



Les Voiles de Saint-Tropez 2006

3rd Annual Trophée Mer et Bateaux de la Grande Classe

One starting line, one finish line: may the best man win!

It was created two years ago, founded on an idea by Philippe Lechevalier, the captain of Moonbeam IV since last year. Many boats in Saint-Tropez have in effect been participating since the 1920's, in these incredibly special courses created around the English royal family's Britannia, a yacht with 1300 victories to her name.

The Trophy is a half-hull of *Valkyrie* II, the English challenger for the 1893 America's Cup, and it will be given to the yacht able to win the course three times. After prior winners *Mariquita* and *Cambri*, whose turn is it?

The regatta essentially reunites the big yachts for a race. Before the International Tonnage of 1906, boats were invited to compete in this "big series" that was comprised of yachts between 40 – 150 tonnes (except the royal yacht Britannia, which was 154 tonnes). Note that these are registered tons, not displacement.

The 23 meter "J1" was then added, followed by the entire J Class, a special tonnage destined mainly for the America's Cup, and used there in 1930, 1934 and 1937. The 23 meter "J1" underwent modifications in order to enter the J Class, whose class rules only allowed 10 boats, six in the US and four in England. In August 1931, a big class regatta was organized at Cowes for the J Class and classic yachts (inevitably outside of tonnage) with a rating of more than 76.

Commission for the return of the big class:

André Beaufile, President of the SNST, Noëlle Duck, Tony Harris, Dr William C. Collier.

Contact:

Noëlle Duck, + 33 (0) 6 03 22 69 22

LIST OF INVITED YACHTS

Altair	Moonbeam IV
Cambria (title holder)	Shamrock V
Lulworth	Sumurum
Eleonora	Sunshine
Mariette	Velsheda
Mariquita	



Les Voiles de Saint-Tropez 2006

Created in 2004 and traditionally held on the Thursday of the Les Voiles week, La Grande Classe Trophy brings together the most beautiful traditional racing yachts, in the spirit of the English races from 1880 to 1930. Raced in real time (without handicap) along a 25-mile course that sends the fleet around La Nioulargue, the buoy that marks the famous shallows in the Mediterranean.

The Grande Classe Trophy saw *Mariquita* take victory by just half a boat length over *Eleonora* in 2004. In 2005, the trophy, a half model of Valkyrie II, the English Challenger in 1893, was back up for grabs again and will remain so until three wins are obtained. *Cambria* won it last year and this year the Trophy will be a remake of the Big Boat series as *Lulworth*, the largest gaff-rigged cutter in the world, is back after dominating this type of racing from 1925 to 1933!

The Big Class in the UK in the late 1920s consisted principally of *Britannia* (1893), *White Heather* (1907), *Shamrock* (1908), *Westward* (1910) and *Lulworth* (1920). The return to the water of *Lulworth*, after more than 70 years of absence and 5 years of restoration, marks an exceptional occasion. The biggest gaff cutter in the world – the mast is more than 46 meters high – she was relaunched last spring in La Spezia, Italy.

Originally constructed in England in 1920 from the design of Herbert W. White, the giant *Lulworth* – with a working sail area of 828m² and a total sail area of 1,355 m² – was one of the most fearsome Big Class yachts in its time. Half of its original structure and 80% of its interior fittings have been preserved, making *Lulworth* the most remarkable restoration of the century.

The yachts invited to attend in 2006 are:

ALTAIR
CAMBRIA (2005 winner)
ELEONORA
LULWORTH
MARIETTE
MARIQUITA (2004 winner)
MOONBEAM IV
SHAMROCK V
SUMURUN
SUNSHINE
VELSHEDA



Les Voiles de Saint-Tropez 2006

Altair

Originally built in the Fife yard in 1931 for a voyage to the South Seas, the 108-foot Altair in fact never went further than the Mediterranean, where she survived remarkably intact despite service clearing mines in WWII.

That Altair survives with so much original equipment is due largely to owner number five, Miguel Sans Mora, who lavished attention on her for 34 years. Also to subsequent owner Albert Obrist who hired Capt. Paul Goss, who supervised Altair's refit at Southampton Yacht Services in 1987. Retaining all her original interior and period fittings, Altair is the most authentic classic sailing yacht afloat. She is a frequent competitor in numerous classic regattas in the Mediterranean.

