

10<sup>th</sup> May 1982.

Royal Lymington Yacht Club  
Lymington  
Hampshire SO4 9SE

#### MATCH RACING - ROYAL LYMINGTON CUP

Most sailing competitions involve a fleet of boats. In a match race, on the other hand, there are only two competitors. The America's Cup is an example.

The Royal Lymington Yacht Club introduced match racing to this country in 1974. Initially it was arranged on a personal basis with friends lending Contessa 32s, the helmsmen being helmsmen of repute involved in the Admiral's Cup and various other championships. The first event was such a success that there was pressure to do the same in future years.

In 1975 it was decided that in view of all factors it was probably better to run the event in the Spring rather than in the Autumn as had been done in 1974. So it was arranged that it would be staged in the Spring of 1976. This event was again a success and from that moment onwards the event became established as a major feature in the annual yachting calendar, and international helmsmen were invited to take part. Contessa 32s continued to be used until 1978, and it was then decided that the OOD34 manufactured by Jeremy Rogers in Lymington, should be used. This decision met with universal approval after the first series, as the boat is ideally suited for match racing and is far better than any similar boat used in match racing in other parts of the world.

Although match racing had been largely an American phenomenon until introduced in Europe in 1974, it is gaining rapidly in popularity and match racing competitions now take place in Norway, France, New Zealand, South Africa and in various other locations in the United Kingdom and Ireland and an Australian series is to start this year. The interest continues to grow and the Royal Lymington Cup, which the competition became known as in 1977, is the best known match racing competition on this side of the Atlantic. It is now of equivalent importance to its American counterpart the Congressional Cup, from which it developed.

The America's Cup competition in 1980 emphasised the importance of match racing if a serious attempt is to be made to regain this famous trophy. The chances of success in the America's Cup in 1983 depend on design, equipment, crewing and helmsmanship. It has been our intention in each of the competitions run by this Club, to eliminate the first two factors by providing identical boats equipped with identical sails. It is therefore only a matter of sailing skill which remains to be tested.

Internationally famous helmsmen are now invited to take part and they sail a series of two boat races against one another in turn. (Forty-five individual races over two or three days). The course is short and the racing tense. Each race lasts about forty-five minutes. Competitors employ tactics which cannot be used in a normally crowded yacht race, but which are inevitable in a close fought sailing duel. Consequently the event is an exciting spectator sport. In fact it is one of the few forms of competitive sailing which is ideal for media cover, including television.

Continued.

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In 1982 the competitors were two Australians, one Italian, four Britons all nominated to take part in the 12 metre America's Cup in 1983, plus one American and two British Class Champions.

Unfortunately, the cost of staging the event has steadily increased. In the first years, reliance was placed on contributions from the various organisations concerned with the construction and marketing of the boats involved. Whilst Contessa 32s were used, the various firms contributed limited sums and we were able to persuade sailmakers to manufacture sails as private ventures which, after the event, were offered to the class for sale at very competitive prices. The OOD34 however is a smaller class and there is less market for second-hand sails. As a result, sailmakers have not been anxious to manufacture sails as a private venture, and we are forced to purchase them. This is a major item, but if at all possible we would like to buy another eight spinnakers and eleven reefing genoas in 1983 so that we would then be able to mount this event for a number of years. On the other hand, it might be possible to arrange some method of renting which would reduce the capital cost, but would, in the long term, be more expensive. It will also be necessary in future to pay owners a nominal sum to persuade them to make available their expensive yachts for this competition, to pay contractors to service the various equipment and to have a project officer. The total cost of this event in 1982 is shown in Appendix A and the budget for 1983 in Appendix B.

We would prefer to continue to run the event on the same general lines. Economies could be made, but we feel that it would detract from the success of the event which has received extremely favourable comment in the yachting press. The item in the costings relating to air fares, refers to an arrangement between Long Beach Yacht Club in the United States, which has staged the Congressional Cup for the last twenty years, and ourselves, by which the winner of the Congressional Cup is automatically invited to compete in the Royal Lympington Cup along with his complete crew. This arrangement occurs in other international competitions, and to ensure the continuity of our arrangement, we have offered accommodation provided by Club members, but airfares will have to be provided. (The 1982 winner of the Congressional Cup was unable, for business reasons, to take up the invitation).

The Royal Lympington Cup has already attracted considerable attention from the Press and the boating public. It is probable that the event, as it develops, will attract even more in the future. Moreover, there has been television coverage in the past, and with the changeover of the franchise in this area, the new franchise holders for the Southern region of ITV are interested in providing good coverage. They included short coverage as a news item this year but are considering making an outside broadcast feature in 1983. We understand from the BBC that commercial sponsorship would not jeopardize future television coverage by the BBC who would treat the particular event on its merits.

We therefore find ourselves responsible for bringing to this country a number of prominent yacht racing personalities, organizing a competition which is strong enough to stand up to international scrutiny, making suitable arrangements for spectators and providing facilities for the press. We have improved our spare part service for the competing boats so that the competition is not delayed by a breakage.

We have improved our service to spectators but we will only be able to continue by paying for various facilities in future which have been obtained without payment in the past.

We have also provided better facilities for the press and the international jury. We would like to provide extra prizes for the overseas skippers and crews.

All of this has raised the cost of the Royal Lymington Cup to a level which this Club feels it cannot handle on its own.

In 1982 some of these expenses were met by Long Life Beer who are considering a longer term commitment.

10.5.82.

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APPENDIX A

ROYAL LYMINGTON CUP MATCH RACING CHAMPIONSHIP 1982 - EXPENDITURE

		£	
COMPETING BOATS	Scrubbing	110	
	Identification Letter and Names	120	
	Repairs etc.	650	
ENTERTAINMENT	Food & Drink	1000	
FARES	Airfare for Winner of Congressional Cup & Crew from USA to Lymington	1000	(not taken up)
POSTAGE	Telephone/postage	250	
PROVISIONS	Packed lunches for helmsmen crews, jury, helpers & organizers for 3 days	500	
SAILS	Purchase and hire	800	
SUPPORT CRAFT	Mark laying, patrol & spectator craft, hire & fuel	750	
VIDEO	Video tape recording of the competition for replaying at the Club during competition & subsequent occasions.		Gratis by Member
PHOTOGRAPHY		100	
INSURANCE	To indemnifying owners	800	
ACCOMMODATION OF CREWS		130	
SUNDRY	Prizes	400	
		<hr/> 5610	(ex VAT)

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