

CUDMORE RACES TO A THIRD WIN

SOUTHAMPTON ECHO - May 21st '81

THE ROYAL LYMINGTON CUP match racing championship was won for the third year running by Harold Cudmore of Ireland racing boat-for-boat against our top helmsmen.

This annual event is organised by the Royal Lympington Yacht Club and is probably the most decisive test of individual racing helmsmanship. In a sense, it is a knock-out contest.

Akin to the America's Cup type racing, our challenge team members tend to measure their own performance by it.

Cudmore is the favoured helm for the Victory Syndicate's British challenge for the 1983 America's Cup races. It is significant that he defeated John Oakeley and Lawrie Smith, the helmsmen of our last Lionheart challenge; and he had defeated Oakeley previously. With three successive victories he is an undisputed master.

But disputes marred an event which was curtailed by the weather. The Irishman won six out of seven races. He remarked afterwards that disputes stem from an inadequate knowledge of the rules.

Those first two days of match racing were favoured

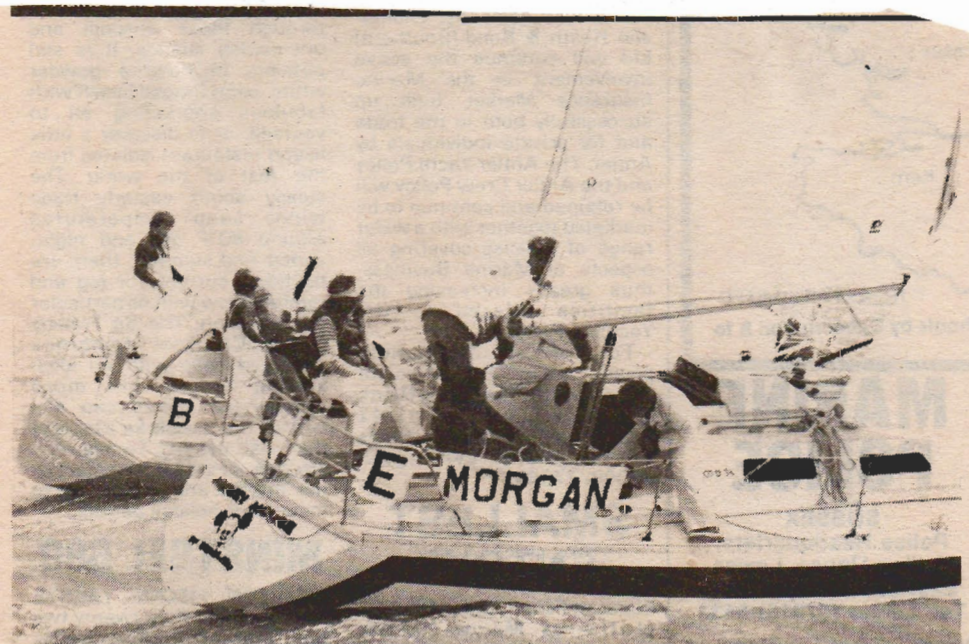
by nearly perfect conditions but only one race was held on the Saturday, owing to a big swell, and any racing on the Sunday was out of the question with Force 7 gales.

Deserving commendation were Mike Holmes and Eddie Warden Owen, both accustomed to dinghy racing rather than these larger keel boats; an Lympington nurseryman George Tinley, who gallantly stepped in when former winner Phil Crebbin had to cry off at the last minute with a wrist injury. George recorded four wins to finish in fourth place.

The event was organised by RLYC Rear-Commodore Mrs. Eileen Caulcutt and her committee and the cup was presented by the commodore's wife, Mrs. Angela Woods.

Results: 1, Cudmore with six points; 2, John Oakeley jointly with Robin Morgan, American west coast champion and Congressional Cup winner, both with five points; 4, Tinley with four points; 5, Lawrie Smith and David Howlett with three points equal; 7, Eddie Warden Owen with two points; 8, Mike Holmes with no points.

