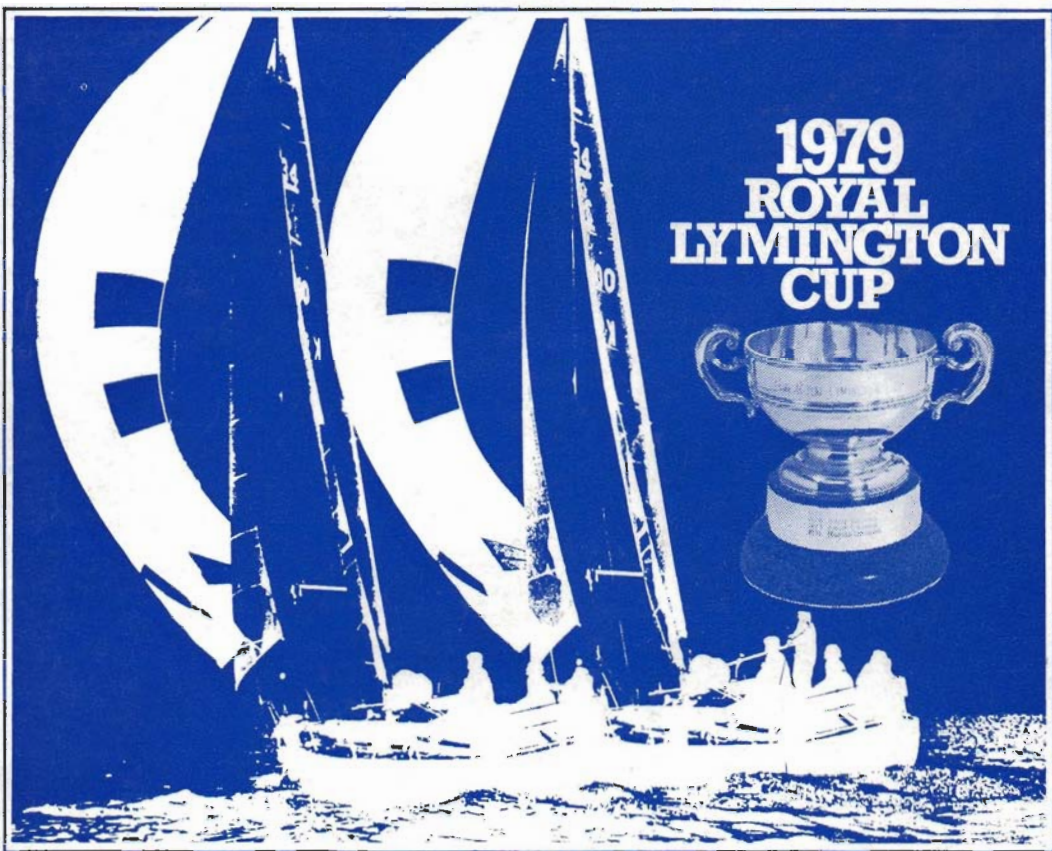




ROYAL LYMINGTON YACHT CLUB



**1979
ROYAL
LYMINGTON
CUP**

MATCH-RACING CHAMPIONSHIP

**MAY
18TH, 19TH & 20TH.**

ROYAL LYMINGTON CUP

The Flag Officers and Committee of the Royal Lymington 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
Norman Wardle
Hugh Wilson

Steering Committee

Rodney Barton
Eileen Caulcutt
Bill Green
Hugh Marriott
Jonathan Rogers

Jury Committee.

Erroll Bruce
Richard Creagh-Osborne
Mary Pera
Vernon Sainsbury

Previous Winners.

Peter Nicholson	October 1974
Phil Crebbin	March 1976
Phil Crebbin	March 1977
Harold Cudmore	April 1978

HIGH WATER PORTSMOUTH

Friday 18th 0431 and 1720 BST
Saturday 19th 0535 and 1830 BST
Sunday 20th 0650 and 1945 BST

*Bath Road
Lymington, Hants*

Lymington 72677

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

Bruce Banks, Rodney Barton, David Diehl, Peter Farrer, Peter Johnson, Carl Pycraft, Ken Robinson, George Tinley, Rex Wardman

and to the following companies who are supporting the competition

Borden (UK) Ltd, Brookes & Gatehouse Ltd, Burt Boulton (Timber) Ltd, E. G Dunford & Sons Ltd, Friarwood Ltd, Hood Sailmakers Ltd, Kemp Masts Lewmar Ltd, Marine Ltd and Montague Smith Ltd, Jeremy Rogers, Solent Signs, Unimarine Ltd, Vetrotex (UK) Ltd, Watermota Ltd.

