for any class trophy in the event that:

- a) Any accounts for payment associated with the yacht or any owner of the boat are overdue for payment (i.e. insurance, membership fee, mooring and storage fees (if applicable))
- b) The boat is not insured in accordance with General Rules and Procedures of the Class, Part A, Rule 3.5.
- c) The yacht is 'suspended' from class eligibility following any disciplinary action as defined in class rules.
- d) A signed copy of the class 'Racing Declaration and Safety checklist' has not been submitted to the class prior to the start of the race in question.

If a yacht competes in a Class race when the above conditions have not been met its entry is deemed not to have been accepted and it shall be recorded as 'not eligible to enter'. Any finishing position will not be retrospectively reinstated.

5.3 OOD Duties

All yachts are required to provide a race officer for at least two Class races during the season.

5.4 One Design Policy

The use of sails, fittings or apparatus not shown in the official Class drawings, or permitted in the Specifications and Rules can result in the Class committee applying rules that may be retrospective in order to prohibit the use of such equipment.

Note: Owners shall consult the Technical Sub-committee before installing any equipment that may be inconsistent with the One Design Policy of the Class.

5.5 Routine Checks

The Class committee and associated sub-committees may from time to time perform routine checks on yachts and equipment for the purposes of ensuring conformity with Class Rules

and Specifications. Owners shall co-operate with and support these checks. Owners shall have the right to be in attendance when such checks are carried out, but shall not unreasonably delay such checks by non-attendance. The Class committee may take action as they see fit against a yacht in breach of these rules and specifications, and such actions may include cancellation of all future results until the yacht conforms or in exceptional cases the cancellation of previous results.

5.6 Hauling Out

For the duration of the racing programme, a yacht shall not be out of the water for more than 50 hours in total during any fortnight. All occasions that a yacht is hauled out must count in the 50 hour limit. With the approval of the Class Captain (or in his absence the Vice-Captain or Sailing Secretary), this time can be extended to allow for the repair of damage. Subject to this, the hull can be cleaned as frequently as the Owner wishes.

5.7 Restriction on Sails

5.7.1 New Sails may only be ordered from a sailmaker appointed to the Class. Subject to the new ownership exceptions (see below), sails shall not be used at intervals of less than three years or after a boat has sailed 90 starts, whichever is the sooner.

5.7.2 New Ownership Exceptions

Upon any genuine change of ownership of a boat involving at least 50% of the shares in the boat, and with written permission from the Class committee. A new set of sails may be used and the 3yr/90 race limit shall apply from the date of that use or

5.7.3 A maximum of two suits of sails may be used within two years of the notification of that change of ownership to the Class but no further replacement sails may be used at an interval less than four years or after the boats has sailed 145 starts from the receipt of the first set of sails. This rule shall also apply on the purchase of a new boat.

5.7.4 Measurement

New sails must be measured before use. In the event that the owner is dissatisfied with any aspect of the quality of the sails, this must be raised in writing to both the Approved Class Sail maker and the Technical Sub-committee prior to completing a maximum of five races. Alterations may only be made with the approval of the Class committee.

5.7.5 Sail Repairs

When a sail has been accidentally damaged, the owner shall seek the approval of the Technical Sub-committee before the repair work is undertaken that replaces a panel. All panel replacements shall only be performed by the approved class sail maker.

5.7.6 Sail Maintenance

Normal routine maintenance may be undertaken without prior permission of the Technical Sub-committee and this maybe performed by any sail maker. Maintenance include:-

- a) Laundry
- b) Replacement of existing stitching
- c) Minor patches (but not panel replacement)

5.7.7 Sail Transfer

Permanent transfer of sails from one boat to another is permissible after 3 years.

5.8 Restrictions While Racing

5.8.1 Sponsorship

In accordance with WS Regulation 20.5.1, any advertising displayed pursuant to WS Regulation 20.3.2 (Advertising chosen by the Person in Charge on hulls, spars and sails) shall be restricted to the spinnaker.

5.8.2 Use of Spinnaker

The first spinnaker to be hoisted during a race must be used for all other spinnaker legs of the race. In the event of damage that renders the sail unusable, an alternative spinnaker can be used. The result of the race shall only stand after the OOD and a member of the Technical Sub-committee have agreed that the damaged sail was not serviceable.

5.8.3 Black Bands

The mainsail luff and foot are controlled by black bands (see section 7). The mainsail shall not be set on or beyond these marks.

5.8.4 Electronic Devices

Electronic devices shall not be used whilst racing except as detailed below or as specifically authorized by event sailing instructions:

Permitted equipment and usage:

- Communication devices:
 - a. A Marine VHF radio capable of transmitting and receiving solely on public channels.
 - b. Other devices capable of voice or data transmission and reception but only to:-
 - Receive communication intended for all competitors, or information broadcast for public usage.
 - Respond to an organizing authority as permitted by any sailing instructions.
 - Communicate or respond to a distress, urgency or safety incident.
 - c. Any communication devices with GPS (Global Positioning System) capability or other equivalent position determining capability may only use such capability to transmit a boat's position to third parties, and then only:-
 - In a distress, urgency or safety situation
 - As allowed for in any sailing instructions, providing that the information is not used by the boat when racing.
- Electronic timing devices
- Self-contained electronic compasses with functionality limited to providing heading, tacking prompts and timer.
- Self-contained electronic photographic and video recording apparatus.
- Electronic equipment supporting electric and automated bilge pumping: subject to any provisions in rule 5.10

5.8.5 Crew

While racing, no more than three persons may simultaneously sit or position themselves outside of the coamings.

5.8.6 Depth Sounding

A light cane or lead may be used for depth sounding.

5.9 Restrictions on Fittings

Cleats, blocks and other fittings, including cam jamming cleats, may be used and positioned as required for the control and adjustment of running rigging and sails, except as detailed in the remainder of this section.

- 5.9.1 Tiller
The length of the tiller is unrestricted but construction must be of wood. A tiller extension of any material can be used.
- 5.9.2 Prohibited Equipment
Winches, speed indicators and/or trapezes are not allowed.
- 5.9.3 Blocks and Cleats
Integrated jamming blocks (block and cleat combined) are not permitted outside the coaming.
- 5.9.4 Jib Sheeting
Any jib sheet lead must be positioned along the line of the "shelf" (i.e. on the position of the former runner track) Jib leads must not be adjustable athwart ships. Barber haulers are not permitted.
- 5.9.5 Kicking Straps
Are allowed but must be attached at a point on the boom that is no more than 915mm from the aft side of the mast and a point near the foot of the mast. Any deflection is permitted above or below the deck. This allows 'Boomerang' type devices.
Tinley type solid kicking straps are not permitted.
- 5.9.6 Mainsheet Attachment
The mainsheet shall be attached to the afterdeck by means of either a horse, eyebolts or a full width track. If a track is used It must with stops to limit its travel to the same width as the existing horse.
- It is not permitted to use any means for restricting the natural fall of the mainsheet from the boom through blocks attached directly to the eyebolts, horse, or traveller (i.e. wire or rope stops are not permitted).
- The mainsheet must be sheeted to the stern deck so that the normal take off point of the blocks are not outside the area (a trapezium) bounded by the forward edge of the deck beam immediately aft of the rudder tube, and 6 inches either side of the centre line and the after face of the deck beam next aft and 7 inches either side of the centre line.
- Centre main-sheeting is only permitted by returning the running end of the mainsheet to the cockpit by means of a block attached to the centre of the boom, and a block fixed to the centre thwart so that it is no higher than deck level.
(Note: This rule prevents direct sheeting to the cockpit without a stern block and restricts the positioning of the attachment point(s) on the aft deck.)
- 5.9.7 Triangulation. It is permitted to fit a device to transmit loads from the shrouds directly between the foot of the mast and the structure of the yacht. The device allowed shall consist of a maximum of 4 wire ropes attached to the foot of the mast or step and to the highest practical point on the shelf.
- 5.9.8 Lowering of the Jumper Stays.
It is permitted to extend the jumper stays so that the bottle screws or other means of adjustment are accessible at a lower level. If the stays are extended they must pass through

deadeyes or blocks fixed in close proximity to the mast at normal fixing position for the lower end of the stays, as shown in the Class drawing (rigging plan).