The ½-ton match race series organised by the British Level Rating Association off Hilihead buoy will be held on May 31 and June 14. Twelve ½-tonners invited to take part.



Winner and runner up in the 1981 Lympington Cup. Harold Cudmore stands at the tiller and keeps a close eye on runner up Robin Morgan from the USA.

Photo: Colin Jarman

Sailing

Royal Lympington cup

Harold Cudmore retained the Royal Lympington Cup match racing championship when competing against invited top helmsmen in three days' racing, using OOD 34's loaned by their owners. Runner-up was American, Robin Morgan. The first day's racing in the Solent, and the next day's in Christchurch Bay, took place in high-perfect conditions, but only one race was held on Saturday owing to a big swell — and any racing on Sunday was out of the question with force 7 gales. Irishman Cudmore, nominated as a helmsman for the proposed new 12-metre Victory, won by handsome 1-minute margins during the first day's four races, but as the other crews and helmsmen got used to the loan boats, so Cudmore's margins were reduced to a few seconds on the second day. His only defeat came from the hands of Olympic helmsman David Howlett. Deserving commendations were Mike Holmes and Eddie Warden Owen, who are accustomed to racing dinghies as opposed to these larger boats — and to Lympington nurseryman George Tinley who gallantly stepped in when former winner Phil Crebbin had to cry off at the last minute with a wrist injury. George recorded four wins to finish in fourth place. Despite one or two lively and acrimonious protest meetings during the three days, R.L.Y.C. rear-commodore Mrs. Eileen Caulcutt and her committee organised the event with their customary efficiency. Overall awards were presented by the commodore's wife, Mrs. Angela Woods: 1, Cudmore, 6 points; 2, Morgan and Oakeley, 4; Tinley, 4; 5, Smith, Howlett, 3; 6, Owen, 2; Holmes, 0.

Cudmore survives gales & protests

By TONY FAIRCHILD

HAROLD CUDMORE, the victor in 1978 and last year, was yesterday confirmed winner for the third time of the Lymington Cup match-race series which has been beset this year by protests and strong winds.

The weather cut short the proposed second meeting of the eight invited helmsmen on Saturday and with no racing possible again yesterday, the event was decided on one round.

This gave Cudmore victory with six wins in seven races, his only defeat being at the hands of Olympic yachtsman David Howlett, who also won a protest hearing against Cudmore, following a pre-start collision.

In a series supported principally by Long Life Ind Coope and North Sails, protests sadly overshadowed some otherwise excellent match-racing.

According to Cudmore, who has the questionable distinction of being the only yachtsman in the British Isles to have been blacklisted by the United Nations for sporting links with South Africa, the problem stems from an inadequate knowledge of the rules.

Claim of unfair

His opponents, some of whom were petitioning against Cudmore, claimed what amounts to unfair tactics. Though unfortunately limiting the action, the weather did at least put a stop to further acrimony.

The Royal Lymington — eager to continue with the series despite the problems—will have to decide the protests issue. They will be glad that some representatives of the Offshore One Design 34s used for the racing believe the class should accept responsibility for providing the boats.

With British interest increasing in the America's Cup, it will be a pity if the Lymington event—which provides the best match-racing preparations—were to be dropped.

Cudmore, with aspirations for the Victory Challenge for the America's Cup in 1983, this year got the better of former Lionheart skipper John Oakeley and Lawrie Smith.

OVERALL:—H. Cudmore 6 wins, 1; R. Morgan (US), J. Oakeley 5, equal 2; G. Tingley 4; D. Howlett, L. Smith 3, equal 5; E. Varden Owen 2; M. Holmes 0, 8.

Cudmore in protests again

By John Nicholls

John Oakeley and Harold Cudmore, the two highest placed helmsmen after Thursday's match races for the Royal Lymington Cup, continued to set the pace when the series continued in Christchurch Bay yesterday. Oakeley had the better results on the water, scoring four wins in his five races against Cudmore's three wins, but as usual the Irishman is involved in protests, which could improve his score to four or even five wins.

