

Class facilities and general information

1. Moorings

- a) the Class has its own mooring area with a capacity for 21 boats off the Gosport flats adjacent to Haslar marina. The moorings are laid and maintained by the class and rented out to members – cost in 2007 £400 p.a. . . .
- b) In addition the Class has been allocated a number of berths in a designated section of Haslar Marina (capacity 18 boats) through arrangements with the RAYC and RNC

Pedestrian access to the Haslar marina berths is available from the Gosport side and berth holders can park free in the Marina car park.

Access from the Portsmouth side to these areas is from the Camber slipway, Old Portsmouth by dinghy, or by the class launch “Rosina” which ferries crews to the mooring areas at the beginning and end of racing.

“Rosina” is a 20 foot GRP diesel launch owned and maintained by the Class to provide this service, as an alternative start vessel and for other support tasks. It is moored in the Camber Dock, Old Portsmouth.

2. **Shore side facilities** –the “Victory Yard” is in Bath Square Old Portsmouth. This old dairy premises, held on a long lease by the class from the Portsmouth City Council has for many years provided winter storage for a maximum of 16 boats (8 under cover) and for owners’ dinghies and trailers in the summer months. Other owners take their boats home for the winter or there are commercial storage facilities at the Camber. The class owns a number of trolleys suitable for the launching and recovery of the boats.
3. **Launching and recovery** – The class has suitable block and tackle equipment for the launching of boats from the Portsmouth Camber slipway. Recovery is either by use of owner’s vehicles to tow the trolleys up the Camber Slipway or by using the commercial lift facilities of Kb Boats in the Camber
4. **Social**– the class has an arrangement permitting all class members to use the facilities of Portsmouth Sailing Club also in Bath Square, Old Portsmouth. Almost certainly more races have been won at this club bar than on the water. On Saturdays, the Haslar Marina Lighthouse Bar is also a popular post race meeting point.
5. **Mentoring.** All new boat owners are offered an experienced class “mentor” to assist them in finding out about the class, its facilities and racing matters
6. **The racing** – the fleet races three times per week during the main season from mid April to the end of October. The usual calendar includes upward of 90 races per season

7. Tuesday and Thursday evening races starting at 7 pm are run whilst there is enough evening light. From September the evening starts are brought forward gradually (by 15 minutes each week) as autumn arrives until early October
8. Saturday afternoon races starting at 2 pm provide an opportunity for longer courses in the Eastern Solent.
9. The Southsea race course is believed to be one of the best available on the South Coast for accessibility and all tide racing. The main area, where the class has laid its own racing marks, is bounded by Gilkicker point, South Parade Pier and the Portsmouth Harbour entrance.
10. The Class occasionally uses in-harbour courses around Hardway Sailing Club and the entrance to Portchester Creek. This is also an option if conditions outside the harbour are deemed too severe for normal racing.
11. Starting arrangements -The prevailing South Westerly breeze gives a windward leg off the start line which is usually run from a starting platform on Haslar wall. In appropriate conditions a "gate start" may be used with the nominated gate boat towing a buoy to open the gate. This enables a windward start to be set in most conditions. The Class launch Rosina can also be used to set an appropriate start line to windward. Boat Owners are expected to volunteer to be the Officer of the Day twice a year
12. The racing is split into a number of short series (usually 4 or 5 races each) for the various trophies the Class has acquired during its history.
13. There are a number of special events-including a long distance race, single handed race, visitors, crews and ladies races, and passage races to Isle of Wight clubs. Team racing against the other Victory Class fleet in Gibraltar is likely to become a feature with the venue alternating between Portsmouth and the Mediterranean.
14. **Cowes Week** - The Class is privileged to have its own start in the White group. Racing is over eight days, Saturday to Saturday, and there is a feeder passage race on the Friday before the week starts in earnest.
15. The Class also takes part in a number of local Solent regattas during the summer.
16. In 2007, the average turnout for the season was 9 boats. The highest individual race turnout was 17.