5.9.9 Alternative Backstay Arrangements.

A twin stay system as a method of attaching the single backstay is permitted, providing that the twinning arrangements shall extend no more than six feet above the top of the stern deck.

5.9.10 Deck Ring.

Minimum measurement from the 'normal position' of the front of the stem to the front of the mast hole cut out to be 1900mm. Maximum measurement from the 'normal position' of the front of the stem to the aft of the mast hole cut out to be 2150mm.

5.9.11 Jib Tack Position.

There will be no restrictions on the jib tack position (relative to the front of the mast) other than it must be on the centreline of the boat and may not extend beyond the stem, nor more than 300mm aft from the front of the stem.

5.9.12 Mainsail Top Batten

For mainsails delivered prior to 2014 calendar year it is permitted to change the mainsail top batten, profile and material, provided that the batten continues to fit within the existing unmodified pocket and uses existing tensioning arrangements. Battens may not be changed from those provided by the sailmaker in sails supplied from 1st January 2014 onwards. In the case of breakage a temporary batten may be used with technical subcommittee approval pending replacement with a batten to the original specification as soon as possible.

5.10 Battery operated bilge pump

Battery Operated Bilge Pumps may be fitted to boats and used whilst racing. Batteries used shall be of Fully Sealed type and may be placed anywhere in the boat. A photovoltaic panel may be used to supplement the power drain of the battery.

The Class recommends that:-

- Pumps should have a minimum pumping capacity of 1925 litres per hour, be fully automatic, and securely fixed to the hull of the boat.
- Batteries are not placed below the floorboards due to the risk of short circuit in the event that they become immersed

Batteries are not part of the 'sailing weight', Rule 6.6.5 c) refers.

6 SAFETY MATTERS

6.1 Equipment

The current years 'Racing Declaration and Safety Checklist' as issued shall include the list of equipment considered mandatory for safety purposes, which shall be fitted or carried by all class yachts when racing.

6.2 Officer Of The Day (OOD)

6.2.1 Responsibilities

A Victory Class Member performing Officer of the day duties for a race has responsibilities for ensuring safe racing for Class Members.

Detailed guidance to these responsibilities is available in the document 'Victory Class OOD Guidance'

Duty OOD's shall ensure that they are familiar with the guidance and with the prevailing weather and tidal situation and shall act at all times with the safety of Class Members as the paramount consideration.

6.3 Compliance With Local Regulations

Entry to any Victory class races is conditional on compliance with the regulations published from time to time by the Queens Harbour Master Portsmouth for controlling vessel traffic in **KHM's** area of responsibility.

In the event that the class receives a complaint from **KHM** as to the conduct of a Victory Class yacht or member at any time

OR

In the event that a member of the class committee witnesses conduct of a Victory Class yacht or member that they believe would lead to such a complaint

AND/OR

The committee receive in writing any statement from a class member or third party that suggests the conduct of a yacht or member would have led to such a complaint

THEN

The committee shall appoint 3 directors, normally the Class Captain, Class Vice Captain and Racing Secretary, to investigate. The investigation shall also consider if there were any mitigating circumstances for the conduct of the yacht.

Mitigating circumstances shall include a) Mechanical failure, b) rig or other sailing related equipment failure, c) actions by a third party, d) **the need to act in a seamanlike manner in the prevailing conditions and circumstances.**

Mitigating circumstances shall **NOT** include weather or tidal conditions that could have reasonably been foreseen prior to the incident.

In the absence of mitigating circumstances and subject to a conclusion that the yacht concerned did **MATERIALLY** break **KHM** regulations, the directors shall take one of two actions.

- a. A written warning to the owner(s) of the yacht concerned.
- b. Suspension of the eligibility of the yacht to enter subsequent race, races, or defined series of races, such suspension to be proportionate to the seriousness of the breach of regulations in the opinion of the investigating directors.
- c. The penalty imposed shall be subject to ratification by a full directors meeting.
- d. The decision and penalty may be appealed via a resolution to a general meeting of the Victory Class.
- e. Any statement from a class or committee member questioning the conduct of a yacht shall be submitted in writing within 7 days of the alleged incident to the class committee. There is no time limit for a statement from KHM or other third party.

PART C: YACHT AND SAIL MEASUREMENTS/SPECIFICATIONS

6.4 Hull

Length overall	20' 9"
Breadth	5' 10"
Draft	2' 6"

6.5 Painting and Varnishing

Topsides shall be painted black (the transom may be left varnished) but boot-top shall be in the colour appropriate to the owners club. The name of the yacht shall be on the stern and the cavita shall be gilded, taped or painted at owners' option.

Approved boot-top colours are as follows:-

Red	Portsmouth Sailing Club or any other club not listed below
Yellow	Eastney Cruising Association
Grey	Hardway Sailing Club
Light Blue	Locks Sailing Club
White	Tudor Sailing Club
Purple	University of Portsmouth

6.6 Builders Notes

6.6.1 WOOD construction

All templates supplied by the Class are on loan to the owner.

The yacht number shall be cut in Roman numerals on the after face of the Stern timber.

Copies or original drawings are available as scanned documents and are listed below

Wooden Victory Drawing List including Rig

File Name	Drg. No.	Name	Sheets	Drawn by	Edition	Date
SCAN 01		HOG AND DEADWOOD MOULDS	1			
SCAN 02		SMITHWORK DETAILS	1			
SCAN 03		BALLAST (INTERNAL)	1			
SCAN 04	D.980	PROPOSED RERIG	1	John E. Powell		03/03/68
SCAN 05	D.962	DETAILS OF JUMPER STRUTS	1	J.A.K.		
SCAN 06		BALLAST (INTERNAL)	1			
SCAN 07		PROPOSED NEW SPINNAKER (NEVER IMPLEMENTED)	1			Apr 1968
SCAN 08		LINES PLAN	1	S.N. Graham		
SCAN 09		STRUCTURAL DRAWING (With lifting eyes)	1	S.N. Graham		Feb 1934
SCAN 10		ORIGINAL RIG	1	S.N. Graham		Feb 1934
SCAN 11		REVISED RIG	1	D.M.		14/02/70
SCAN 12		LINES PLAN	1	S.N. Graham		
SCAN 13		SMITHWORK DETAILS	1			
SCAN 14		HOG AND DEADWOOD MOULDS	1			
SCAN 15		LIFTING EYES	1			
SCAN 16		REVISED RIG (Poor quality scan)	1	D.M.		14/02/70
SCAN 17	D.962	DETAILS OF JUMPER STRUTS (Electricity S.C. Copy)	1			
SCAN 18		STRUCTURAL DRAWING	1	S.N. Graham		Feb 1934

Table 1: Wooden Victory Drawing List

6.6.2 GRP construction

GRP (Glass Reinforced Plastic) boats are only to be produced from approved moulds owned by the Class and manufactured by a Class approved builder in accordance with the following drawings and method statements detailed on drawings.

The drawing list includes all hull fittings required.

There is a Class royalty fee payable for use of the moulds determined by Directors prior to manufacture.

