

# LYMINGTON CUP

## Threat of Walk Out by Competitors

Harold Cudmore, the ebullient Irishman named as a strong contender for the afterguard of the British 12 metre *Victory*, was a convincing winner of the 1981 Lymington Cup when it was held over the period 14-17 May at the Royal Lymington Yacht Club.

During the series, Cudmore was undefeated on the course but lost a protest over a pre-start collision with David Howlett. This was a protest that caused a lot of ill-feeling to surface amongst the competitors and at one time there was even a threat of a walkout, but fortunately this came to naught.

Harold Cudmore is the current New Zealand match racing champion and won the Lymington Cup in both 1978 and 1980, making him one of the most experienced match racers in Britain today. This experience and determination was apparent throughout the closely fought series and in his acceptance speech at the prizegiving he admitted that it had given him some advantage over the other competitors.

Many skippers tended to hang back at the start and see what their opposing man was going to do. Not so Cudmore. Like a mediaeval joust, as soon as the match racing rules allowed, he took his boat into battle at full speed and took immediate command of the dual. From then to the end of the race his aggression never lessened and it appeared on occasion that it was this zest for battle that gave him an initial psychological advantage over his opponents.

American Robin Morgan, who tied on points with John Oakley but took second place overall to Oakley's third because he beat Oakley in their own match, had a similar attacking attitude to the racing and the contest between him and Cudmore was an example of how exciting good match racing can be. There was

nothing processional about this race: the two crews fought a close tacking battle all the way up the beat and Cudmore could not be sure of his victory until the finishing line had been crossed.

Another pair that should have produced some particularly close racing were John Oakley and Lawrie Smith, the two ex-skippers of *Lionheart*, but as it turned out Oakley won their match without too much difficulty and Smith could only make fifth overall. Fourth place had gone to George Tinley who made a last minute substitution for the injured Phil Crebbin.

Several of the competitors had little match racing experience and it took them several races to settle down. Thus it was a pity that the planned second series of races that would have meant everyone sailing against everyone else a second time had to be abandoned after three of the rounds because of gale force winds. This series would have been very interesting, as indicated by

Lawrie Smith gaining a 23 seconds win over Harry Cudmore in the second round of that series. (The races that were sailed in this second series did not count for overall points because the series was not completed.)

The tactics and techniques of match racing over a straight upwind, downwind course are unlike those used in other types of racing — nearest must be team racing — but the overall result is a series of brief but highly exciting encounters for both competitors and spectators. The organization and 'refereeing' must be impeccable, as it was at Lymington, meaning a great deal of hard work, but it's marvellous sport.

### Results:

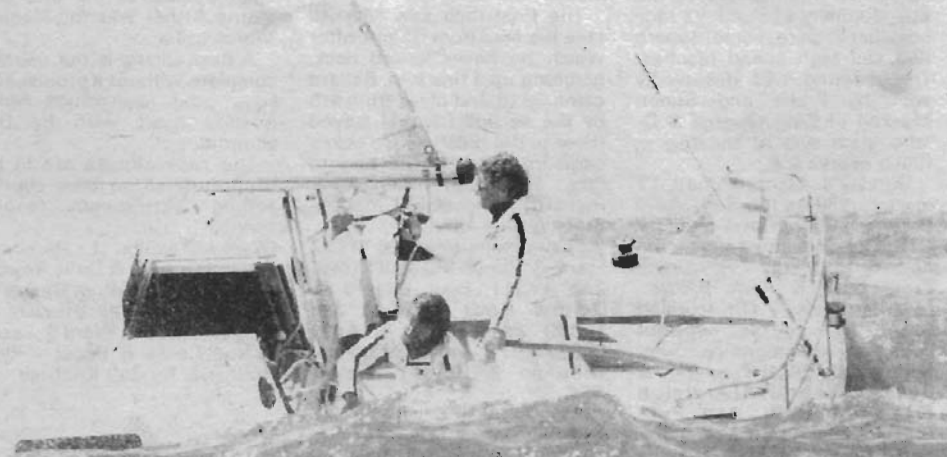
Overall: 1 Harold Cudmore 6 points; 2 Robin Morgan (USA) 5 pts; 3 John OAKLEY 5 pts; 4 George Tinley 4 pts; 5 Lawrie Smith 3 pts; 6 David Howlett 3 pts; 7 Eddie Owen 2 pts; 8 Mike Holmes 0 pts.