and to *Hawkes of Lymington* who donated a Cartier 'Santos' watch from the Les Must de Cartier collection, to be presented to the winner of the championship



and to *Pidgeon de Smitt and Wilbart Brandon Ltd* for the video tape recording of Friday's match-racing, which can be seen the same evening in the Club

and to *Richard Creagh-Osborne, Jonathan Eastland, Brian Manby, William Payne* and *Yachts & Yachting* for allowing their photographs to be used in this programme.

Solent Shoot Out

by

JACK KNIGHTS

The sun burns down on the dirt street of the two-bit frontier town. Out of the deep shadows cast by the eaves of the ramshackle buildings on each side emerge two men—gunmen. Hands at their side, handy to their six-shooters, their narrowed eyes drilling into each other, probing for weaknesses, the two desperadoes slowly approach each other from opposite sides of the empty street.

Suddenly the high noon silence explodes into a blur of action and noise. Then, when the smoke and dust settle, there is only one gunman. The other is worm meat.

Match racing is just a little bit like that. In a match race there is no second, only defeat. Before the match properly begins there is this deathly pas de deux with each party probing and sizing the other. Then in a spurt of activity that is often too fast to follow, one somehow outmanoeuvres and so masters the other.

Liken the gunman's brain to the match race helmsman, his piercing eyes to the tactician, his hands poised near his guns to the crew waiting by winches and lines to provide instant firepower.

Just as illstarred gunmen have paid dearly for finger trouble—thumbs catching in holsters—bullets through their own toes instead of through the enemy—so crews have been known to lose matches by bungling manoeuvres.

Match racing is the most unforgiving form of yacht racing and hence the most tense. We know of at least one tactician who is sometimes sick and always unable to make small talk on the way out to the starting line. Errors, whether of tactics, timing or handling cannot be hidden within a fleet and can hardly ever be remedied. And the nice thing is, from the spectator's point of view, that it is always easier from the sidelines.

Carrying the Western simile further, note that the world's best match racers presently come from California. Just about the fastest gun anywhere is Deadeye Dick Deaver. A few weeks back, at the biggest shoot out of them all, the Congressional Cup at the Long Beach corral, Deaver was winged by his old pardner Dennis Durgan, yet he had already won this twice before and last summer was the only one to walk away completely unscathed from the French set-to at La Rochelle.



Royal Lymington Cup 1978

Ireland's devil-may-care Harold Cudmore came second best to Deadeye Dick in France, after taking this Lymington affair, last year. The deadly pair found themselves facing one another again at the outset of the Long Beach massacre. Too bad for Cudmore that he had not had time to become completely familiar with his weapons, the Forty Calibre Cal.

This time around the weapons will be new to everyone. They are the exciting, semi-automatic OOD34s, beautifully tooled by Jeremy Rogers, down the road. The way they handle will influence tactics. Almost certainly they will bear off faster and roll less than the trusty Contessa 32s they replace. This time, too, the organisers, with devilish cunning, propose a second lap for each race. By enlarging the scope for finger trouble this will raise the stakes on slick handling and crew work.

The men who emerge from this little lot still standing after the dust settles will strike fear into the hearts of all others.

EVEN KEENER COMPETITION

Anyone who watched last year's Royal Lympington Cup will admit it was spectacular and closely-fought. This year it should be even more exciting.

The competition is more international. For the first time, the winner and the runner-up of California's Congressional Cup are participating. So is Pelle Petterson from Sweden. So is Harold Cudmore, last year's Royal Lympington Cup winner.

The boats selected for this year's competition are OOD 34s, the resin injection moulded one-designs built by Jeremy Rogers. These boats are faster, of course, than the Contessa 32s which have previously been used. But they are also more closely-matched. Their deck gear is identical, and the boats all weigh exactly the same. This year Hood Sailmakers have supplied spinnakers as well as No. 1 genoas and mainsails.

An additional mark of the course close to the windward mark will this year help to provide a true downwind leg whatever the state of the tidal flow

OOD 34 >

▼ Contessa 32s
match-racing







PHIL CREBBIN

Winner Royal Lymington Cup 1976, 1977 2nd equal 1978. British Open Soling Champion. 4th Soling World Championship.



