

**INTERNATIONAL**

**TEMPLEST**



## THE INTERNATIONAL TEMPEST CLASS.

### Background

The Tempest was designed by Ian Proctor for the 1965 International Yacht Racing Union trials to find a new international two-man keelboat class. After a series of overwhelming victories in these trials in all types of weather conditions, followed by an official report on her handling characteristics which stated - "a boat without any vices and a lovely boat to sail", she was unanimously recommended as an International Class in Group A and international status was officially granted by the I.Y.R.U. soon afterwards.

In 1967 the Tempest became the first yacht or boat design ever to be granted a British Council of Industrial Design Award.

### Olympics

The Tempest has been selected by the I.Y.R.U. as one of the six classes for the 1972 Olympics. The design, rules and class organisation have all recognised from the out-set the special requirements demanded of an Olympic class and the Tempest is exceptionally well prepared for her important new role. Moreover, she is a particularly good instrument on which to demonstrate modern sailing skills.

### Performance

Tempest's outstanding performance at the first trials has further improved with development. A Tempest has won just about every one-of-a-kind race for which there has been an official entry in the past three years. Her performance in a recent O-O-A-K series in U.S.A. was reported by a leading American magazine as "devastating". In a series organised by a French magazine, where dinghies and keelboats sailed together, the Tempest proved the fastest mono-hull on elapsed time, beating the Flying Dutchman, Five-O-Five and all other keelboats.

### Class Progress

The first production boat was built in 1966 and in little over three years there were 462 boats in 18 countries - good progress for a sophisticated racing boat produced exclusively by licensed builders. The present main concentrations are in U.S.A., Britain, Italy, West Germany and Switzerland. There are licensed builders in eight countries, and further licences have recently been requested by another eight countries. Boats have also recently been ordered from several countries in which there were previously no Tempests and future class growth and spread offer exciting prospects.

### Competition

Three World Championships have been held (1967 in England, 1968 in U.S.A. and 1969 in Italy). At the 1969 World Championships at which the entry was officially limited, 42 boats competed and 12 nations were represented. Seven different nations were in the first eight on final points, a result emphatically demonstrating the virtues of strict one-design. There are also European, North American and several National Championships and a wide choice of open events. The 1970 World Championships are at Quiberon, France. Many well-known helmsmen already sail Tempests.

### Cost

The price of a British-built Tempest at the end of 1969 is £875, without sails. This is for a fully competitive boat, with much sophisticated equipment. Several boats with precisely this equipment finished in the first six in the 1969 World Championships. Sails cost £80 to £120 per set.

### One-design protection

The strictest international one-design hull, keel and deck layout ever devised. Moulds used in any part of the world all come off the same plug. The hull is locked into shape by three one-design bulkheads, three one-design longitudinal girders and a one-design deck. No tolerance fiddling. No expensive search for a faster version - perhaps built on the other side of the world. The degree of freedom in the rig is just sufficient to provide interesting scope for tuning. All Tempests have to be issued with a completed hull measurement form before leaving the builder's yard. Good second-hand values.

Because the boats are so similar, a crew can tune their boat in their own country, note tuning details, put their sails and possibly spars (the variables) into a strange Tempest on the other side of the world, adjust everything as in their own boat and compete at virtually no disadvantage. The International Tempest Association is already committed to such a scheme for the World Championships in 1970 and 71 and the 1972 Olympics and there is growing response to this from some of the smaller countries in particular. This can enormously improve international competition in a way impossible with less strict one-designs.



## Handling

A Tempest has been towed 2,000 miles from England over the Alps and back by a 1,600 cc Ford Cortina without difficulty. A trailer costs about £130. The retractable keel can facilitate launching from sites normally suitable only for centreboarders. Slings points for lifting by crane are compulsory.

## Crewing

There is possibly no other boat in which the sailing skills of the crew as well as the helmsman are given such opportunities. Really interesting teamwork.