6.6.3 GRP Hull Drawing List

Drawing No	Rev / Issue	Title
VC/STRUCT/001	G	HULL AND DECK STRUCTURE #
VC/STRUCT/002	F	HULL SHELL LAYUP
VC/STRUCT/003	E	INNER MOULDING DETAILS
VC/STRUCT/004	D	VICTORY DECK LAYOUT
VC/STRUCT/005	A	RUDDER HEEL SHOE
VC/STRUCT/006	A	TILLER ARM & SOCKET
VC/STRUCT/007	1	RUDDER ASSEMBLY
VC/STRUCT/008	1	BOW FITTINGS- BASE PLATE
VC/STRUCT/008	1	BOW FITTINGS- BOW ROLLER
VC/STRUCT/008	1	FORESTAY
VC/STRUCT/008	1	STEM HEAD BAND
VC/STRUCT/009	1	CHAIN PLATES
VC/STRUCT/009	1	SHROUDS
VC/STRUCT/010	1	MAST HEEL HULL FITTING
VC/STRUCT/011	1	OUTBOARD BRACKET
VC/STRUCT/012	1	ENGINE BRACKET SUPPORT

Table 2: GRP Victory Drawing List

See Appendix C

6.6.4 HIN (Hull Identification No)

As per example below shall be moulded in on the external stern in the upper starboard side and recorded on GRP Victory Class Measurement certificate (see appendix 4)

GB	DHY	ZP	003	C8	08
Country	Manufacturer	Class	Hull	Date	Model
Code	ID Code	Code	Serial No	Certified	Year

i.e. Built in UK by David Heritage Yachts, Z Class Portsmouth, Hull No 3, built in 2008

6.6.5 MINIMUM SAILING WEIGHT (MSW)

- a) No boat shall race, or have their results counted, weighing less than the Minimum Sailing Weight of 1290kgs. There is no maximum sailing weight.
- b) The Sailing Weight is measured with the boat in sailing condition with bilges sponged dry and only the following on board:-
 - All spars and standing and running rigging and control lines.
 - One complete suit of sails.
 - Approved anchor as listed in Class Rules, together with a minimum of 4.5 metres of 1/4" chain and a minimum of 20 metres of 10 mm Warp,
 - Boat hook,
 - Bailer/Bucket,
 - Two Oars or Paddles at least 1.5 m long,
 - Waterproof pack containing two Red and two Orange Smoke Flares currently in date,
 - Manually operated fixed bilge pump (permanently fitted to yacht)
 - Waterproof First Aid pack with instructions,
 - Rescue quoit or throw-bag with 15m of floating line.
 - Any permanently fitted electric bilge pumps but no battery
 - Her ballast
- c) For the purposes of this rule batteries, engines and other items of equipment with a specific function are not considered ballast.
- d) All ballast is to be kept below the floor boards but may be moved at the Owner's discretion for trimming purposes.
- e) No boat shall add or remove ballast without it being witnessed by at least two independent members of either the committee or the Technical sub committees and the boat weight change is to be declared immediately to the Directors.
- f) f) No boat shall add or remove any ballast more than once per season without the approval of the Directors
- g) Any boat not weighed on, 4th June 2011 shall be allowed to race and have her results counted provided:-
 - Two independent members of either the committee or the sub committees have inspected the boat and are satisfied that it appears not to be below the Minimum Sailing Weight and
 - The boat is weighed at the first reasonable opportunity but in any event not later than the beginning of the season following her first launch.
 - New GRP boats are to be weighed by the builder on completion and certificated with the required ballast to achieve the MSW. The owner shall

advise the Technical Subcommittee of the weights of any required equipment not fitted when supplied for approval to reduce the ballast. Alternatively arrange to carry out an approved weight check.

6.7 Recommended Alternative Materials for Wooden Construction

- 6.7.1 Planking and main timbers: - Iroka, mahogany of similar specific weight to the original Elm specified, or Acacia, if available.
- 6.7.2 Frames: - American white Oak or Acacia if available.
- 6.7.3 Fastenings: - As an alternative galvanised iron or steel fastenings, copper, bronze, stainless steel specification 316 type (A4 Grade) may be used.
- 6.7.4 Deck: - Marine ply ½ “ thickness may be used.

6.8 Scantlings

In the event of any specified material not being readily available a suitable alternative material can be used. This will be at the discretion of the Official Measurer, who will take the One Design nature of the Class into full consideration. The use of this discretion shall be notified in writing to the Class Secretary.

Laminated substitutes are permitted if grown timbers are not available.

If a proposed material is prejudicial to the ‘one design’ aspect, the Measurer will consult the Class committee before allowing any departure from the specification.

- 6.8.1 KEEL
English Elm 3½” moulded and sided to suit form of yacht.
- 6.8.2 STEM
Upper portion natural crook of English Elm, 4” sided throughout and moulded as required.
- 6.8.3 STERN
Pitch Pine in one length, 4” sided throughout and moulded as marked on the construction drawing.
- 6.8.4 FRAMES
American Elm 1” sided by ¾ moulded, spaced 9” centres.
- 6.8.5 FLOORS
Grown Oak 2¼” sided, and moulded as marked on the construction drawing. The arms are to be extended 24” on either side of the centre. Between the frames, where indicated on the drawing, bent floors of the frame size are to be carried across the top of the stern and stern timber, checked flush with these members and fitted with fillets, leaving waterway space, and to extend each side to top of forth strake from gunwale, An additional floor marked thus on the drawing may be added as an option.
- 6.8.6 HULL PLANKING
Elm ½” thick finished, clinker laid, eleven strakes each side in long lengths, With a good shift of butts, and a cavita to be wrought in the top strake. All planks shall be of the same wood. The sheathing or coating of hulls with nylon, glass fibre, Kevlar, copper, epoxy systems or other similar substances is prohibited.

6.8.7 TRANSOM

English Elm 1½", Stern knees of grown Oak, 2" sided and moulded as shown on the drawing.

6.8.8 SHELF

Pitch Pine in one length, 2" moulded by 1¼" sided for 12 feet amidships, tapered to 1¾" moulded by 1" sided at ends.

6.8.9 BEAMS

Pitch Pine spaced as marked on drawing. 2¼" moulded at centre to 2" at end, by 1⅝" sided at cockpit ends, and at mast. Remainder 2" moulded at Centre to 1¾" at the end by 1½" sided. Carlings to be pitch pine 1¾" moulded by 1¼" sided. The beams are to be dovetailed into the shelves and the ends of the carlings to the beams.

6.8.10 DECK

Pine ⅝" tongued and grooved boards covered with canvas and painted, 'Tracmark', or other synthetic material. The covering to be carried over the deck edge, and covered by American Elm or Teak nosing 1¼" x ¾" fastenings not more than 9" apart.

6.8.11 COAMINGS

American Elm, Teak or Mahogany ⅝" thick tapering in height as indicated on the plan and extending to bottom of carling. On the outside an American Elm, Teak or Mahogany quarter round ¾" x ¾" to be fitted all round deck, fastenings not more than 9" apart.

6.8.12 RUDDER AND TRUNK

- a) The Blade of the rudder to be constructed either of:
 - i. English Elm or suitable approved equivalent to the dimensions of an approved class template.
 - ii. Sheathed Marine Ply to the specifications on the current issue of the Victory Class drawing [VC struct 007], to the dimensions of an approved class rudder template.
- b) The rudder shall have a rule joint with the sternpost.
- c) The profile of the blade is to be a minimum thickness of 38 mm at the forward edge and may be tapered smoothly to a minimum thickness of 20 mm at 51 mm from the after edge of the rudder.
- d) The after edge of the rudder shall be rounded with a minimum diameter of 16 mm. The rudder may be faired smoothly between 51 mm from the after edge and the after edge radius.
- e) Fairing the rudder to the stern timber by means of plastic or rubber or similar strip is prohibited.
- f) Stock to be stainless or galvanised steel, as indicated on class drawings and carried through hull in a marine grade stainless steel, galvanised steel or GRP tube to a hardwood chock on deck. Joined to tiller with stainless or galvanised steel fitting secured with cap nut on stock, square to tapered.

