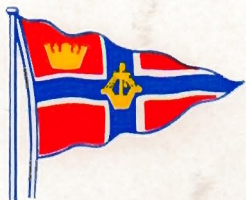


ROYAL LYMINGTON YACHT CLUB



**1978 BRITISH MATCH-RACING CHAMPIONSHIP
FOR
THE ROYAL LYMINGTON CUP**

14th, 15th and 16th April, 1978

HIGH WATER PORTSMOUTH

Friday 14th 0407 and 1646 BST

Saturday 15th 0456 and 1744 BST

Sunday 16th 0601 and 1900 BST

Bath Road,
Lympington, Hants

Lympington 72677

ROYAL LYMINGTON CUP

The Flag Officers and Committee of the Royal Lyminster Yacht Club hope that the competitors will regard themselves as Honorary Members of the Club for the duration of the competition.

Race Committee

Rendall Clarke

Peter Jenks

Howard Lewis

Ann Littlejohn

Brian Macnamara

Hugh Wilson

Steering Committee

Rodney Barton

Eileen Caulcutt

Richard Creagh-Osborne

Bill Green

Jonathan Rogers

Jury Committee

Erroll Bruce

Richard Creagh-Osborne

Derek Pitt-Pitts

Vernon Sainsbury

Previous Competitions

October 1974

March 1976

March 1977

Winners

Peter Nicholson

Phil Crebbin

Phil Crebbin

Runners Up

David May

George Stead

Peter Bruce

The Royal Lympington Yacht Club is much indebted to the following Owners who have kindly lent their yachts

Peter Banks	<i>Joker</i>
Rodney Barton	<i>Checkmate</i>
Bob Cowper, John Doree, & Jan Matthews	<i>Roulette</i>
David Cox	<i>A Toute Vitesse</i>
William Kerr	<i>Assent</i>
Colin McGill, Charles Harris & Richard Leworthy	<i>Contiguity</i>
Colin McGill & Sally Grob	<i>Spangle</i>
John Nicholson	<i>Star-Ven</i>
Adrian Otten	<i>Hullaballo</i>
Philip Pollock	<i>Cryptic</i>
Roy Taylor	<i>Blue Heron</i>
Gordon Vincent	<i>Serendipity</i>

and to the following Companies who are supporting the competition

Brookes and Gatehouse Ltd.
Buildwell Constructions (Dorset) Ltd.
Butler Verner Ltd.
Desmond Cheers & Partners
E. G. Dunford & Sons Ltd.
Friarwood (Wine Shippers) Ltd.
FGI Industries Ltd.
Hood Sailmakers Ltd.
Kemp Masts Ltd.
Lewmar Marine Ltd. & Montague Smith Ltd.
Petters Ltd.
J. C. Rogers
Scott Bader Co. Ltd.
Unimarine Ltd.
Windmaster Ltd.

The video tape recording is by Solent Video, by courtesy of Pidgeon de Smitt, Members of the Stock Exchange, 38 High Street, Lympington.

Photographs by kind permission of Alastair Black, Richard Creagh-Osborne, Guy Gurney, Arthur Sidey, Yachting World and Yachts & Yachting.

THE ROYAL LYMINGTON CUP

In 1964 the United States Senate and the House of Representatives gave to the Long Beach Yacht Club a trophy that was to be competed for annually in a series of match races. It was called The Congressional Cup.

The names of the helmsmen who have sailed in the series since that time read like a Who's Who in Yacht Racing. Last year they included Ted Turner, Pelle Petterson, Lowell North and Ted Hood. 1977 Congressional Cup Week in the United States was like a preview of the America's Cup contests.

The Royal Lymington Yacht Club took the decision to promote match-racing in Britain in 1974. In deference to those who started it all, the British trophy was also called The Congressional Cup. Skippers who had performed exceptionally during the previous year were invited to participate.

Peter Nicholson won our cup first. Then, in 1976, 470 helmsman Phil Crebbin emerged as the winner. Last year Phil won again.

Now, in 1978, Phil Crebbin is defending his title – despite the fact that the title has changed! The Royal Lymington Yacht Club felt that, under its encouragement, match-racing in Britain had come of age. And so our Congressional Cup has become The Royal Lymington Cup.

