

INCOMPARABLE SAILING FOR INCOMPARABLE YACHTS ON DAY 4 OF PANERAI BRITISH CLASSIC WEEK 2016



20 JULY 2016 – Tim Blackman of the 1947 Philip Rhodes Bermudan Yawl Infanta summed up day four of Panerai British Classic Week in Cowes perfectly saying, “An incomparable day’s sailing in the Solent for incomparable yachts.” Two around the cans races were completed, the first with individual class starts and the second with Classes 1 to 4 starting together.

Initially skies were grey, visibility was poor and the wind was regularly gusting towards 30 knots. Several boats opted for a reef, but as Class 1’s start time approached the wind moderated and reefs were shaken out again. By the time Class 4 got underway the sun was burning through the cloud and before long everyone was enjoying another day of champagne sailing.

Through the middle part of the day the wind was in the low to mid-teens, but half way through the second race the sea breeze kicked in taking it back up to 20 knots plus and causing a few thrills and spills. One of those caught out by the sudden increase was the 1959 Morgan Giles sloop Pegasus, sailed this week by Martin Ryan and his team from Melbourne, Australia. One minute they were bowling past the Beaulieu River full of the joys of spring, and the next they were rocking and rolling with one third of their spinnaker over the bow and two thirds flying from the masthead. They attempted to retrieve the flying sail themselves, but eventually a passing media boat came to their assistance and scooped the remains out of the sea.



Sean McMillan's Spirit 52 Flight of Ufford continued to dominate Class 1 for the Modern Classics by claiming two further race wins. She now leads the class by five points from Sandy Fielding and Martin Whittle's Spirit 37 Strega. Tom Hill's Spirit 46 Dido had an excellent day today with two second places and moves into third overall.

In Class 2 Giovanni Belgrano's 1939 Laurent Giles sloop Whooper made it four firsts out of four races to lead the class by ten points. David Murrin's 1955

fractional sloop Cetewayo, also designed by Laurent Giles, revelled in today's conditions taking two seconds and bouncing up the ranking into second overall, just one point ahead of Lawrence Wride's Sunmaid V which finished fifth in both races and drops from second to third.



Michael Brigg's 1904 Fife Bermudan cutter Mikado's dominance of Class 3 also went unchallenged as she added another pair of firsts to her score card, giving her an eight-point overall lead over Tim Yetman's 1946 Anker and Jenssen sloop Krabat who took two second places today. A third followed by a seventh were enough to push Andy and Mary Hales' International 8 Metre Cruiser Racer Freyja up into third place, while Martin Thomas' Charm of Rhu slipped down from second to fourth.

John Mulcahy's Kim Holman designed Stella One Design Estrella consolidated her overall lead in Class 4, adding a first and second to her card. Jonathan and Scilla Dyke's 1938 Robert Clark 10 Tonner Cereste took a second and first and now sits in second place, two points behind Estrella and six points ahead of Ragdoll, the 1965 Honeybee owned by Mark & Liz Rushall.



With the exception of Andy Short's Nancy, the 6 Metre Class sat out the first race of the day to allow the wind to moderate, but they came out to play for the second which was won by Robin Richardson's St Kitts with Nancy second and Tom Richardson's Thistle third. Overall St Kitts now leads the fleet by six points from Nancy with Thistle one further point behind in third.

The 8 Metre Class chose not to race at all today. Explaining their decision If's Rufus Gilday said, "The wind strength at the time of the briefing was of concern and the forecast was for it to increase in the afternoon. Having done two short but intense races the day before, the opportunity of spending the day ashore with the possibility of a long lobster lunch was too much to resist and the fleet elected not to race."

Whilst the focus is on the racing, some of those taking part come purely to have fun and amongst these is Rollo Malcolm-Green's Charles E Nicholson sloop Zoom, which was built by Camper & Nicholson in 1951 for Teddy Haylock, editor of Yachting World in the 1950's and early 60s. Rollo was



presented with Zoom's visitor's by Teddy Haylock's widow and it reads like a Who's Who of yachting from that era with names like Bernard Hayman, David May, Colin Mudie, Eric and Susan Hiscock, Colin Ratsey, Max Aitken, Adlard Coles and Jack Holt to name but a few

Tomorrow's penultimate day will feature the Long Inshore Race sponsored by Classic Boat starting at 10.00 and the final race of the series, sponsored by Sandeman Yachts, will start at 10.00 on Friday.

You can follow the racing action as it happens via the [Live Race Tracker](#).

News, results and photographs from Panerai British Classic Week will be posted at the regatta website www.britishclassicyachtclub.org/regatta. Those wishing to receive additional information should contact Mary Scott-Jackson on mary@msjevents.co.uk.

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NOTES TO EDITORS

THE BRITISH CLASSIC YACHT CLUB

The British Classic Yacht Club was formed in 2001 to provide a congenial environment for owners and other classic yacht enthusiasts to share experiences and enjoy each other's company. Affiliated to the RYA, the BCYC strives to represent the interests of classic yacht owners and has developed good relationships with many leading yacht clubs in the UK and abroad. The officers of the BCYC are actively involved in both national and international discussions about the future development of classic yachting.

The membership of the BCYC now consists of more than eighty boats. In addition to the Club's flagship annual regatta held in Cowes each July, the Club also organises a full programme of other racing, cruising and social activities in the Solent and on the East Coast, and supports the popular East Coast Classic Regatta in early June. BCYC yachts also participate in many important sailing events, including classic regattas in the Channel, Mediterranean and West Indies.

www.britishclassicyachtclub.org

OFFICINE PANERAI

Founded in Florence in 1860 as a workshop, shop and school of watch-making, for many decades Officine Panerai supplied the Italian Navy in general, and its specialist diving corps in particular, with precision instruments. The designs developed by Panerai in that time, including the Luminor and Radiomir, were covered by the Military Secrets Act for many years and were launched on the international market only after the brand was acquired by the Richemont Group in 1997. Today Officine Panerai develops and crafts its movements and watches at its Neuchâtel manufacture. The latter are a seamless melding of Italian design flair and history with Swiss horological expertise. Panerai watches are sold across the world through an exclusive network of distributors and Panerai boutiques. www.panerai.com

PANERAI CLASSIC YACHTS CHALLENGE

In honour of its historic links to the sea, Officine Panerai has promoted classic sailing culture for many years through its sponsorship of the Panerai Classic Yachts Challenge, the leading international circuit for these vintage craft. In 2007, the company also acquired and restored the Bermudan ketch Eilean. Built in 1936 by the legendary Fife yard at Fairlie in Scotland, she is now the brand's ambassador at vintage and classic boat rallies and regattas.

www.paneraiclassicyachtschallenge.com

www.youtube.com/pcycofficial

www.eilean.it