Length Overall (LOA): 33m / 108'
Length Waterline (LWL): 24m / 78'8"
Beam: 6.2m / 20' 4"
Draft: 4.2m / 13' 9"
Sail area: 637 m²

Cambria (current title holder)

Designed by William Fife and built in Scotland in 1928, Cambria is believed to be the largest Fife design still sailing. Her original owner, newspaper proprietor Sir William Berry, had her lines created to meet the International 23-Meter rule – a class that put her in a league alongside the famous America's Cup J boats at the Cowes Week regatta each year.

In 1972, under American ownership she cruised much of the world. Cambria was prominent at the America's Cup in Fremantle in 1987, and it was there that she was sold to a New Zealand yachtsman. Cambria's new life began in 1994 when a group, including Australian America's Cup campaigner Iain Murray, purchased her and undertook a massive restoration project. In 1995, more than 27,000 man-hours went into the task.

In 2000 her ketch rig was replaced with a single mast configuration similar to the one she carried when first launched. She returned to competition at the America's Cup Jubilee in Cowes in 2001 after a 40-year absence from the racecourse. Finally in 2003, she was rated as a J-Class.

LOA: 37.46m/122' 11"
Beam: 6.2m/20'4"
Draft: 4.4m/14'5"



Les Voiles de Saint-Tropez 2006

Eleonora

Eleonora is a spectacular new gaff-rigged schooner, inspired by Nathaniel Herreshoff's renowned schooner, Westward. Built of steel at the Van der Graff shipyard in Holland in 2002, Eleonora is 161' long including the bowsprit. She is the epitome of classical elegance and a magical sight under full sail. There is no compromise on comfort onboard, however. Eleonora's incredibly wide, uncluttered deck has provision for a large exterior table and seating with pleasant and stylish surroundings.

Her beautiful wood paneled interior exudes understated elegance and good taste, in keeping with her graceful profile. Among Eleonora's many original features are the multitude of portholes and skylights that give her the combination of a spacious and light yet traditional decor.

Eleonora regularly participates in regattas, including Antigua Classic Yacht Regatta where she won several prizes in 2003, including "Overall Winner of the Concours d'Elégance". In 2006 she also competed in the Antigua event and was runner-up in the "Classic Class D", and won the Boat International Concours d'Elégance in the "Spirit of Tradition: Professionally Maintained" class.

LOA: 49m / 161'

LOD: 41.6m / 137'

LWL: 29.30m / 96'

Beam: 8.20m / 26' 11"

Draft: 5.28m / 17'



Les Voiles de Saint-Tropez 2006

Lulworth

Lulworth is the largest gaff cutter afloat today, with an overall length of 152' and a mast as high as a 17-floor building (171'). She was designed by Herbert White and built in just eight months by White Brothers in Southampton in 1920.

Lulworth is a magnificent piece of nautical history – the sole survivor of the Big Five class from the 1920s, a decade when she ensured that Britannia no longer ruled the waves. Like her contemporaries, Lulworth was key to the rise of the famous J Class.

Lulworth had four owners during her racing career between 1920 and 1930, including Richard H Lee from Torbay who ordered the yacht to provide competition for the King's Britannia. Second owner Herbert Weld made some changes to the yacht, and in 1925 she won the prestigious King's Cup for the first time.

After being retired in 1930, Lulworth led a reclusive life for 70 years. In 2001, she was rediscovered sitting outside in the Beconcini yard in La Spezia, Italy, by project manager Giuseppe Longo and Dutch entrepreneur, Johan van den Bruele. She was brought back to life in a meticulous, multi-million-euro restoration that lasted five years – a complete restoration that used traditional methods and returned the yacht as closely as possible to her original state.

The benchmark chosen for the rigging and interior was 1926 as a complete set of designs, photographs and interior plans were available from that year – which was also the year Lulworth was in peak racing form.