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Yachting +  
Boating  
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# LYMINGTON CUP

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John Oakley sailing to an overall third place in the 1981 Lymington Cup. Photos: Colin Jarman





# RACING

Edited by Tim Jeffery



## Dubois' Victory

ALL concerned with Peter de Savary's 12-metre America's Cup challenge must be pleased with the form of *Victory*, his 44ft Dubois designed Admiral's Cupper.

Ed Dubois decided last year that a 44ft LOA masthead rigged yacht rating around the 34ft mark would be the most competitive size for a successful Admiral's Cup campaign despite very happy experiences with the smaller, lighter and fractionally rigged yachts like *Police Car* and *Panda*. While they may be able to sail well above their ratings in fresh to strong offwind conditions they don't have all-round performance so crucial to a team event like the AC.

So we find that *Victory* of Burnham (de Savary issued his America's Cup challenge through the Royal Burnham Y C ) has a LOA of 43ft 8in (13.3m), a LWL of 34ft 0in (10.4m), a beam of 13ft 6in (4.2m), a draught of 8ft 0in (2.4m) and a Rated Sail Area Total of 1,130ft<sup>2</sup>.

Kiwi Yachts in Penryn near Falmouth built her and Dubois

believes that here, in Kiwi and in Jeremy Rogers' Custom Boat Division, we have two of the best boat builders in the world. Certainly *Victory* is beautifully fair. Some £5,000 of materials went into her hull and deck, and the hull is laid up around a balsa core with Kevlar and grp on the outside and carbon fibre on the inside backed up by Fabmat which is carried up to the waterline.

At 21,000lb (9,525kg) displacement she is slightly heavier than Dubois' 1979 masthead AC boats like *Vanguard* and *La Pantera* largely through having slightly deeper mid-depths. As a consequence of this increased wetted surface there is proportionately more sail area. It speaks a lot for the *Victory* effort that she has come together so well, so quickly (see Bob Fisher, p 100). As expected we find North sails set on a Stearn spar with winches by Lewmar and instrumentation by B & G. The only teething problems experienced so far have amounted to shortening the spreader lengths and beefing up the forward ring frames. Some consideration is also being given to trimming 1½in off the bottom of the keel even though the boat seems stiff in heavy airs and sensitive in the light going.

Under skipper Phil Crebbin the crew is certainly top notch. Ed Dubois is aboard as is Adam Ostenfeld from Kiwi Yachts while Tony Blachford looks after his North sails. The remainder comprises Johnson Wooderson, Richard Clampett, Dave Arnold, Tony Robbins, Nick Reilly, Mark Dowland



Dubois' 44ft Admiral's Cup contender

and Dave Blachford.

Meanwhile work on the 12-metre is progressing.

By mid-May Dubois had spent 22 days tanking three 1/10 scale models, "two of them very similar and the third of a rather different concept," he told me. Ian Howlett has also been retained by the *Victory* syndicate and he and Dubois seem to be combining their skills well. Later the two men will be wind-tunnel testing keels and rigs at the Wolfson Unit in Southampton where Andy Claughton has been involved too.

Dubois seems convinced that tank models are a valuable tool in design though he is aware that they have mislead other designers in the past, notably Olin Stephens with the grossly overweight 12-metre *Valiant*. And as to the comment that there is really little to choose between modern 12-metres and that they have almost become a one-design because of the very slight speed differences between them he says: "The idea that Twelves have reached a plateau is rubbish. There is always further to go in design."