He needs to win only one of his protests to take an overall lead on points and since he won all four of his protests on Thursday, the chances are that his impressive knowledge and use of the racing rules will again stand him in good stead.

There were two outstanding races yesterday both involving

Cudmore. The first was against the American entry, Robin Morgan, where Cudmore got the better of the start and covered his opponent relentlessly, tack for tack, every minute or so up the windward leg. Cudmore held on to win, but then surprisingly lost to Lawrie Smith, who outsmarted him on the downwind leg. This race, however, is one of those subject to protest.

Oakeley had a relatively uneventful day, keeping out of trouble and losing to Morgan. With the weekend providing further opportunities for racing, a second series has been started, so Oakeley and Cudmore will meet each other again today in a race which could well decide the outright winner of the trophy.

RESULTS (Subject to protest): J Oakeley and H Cudmore, 7 wins; D Howlett, R Morgan and L Smith, 5 wins; G Tingley, 4 wins.

Cudmore leaves nothing to chance at Lymington

By John Nicholls

Harold Cudmore, of Ireland, won the Royal Lymington Cup for match racing in a disappointingly curtailed series at Lymington yesterday. A second series of races, which began on Friday afternoon, was never completed, so the results of the first series, on Thursday and Friday morning, were used to determine the championship. Strong winds prevented more than a few races on Saturday and there were none at all yesterday.

Borrowed boats of the OOD 34 class were used for the event and the organizers were understandably wary of putting them at risk. So, although fewer races were sailed than originally planned, each of the eight helmsmen sailed against each of the others at least once. At the end of it all Cudmore proved for the second year in succession that he has few equals at this specialised form of racing.

He had an overwhelming advantage in two vital areas. First, his knowledge and use of the racing rules turned defeat on the water into victory in the protest room in a couple of important races. Second, he had a superb crew to help him on his boat. In short, he left nothing to chance, an attitude which gained him respect but little affection from some of his less aggressive competitors.

The same rough weather that affected racing at Lymington (where club racing was also cancelled yesterday) also played a

part in the Royal Ocean Racing Club's offshore race for the De Guingand Bowl during the weekend. It began in brisk conditions on Friday evening and the first boats finished late on Saturday.

In between, they experienced a variety of wind strengths, though it was never light, and two boats, Caiman and Quailo, were dismayed off Cherbourg. Both returned safely to the Solent under engine power.

The provisional results indicate a win on corrected time for the class three boat, Rakau (G. Lowson and B. Ferris), followed by Dragon (B. Saffery Cooper) and Nadia (R. Matthews), both from class two. However, some yachts are claiming compensation for time spent standing by one or other of the two disabled boats. If Loujaine (Sir M. Laing) is successful with her appeal she could overtake all who finished ahead of her on corrected time.

ROYAL LYMINGTON CUP: Class 1: H Cudmore, 6 pts; 2, R Morgan (US), 5; 3, J Oakeley, 5; 4, G Tingley, 4; 5, L Smith, 3; 6, D Howlett, 3.

DE GUINGAND BOWL: Class 1: 1, Yeoman XXIII (R Alsher), 27hr 59min; 2, Yeoman XXI (O Alsher), 27:47.34; 3, Blizzard (E Juer), 28:24.31. Class 2: 1, Dragon (B Saffery Cooper), 26:58.15; 2, Nadia (R Matthews), 27:03.08; 3, Loujaine (Sir M Laing), 27:10. Class 3: 1, Rakau (G Lowson and B Ferris), 26:51.57; 2, Bolt from the Blue (A Thomas), 27:23.57; 3, Skyflash (RAF), 27:27.19. Class 4: 1, Samarra (O Tran van, Dom, France), 28:16.19; 2, Minerva (J Merilval, France), 29:01.24; 3, Suspicion (J Templeman), 29:01.56. Class 5: 1, Ossian (P Ratel, Franco), 27:06.52; 2, Olivia Anne (R Hawkes), 27:19.53; 3, Courtesan (R Hopkins), 27:19.53.