LOA: 46.30m / 151' 11"
LWL: 24.60m / 80' 8"
Beam: 7.60m / 24' 11"
Draft: 5.20m / 17'
Sail area: 828 m²



Les Voiles de Saint-Tropez 2006

Mariette

Mariette was designed and built by Nathanael G. Herreshoff in 1915 for J. Frederick Brown of Boston, a successful wool merchant, who raced and cruised Mariette along the North and Shore Shores of Boston until 1927. That year, Francis B. Crowninshield purchased the yacht and renamed her Cleopatra's Barge 11, after the first American yacht built by his ancestor. Cleopatra's Barge 11 was in commission for 13 years, until she was taken over by the U.S. government in 1942.

Mariette was converted to a charter yacht for the Caribbean in the 1970's before leaving for La Spezia, Italy for a complete rebuild by Cantieri Navali in 1982.

Thomas J. Perkins, of San Francisco, purchased Mariette in 1995 from her Italian owner. Mr. Perkins returned Mariette to her original rig and configuration at the Beconcini yard in Italy. For the first time in almost fifty years, Mariette returned to New England waters to compete in the New York Yacht Club's prestigious 1997 Atlantic Challenge, and she has also raced in Antigua Classic Yacht Regatta, and La Nioulargue.

She is one of a scant handful of larger design from the Wizard of Bristol still sailing. A near sister-ship to Harold S. Vanderbilt's second Vagrant, this 165-tonner is fast and comfortable.

LOA: 42.8 m / 135'
LWL: 24.4 m / 80'6"
Beam: 7.3 m / 23'9"
Draft: 4.7 m / 15'6"
Sail area: 807m²

Mariquita

The 19m-class Mariquita was designed by William Fife and launched from the Fairlie yard in 1911, as yard number 595. The 19 Metre Class was acclaimed as the finest of the big yacht racing classes in the years leading up to the First World War and Mariquita holds a very distinguished racing record within the class. The yacht continued racing in the twenties and was part of the fleet of large yachts that gathered around Britannia to re-establish the Big Class racing.

Decommissioned in the 1930's, Mariquita spent nearly 60 years on the Suffolk coast as a house-boat. Working in collaboration with Dr. William Collier, Fairlie Restorations intervened to save the yacht in 1991. Her condition was stabilised and she was laid up at Port Hamble.

Restoration work began on Mariquita in October 2001. She was delivered to her European owners in spring 2004 and has competed successfully on the Mediterranean classic regatta circuit since then.

LOA: 38m / 125'
LOD: 29m / 96'
Beam: 5.3m / 17' 4"
Draft: 3.7m / 12'
Sail area: 585 m²



Les Voiles de Saint-Tropez 2006

Moonbeam IV

The fourth, final and largest Moonbeam IV designed by William Fife, Jr. was launched in 1914 and commissioned after the Great War in 1920. Moonbeam IV is one of the finest gaff cutters of the 20th century and winner of the prestigious King's Cup at Cowes in 1920 and 1923.

Moonbeam's rig was converted in 1927 to the ultimate refinement of the gaff rig - the long masted Marconi gaff - and was actively raced under this rig. Superseded in the Big Class, whose resurrection she had done so much to assure, Moonbeam raced in handicap events and continued to start in the King's Cup.

On the racecourse, Moonbeam outlived her sisters in the J Class but her career was finally brought to a close with the eruption of World War II. Post-war, she was converted to a Bermudan rig and she migrated to the Mediterranean where she joined her former rivals, Nyria, Astra, Cambria, and Candida, all converted for cruising.

Acquired by Prince Rainer of Monaco in 1950, and renamed Deo Juvante, she was fitted with a Bermudan ketch rig. The sale by the Rainer's heralded a thirty-year period of gradual decline; Moonbeam's original name was restored but after a serene interlude in the 1960's with Count Hannibal Scotti, the once elegant thoroughbred became a carthorse of the charter trade passing through various ownerships in the eastern Mediterranean and out of survey. In 1995, seven years after her 1903 predecessor (Moonbeam III) was restored, Moonbeam IV was rediscovered and the slow process of restoration began; she was refit at the Myanmar Shipyard in Burma, from 1999-2001.

LOA: 32.10m / 105' 4"

LOD: 29m / 95' 2"

Beam: 5.05m / 16' 7"

Draft: 3.80m / 12' 6"

Sail area: 507.69 m²



Les Voiles de Saint-Tropez 2006

Shamrock V

Built in 1930 for Sir Thomas Lipton's fifth and last America's Cup challenge. Designed by Nicholson, she was the first British yacht to be built to the new J Class Rule and is the only remaining J to have been built in wood. Shamrock V is one of just three remaining original J's from the 1930's.

