

Rightly due

"Father" of the now so popular SB20, the prestigious portuguese naval architect Tony Castro agreed to the CNC's request to create a permanent trophy for the club. That, for now, and it could not be otherwise, is disputed by the class he also created

The challenge was set by Clube Naval de Cascais, to an unavoidable figure of the national sailing panorama... and international! No other than Tony Castro, the renowned portuguese naval architect born in Lisbon in 1952 and for long based in the United Kingdom. The challenge took shape in the creation of a trophy, named after its author, destined to be permanently attributed by CNCascais, according to criteria to be defined by the club - currently destined to the SB20 class, one of the most disputed of the club's calendar.

The challenge did not go unanswered. A long time member of CNC, Tony Castro was inspired by portuguese motives, by nautical references, by his own path, to design a piece of unavoidable beauty and meaning. Also the decision of being disputed in the SB20 class is far from being innocent because the portuguese nautical architect is responsible for the design of this monohull of great success all over the world.

AN UNAVOIDABLE NAME

Regarding the stylistic qualities of the Tony Castro Trophy, the images will speak for themselves, and surely will be worth more than a thousand words. Regarding the man, there is a lot to highlight and remember.

From such young age as of three years-old, he remembers sailing in the waters of Cascais, even if "just" by the age of eight he had his first real sailing lesson.

Openly obsessed by sailing since his youth, by ten he was teaching the basics of the sport to his friends, recognising that much of what he learned, and not about sailing and the sea, came from



sailing from the beginning with adults, and listening and participating in their conversations - being always available to integrate any crew and replace anyone that, for any reason, did not show up to sail at a certain moment...

At 12 years of age won the first national title, on board of the Vouga, most likely becoming at that moment, the first person in Portugal to do a trapezium on a Flying Dutch. A few years later he won Junior National Champion of Snipe and 420, by the age of 15 he became European Champion of Sharpie 12.

At 17 he went to Scotland to study nautical architecture and there he started a unique path for a portuguese in this field. Five decades later, and after falling in love unconditionally for offshore regattas - and even becoming a professional sailor while he was studying... -, participating in events

in every corner of the world, Tony Castro is today one of the most renowned and respected names of his field. The record conquered by his boats is so long that would only fit in an article exclusively dedicated to this purpose but, even so, it is worth mentioning some of his main creations and some of the greatest achievements conquered by them.

Regarding prizes and titles, Tony Castro's creation were worthy, in several occasions, of the Yacht of the Year awards, of the Superyacht Design and won several world championships - apart from having designed vessels for television productions of BBC. His curriculum, as a naval architect, include four world championships of IOR; having been the designer of the only vessel of IOR to win all the regattas in a World Championship; a 6m world championship; four "Boat of the Year"

awards in the United Kingdom, France and in the USA; winner of the Admirals cup in 1989 with Juno IV; co-author of the Blue Arrow, who participated in the America's Cup with British colours.

Regarding his creations, here's a brief summary that will always be by default:

Arcadia 30, Regatta 39, Sun Dream 28, Sun Fast 1/2 Ton, Sun Odissey 28.1, Sun Shine 36, Sun Shine 38, Sun Way 28, and Sun Way 28 CB (all for Jeanneau); Barracuda 45; Clipper 70; Cork 720; CS 30; CS 34; CS 36 Merlin; CS 40; CS 44; Jaguar 24; Jaguar 265; Laser SB3; MG 216 (Castro); MG 335; MG Spring 25; Parker 31; Parker 325; Saga 409; SB3; and obviously the unavoidable SB20 launched in 2002. Being these more than enough reasons to fill CNC with pride for having such a sublime figure as Tony Castro signing one of its trophies.

SB20 CLASS

Being the SB20 one of the most popular and well successful creations of Tony Castro, and the class the one with greater success in CNC, nothing would be more appropriate than having one of its mentors, António José Barros, framing its current state:

"Since the 2016 World Championship in Portugal the SB20 Class had been growing constantly, both in number of portuguese vessels and in foreign. It should be noted that, during this period, crews from fifteen different nationalities have sailed in Cascais - Portugal, Australia, Belgium, Brazil, Finland, France, the Netherlands, England, Ireland, Latvia, Russia, Sweden, Switzerland, Turkey and Ukraine.

To an average of 30 vessels per regatta, having reached 35 crews in some of the Winter Series, a tremendous quality of sailors is added, with permanent participation of national and international olympians, as well as renowned athletes from other classes, making the championships very competitive.

Is it also worth mentioning the high level of organisation at sea and on shore, in which the social element is not forgotten, and to which the unique weather conditions of Cascais and the facilities of CNC are added, factors that make a difference

and make our fleet a world reference.

The annual calendar is structured in order to have at least one tournament a month, consisting of 5 Winter Series (between November and March); a Spring Cup (May); the National Championship (June); two summer regattas, the first in July with the Anniversary Trophy of CNC and the second, Cascais vela, in the end of August; a mixed championship - Maria Guedes Queiroz Trophy, in October; plus several Club Races during the year. The largest part of the activity of the class is, therefore, in Cascais, with a very special a regatta for sailors that takes place in Vilamoura, the Dom Pedro Hotels Regatta in April.

The strong image that the portuguese class and the CNC are solidly creating leaves no doubt that, in Europe, during the winter the SB20 takes place in Portugal, with an increasing number of foreign teams bringing their vessels to Cascais, and portuguese sailors considering joining the class.

The work developed and the international prestige the portuguese class has in the present, as well as the conditions of Cascais and of CNC, took us to apply for a new World Championship. Regardless of the fierce competition, and the proximity to the 2016 World Championship, with had a great news last summer, the attribution of the organisation of the World Championship to Cascais in 2020. This is, without any doubt, a victory of all the

sailors and crews who form the portuguese class, as well as the commitment and the facilities that CNC provides to the SB20.

The path to the World Championship has already started, with more foreign vessels coming to Cascais, more sailors from other countries participating in our regattas and new national crews in training. We certainly will continue to grow and the fleet to increase, and organise the biggest world championship in the history of the class.

The class and the club are closing the calendar until the world championship, which will be disclosed soon, in order for all the crews to be able to organise during these two years.

In terms of communication, apart from the visibility we have in the club's magazine, the association of the public class, quarterly, a (bilingual) newsletter with news about the regattas; has a Facebook page constantly updated; develops communication support that allows a wider exposure. The photo coverage is always present, because image is an excellent mean of exposure; contents for the international site of the class are created; and we intend to publish a yearbook of the portuguese class.

SailCascais also deserves a mention for being an important partner in this work, allowing sailors to sail the vessel, and allowing more foreign sailors to come to us and compete, apart from the support and logistics provided for the fleet. ■