6.8.13 PLATFORM

Pine or marine ply ⅝" thick with bearers of pine 3" x 1⅝" spaced as marked on the drawing. Gaps between slats or in any grating area shall not exceed 1" in width. A section shall be temporarily removable to give access to bilges. Any grating area may be of any suitable material but not more than 4 sq. ft.

6.8.14 STEMBAND

Brass $\frac{1}{2}$ " x $\frac{1}{4}$ " carried to the top of the iron keel.

6.8.15 COCKPIT

The cockpit is to be fitted with two side seats and centre thwart of pitch pine, and a portion bulk-headed off aft to form a locker, the front of which is to be tongued and grooved V-jointed boards of pine, with portable door to access.

6.8.16 CHOCKS

Shall be of pine fitted under deck and mast and in way of deck fittings.

6.8.17 KNEES

Shall be of oak, fitted where shown on drawing.

6.8.18 FASTENINGS

All fastenings through planks, shelves, floors (through planks) lodging knees and breast hooks to be of copper, clenched on roves. Floors (through keel), stem, stem timber and deadwood to be stainless or galvanised bolts. Deck planking to beams and shelves, to be non-ferrous nails. There are to be a minimum of two $\frac{1}{2}$ " bolts through each grown floor and wood keel where breadth permits, and one through frame. The bent floors to be clenched one through each plank land and two screw fastenings on stem and stern timber. Shelves through fastened at each frame, the ends of the beams and carlings are to be fastened to the shelves and 'beams' respectively.

6.8.19 KEEL BOLTS & IRON KEEL

The galvanised iron or mild steel keel bolts are to be $\frac{3}{4}$ " diameter, finished flush with the keel, and staggered on the centreline stations as shown on the construction drawing and hove up with nuts on stout washers. As an alternative fixing $\frac{3}{4}$ " stainless steel studs tapped in 4 diameters may be used. (NOTE: The grade of stainless steel used for this alternative requires professional advice due to the risk of crevice corrosion of the stainless studs.)

An iron keel of not less than 9.75 cwt., nor more than 10.25 cwt. to be securely bolted to the underside of the wood keel with fastenings as above. Keels must be cast at a foundry approved by the Official Measurer.

The keel to be finished off at the ends with pieces of English Elm to required shape. The keel bolts must be weighed in the keel, but in no case must the combined weight of keel and bolts (or studs) exceed 10.25 cwt., the total weight and shape of the keel to be checked by the Official Measurer.

6.8.20 EPOXY COATING

Epoxy coating of the hull is permitted.

7 SPARS

7.1 General

Mast and boom shall be of spruce, except as detailed in rule 7.1.9, and to dimensions as shown on the drawing and as specified in these rules.

7.1.1 RIG Metalwork Drawing List

These drawings are for guidance only and dimensions must be checked for individual masts.

Drawing Number	Title	Number of Sheets	Edition	Edition Date
VC/RIG/001	MAST HEEL CUP FITTING	3	1	16/07/2011
VC/RIG/002	MAST GOOSENECK FITTING	2	1	09/05/2012
VC/RIG/003	BOOM GOOSENECK FITTING	5	1	09/05/2012
VC/RIG/004	BOOM END FITTING	5	1	09/05/2012
VC/RIG/005	SPREADER BRACKET	3	1	09/05/2012
VC/RIG/006	JUMPER BRACKET/HOUNDS	3	1	09/05/2012
VC/RIG/007	PARROT PERCH BAR	1	1	09/05/2012
VC/RIG/008	MAST HEAD FITTING	1	0	08/11/2007

Table 3: RIG Metalwork Victory Drawing List

7.1.2 Mast Construction

New masts must be solid but not necessarily in one piece. The mast shall be a spar of circular section but enough wood may be left on one side of the mast to attach track.

The centre of the pin of the main halyard sheave shall serve as the measurement datum point for all mast construction and measurements. If a main halyard sheave is not fitted at the time of construction, the position of the centre of the pin shall be clearly marked in a permanent manner (*a drilled hole is recommended*)

The mast shall be constructed such that:

- There shall be a distance of **8153mm ($\pm 10\text{mm tolerance}$)** from the centre of the pin of sheave to the 'measured deck level'
- There shall be sufficient length of mast below the 'measured deck level' to allow the mast to be fitted in the boat, with any intended mast foot arrangement, such that the 'measured deck level' coincides with the actual deck level.
- There shall be a maximum distance from the centre of the pin of sheave to the top of the mast of 142mm
- In the case of use of Douglas Fir: Douglas Fir is advised for additional strength in the base section when a repair is required or for new build. There shall be a minimum length of **7747mm** of spruce between the centre of the pin of sheave and the start of

any **solid** Douglas Fir base section. The related Douglas Fir to Spruce scarf joint sections may be less than 7747mm from the pin of sheave.

e) The mast shall have the following diameters and depth:

- Deck Level: **89mm to 92mm at a distance of 8153mm** from the centre of the pin of sheave
- Jumper Strut Level: **70mm to 79mm at a distance of 2298mm** from the centre of the pin of sheave
- Shoulder Level: **51mm to 54mm at a distance of 102mm** ABOVE the centre of the pin of sheave.
- Reducing or scalloping the mast below a straight line drawn between the minimum cross sections at the measurement points is not permitted.

7.1.3 Black Bands

Black bands shall be painted on the mast as follows:

- a) A lower black band, of minimum width 50mm, the top of which shall be **7747mm (±10mm)** from the centre of the pin of sheave.
- b) An upper black band of minimum width 25mm, the bottom of which shall be a maximum of **7493mm** above the top of the lower black band

7.1.4 Mast Fittings

The mast shall have the following fittings positioned as follows:

- Backstay attachment point and upper jumper shroud attachment shall be positioned no higher than the top of the timber mast.
- Jumper struts: The jumper struts, which may be of any material, shall be such as to hold the bearing point of the jumper stay **381mm (±5mm)** from the face of the mast and shall each be set off at an angle of **50 to 55 degrees** to the fore and aft plane of the mast. The centre of each strut at its intersection with the mast shall be **2298mm (±10mm)** below the centre of the pin of sheave.
- Main Shroud attachment points, Jib Halyard turning block attachment point, Spinnaker halyard turning block attachment point and Forestay attachment point shall each be positioned **a maximum of plus or minus 50mm** from a point **2298mm** below the centre of the pin of sheave. *(This point corresponds to the centre of the jumper struts at their intersection with the mast)*
- Fixed spreaders of wood or alloy: Each **635mm (±5mm)** long, set at an angle of **90 degrees** to the fore and aft plane of the mast and at a maximum angle of **30 degrees** above the horizontal. The centre of each spreader at its intersection with the mast shall be **4953mm (±10mm)** below the centre of the pin of sheave.
- Lower shroud attachment point: This shall be a maximum of **5053mm** and a minimum of **4953 mm** below the centre of the pin of sheave.
- Gooseneck fitting: This shall be placed such that the tack of the mainsail when set is not below the top of the Lower Black Band.
- Metal or wooden mast step arrangements at the mast heel are permitted, but must maintain the alignment of actual deck level to measured deck level as per 7.1.2(b)
- It is permitted to fit a stainless steel, or other material, masthead device, of maximum extension of **90mm** from aft of the mast, to allow the leach of the mainsail to pass through the backstay without significantly impeding its progress. A crane whip of composite material, of no determinate length, may also be used in conjunction with this fitting to allow further extension if required,

7.1.5 Mast reinforcement/sheathing. *No restrictions currently.*

7.1.6 Mast Repairs

At the discretion of the class Technical Committee/Directors, a repair that includes a Douglas Fir base section may extend the solid section of Douglas Fir above the minimum

measurement for a new build if that is appropriate to the position of the break and simplifies the repair.