17. **The racing philosophy** – the Class is strictly one design but new developments and ideas which benefit the class without losing the similarity of the boats are considered first by the technical sub committee, then the General Committee before a vote at a General meeting.
18. The nature of the boat demands that tactics and boat handling skills are a prerequisite of success. At approximately 1.5 tons with a half ton iron keel, the boats do not plane but surf well. Current helms include national champions, former international dinghy and keel boat sailors, several Cowes week winners and those with many years of experience. The competition at the front is tough but there are many close fought battles throughout fleet. To encourage those less experienced the VCPR (Victory Class Performance Rating) trophy is awarded annually to the boat which has most improved its results from the previous year.
19. **Boat information** -The type of boat is clear from the photos on the website. The majority of the wooden clinker hulls are usually in Canadian Rock Elm although the newer boats, Z69 onwards have iroko hulls. The boat is essentially a clinker version of the carvel XOD Solent classic, both of which are attributed to Alfred Westmacott. It has a slightly shallower keel as a result of the designer's original brief to permit a boat to sail in the shallower waters off Bembridge IOW. It has a much larger spinnaker than its XOD cousin. A crew of three is normal but two competent people can manage well enough in most conditions.
20. The rig, last redesigned by Charles Nicholson, is a fairly standard Bermudan configuration with a slightly overlapping jib. There are main shrouds, lowers and upper jumper stays with an adjustable single backstay to provide enough tuning controls but still a strong and safe rig in all conditions. Wooden spars are standard and replacements are available from local builder John Perry or Collar Spars in Oxford. Approx cost for a mast is under £1000.
21. In 2007 the first composite construction Victory was launched which has been funded by the Class and built by David Heritage Racing Yachts Ltd of Cowes. A further three GRP boats have been delivered for the start of the 2008 season and a fourth Z77 is expected to be launched shortly. See elsewhere on this website for further information concerning this exciting new development. Enquiries about the GRP version have been received from N. Ireland and Holland
22. **Sails** are currently provided by local sailmaker Dick Batt and are all laser cut to ensure uniformity. To prevent "cheque book success" in the racing sails may only be replaced after 90 races. Sail sizes are Mainsail 172 sq.ft/15.95sq.m; jib 63.5/5.9; and spinnaker 187/17.4

23. As well as a fine one design racing craft the boats are great cruising dayboats and a number of them have been put to this use locally and overseas.
24. The only other established Victory racing fleet is based in Gibraltar where they still use the old rig with running backstays. A biannual team racing event takes place against the Gibraltar fleet using the alternate venues.
25. **The Class Organisation** is by way of a company limited by guarantee in which all owners are club members. As well as General Committee there are subcommittees dealing with racing, technical matters and social events.
26. **Boat ownership** – this can either be by individuals, families and syndicates as well as club owned craft. The class provides a model syndicate agreement for those interested in this popular form of sharing the cost

27. **How much does it cost? .** Guideline figures .

Purchase price

- a) A wooden secondhand victory in good condition is currently available at under £2000. Newer boats, if available, may be anything up to £10000
- b) A new wooden Victory in Iroko from John Perry Portsmouth
Around £25000 ex sails
- c) A completely finished sail away new boat in composite materials – approx. £28000 incl VAT ex sails
- d) A bare hull – approximately £9000 incl VAT
- e) Completed hull and deck ready to accept spars, fittings and sails from an existing boat approximately £18000 incl VAT

Annual Running costs –average 2007

Class swinging mooring £400

Insurance- class scheme – £4-500

Owners class membership fee £130

Crew and Restoration membership fee £50

Boatyard winter storage- outside £250, under cover if available- £500

Summer dinghy storage £3.50 pm for 6 mths

Maintenance costs –vary between materials only £200, to professionally prepared vessel £1000+

Cowes Week entry and mooring £ 205

Complete set of sails – At 10/06 Winter price £1322 inc Vat , Spring £1400, summer £1555

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