## Luv Lost

*Luv*, the Dehler db1 three-quarter tonner designed by Van de Stadt and vanquor of North Sea Week, Kiel Week and Cowes Week last year, was lost on March 22 when her new British owner Rodney Arnold took her over the Salcombe bar.

Arnold, an experienced local sailor, was out on sailing trials on that Sunday afternoon having recently taken delivery of the 33ft (10m) yacht and refitted her for the season. *Luv* was motor-sailing into the harbour, aligned on the leading marks in a choppy sea and Force 2-3 south-westerly winds. As far as the crew can remember the washboards were stowed below and the sliding hatch in the coach roof may, or may not, have been closed.

Then four breaking seas ended the fine history of *Luv*, but fortunately without the loss of any of Arnold's crew. *Luv* surfed on the first wave and went even faster on the second, larger wave. Then a third picked up the stern of the yacht and pushed her forward onto the bar itself which was now short of water.

When *Luv* struck she must have been doing 10 knots and with her forward motion brought up dead, the yacht was pitch poled, stern over bow, throwing the crew out of the boat. *Luv* surfaced, mastless and having taken a lot of water, and floating low in the water. The fourth sea overwhelmed her and she sank.

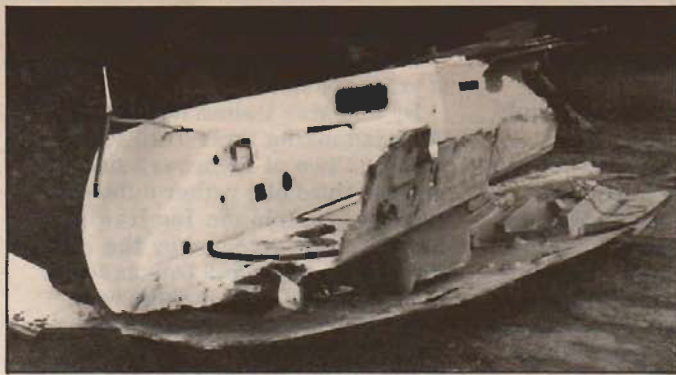
The crew, gathered in groups of three, were picked from the water by a local fishing boat 25 minutes later.

There were no more breaking seas during that time, although Alan Bourdon, the Dehler dealer in the



*Victory's heart, the nav station. Ed Dubois (foreground) explains details*





Luv's remains after foundering on the Salcombe bar



Cudmore steered Hullabaloo to Lymington Cup win

UK, did tell me that he had heard that the Salcombe Lifeboat had experienced a similar breaking sea later that day.

Of real interest is the conditions preceeding Sunday, March 22. Tides were in Springs and on Saturday south-westerly Force 8-9 winds had been blowing, and they were still reaching Force 6 gusting to 8 on the morning of the disaster. It seems likely that a considerable swell must have been running when the winds abated in the afternoon. It is well known the tides and seas are accelerated around the West Country promontories such as Bolt Head, Start Point and Prawl Point and that it is most inadvisable to cross the Salcombe Bar when strong to gale force southerly winds are blowing. Indeed, the Salcombe Lifeboat sometimes uses a drogue when crossing the bar to give better control in difficult conditions.

To date the keel has been recovered by divers and a large section of the port side has been washed up, but the starboard side and bow has still not been located.

## Royal Lymington Cup

A MOST impressive win by Harold Cudmore in the Royal Lymington Cup match racing series should be a good omen for the Victory Syndicate's America's Cup challenge. All the same, it was disappointing that Phil Crebbin, one of the syndicate's other nominated helmsman, was unable to compete because of a wrist injury. Crebbin's place in the series was taken at the last minute by local helmsman George Tinley.

The main needle in the series tended, in Crebbin's absence, to focus on the duel between John Oakeley and Lawrie Smith, who replaced him at the helm of the unfortunate *Lionheart*. It must have been extremely satisfying for Oakeley to score a clear victory.

