A proud commemoration of the beautiful Clink Stephens designs

The Challenge Cup is a racing competition between the regions of the S&S Association. It is awarded at the AGM to the yacht that in the proceeding year, secured a class or overall win by the greatest percentage corrected time margin relative to the next placed yacht, in either an offshore or around the cans race.

For details of the rules, click on the button below

1990 Holland
1991 Sweden
1992 S England
1993 S England
2000 Clink J Stephens
2001 S England Prospect of Whitby
2002 USA NE Falcon
2003 USA SE Finnssterre
2004 USA NE Falcon
2005 W Australia Huckleberry
2006 Germany Sasa
2007 Finland Tamola II
2008 Sunstone England
2009 USA Dorade
2010 Germany Sasa
2011 USA Maroonette
2012 Australia Constellation
2013 Finland Inkeri
2014 Finland Inkeri

2014 Winner
This has been a good year for the Global Regatta, which is set up to allow S&S Association Regions to compete. The racing in 2013 is what can qualify for the 2014 the prize, the Challenge Cup.

The qualifying races this year were day racing. However, with no nominations for day racing the overnight races are qualifying for the competition. We had nominations from France, USA, and Finland, last year’s winning Region.

Winner of the Challenge Cup 2014
Finland
Inkeri, S&S 6.6 Sloop

Helsinki to Tallinn Race
Skipper Olli Marjo writes:

This is an overnight pursuit race mainly under the FIN-LYS handicap. There were 4 FIN-LYS classes, LYS 4-6 (small boats), LYS 3, LYS 2 and LYS 1 (the big boats). Inkeri started at 18:30 and all the boats in the LYS 4-6 classes started close to this starting time. Inkeri won the class by 45 minutes.

The distance is about 40 miles and upwind all the way. The wind speed was 12-18 m/s (23-35kts). The average direct line speed of Inkeri was 5.03kn, finishing 108th amongst 172 entries.

For comparison: other S&S boats faster than Inkeri were a Swan 35 (Adelle, Antti Muuronen) speed 5.25kn (extremely well sailed without high tech sails in rather difficult conditions), two Swan 43’s – Eleanor, speed 5.15kn and Gabriel, speed 5.10kn. In elapsed time the only boat in LYS 3 to beat Inkeri was Antti’s boat. All other boats to beat Inkeri belonged to the LYS class 1. Inkeri came 8th in elapsed time, Antti’s boat was 6th.
HTR is a chasing or pursuit race, first across the line win, and the results for each class is at www.helsinki-tallinn-race.fi (in English). The race is sailed in handicap classes called LYS classes. LYS 1 are the bigger boats, mostly over 44 ft. We won LYS 3 with a 10 minute margin, and also came across the line 2nd in LYS 2 and 4th in LYS 1, so only 4 of the 178 entries were faster; of course this is due to the good design and a suitable windward leg in a fresh breeze, but it’s also due to the crew, my two sons and a friend. We won the race 5 years ago and last year were 5th in very light winds. I think we know the boat well enough to sail her at maximum speed even in the darkness (or with our eyes shut).

A Classic yacht race from St Tropez to Porto Rotondo (Sardinia), Porto Rotondo to Trapani (Sicily), and Trapani to La Valetta (Malta).

A points race calculated on corrected time for all classes, a fantastic race with many very famous classic yachts and the only night race in the Med.

The start is from St Tropez with many festivities before departure: dinner and crews dancing, blessing of boats and music - a crazy night in St Tropez.

Around 30 classic boats partipate in various classes; we were entered in the Classic class.

Leg 1, St Tropez to Porto Rotondo, Sardinia through the Bonifacio strait, with a good NW breeze, 10-20 Knots. We came first, 9 seconds ahead of the second boat on corrected time.

Leg 2, Porto Rotondo to Trapani in Sicily, had very little wind along the coast of Sardinia and when there was no wind at all we swam in the Med, and saw dolphins and turtles.

In Trapani we came second in our class on corrected time.

Leg 3, the final leg, Trapani to Valetta in Malta again started with very little wind, rising to 15 knots during the night. At 2:00am we were flying the big spinnaker and during a gybe, one of my crew fell on the port side deck winch and broke his left side knee at the head of the tilla; with a piece of wood and Scotch whisky we immobilised his leg and brought him down below. In order to minimise the pain we put a rose wire-box bag full of ice-cold rose on his knee and gave him two aspirin, and he stayed like that until we arrived in Malta around 4:00pm. We informed the race organisers, although everyone on board were keen to sail at maximum speed to arrive as quickly as possible.

We won our class in this leg and came third overall.

We won our class and were 7th overall.

This article is an abbreviated version of the full article, published in the 2014 Yearbook.
The Bayview Mackinac Boat Race is run by the Bayview Yacht Club, Detroit Michigan. The first race was held in 1925 with the sloop Bomida winning against 12 yachts. It is one of the longest freshwater races in the world with well over two hundred boats entering the race each year.

The race course starts in the waters of Lower Lake Huron, 4.5 miles (7.2 km) north of the Blue Water Bridge near the American shoreline, and traverses the length of Lake Huron, approximately 235 statute miles (378 km), with the finish in the Round Island Channel off Mackinac Island, Michigan.

We finished 5th overall, and the four boats ahead were absolutely state-of-the-art designs as follows: 1) TP66, 2) Velo 70, 3) Shaw 9, and 4) a Reichel-Pugh 66.

The second-placed yacht overall is a J44, coincidentally owned by my brother-in-law. Our 2013 race started with a light NE breeze, for which we were perfectly suited with a brand new Code Zero. We led across the starting line and had clear wind leverage that helped us to sustain our lead over the faster yachts in our class for several hours. By sundown, the wind dropped forward and increased to 18 knots true. Beating into a good wind velocity, Olin’s narrow beam design simply excelled. The wind held through the night, and we worked the shifts well enough to hold off all but my brother-in-law in the J44.

Around dawn, the wind slowly clocked right allowing us to ease sheets, change to a Code 1 Asail, then to the full size spinnaker. All through the day we sailed at full speed along the coast of Michigan under beautiful sunshine. Periodic position reports confirmed that we were leading on corrected time. The wind held strong over the final 30-miles to the finish in the Straits of Mackinac.

We finished second boat for boat, but won our class by a significant margin. Overall, we were fifth in the fleet. The four boats ahead in fleet were all carbon IRC designs, three of which were over 65 feet length and crewed professionally. Of course, the best result was to beat my very good friend and brother in law!

The race last summer carried very special meaning. After a three year, and very challenging restoration, we were very well rewarded.