7.1.7 Masts in use prior to end of 2022 season

Dispensation: All masts rigged and used prior to the end of the 2022 season (1st November 2022) shall be considered in class when used by Victory Class yachts after that date with respect to rules 7.1.2, 7.1.3(a), 7.1.4, and 7.1.5.

- If a significant repair or alteration is made to such masts, Technical Committee/Directors prior approval will be required for this dispensation to continue in whole or in part.
- Dispensation may be withdrawn in whole or in part if in the opinion of the Directors a yacht is gaining a material advantage from the dispensation.

All masts shall at all times comply with rule 7.1.3(b).

7.2 Boom

The maximum length from the back of the mast to the lacing eye shall be 11' 11".

The boom diameter at the mast end shall be a minimum of 2½" and at the outer end a minimum of 2¾". The maximum dimension at the cross section of the boom in any plane shall not be more than 3".

There shall be a black band of not less than 2" wide on the boom, the inboard edge of which shall be 11' 6" from the aft side of the mast.

7.3 Spinnaker Pole

Spruce wood, Carbon fibre and Aluminium spinnaker poles are permitted.

The length shall be 1981mm maximum, including end fittings.

The spinnaker pole must be attached by means of a track or eye on the foreside of the mast, not protruding more than 75mm from the face of the mast.

A Whisker Pole is permitted restricted only in length to the same maximum length of the spinnaker pole.

7.4 Rigging

Standing rigging is to be 1x19 stainless steel wire in accordance with plan, and secured with rigging screws. Backstays and lowers may be made from SK78 Dyneema. Running rigging as required.

Minimum dimensions of standing rigging to be:

Forestay, Lower and Upper Shrouds	4mm
Backstay and Jumpers	3mm

7.5 Fittings

All necessary cleats, chain hook or Samson post for mooring, roller on stem, horse, chain plates, boom crutch (optional), rowlocks, chocks, to be supplied and fitted in positions as shown on the official Class drawings, and as defined in Class rules (Section B 2.8)

Wood drawing No showing position of fittings is
SCAN 09 -STRUCTURAL DRAWING by S.N. Graham Feb 1934

GRP drawing No for deck fittings is:

VC/STRUCT/004

D VICTORY DECK LAYOUT

The chain plates (on wooden boats) for the lower shrouds are to be secured through the rib nearest to 6" aft of the position of the old lower shroud chain plates shown on the official Class drawing.

GRP boats lower shroud chain plate securing positions are at the aft moulded location in accordance with drawings.

Note: if a mid-position is moulded this is for use by the Gibraltar fleet only.

8 SAILS

To comprise mainsail, jib and spinnaker.

8.1 Specification

Defined Terms

Design means all aspects of measurement and construction to include panel layout, reinforcing, windows and all other details built into the sail at the time of construction.

The Victory Class sail specification shall be agreed between the Class and the approved sail maker.

The approved sail maker and the Class technical sub-committee shall hold the specification.

The Victory class sail design shall not be changed at intervals of less than 6 years and then only after approval by a general meeting of the Class.

Sail materials shall only be changed subject to approval by a general meeting of the Class.

8.2 Measurement Approach

Sails shall be measured in accordance with WS Measurements Rules.

8.3 Compulsory Design Requirements

8.3.1 Sail Number and Insignia.

The Class device and number shall be sown or glued on both sides of the sail.

8.3.2 Cunningham.

Maximum height of Cunningham hole (centre) above tack shall be defined in the design.

8.3.3 Reef Points

Mainsails shall include at least one row of slab reefing points unless roller reefing equipment is fitted.

One row of slab reefing points shall consist of, as a minimum one point for the attachment of a reefing line, positioned on the leech of the mainsail and a corresponding attachment positioned as appropriate on the luff of the mainsail, positions to be specified in the design.

9 APPENDIX A - MEASUREMENT CONVERSION TABLES

Imperial (Length)	Metric (mm) (Length)	Imperial (Weight)	Metric (kg) (Weight)
1/4"	6	11lbs	5kg
1/2"	12	15lbs	6.8kg
3/4"	19	20lbs	9.1kg
1"	25	25lbs	11.3kg
1 3/8"	35	2cwt.	100kg
1 7/8"	48	9 3/4" cwt	495kg
2"	51	10 1/4" cwt	520kg
2 1/4"	57		
2 1/2"	64		
2 3/4"	70		
3"	76		
3 1/2"	89		
6"	150		
9"	229		
15"	381		
2'1"	635		
2'6"	672		
5'10"	1778		
6' 0"	1829		
6'6"	1981		
10'4"	3150		
10'6"	3200		
11'6"	3505		
11'11"	3632		
12' 0"	3658		
19'2 1/2"	5855		
20'9"	6325		
24'7"	7493		
25'5"	7747		
26'9"	8153		

9.1 Other Measurements

4 Sq. ft. = 0.37 Sq. Meters

10 APPENDIX B - WOOD HULL & RIG DRAWING

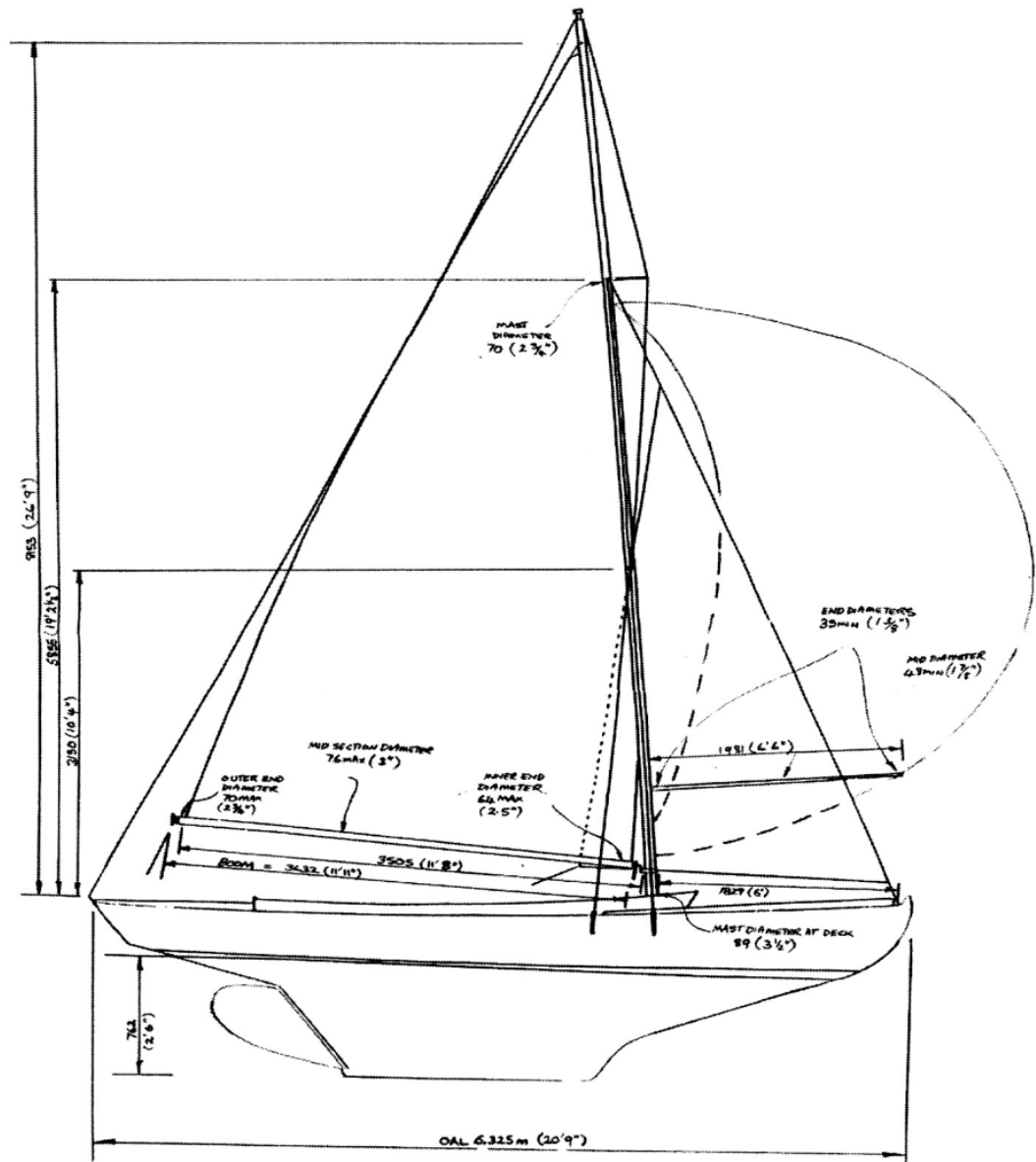


Figure 1: Wood Hull and Rig Drawing (Side)