After World War II, Italian owner Mario Crespi installed the elegant bird's-eye maple interior Shamrock V still has today. In 1962, Shamrock V was sold to Italian yachtsman Piero Scanu who, in 1967, had the yacht taken back to Camper and Nicholson's in Gosport, England for a complete, three-year rebuild.

In 1986 the Lipton Tea Company purchased Shamrock V from Scanu and donated her to The Museum of Yachting in Newport, Rhode Island. In 1989 classic yacht restorer Elizabeth Meyer undertook another extensive refit. The International Yacht Restoration School (IYRS) of Newport, Rhode Island purchased Shamrock V as part of their classic yacht collection in 1995. She was sold in 1998 to the Newport Shamrock V Corporation which continued to charter the boat in New England and the Caribbean.

Following a remarkable and successful regatta in Antigua against Velsheda and Endeavour in 1999, Shamrock V returned to UK waters and underwent a one-year refit at the Pendennis Shipyard in Falmouth, England. This comprehensive refit included returning her deck structures and rig to their original 1930s configuration and the addition of a new rig and sails, enhancing performance.

Shamrock V joined Endeavour and Velsheda for the first J Class Regatta to be held in UK waters after 65 years and then competed in the America's Cup Jubilee in the Solent during August 2001. Since then she has sailed across the Pacific, attended the America's Cup in New Zealand and returned to the Mediterranean.

LOA: 36.30m / 119' 1"
LWL: 24.71m / 81' 1"
Beam: 6.09m / 20'
Draft: 4.50m / 14'9"
Sail area: 732 m²



Les Voiles de Saint-Tropez 2006

Sumurun

The 94' Fife ketch is a graceful yacht from the renowned Fifes of Fairlie. An older design than Belle Adventure, Sumurun began life as a gift from Lord Sackville to his wife. In the 1920's and '30's, Sumurun – rigged as a gaff yawl with a 10' bowsprit – established a good racing record among the cruising class. She was engineless but did have electric lights and a gas-powered launch. She was sold in 1933 to F.W. Shenstone, who installed the yacht's first engine. Changing hands several times, she was rerigged as a ketch in the 1950's. Her current owner A. Robert Towbin purchased her in 1983 from Lord Avebury and began her restoration shortly after.

Sumurun has participated in numerous NYYC summer cruises, 1997 Atlantic Challenge Cup, which she won on corrected time, and the 2005 Rolex Transatlantic Challenge where she was first in the Classic Division. She has also won Antigua Classic Yacht Regatta twice and the Cruising Division of Antigua Race Week as well as La Niolargue. Capt. Armin Fishcher has been her sailing master for the past 15 years.

LOA: 28.65m / 94'
LWL: 20.85m / 68' 5"
Beam: 5m / 16' 6"
Draft: 3.65m / 12'

Sunshine

This yacht is a replica of the Fife-designed gaff-rigged schooner the original Sunshine from 1900 (and Astore). The construction of the "new" Sunshine began in 1999 at the Myanmar Shipyard in Yangon, as the building techniques found there are as similar as those skills found in Scotland in the early 20th century; she was launched in 2003. After the fit-out was complete, Sunshine set sail for the Miek Archipelago and Phuket, Thailand; she arrived on the Cote d'Azur in early June 2005 after a trip with stopovers in 13 different lands.

The steel hull and Sitka spruce rig are faithful to the original 1900 design. The interior, hand-crafted in teak and rosewood, has been slightly altered from the original design to comply with modern safety standards including the use of watertight bulkheads. The deck is laid down in long thick lengths of solid teak planks over steel frames and caulked with cotton. Her steel hull was built to strict Lloyd's SSC plan approval.

LOA: 31m / 101' 8"
Beam: 5.60 m / 18' 4"
Draft: 3.40 m / 11' 2"
Sail area: 492.19m²



Les Voiles de Saint-Tropez 2006

Velsheda

Designed by Charles Nicholson and built by Camper & Nicholson in 1933 for Mr W.L. Stephenson, owner of the Woolworth retail chain. She was Nicholson's second design for a J Class and Stephenson's second big yacht.