HAROLD CUDMORE

Winner Royal Lymington Cup 1978. 5th Congressional Cup 1979, USA. 2nd Coupe des Skipper 1978, La Rochelle.



DICK DEAVER

2nd Congressional Cup 1979, USA. Winner 1976, 1978. Winner Coupe des Skipper 1978, La Rochelle. Winner One Ton Cup World Championship 1976. Olympic medal Dragons 1964.



DENNIS DURGAN

Winner Congressional Cup 1979, USA. Has competed in match-racing events for 10 years on the West Coast of the USA.

THE COMPETITORS



LARRY MARKS

Helmsman 'Morning Cloud' 1979. 2nd World Half Ton Championships 1978. Twice 505 World Champion. Four times 505 British Champion. Once Flying Dutchman National Champion.



JOHN OAKELEY

Helmsman 'Lionheart', British challenger for 1980 America's Cup. 2nd equal Royal Lymington Cup 1978. Ex-Flying Dutchman World Champion. Ex-Merlin Rocket National Champion. Ex-National 12 National Champion.



PELLE PETTERSEN

Designer and helmsman of 'Sverige', Swedish America's Cup challenger. 2nd equal Royal Lymington Cup 1978. 6th Congressional Cup 1979, USA. 6-metre World Champion. Winner of two Olympic medals.



LAWRIE SMITH

Fireball World Champion. Enterprise World Champion. Ex-Merlin Rocket National Champion. Ex-470 National Champion.

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 Rules 4.4(a) and 51.1(c) shall not apply. Rules 27, 52.2, 68, 69, 70 are amended or deleted to the extent indicated in these Instructions.

2. Helmsmen, who will be allocated boats at a draw which will take place at the briefing to be held at the Royal Lympington Yacht Club at 1800 hours on Thursday 17th May, are as follows

Phil Crebbin
Harold Cudmore
Dick Deaver
Dennis Durgan

Larry Marks
John Oakeley
Pelle Petterson
Lawrie Smith

3. Helmsmen and crews will not be allowed on board their boats between the time of the draw and 08.30 Friday 18th May

4. Race Pairings

See the back cover for schedule of race pairings.

Boats IN BRACKETS are assigned to the STARBOARD end of the starting line. Boats with NO BRACKETS are assigned to the PORT end of the starting line. All boats 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 a defeat, for disqualification after a protest, or for retirement.

In the event of a tie on points between two boats, 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 boats 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

$$\text{For each boat involved } \left(\frac{T_m}{T_w} \right) \div N$$

where T_m = the sum of winning (+), or losing (—), margins for all races sailed.

T_w = the sum of elapsed times of winners of each race sailed.

N = number of races sailed.

If one boat does not finish a race, the margin shall be taken as 10 minutes.
The boat with greater positive answer is the winner

If weather conditions do not permit a full series of match races, the Race Committee reserves the right to terminate the competition.

6. Sail-off

When necessary a sail-off will take place after the completion of Group 7, or earlier if the competition is curtailed. Possible contenders will be asked to remain at sea after finishing their race in Group 7 until all the boats have finished. The Warning Signal for the sail-off race (or races) will be Numeral Pendant 8 (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, the following limitations shall apply

(a) General the boats shall be sailed with the rigging and fittings as supplied. Adjustments to tensions and travel may be made within the limits provided except that the backstay hydraulics will be set up by the Committee to a pre-determined pressure and shall be maintained at that pressure by the owner or owner's representative only. No additions, omissions or alterations are permitted. Replacements to broken or damaged gear shall only be made with gear sanctioned by the Committee's representatives.

(b) Only the following sails, which are supplied on board, shall be used. All other sails shall be left ashore

Mainsail	No. 2 genoa
No. 1 genoa	Spinnaker

(c) One spinnaker pole only shall be used.

(d) Only three combinations of sails are permitted during a race. The current requirement will be signalled 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 No. 1 genoa, unreefed,
the mainsail, unreefed,
the spinnaker, if desired.

(ii) Flag W means that boats shall use only
the No. 2 genoa,
the mainsail, unreefed,
the spinnaker, if desired.