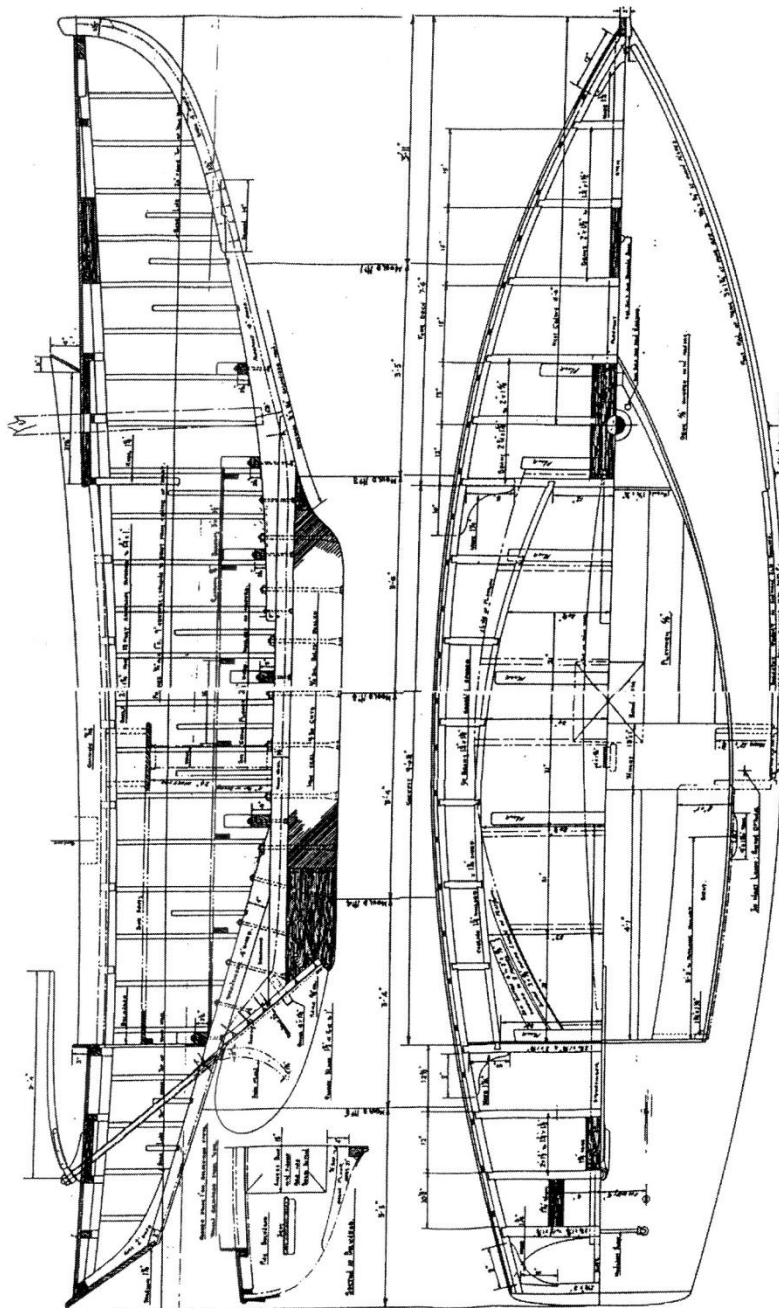


Figure 3: Wood Hull Drawing (Side & Plan)