Velsheda was the only J-class not designed to compete in the America's Cup, though she raced with the greatest names in classic yachting including Britannia, Endeavour and Shamrock between 1933 and 1936. In her second season she won more than 40 races and achieved an outstanding record of success at regattas from Southend to Dartmouth.

In her day, around the late 1930's, she represented the most advanced technical design for spars, rigging, sails, deck gear and ropes. Her masts were aluminium, made by bending plates and riveting them together. Sails were made from the new Terylene threads and deck gear included winches for easier handling of sheets. The standing rigging was solid rod, even in the '30's, but with so much stretch in the rigging and systems it was inevitable that these masts could not be held in column and could collapse in stronger winds.

This unique yacht was rescued from a mud berth in the Hamble in 1984 by Terry Brabant, who economically refitted her for charter work with a new steel mast and limited interior. Still without an engine, she sailed regularly along the UK South Coast for charter and occasionally to the Mediterranean and Caribbean.

In 1992, Velsheda changed hands again and an extensive refit campaign was started at Camper & Nicholson's, Gosport under the direction of naval architect G Dijkstra. However, after the hull was stripped and the ballast removed only a small part of the refit work on the steel structure was completed before the refit came to a halt. The bare steel hull was launched at Gosport and remained at anchor for over two years. January 1996 the project was acquired by a new owner wishing to complete the refit project to high standards, including new teak decks and all carbon spars; she was subsequently relaunched in November 1997.

Velsheda competes on the classic yacht circuit, in the Mediterranean as well as at the Antigua Classic Regatta where in 2002 she won the Spirit of Tradition Class overall and set the fastest elapsed time for her class.

LOA: 39.5m / 129' 7"
LWL: 27.80m / 91' 3"
Beam: 6.6m / 21' 8"
Draft: 4.8m / 15' 9"
Sail area: 839 m²



Les Voiles de Saint-Tropez 2006

Provisional programme

	On sea...	On earth ...
30	Saturday	Welcome for yachts (9am–7pm)
1	Sunday	Welcome for yachts (9am–7pm) Arrival of Autumn Cup YCF
2	Monday	Welcome for traditional yachts (Around 11am) Coastal course for modern yachts
3	Tuesday	Coastal course for traditional yachts (Around 11am) Coastal course for modern yachts
4	Wednesday	Coastal course for modern yachts (Around 11am) Coastal course for traditional yachts
5	Thursday	Jean LAURAIN Day (Around 12am) Challenge Day Club 55 Cup
6	Friday	Coastal course for modern yachts (Around 12am) Coastal course for traditional yachts
7	Saturday	Coastal course for modern yachts (Around 12am) Coastal course for traditional yachts
8	Sunday	
9	Monday	
10	Tuesday	Welcome for DRAGON boats
11	Wednesday	(11am) Training Regatta (free)
12	Thursday	(11am) Dragon Regattas (many courses)
13	Friday	(11am) Dragon Regattas (many courses)
14	Saturday	(11am) Dragon Regatta (One course)
		Village inauguration (5 pm) (on invitation) Welcome Cocktails & appetisers (In the Old Port 19h00)
		Animation in the streets of Saint Tropez
		“Sardines party” on the Batterie (8 pm– on invitation)
		Bowls competition (Pl. des Lices 6 pm)
		Carnaval of crews (6 pm) Evening supper of crews (La Ponche 8 pm) (On Invitation)
		Closing evening (Village des Voiles)
		Prize giving (Citadelle) (on invitation)
		Music Animations (Village des Voiles)
		Welcome Cocktails & appetisers (7 pm)
		Supper of crews
		Price Giving (4.30 pm) Cocktail – Music Animations

NB : The “Les Voiles de Saint Tropez” Village will be open to public from September 30th to October 14th (9 am – 9 pm)



Rolex and Sport

Rolex made its debut in sport in 1927 when a swimmer, Mercedes Gleitze, swam across the English Channel wearing a Rolex Oyster, the first truly waterproof watch.

Since 1933, Rolex has been a partner on Himalayan expeditions. On those ascents, the climbers wore Rolex. The Oyster Perpetual was the first watch to reach the highest point on earth during Sir John Hunt's successful Mount Everest expedition in 1953, when Sir Edmund Hillary and Sherpa Tensing Norgay reached the summit.