- (iii) Flag Z means that boats shall use only the No. 2 genoa, the mainsail, double-reefed, the No. 1 genoa set flying as a spinnaker if desired. When set it shall not be attached to the forestay. The tack shall be close to the outer end of the spinnaker pole. This requirement amends IYRU Rule 27

8. Starting Procedure and Warning Signals

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

The Warning Signal for each group will be the appropriate numeral pendant, i.e. Number Pendant 1 will signify Group 1

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

The start of each race will be signalled by removing the relevant letters. 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 elapse between each start. For example Standard Starting Procedure

1st day 10.50 Warning Signal

Numeral Pendant 1 (Group 1)

10.55 Blue Peter

Allocated letter boards AH (1st race)

11.00 AH lowered for Start of 1st race, then BE displayed as Preparatory Signal (2nd race)

11.05 BE lowered for Start of 2nd race, then CF displayed as Preparatory Signal (3rd race)

and so on

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

Shortened Course, Postponement, Abandonment and Cancellation procedures will be made according to IYRU Rule 5.

9. Time of Start

First race, on Friday 18th May – 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 18th May

10. Starting and Finishing Line

The Starting and Finishing Line will be an imaginary line between two Starting Marks (two buoys) approximately 70 metres apart near the Committee Boat flying a blue flag. Boats shall cross the line in the direction of the first mark when starting, finishing, or completing a round.

The starting area shall be to the East of Lymington River mouth.

11. The Course

Boats shall cross the Starting Line and sail to Mark 1, an orange 'Crew-saver' buoy, approximately 15/20 minutes sail to windward,

thence to Mark 2, a red and white striped buoy, positioned a short distance from Mark 1 approximately at right angles to the wind direction,

thence, passing either side of the Finishing Line, to Mark 3, an orange buoy, positioned to leeward of the Finishing Line,

thence to the Finishing Line.

Boats shall not pass between the Committee Boat and either of the Starting Marks when sailing from Marks 1 or 2 to Mark 3. The Committee Boat is a mark of the course only on this leg. IYRU Rule 52.2 shall not apply to the Committee Boat on this leg.

Two rounds shall be sailed.

The course shall be sailed so that the marks are left to port when a red flag is displayed on the Committee Boat, or to starboard when a green flag is displayed.

If neither the red nor the green flag is displayed, the marks shall be left to port and Mark 2 shall be left out of the course.

12. Special Sailing Rule

A boat may manoeuvre against a boat 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. Recalls

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

14. Time Limit

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

15. 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 Sailing Instructions and it is the responsibility of competitors to obtain written instructions'

16. Radios

Radios shall not be used after leaving the Lymington River entrance.

17. Protests

The following protest procedure modifies IYRU Rules 68, 69 and 70, to a limited extent as detailed below

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

Protests (affecting IYRU Rule 68.3 (d) and (e)).

Protests will be made according to IYRU Rule 68.3 and in addition the protesting helmsman shall inform the Committee Boat that he is protesting immediately he has finished, or as soon as possible if he has retired.

A written and signed statement of the facts shall be passed by the protesting helmsman to a Patrol Boat (displaying a red/white flag) or to the Committee Boat.

Hearings (affecting IYRU Rule 70.1).

Protests will be heard at the RLYC Club house within half an hour of the parties arriving at their dock. The helmsmen involved should go to the RLYC immediately on landing unless other instructions have been given to the boats concerned by a Patrol Boat.

Helmsmen of the protesting and protested boats should attend the hearing, failure to do so may justify the jury in deciding the protest as it thinks fit. Evidence other than that of the two helmsmen will be heard only with the permission of the jury

18. Patrol Boats

Jury members may be on board Patrol Boats flying a red/white flag or on the Committee Boat. 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 may be in attendance in the starting area.

19. Crew

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

20. **Declaration**

Any boat 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 Lymington 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 Lymington Cup will be awarded to the winner of the competition at a Prizegiving in the Clubhouse as soon as possible after the last race.

23. **Notices, Results**

Competitors are advised to look at the official notice boards in the Clubhouse where results and other official information will be displayed.

ROYAL LYMINGTON CUP

PAIRING LIST

	GROUP (1)	GROUP (2)	GROUP (3)	GROUP (4)	GROUP (5)	GROUP (6)	GROUP (7)	GROUP (9)	GROUP (10)
Race 1	A (H)	B (H)	B (F)	F (D)	G (E)	G (F)	F (E)		
Race 2	B (E)	F (A)	D (H)	H (G)	B (D)	H (E)	G (B)		
Race 3	C (F)	E (D)	A (G)	C (B)	H (F)	A (B)	D (A)		
Race 4	D (G)	C (G)	E (C)	E (A)	A (C)	C (D)	H (C)		

NOTE: 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 5-minute signal has been given.

May 1979