## Range of Performance

The Tempest's performance in hard weather and rough water make her particularly suitable for worldwide international competition, because there are no conditions under which it is not practical to race the boat competitively and not merely as a struggle for survival. Responsiveness, rather than speed, is essential to test sailing skills in light airs and the Tempest is exceptionally responsive and does not lack speed in these conditions.

## Self-Draining Facility

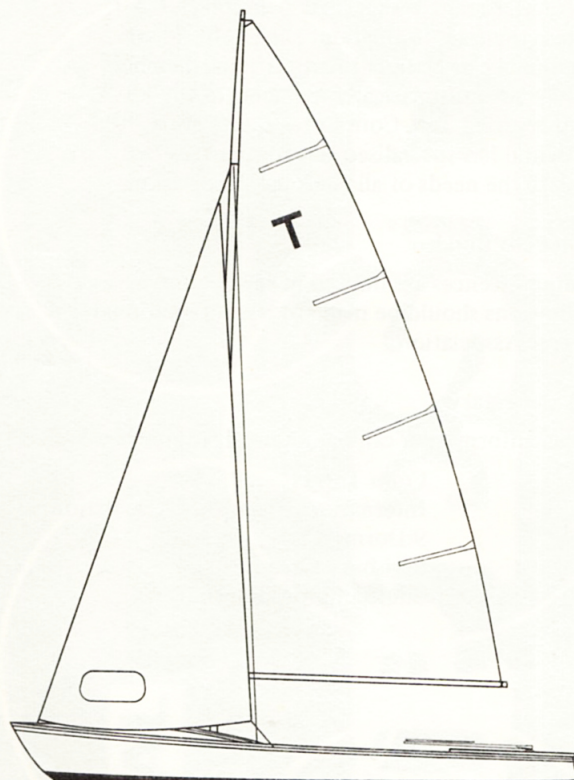
Allows the boat to be sailed extremely hard in heavy weather and gives maximum play to the exceptional planing performance, by draining out spray immediately and keeping her light. Keeps dry on moorings.

## Planing Technique

A true planing performance is an important factor in any class intended to test the sailing skills of the modern yachtsman. The Tempest has a true planing performance and her power, with keel and trapezing crew, gives her a very high maximum speed.

## Safety

There is probably no safer racing boat. The self-draining and self-righting properties, with three large separate buoyancy compartments and sufficient foam buoyancy to float the boat if a buoyancy compartment is damaged, ensure this. This feature permits high performance sailing in areas otherwise impossible.



## Leading Details

Designer: Ian Proctor, R.D.I., F.S.I.A.

Length O.A.	21' 11 $\frac{3}{4}$ "	6.698 m.
Length W.L.	19' 3"	5.867 m.
Beam	6' 5 $\frac{1}{2}$ "	1.967 m.
Draught (with crew)	3' 7"	1.10 m.
Weight (minimum) complete with all gear less sails	1,010 lb.	463 kg.
Weight (minimum) of stripped hull	478 lb.	217 kg.
Weight (minimum) of ballast keel	500 $\frac{1}{2}$ lb.	227 kg.
Mainsail area (actual)	164 sq.ft.	15.24 m <sup>2</sup>
Jib area (actual)	82.78 sq.ft.	7.69 m <sup>2</sup>
Mainsail and jib area	246.78 sq.ft.	22.93 m <sup>2</sup>
Spinnaker area	225 sq.ft.	20.9 m <sup>2</sup>
Tempest crated ready for export	2,000 lb.	(approx)
Tempest on Trailer ready for export	1,800 lb.	(approx)



## Class Organisation

The International Tempest Association (I.T.A.) controls the class throughout the world. There are a number of National Associations, members of which are automatically members of the I.T.A. The energetic I.T.A. Committee meets every month and has specialised sub-committees to correlate the needs of all National Associations.

## Licences to Build

Building Licences are limited in each country. Applications should be made to the International Tempest Association.

## I.T.A. Secretary

Further information can be obtained from:-

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International Tempest Association,  
9 Dormy Close,  
Sarisbury Green,  
Southampton, England.