In 1967, the golfer Arnold Palmer was presented with a Rolex in recognition of his achievements on the golf course. This was the beginning of a long and continuing association with golf. Rolex now has a major commitment to five sports internationally; these are yachting, golf, tennis, equestrian and motor sport.

Rolex 2006 Yachting Events Calendar

Throughout 2006 Rolex is involved in many sporting events - a full list follows

Rolex Miami OCR

22 – 27 January 2006

Miami, FL, United States

Established in 1990, the annual (Olympic Classes Regatta) organized by the Olympic Sailing Committee of US SAILING, is sailed on Biscayne Bay and features elite-level competition in the classes selected for the Olympic and Paralympic Games. As the only International Sailing Federation (ISAF) grade-one ranking event in the U.S.A. for Olympic classes, the Rolex Miami OCR has a track record for high attendance by foreign teams.

Rolex TP 52 Global Championship

7 – 12 March 2006

Miami, FL, United States

The 2006 Rolex TP52 Global Championship is a championship regatta that will be hosted at Acura Miami Race Week. The week will feature six days of racing including windward/ leeward, a distance race (18-24 hrs) and a coastal race in the challenging sailing conditions off Miami. The highly competitive fleet features level racing with strict owner/driver rules for the championship.

Rolex International Regatta

24 – 26 March 2006

St. Thomas, US Virgin Islands

The "Rolex" is a fun-filled competition for Corinthian and professional sailors alike, in the subtropical Caribbean setting of St. Thomas, U.S. Virgin Islands. The regatta combines one-design and handicap racing for yachts in up to 10 classes, including spinnaker and non-spinnaker divisions. In 2006, the regatta celebrates its' 33rd season and Rolex has been a partner since the very beginning.

Rolex Capri Sailing Week

27 April – 1 May 2006

Capri, Italy

Following a successful introduction last season, the Rolex Capri Sailing Week returns to the turquoise waters of Capri providing spirited competition for the start of the Mediterranean racing season. Hosted by the Yacht Club Capri and the Yacht Club Costa Smeralda, the Rolex Capri Sailing Week provides a week of highly competitive racing for the Swan 45 and Farr 40 one-designs, the I.M.A. Mini Maxi, and the Comet 41S, 45S, 50, 51S classes. The strikingly picturesque island provides a stunning backdrop to the on-the-water racing action in the Bay of Naples, off Capri.



Rolex Antigua Sailing Week

30 April – 6 May 2006

English Harbour, Antigua, West Indies

Now in its 39th edition, the Rolex Antigua Sailing Week is the traditional finale to the Caribbean racing season. The week has evolved from a regatta for local yachtsmen into an international event that spans 6 days, attracting over 200 yachts, and 1500 participants – both well-known professionals from the America's Cup and grand-prix racing circles, and top competitive amateurs. The steady trade winds produce great sailing conditions for the yachts to race both 'round the buoys and point-to-point. Ashore, the nightly social activities follow the fleet to some of the most idyllic locales on the island.

Sardinia Rolex Cup

5 - 10 June 2006

Porto Cervo, Sardinia, ITA

This coveted team trophy, organised by the Yacht Club Costa Smeralda, is competed for every two years. Each nation team participating at the Sardinia Rolex Cup 2006 will comprise three yachts: a Farr 40, a Swan 45, and TP52. ISAF has designated the regatta the Offshore Team World Championship, and upwards of 6 national teams will also be racing for the Rolex Offshore Team World Championship Trophy.

Giraglia Rolex Cup

11 – 17 June 2006

St. Tropez, France – Genoa, Italy

One of the most renowned distance races in the Mediterranean, the Giraglia has been a tradition for European sailors for over 50 years. From the race start off the historic port of Saint-Tropez, France, the fleet head through the idyllic Iles des Hyeres and across the sea to the Giraglia, a rocky islet off northern Corsica, before racing to the finish at Portofino Italy (and the prize giving in Genoa, home to the organisers the Yacht Club Italiano), a total distance of 243 miles.

Bol d'Or Rolex

17 – 18 June 2006

Geneva, Switzerland

Close to 600 boats gather every year to compete at this 93-mile race on Lake Geneva, Switzerland. The event is widely regarded as the most important sailing competition on inland waters. This spectacular, long-distance race is organised by the Société Nautique de Genève.

