

Yachts and Yachting -
13th December 1985



ALTHOUGH IT WAS PLANNED to hold the Westerly Royal Lymington Cup in Storm 10s next year, that plan has gone by the wayside. Instead, the series will be held in Westerly Fulmars as were used this year and the series will take place on May 14/15/16th 1986. This is in fact the last three days of the week, and is so because it is hoped to compact both the Crebbin Cup and Lymington Cup into a shorter time.

The Crebbin Cup is to be held on the previous Saturday with the Sunday as a reserve day. Then the practising for the series proper will take place on the Monday and Tuesday prior to it.

For the Royal Lymington Cup itself, one feels sure that most of the

As for the Crebbin Cup, this year, there are to be six boats made available for the series, and judging by interest shown on the two previous occasions that the series has been run, it seems as if Phil Crebbin and the Royal Lymington YC have another winner on their hands with this one. In the past, the emphasis has been on youth, and an age limit of 25 has been generally adhered to. This time, although it is still intended to encourage younger entrants, the age limit has been increased to 30 in order to perhaps give some undiscovered talent a chance to mount the international match racing machine.

So, now we effectively have two domestic match racing events on the calendar — the Crebbin Cup and the

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helmsmen likely to be in the frame in Perth will have been invited, as indeed they have in the past. Many will remember that John Bertrand showed up in '83 and won the series just months before that other victory of his in Newport. Whether they will all show up is hard to judge. Certainly in the past, there has been a certain amount of reluctance, particularly amongst the Americans, to attend, but over the last year or so things have been slightly different and the Australians especially have travelled to most of the worlds' series.

One supposes that there are several ways of looking at the situation. It can hardly be argued that sailors involved in America's Cup challenges are too busy to attend, since in many cases, this match racing out of Twelve Metres is just about the only practice they get against the real opposition and must surely be a valuable chance to 'suss the scene'. Perhaps the fact that racing at the individual events is held in identical boats is a little uncomfortable; after all, when you stop blaming the design for poor performance, you perhaps have to look just a little too close to home...

It would surely be an amazing occasion if all the first choices on the invitation list found themselves able to attend, the Westerly Royal Lymington Cup is high enough on the list of international match racing series to warrant it.

There must be plenty of people around who would love to see Dennis Conner race Harold in Christchurch Bay, but since he and many of his fellow countrymen are so coy as to not even be attending the Twelve Metre world championship we think that we are asking just a bit too much. We would however, be delighted to be proved wrong.

Viyella Cup, whereas just over two years ago we had none. Although there is not much to report on the Viyella series save that various clubs have been invited to attend and have indeed shown a great deal of interest, it is clear that match racing in this country is something of which we should well see and do more of. In the future there should be no reason why most sailors should not be able to have a go.