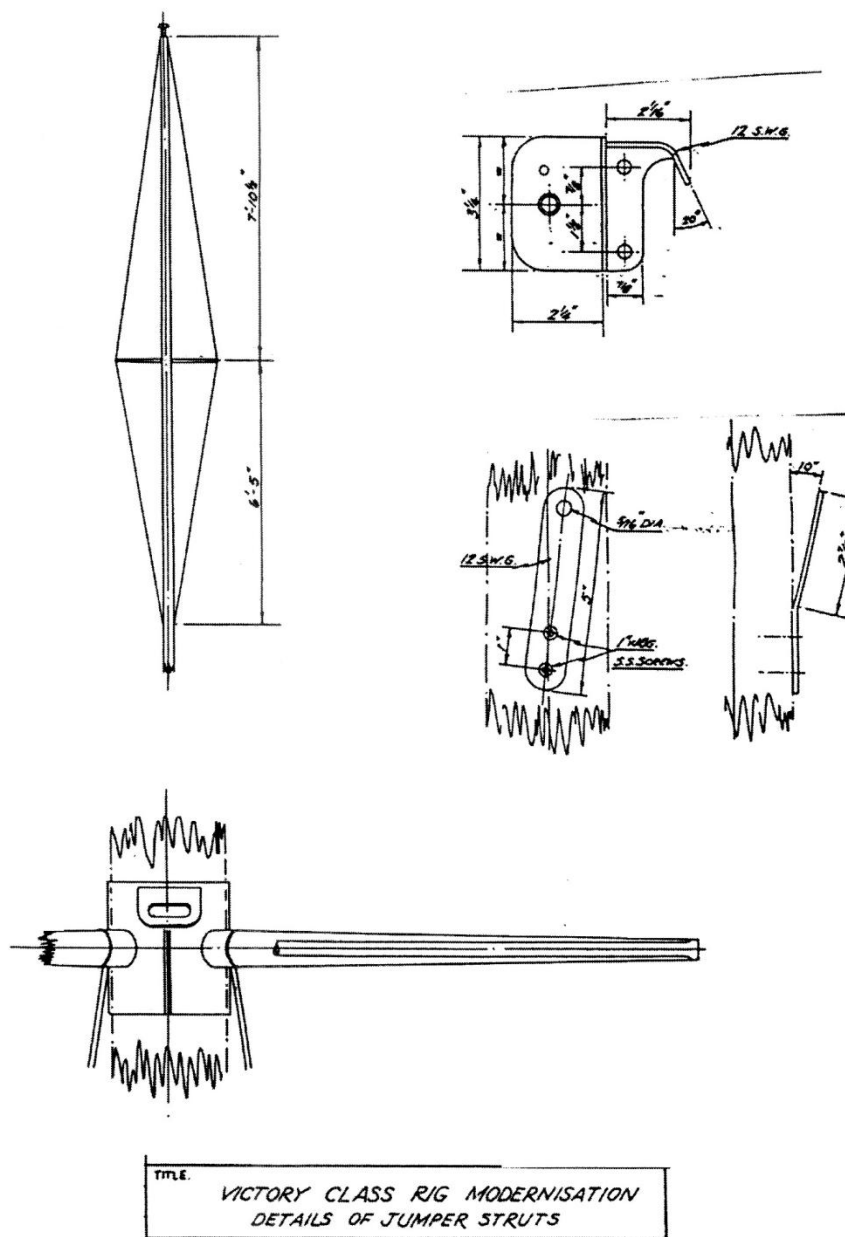


Figure 5: Jumper Struts Drawing

11 APPENDIX C - GRP HULL DRAWING

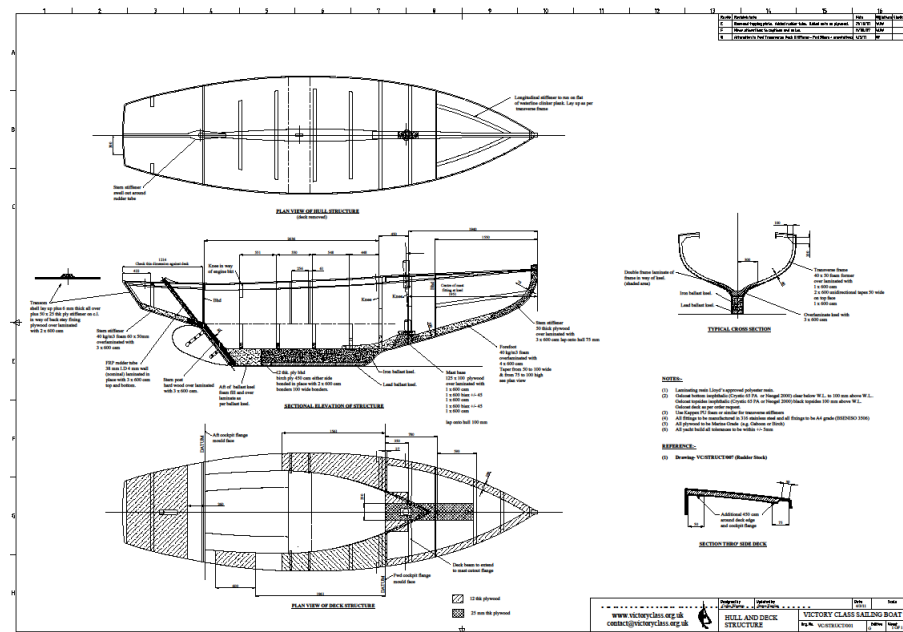


Figure 6: Hull and Deck Structure

12 APPENDIX D – GRP MEASUREMENT CERTIFICATE

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Victory Class Limited
GRP Measurement Certificate

Build No:- XXX Z No:-XX Name:- XXXX

Hull Identification Number (HIN)

G	B	-	D	H	Y	Z	P	0	X	X	M	Y	Y	Y
Country Code			Manufacturer ID Code			Class Code		Hull Serial Number			Date of Certification		Model Year	

Launch date:- DD/MM/YYYY

The above GRP Victory Hull has been built using the approved Victory Class Ltd moulds and in accordance with Class drawings:-

- VC/STRUCT/001 rev G – Hull and deck Structure
- VC/STRUCT/002 rev F – Hull Shell Layup
- VC/STRUCT/003 rev E – Inner Moulding Details
- VC/STRUCT/004 rev D – Victory Deck Layout

The weight of the Hull was recorded as:- XXXX.X Kg

As shown on above drawings this only includes deck, keel, all GRP internal fittings, wood work, floor boards. Additional fittings (7.2Kg) include Bow roller, engine bracket, sampson post, engine mount, 2 aft cleats and back stay plate, primer but no antifouling.

Builder:- David Heritage Racing Yachts of Cowes

Signed:- _____

Print Name:- David Heritage Date:- DD/MM/YYYY

Weighed on DD/MM/YYYY:- XXX Kg (in accordance with minimum sailing weight rule C1.3)

Total ballast required for the Victory Class Minimum Sailing Weight (1290Kg):- XXX.X Kg

Signed:- _____ Print Name:- _____ Date:- _____
 Victory Class Technical Sub Committee

Signed:- _____ Print Name:- _____ Date:- _____
 Victory Class Limited Director

Signed:- _____ Print Name:- _____ Date:- _____
 Victory Class Limited Director

13 APPENDIX E - TROPHIES

13.1 Saturday Series

13.1.1 HELMSMANS CUP (1st Saturday Series)

Presented in 1934 by HMS Dolphin to be held for one year to the winner in a series of races.

13.1.2 PRESIDENTS SHIELD (2nd Saturday Series)

Presented in 1934 by Harry Brickwood M.A., J.P. to be held for one year by the boat scoring the highest number of points in "Points Races" during the season.

Since 1936 this trophy has been awarded to the winner of a series of races.

13.1.3 SATURDAY TROPHY (3rd Saturday Series)

Presented in 1962 by the Victory Class to the winner of the Saturday Series

13.1.4 UNDERWOOD TROPHY

Presented in 1989 by the Electricity Sailing Club in memory of Alan Underwood, their Club Treasurer, who died suddenly.

13.1.5 ZARENA TROPHY

Presented in 2002 by Yola Veck, previous owner of Z68 Zarena, to be awarded to the winner of a Multi-race Series

13.1.6 PASSAGE RACE CUP

Presented in 1935 by Commander H.M. Denham R.N. (the first Class Captain) for a race round the Isle of Wight. Or a series of passage races as decided by the committee.

Class records show that a race round the Isle of Wight was started in 1935 but was abandoned due to lack of wind, no further attempt has been made. Between 1936 and 1967 the trophy was awarded for a series of passage races but because of poor support for Sunday racing it was decided to award the cup for a race to Yarmouth. It is now either Yarmouth, Bembridge or Beaulieu.

13.2 Evening Series

13.2.1 TUESDAY SHIELD (1st Tuesday Series)

Presented in 1964 by Victory Class - to be awarded to the winner of a series of races to be held on Tuesday evenings.

13.2.2 BISHOP PAINTING 1 (2nd Tuesday Series)

This oil painting was presented in 1986 by William Bishop, a previous owner of Wild Rose Z19 and a well-known marine artist.

To be awarded to the winner of a series of races to be held on Tuesday evenings

13.2.3 THURSDAY TANKARD (1st Thursday Series)

Originally presented by members of the Victory Class who were also members of Portsmouth Sailing Club for a series of races to be held on Thursday evening. A tankard as purchased each year and kept by the winner. In 1972 a cup was presented to the class by Electricity Sailing Club as a permanent trophy.

It continues to be known as the Thursday Tankard.

- 13.2.4 PUFFIN TANKARD (2nd Thursday Series)
Replaces Enterprise Trophy returned to PSC
Presented in 1998 by the family in memory of Humphrey Graham, the last owner of Puffin Z41 before she was lost at Cowes.
- 13.2.5 BISHOP PAINTING 2 (Harbour Series)
A second painting presented in 1985 by William Bishop of Victories before the start. To be awarded to the winner of a series of races to be held on Thursday evenings. In 2009 the trophy was reallocated to a Harbour series.
- 13.2.6 McKay PAINTING (Visitors Series)
A watercolour painting presented in 1980 by Surgeon Captain D.J. McKay R.N. to be awarded to the winner of a series of races held on Tuesday evenings. In 2009 the trophy was reallocated to a Visitors Series
- 13.2.7 BOB SMITH MEMORIAL CUP (Pursuit Series)
Presented to Portsmouth Sailing Club in 1995 by his daughter. Bob was a life member of PSC and the Victory Class and had died just before his 90th birthday. He had owned Z19 'Wild Rose' from 1947 to 1969, winning many races. This cup is on loan to the Victory Class and until 2002 was awarded to Class Pursuit Race. From 2003 to 2009 was reallocated to Thursday Twilight Series, reverted to the Pursuit Series from 2010.
- 13.2.8 BRUNSWICK GATE TROPHY (Tuesday Twilight Series)
Presented in 2003 by Scottish Widows
- 13.2.9 LUBBERS CUP (Thursday Twilight Series)
Presented by Surg. Capt. McKay in 1981 and awarded to the winner of the last Saturday race of Cowes until 2009. From 2010 the class ceased racing on the last Saturday and the trophy was reallocated to the winner of the Thursday Twilight Series.
- 13.2.10 ERIC DAVEY TROPHY (Overall Twilight Series)
Presented by Eric Davey in 1994 who was a crew member of the Class for many years. It is to be awarded to the winner of a series of races held on Tuesday/Thursday evenings at the end of the season.