Rolex Commodores' Cup

25 June – 2 July 2006

Cowes, Isle of Wight, United Kingdom

The Rolex Commodores' Cup is an international offshore regatta for three-boat national teams. Organised by the Royal Ocean Racing Club, this biennial event is held over seven days at Cowes, Isle of Wight. The Rolex Commodores' Cup is designed to test the teams over a variety of courses. A Pro/Am Crew Rule requires that each crew consist of a minimum of 50% amateur sailors.

VIII Trofeo S.M. La Reina - Copa Rolex

30 June – 2 July 2006

Valencia, Spain

The Real Club Náutico de Valencia will host this year's Trofeo S.M. La Reina Rolex Cup. As in past editions, there is expected to be a very high turnout, upwards of 100 boats. The regatta is open to the following yachts: TP 52s and IMS 500, 600, 670, C and D will enjoy three days of racing in the waters off Valencia.



NYYC Race Week at Newport presented by Rolex

15 – 23 July 2006

Newport, RI, United States

This biennial race week has become a favourite of sailors with its split format. The regatta's first four days feature handicap racing for IRC, PHRF NYYC CR and Classics, as well as 12 metre yachts. Then, a daylong Distance Race around Conanicut Island on Wednesday divides the week and is an option for all competing yachts. The second half of the week features an expanded four days of one-design racing for more than ten classes, including North American championships for Beneteau First 36.7, J/44, J/109, Farr 395, and Farr 40, and national championships for Melges 32.

Rolex Baltic Week

6 – 13 August 2006

Neustadt, Germany

Following a successful premiere in 2004, the Norddeutscher Regatta Verein (NRV) Hamburg will organize a third Rolex Baltic Week in early August 2006. The event will encompass three different regattas - and once again it will take place on Lübeck Bay in Neustadt/Holstein on the Baltic Sea. This year's highlights will be the IMS Offshore World Championships and the Star Class European Championships. The Rolex Baltic Week 2006 will again feature the Swan Race, a regatta exclusively for Nautor's Swan yachts.

Rolex Farr 40 World Championship

6 – 9 September 2006

Newport, RI, United States

For 2006, the World Championships will move to Newport, Rhode Island. Upwards of 35 racing sailboats – 40 feet long and all identical in design, will race over four days in ten challenging races for the world championship crown, the World Cup, and a coveted Rolex timepiece. Each crew is made up of four professional and five to six amateur sailors. Each yacht must be driven by its amateur owner/helmsman. Racing is precise, tactical and intense. With all other factors equal, skill and timing are crucial.

Maxi Yacht Rolex Cup

4 – 9 September 2006

Porto Cervo, Sardinia, Italy

The Costa Smeralda provides a stunning setting and perfect sailing conditions for the Maxi Yacht Rolex Cup. The conditions are ideal to highlight the high-tech performance of these stunning 20+ meter yachts. With the fleet racing competitively all week, the race viewing is spectacular, and the social events very elegant and festive. The first Maxi World Championship took place in 1980, created by the Yacht Club Costa Smeralda in Sardinia. The regatta is now an annual event, with owners and crews enthusiastically returning to Porto Cervo each September.

Rolex Swan Cup

11 – 17 September 2006

Porto Cervo, Sardinia, Italy

Porto Cervo becomes the centre of Swan world in September 2006 with upwards of 100 Swan yachts competing in this weeklong regatta. Recognized worldwide as one of the preeminent designers/ builders of luxury sailing yachts, this biennial event attracts both racing and racer/cruiser yachts. A draw for top sailors, the Rolex Swan Cup provides a spirited week of racing and gala social events for which the Yacht Club Costa Smeralda is renowned.

**Rolex Big Boat Series**

14 – 17 September 2006

San Francisco, CA, United States

Established in 1964, the St. Francis Yacht Club's Big Boat Series takes place annually on San Francisco Bay. In 2005, Rolex became title sponsor of this prestigious regatta which includes very competitive one-design and handicap racing. Big Boat is widely recognized as one of the most important sailing events in the U.S. Sailors come from around the world to compete in this "granddaddy" of big boat racing.