With the change of name, the contest has become more international, rather than less so. Among the competitors this year are Jean-Louis Fabry, skipper of the French boat "Revolution", and Pelle Petterson, designer and skipper of the 1977 Swedish America's Cup challenger, "Sverige"

Will Pelle Petterson beat Phil Crebbin? Can Crebbin do the hat-trick? Will Britain's shadow twelve-metre helmsman, John Oakeley, show them all what match-racing is about? Will Britain's Champion of Dinghy Champions, Lawrie Smith, become champion of the keelboat helmsmen as well?

In a short time, we shall know the answers, and a little more sailing history will have been made.



Pelle Petterson

Designer and skipper of "Sverige", the Swedish America's Cup challenger.
ex-Star Olympic Silver Medallist.
ex-Star World Champion.



Chris Law

ex-Finn World Champion



Jean-Louis Fabry

Owner of "Revolution",
RORC Yacht of the Year
and class II Champion



Lawrie Smith
Fireball National
Champion

ex-Merlin Rocket
National Champion
ex-470 National
Champion

Holder of Endeavour
Trophy ("Champion of
Dinghy Champions")



Jack Knights

Runner-up British Mini-Ton Cup
ex-Finn National
Champion
ex-Enterprise National
Champion

THE COMPETITORS



Phil Crebbin

Winner Congressional
Cup 1976 and 1977
Soling National Champion
ex-470 World Champion
ex-Enterprise World
Champion



Peter Bruce

Runner-up Congressional
Cup 1977
ex-Quarter Ton Winner,
Solent Points



John Oakeley

British Open Soling
Champion
ex-Flying Dutchman
World Champion
ex-Merlin Rocket
National Champion
ex-National 12 National
Champion



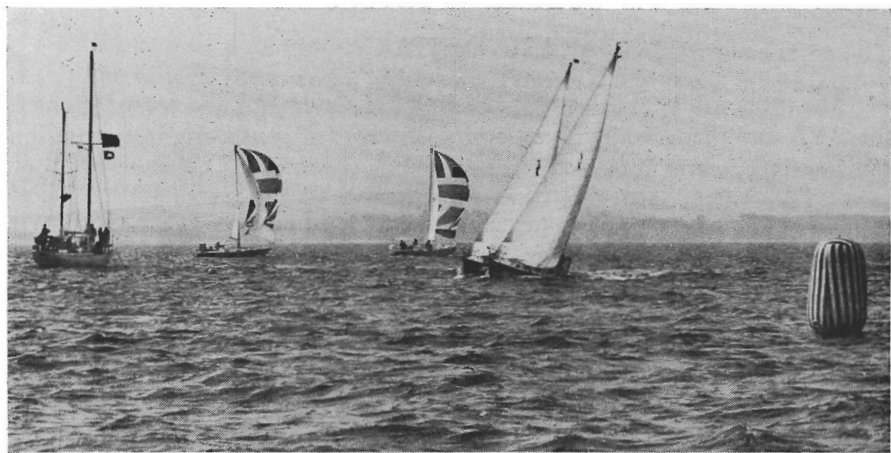
Robin Aisher

Representing the British
team which won the
Admiral's Cup 1977
ex-5.5 Metre Olympic
Bronze Medallist



Harry Cudmore

Runner-up Half Ton Cup
ex-Half Ton Cup Winner



LAST YEAR'S
COMPETITION.

*Photographs
by
Richard
Creagh-Osborne*

SAILING INSTRUCTIONS

1 The races will be sailed under the Rules of the IYRU, the prescriptions of the RYA and these Sailing Instructions. In cases of conflicting interpretation, these Sailing Instructions shall prevail.

IYRU Rule 51.1(c) shall not apply

2. Skippers who will be allocated boats at a draw which will take place at the briefing to be held at the Royal Lymington Yacht Club at 1800 hours on Thursday, 13th April are as follows:

Robin Aisher	Jean-Louis Fabry	John Oakeley
Peter Bruce	Jack Knights	Pelle Petterson
Phil Crebbin	Chris Law	Lawrie Smith
Harry Cudmore		

3. Skippers, helmsmen and crews will not be allowed on board their yachts between the time of the draw and 0830 Friday, April 14th.