Harold Cudmore hardly had a race without a protest, but that is not to suggest that his actual sailing performance was less than impressive. Indeed he was stalked around the course by some members of protest committee—just keeping an eye on things. The highlight, perhaps, was a classic duel with

Robin Morgan, the American Pacific Coast champion and only overseas competitor. Cudmore narrowly won the start, and then matched Morgan tack for tack, at intervals of much less than a minute, all the way to the weather mark.

This year the Royal Lymington YC failed to find a major sponsor to replace Dunhill, who picked up the sizeable bill last year. Unfortunately, the wind proved too much on the last two days for a second series to be completed, and so Cudmore won on the outcome of the first only. Out of seven races he scored six wins, followed by Oakeley and Morgan on five, Tinley on four, David Howlett and Smith on three, Eddie Warden-Owen on two and Mike Holmes with none.

## SORC Part III

THE DUST is slowly settling after the rating scandal that caused such upheaval during and after this year's Southern Ocean Racing Conference.

Already the planning is under way for next year's series and Executive Secretary Don Sorrenson, whose telephone line has been red hot through constant use, says: "I hope there is less fallout than in the last SORC!" Meanwhile the United States Yacht Racing Union's special committee, which is investigating how the rating discrepancies came about, are continuing their work. In order to give owners, skippers, builders, designers and measurers the chance to put their case on public record a meeting was scheduled at the New York Yacht Club in June.

## Nadia

RICHARD MATTHEWS' new Jones designed Oyster 43 *Nadia* will be racing in the Swiss Admiral's Cup team. Jurg Christian has chartered the boat from February of this year until after the series. By coincidence Jones' only other Admiral's Cupper *Attair*, also sailed for the Swiss. Christian is organising the other two charter boats for the team and he is familiar to Solent sailors because of his two previous *Nadia*'s, a three-quarter tonner and one tonner from Ed Dubois.

Matthews seems pleased with his boat's early form and the handling of

the massive Kemp fractional rig. The only problems so far have been the inadequacy of the original mainsheet winches and a fragile looking gooseneck. It is not surprising that the winches were so small. When Hoods were making the sails, Matthews looked around for a suitable mainsail to try on the spar and the closest he could find was one from his old Jones one tonner, *Oystercatcher*. At the time someone commented that the new boat's mainsail would be the same size as *Blizzard*'s, Ernest Juer's Frers 51.

## Novak Out

HARD driving American skipper Skip Novak, who put up such good performances with Swan 65s in both the last Whitbread Race and *Parmelia* Race, has had to withdraw the 76ft (23.1m) Frers designed *World Navigator* from this year's Whitbread event. His problem is that the boat's sponsor, the Lafite Corporation, has come under investigation, and the Austrian behind the company disappeared. Palmer Johnson who are building the yacht in Sturgeon Bay, Wisconsin, USA will complete the boat and then sell it.

Meanwhile Novak has joined the remaining, and first ever, American entry in the Whitbread Race, *Alaska Eagle* and will serve as watch leader under skipper Neil Bergt. *Alaska Eagle* is the old *Flyer* which won the last race although with extensive modifications and a new sloop rig few will recognise her.

Other Whitbread news includes that Leslie Williams has a new sponsor for his Ocean 80 in the form of the FCF finance house (a subsidiary of the Co-operative Bank) to replace the Greyhound Bus Corp.

## Antigua Week Results

### RACERS

1. *Antidote*, J-24 (John Foster).
2. *Melissa I*, J-36 (R. Johnstone).
3. *Immigrant*, Dubois 41 (Bill McAteer).

### CRUISER/RACERS

1. *Coqui*, Ex-10 metre (Hans Lammers).
2. *Enchantia*, Alden 67 (Bruce Andrews).
3. *Freedom 44* (Garry Hoyt).

### CRUISERS

1. *Torridge*, Gauntlet 41 (Jimmy Fuller).
2. *Bacco*, Nicholson 30 (Nigel Yeoman).
3. *Iolaire*, 45ft yawl (Don Street).