

Yachting

# Deaver's expertise beats Oakeley

By TONY FAIRCHILD

**T**HE AMERICAN Dick Deaver, essentially outwitted only by a fading breeze and a Solent flood tide, was a convincing winner of the weekend's fifth British Match-racing Championship from John Oakeley, skipper of the 12-metre Lionheart.

Deaver, who lost his race to Oakeley on Friday only as the result of a disqualification, finished behind Phil Crebbin in Saturday's opening heat, run in light, fluke winds.

But though the breeze and tide gave Crebbin an edge, the American won a protest over an incident at the start to win the Lymington Cup with just one defeat in seven races.

There was no disputing Deaver's mastery of starting tactics, and his expertise seemed always to give him an edge in boat speed too—though there was general acknowledgement that the borrowed Offshore One-Design 34s were very equal.

### Easy wins

When a sea breeze filled in for Saturday's last two races, Deaver had easy wins over Pelle Pettersson, skipper of the Swedish 12-metre Sverige and Peter Bruce, both runners-up at Lymington last year.

Dennis Durgan, the American who beat Deaver in this year's Congressional Cup—the match-racing event on which the Lymington series is modelled—was beaten by Bruce in the first of Saturday's races, when the wind and tide generally upset form.

Unconcerned by the fickle conditions, though, was Oakeley, who also gave an outstanding performance on Saturday to snatch the position of runner-up after an indifferent start to the series the previous day.

Oakeley, perhaps unlucky not to win the event in 1978, completed the 1979 series with victories over Pettersson, Crebbin and the Irishman Harold Cudmore, last year's winner but whose full-blooded aggression this year failed to retain the trophy.

Another Lymington Cup-winner to crash, was Crebbin, the victor in 1976 and 1977. Crebbin, undoubtedly handicapped by gear trouble on the first day, faced no better on the second and could not manage a single win.

5th Rd.—D. Deaver (US) bt P. Crebbin, disc; P. Bruce bt D. Durgan (US) 2min 6sec; J. Oakeley bt P. Petter (Sweden) 1:54; H. Cudmore (Ireland) bt B. Trouble (France) 37sec.

6th Rd.—Deaver bt Pettersson 2-7; Oakeley bt Crebbin 2-10; Trouble bt Bruce 2-5; Durgan bt Cudmore 27sec.

7th Rd.—Pettersson bt Crebbin 5sec; Deaver bt Bruce 2-20; Durgan bt Trouble 2-20; Oakeley bt Cudmore 24sec.

**FINAL OVERALL PLACINGS:** Deaver, 6 wins, 1; Oakeley, 5, 2; Trouble, Cudmore, Durgan, 4, equal 3; Bruce, 3, 6; Pettersson, 2, 7; Crebbin, 0, 8.

**WINNING CREW:** D. Deaver, R. Davis, J. Stone, D. Allen-Williams, R. Walker.

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# DENVER TO RACE IN SOLENT

By TONY FAIRCHILD

**DICK DEAVER**, winner of the 1978 Match-racing series in the United States and France, heads the list of yachtsmen for this year's fifth British match-racing championship from May 18-20.

The British event, run in the Solent by the Royal Lymington YC, is based on the American Congressional Cup series, and the presence of Deaver will constitute a final "seal of approval."

Deaver is only the third helmsman to beat all nine of his rivals in the Congressional Cup. Although he finished runner-up in this year's contest, he did defeat the overall winner, Dennis Durgan, by six minutes in their race.

Indeed, because his progress was upset by a torn sail, Deaver, a California sailmaker, could claim a moral victory. He will certainly start the outstanding favourite at Lymington.

Among Deaver's opponents will be the Irishman Harold Cudmore, last year's Lymington champion but beaten by Deaver in the French event based on the Congressional Cup, and fifth in the United States this year.

### High quality

But the quality of the rest of the "field," reduced this year to eight helmsmen—Olympic "masters" Rodney Pattison and the Dane Paul Elvstrom did not accept invitations—guarantees match racing of the highest order.

Phil Crebbin, the winner in 1976 and 1977, will be competing again, as will John Oakeley, nominated skipper of the new British 12-metre Lionheart, and Lawrie Smith, the reigning Fire-ball world champion.

Making their debuts will be Larry Marks, helmsman of Smokey Bear, runner-up in 1978 in the Half Ton Cup, and Peter Colclough, the world 5-0-5 dinghy champion.

The Swede, Pelle Pettersson, skipper in 1976 of the 12-metre Sverige and a contestant at Lymington last year, completes the list of competitors, who will this year race in the new Offshore One Design 34s, built locally by J. C. Rogers.

Another change for the event, which has as its top prize the Royal Lymington Cup, is the course. Boats will sail two rounds and, because of the tides, there will be two weather marks. Racing will be on all three days and Hoods are supplying the sails.

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# LYMINGTON BACK THE NEW 34s

By TONY FAIRCHILD

**T**HE Royal Lymington YC, who this year are running the British Match-racing championship in May, later than usual, have confirmed that it is hoped that the series will be contested in the new Offshore One Design 34.

The club will require 12 boats for the event, open only to invited yachtsmen, and J. C. Rogers, the builders of the craft, have told the O.O.D. 34 Class Association that at least 15 yachts will be launched by the end of April.

The organisers of the event, won last year by the Irishman Harold Cudmore, have confirmed also that Dick Deaver, the winner in 1978 of the American and French equivalent of the Lymington series, has been invited to compete.

The O.O.D. 34 Class Association was formed and held their first meeting at the London International Boat Show, choosing Sir Peter Johnson, who headed a special committee which nominated the boat as a One Design, as their chairman.

### Fastnet as well

The class hope to begin racing in the second heat of the Solent Points Championships and plan also to take part in four Royal Ocean Racing Club contests, including the Fastnet Race.

Robin Knox-Johnston, the Round-the-World yachtsman, Iain Macdonald-Smith, the Olympic gold medallist, Derek Farrant, a former World 505 champion, and George Tinley, a leading XOD helmsman, are among about 50 yachtsmen who are purchasing the new boat.

The class do not plan a national championship this year, but hope instead to decide a class champion on successes in handicap and other events during the season.