4. Race Pairings

See the back cover for schedule of race pairings.

Yachts IN BRACKETS are assigned to the STARBOARD end of the starting line. Yachts with NO BRACKETS are assigned to the PORT end of the starting line. All yachts will remain outside their assigned end of the starting line until their preparatory signal has been given.

5. Scoring

Scoring in each race will be 1 point for a win and 0 for losing, for disqualification after a protest, or for retiring.

In the event of a tie on points between 2 tied yachts, if time and weather conditions permit the winner shall be determined by a sail-off. Should this not be possible, the result of the race between the two tied yachts shall determine the winner of the Cup.

In the event of a tie on final points when it cannot be resolved by the above methods, the winner shall be determined by the following formula

$$\frac{\text{Sum of } \frac{T_m}{T_w} \text{ for each boat involved}}{N}$$

where T_m = Winning (+), or losing (-), margin in time for each race.

T_w = Elapsed time of winner for each race.

N = Number of races sailed.

If one boat does not finish a race, the margin shall be taken as equal to the winner's best, and loser's worst, other result in the competition.

The boat with the greater positive answer is best.

If weather conditions do not permit a full series of match races, the Race Committee reserves the right to terminate the competition, when, in its opinion, it is impractical to attempt to hold the balance of the races in the remaining time available.

6. Sail-off

A sail-off if necessary will take place after the completion of Round 9, or earlier if the competition is curtailed. Possible contenders will be asked to remain at sea after finishing their race in Round 9 until all the yachts have finished. The Warning Signal for the sail-off race (or races) will be Numeral Pendant 10 (and onwards if required).

7 Limitation of Sails and Gear, and Relevant Signals

In the interests of obtaining as nearly as possible equal performance with the boats, these limitations shall apply

(a) The following sails which are supplied on board are the only sails which are allowed to be used. Crews shall leave all other sails ashore.

Mainsail

Staysail

Special reefing No. 1 genoa

Spinnaker

(b) One spinnaker pole only shall be used.

(c) Only certain combinations of sails are permitted during a race. The current requirement will be signified by hoisting a special flag on the Committee Boat before the preparatory signal, as follows

(i) Flag V means that boats shall use only:-

the special genoa, unreefed,
the mainsail, slab-reefed if desired,
the spinnaker, if desired.

(ii) Flag W means that boats shall use only:-

the special genoa, reefed,
the mainsail, slab-reefed if desired,
the spinnaker, if desired.

(iii) Flag X means that boats shall use only:-

on the first and third legs, the special genoa, reefed, and the mainsail, slab-reefed.

on the second leg the reefs may be removed from the mainsail and genoa, if desired, but shall be reinserted before reaching the last turning mark.

- (iv) Flag Z means that boats shall use only:-
the staysail,
the mainsail, slab-reefed if desired,
the genoa, in place of the spinnaker

8. Starting Procedure and Warning Signals

IYRU Rule 4.4 (Signals for starting a race) shall not apply

The Warning Signal for each round will be the appropriate numeral pendant.
ie. Numeral Pendant 1 will signify Round 1

At the Preparatory Signal the Blue Peter will be broken out and will remain flying throughout the starting sequence for that round, while the relevant lettered boards for the race are displayed on both sides of the Committee Boat.

The start of each race will be signalled by removing the relevant lettered boards. The start of a race will also be the Preparatory Signal for the next race, the lettered boards for which will then be displayed.

Five minutes will normally elapse between each start.

For example. Standard Starting Procedure

1st day 10.50	Warning Signal Numeral Pendant 1 (Round 1)
10.55	Blue Peter Allocated letter boards AH (1st pair)
11.00	AH lowered for Start of 1st pair, then CJ displayed as Preparatory Signal (2nd pair).
11.05	CJ lowered for Start of 2nd pair, then BF displayed as Preparatory Signal (3rd pair.)

and so on

The second and subsequent rounds will be started at the discretion of the Race Committee as soon as possible after the conclusion of the previous round.