13.3 Cowes Week

- 13.3.1 BEAZLEY TROPHY (Week overall Winner)
Presented by Mr F.K. Beazley in 1962 to be held for one year by the boat with the best overall result in Cowes Week Regatta.
- 13.3.2 SHERE TROPHY (Week overall Runner-up)
Presented by Sphere Insurance (Class Insurance Company in 1984). Awarded to the winner of Friday Race until 2007. Since 2008 has been awarded to Cowes Week overall runner-up.
- 13.3.3 BLACKBIRD BOWL (First Saturday)
Presented by Neville Hill in 1998, former owner of Blackbird. Awarded to the winner of the race on the first Saturday of the week.
- 13.3.4 EAGLE TROPHY (Sunday)

Presented in 1976 by Brian Bunyard, former owner of Eagle and Class Treasurer for many years. Awarded to the winner on the Sunday of the week.

13.3.5 MITHAM TROPHY (Monday)

Presented in 1986 by Dick Mitham, a former crew member. Awarded to the winner on the Monday of the week.

13.3.6 COURAGE BARCLAY TROPHY (Tuesday)

Presented originally for competition at the Southsea Regatta, the last of which was held in 1977. Since 1985 it has been awarded to the winner on the Tuesday of the week.

13.3.7 CHILDS PLATE (Wednesday)

Presented in 1984 by members of the Childs family to mark the Golden Jubilee. Awarded to the winner on the Wednesday of the week.

13.3.8 CULPAN TROPHY (Thursday)

Presented by Cowes Town Regatta committee in 1977, originally to be held for one year by the winner of the Thursday race. This was repeated in following years and the trophy is now on indefinite loan to the Victory Class.

13.3.9 IAN MEAD MEMORIAL TROPHY (Friday)

Presented by the Mead family in 2008. Ian Mead joined the Class in 1950, held the post of Class Captain from 1980 to 1985 and 1992-1993. He was also Sailing Secretary from 1963 to 1979. On the water he won very many races.

13.3.10 BLACKBIRD TROPHY (Passage race to Cowes)

Presented by Neville Hill in 1989, former owner of Blackbird. Awarded to the winner of the race on the passage race to Cowes.

13.4 Single Races

13.4.1 TAYLOR TROPHY (First race of season)

Presented by Kim & Sally Taylor in 1989. Awarded to the winner of the first race of the season, to encourage owners to launch early.

13.4.2 HARRY FELTHAM MEMORIAL TROPHY (Extended race in Eastern Solent)

Presented by members of the Victory Class in 1971 in memory of Harry Feltham, who as a builder of many of the class boats was connected with the class from its beginnings. He died in 1970, crewing for two doctors in Z23 Janet during a Thursday race. It was originally awarded to the winner of a race round the Nab Tower or an extended course in the eastern Solent. The race round the Nab Tower was only completed once and the latter course is now adopted.

Note: The trophy was lost in 1996 and a replica made in 1997.

13.4.3 HAMPER TROPHY (Nominated Harbour Race)

Presented by Fareham Sailing and Motor Boat Club in 1950 for competition in their annual regatta. It is a scale model of a Victory Class boat. For a time in the 1970's the trophy was awarded to the winner of a passage race to Fareham from outside the harbour. However,

since racing became impractical in the lower reaches of the harbour and in the entrance, the passage race has discontinued. The trophy is now awarded to a nominated harbour race.

13.4.4 DUNLIN TUB (Fleet Race)

Presented by Dawson Penn, Class Captain, in 1987 and awarded to the winner of a Fleet Race, held annually on a Saturday and all Victory's encouraged to enter. The first race was held in 1984, the Golden Jubilee year of the class and there were 30 competitors. This race is now held on Tuesday or Thursday evening because of poor support on a Saturday.

13.5 Special Trophy Races

13.5.1 MINX TROPHY (Crews Race)

Presented in 1989 by Delphine Freeman, owner of Z38 'Minx', and Karl Sparrow, at that time her crew. Awarded to the winner of the Crews Race. Boats to be helmed by a person who has crewed in at least 6 races but has not helmed in more than 3 races during that season.

13.5.2 EDDIS TROPHY (Ladies Race)

Presented by Peter and Rowena Eddis in 1981. Awarded to the winner of the Ladies Race. Boats to be helmed and crewed by at least 2 ladies (owners' representative can be male). This race was first held in 1949. Now, due to problems in getting 2 ladies for each boat, only the helm must be a lady. This race was discontinued in 2012 at members' request YV.

13.5.3 WOODCOCK TROPHY (Single-Handed Race)

Presented in 1938 by Lieut. Sam Woodcock R.N. for a single-handed race. No spinnakers allowed.

Sam Woodcock was the owner of 'Surprise' Z35, a 21st birthday from his parents in 1937. His record in class racing included 15 firsts and 2 seconds out of 20 starts, including 6 wins in 6 races in Cowes Week. This earned him selection to race for the Navy in the European Navy Regatta at Kiel in the Star Class. Regrettably, he was killed when HMS Barham was sunk during the 1939-45 war and his parents then presented Surprise to the RNSA in his memory. This is a chapter about Sam Woodcock's first and really his only season in Victory's, in a book 'Looking Astern' by his father, Percy Woodcock.

13.6 Special Trophies

13.6.1 SAM LOADER TROPHY (VCPR current year v previous year)

Presented by Sam Loader to Portsmouth Sailing Club in 1952, to be awarded to the winner of cruiser races. Sam was resident of 'Spice Island' for many years, and a well-known eccentric and beachcomber. He was a life member of PSC and died when nearly 90 years of age. Since 1984 the trophy has been on indefinite loan to the Class and is presented annually to the top boat in the Victory Class Performance Rating.

13.6.2 BOOKHAM MEMORIAL TANKARD (VCPR Cowes v Portsmouth)

Presented to PSC in 1965 by Chris Forman for a Cherub Single Handed Race (Chris was racing in the cherub class at that time, later regularly raced in Z59). In 1989 the trophy was passed to the Victory Class.

13.6.3 SHEARWATER BOWL (High season best points)

Presented in 2002 by Ian Mead, owner of Shearwater to be awarded to the boat with the most points for series races from late May until the end of Cowes Week.

13.6.4 TOP HELMS TROPHY (Top boat selected series)

Presented in 1993 by Barry Middleditch, Class Secretary at that time. To be competed for by the top 6 boats in the Victory Class Performance Rating of the previous year. To be awarded to the winner of a series of match races held on one day. Due to lack of support for match racing, it is now awarded to the top boat in selected series.

13.6.5 ENDEAVOUR TANKARD (None Trophy Winner)

Presented in 1998. To be awarded to a boat that has not won a trophy during that season

13.6.6 DON METCALF MEMORIAL TROPHY (Directors Choice)

Presented by Yola Veck in 2001. To be awarded each year to a Class Member, selected by the Directors, whose services or actions have been of benefit to the Class or its members.

13.6.7 CAPTAINS DECANTER (Captains Choice)

Presented in 1985 by Dr Robert Parkin, Captain at that time. It is to be awarded each year to a Class Member, selected by the Captain, for special to the Class.

13.6.8 CLUTTERBUCK TROPHY (Team Races)



Presented by Lieut-Colonel L.S.J.R. Clutterbuck to be won by the club with the best score in one special race. One team from each of the designated Clubs. From 1997 it was used as a team race trophy within the Cowes Week Regatta programme.

13.6.9 HUNTERS POT (Silver Fleet at Cowes)

Presented in 2010 by John Hunter