Rolex Middle Sea Race

17 – 28 October 2006

Marsamxett Harbour, Valletta, Malta

The takes place in the heart of the Mediterranean and covers one of the most beautiful racecourses in the world. Starting and finishing in Malta, the route includes the deep azure waters of Sicily and the Straits of Messina, the islands of Pantelleria, Lampedusa, and even the active volcano of Stromboli, as course marks. In addition, two days of coastal races around Malta and Gozo take place prior to the start of the long-distance race.

ISAF Rolex World Sailor of the Year Awards

07 November 2006

Helsinki, Finland

These awards recognize the top male and female sailor in the world. The winners are selected by the 112 ISAF Member National Authorities from an impressive field of nominees chosen by the global sailing community. Recent winners have topped their fields, from one-design to offshore racing. This year's award ceremonies will take place in Helsinki.

Rolex Sydney Hobart Yacht Race

26 December 2006 – 1 January 2007

Sydney – Hobart, Australia

Mention the leading ocean races in the world, and the Rolex Sydney Hobart is certainly in the top three. This 628-mile offshore race organised by the Cruising Yacht Club of Australia provides a tough test for skippers, tacticians and crews alike. This year's race will be the 62nd annual edition of this time-honored event. In this race, Rolex saw a yachting classic that attracts a well-seasoned fleet ready to test themselves against the challenging conditions.



Media Contacts

International Media Information

Key Partners (KPMS)
20, Av. Edouard Dubois
CH - 2000 Neuchâtel | Suisse
Tel: +41 32 724 28 29
Fax: +41 32 724 28 33
Mobile: +41 79 359 15 47
Email: info@regattanews.com

www.regattanews.com

Italy

Ufficio Stampa Rolex Italia
Foro Buonaparte, 54 | 20121 Milano
Tel: +39 02 72001513
Fax: +39 02 72020171
Email: alberto.franchella@seci1981.it

antonella asnaghi & associati
Via Giacomo Leopardi 14 | 20123 Milano
Tel: +39 02 48008294
Fax: +39 02 43916618
Email: sinergie@asnaghiassociati.it

UK & Ireland

Giles Pearman
The Old Bakery | The Street Lodsworth
West Sussex GU28 9BZ
Tel: +44 (0)7984 432948
Fax: +44 (0)20 7861 2470
Email: giles@regattanews.com

Germany

Andreas Kling
Foehrdener Strasse 6 | 25563 Wrist
Tel: +49 (0)4822/360 900
Fax: +49 (0)4822/360 901
Mobile: +49 (0)172/257 8817
Email: andreas@regattanews.com

Spain

Alejandro Varela
Varadero Comunicación
C/ M^a Auxiliadora, 4 | 36202 Vigo
Tel: +34 986441001
Fax: +34 986441830
Email: varadero@telefonica.net

France

Thomas Champion / Delphine Dandurand
70, rue de la Tour | 75116 Paris
Tel: +33 (0)1 45 03 21 26
Fax: +33 (0)1 45 03 40 04
Email: tcampion@eventinternational.com
ddandurand@eventinternational.com

Portugal

Diogo Muller e Sousa
EgoCorp Comunicação e Imagem
Rua Braancamp, 88 - 5º Esq. | 1250-052 Lisboa
Tel: +351 21 383 86 00
Fax: +351 21 383 86 10
Mobile: +351 91 727 25 27
Email: dsousa@egocorp.pt

USA

Susan Maffei Plowden
Key Partners / Newport (International Events)
304 Thames Street | Newport | RI 02840
Tel: +1 401 619 1103
Fax: +1 401 619 1103
Mobile: +1 401 855 0234
Email: suma@regattanews.com

Barby McGowan (National Events)
Media Pro International
41 Memorial Blvd. Newport | RI 02840
Tel: +1 401 849 0220
Fax: +1 401 847 4535
Cell: +1 401 225 0249
Email: barby.macgowan@mediapronewport.com

Australia

OMD
Alistair Henderson
32 Pyrmont Bridge Road
Pyrmont, Sydney, NSW 2009
Tel: +61 2 9692 2000
Fax: +61 2 9692 2222
Email: alistair.henderson@omd.com.au

To learn more about Rolex and its involvement with sports in general visit www.rolex.com.
For more information about the Rolex Yachting portfolio visit www.regattanews.com.