Shortened Course, Postponement, Abandonment and Cancellation procedures will be used as necessary. In the event of a Timing Error or other unforeseen delay during a Round, Rule 4.4(d) shall be altered to the extent that a new Warning Signal will not be made. In this case the relevant flag or pendant will be lowered and one sound signal will be made one minute before the new five-minutes (Preparatory) signal.

9. Time of Start

First race, on the first day – 1100

First race, on other days – 1030

Warning Signal – 1050 and 1020 respectively

Competitors are requested to be at Lymington Yacht Haven and ready to go aboard at 0830 hours on Friday, 14th April.

10. Starting Line and Starting Area

The Starting Line shall be an imaginary line between the Starting Mark (a Red and White striped buoy) and a staff bearing a white flag on the Committee Boat. An inner distance mark may be laid in accordance with IYRU Rule 6.

The Starting Area will be to the East of Lymington River mouth.

11 The Course

The Course shall be across the Starting Line to Mark 1, giving an approximate 15/20 minutes sail to windward, thence to Mark 2, moored to leeward of the Starting Line and thence to the Finishing Line (see instruction 13).

Both Marks shall be rounded to port. After starting yachts shall not pass through the Starting/Finishing Line except when finishing. Marks 1 and 2 will consist of orange buoys or of anchored boats displaying a conspicuous orange shape.

12. Special Sailing Rule

A yacht may manoeuvre against a yacht sailing on another leg of the course only if she can do so while sailing a proper course relative to the leg on which she herself is sailing. For the purpose of this rule, each time a leg is sailed, it shall be regarded as, 'another leg of the course'

13. Finishing Line

Except when the course is shortened (Rule 5.1(b)), the Finishing Line shall be between the Starting Mark and a staff bearing a white flag on the Committee Boat and shall be crossed in the same direction as when starting.

When the course is shortened at a mark, the Finishing Line shall be between that mark and a staff or mast flying Flag "S" on the Committee Boat or a Patrol Boat.

14. Recalls

In accordance with IYRU Rule 8.1 a yacht's allocated letter will be her recall letter

15. Time Limit

The Race Committee will consider any yacht not finishing within 10 minutes of his match competitor as having retired and having lost the race by 10 minutes.

16. Other Signals

Code Flag "L", hoisted on the Committee Boat means "Follow me" or "Come within hail", as appropriate. "Third Substitute" Flag means, "There is an alteration to these instructions and it is the responsibility of competitors to obtain written instructions"

17 Protests

A shortened protest procedure will be in force during the competition as follows

All yachts will be supplied with a rule book, pad and pencil.

Should an incident occur which requires a protest to be made, the protesting helmsman should fly a protest flag and inform the Committee Boat and the protested yacht immediately after finishing the race. He must then write out the protest briefly, sign it and pass it to a Patrol Boat flying a red/white flag, or to the Committee Boat.

Before returning to harbour, a Patrol Boat will tell the helmsman involved where and when the protest will be heard (normally at the Dock within half a hour of landing).

Both helmsmen should appear before the Jury. No other members of the crews or other witnesses will attend, unless specifically called for by the Jury.

If one or both helmsmen fail to attend on time the Jury will decide the protest on the available evidence.

18. Patrol Boats

Jury members will be on board Patrol Boats flying a red/white flag. Normally there will be one Patrol Boat in the area to windward of the Starting Line and one in the area to leeward. An additional Duty Boat flying a red/white flag will be in attendance in the starting area.

19. Crew

The total number of persons on board shall be five including the helmsman and the Owner or Owner's representative.

20. Declaration

Any yacht which crosses the Finishing Line and does not signify that she has either retired or that she is protesting, shall be deemed to have completed the race in accordance with the Rules and Sailing Instructions.

21 Disclaimer

The Royal Lympington Yacht Club are providing this competition only on the understanding that they cannot jointly or severally be held responsible for any loss, damage, injury or inconvenience howsoever arising directly or indirectly from their policy and rulings.

22. Prizes

The Royal Lympington Cup will be awarded to the winner of the competition at a Prizegiving in the Clubhouse as soon as possible after the last race.