

Bruce, which won the Round the Island race.

## Protest match

PROTESTS decided the final outcome of the Westerly Royal Lymington Cup. Now in its 13th year, the match race series was halted at the end of the round robin series and no semi-finals or finals were sailed because strong winds followed by light air wrecked the programme.

The eventual winner was Peter Isler of the American *Courageous* syndicate who won on a protest against Chris Dickson of New Zealand. The incident occurred in the

match between Isler and Dickson in which the yachts collided at the gybe mark.

Isler, ahead, was steering the inside boat as the yachts approached on starboard gybe. He called for water to round the mark and gybed on port while Dickson steadfastly held his course to touch Isler's stern claiming that the yachts were not within two-boat lengths of the mark.

The jury, under Bryan Willis, found in Isler's favour having heard evidence from both skippers and official observers. Such is the nature of match racing at this level that some form of 'policing' on the short course is necessary. Being the determined skipper he is, Dickson said he would appeal to the RYA about the decision.

A previous protest had cost Dickson a one-point lead in the series when the jury found he had fouled Mauro Pellaschier, of the Italian *Azzurra* group, on the start line.

This left a three-way tie for 2nd place between Pellaschier and Britain's two 12-metre helmsmen, Chris Law and Eddie Warden-Owen. The British also had another of the *Crusader* crew in the fray, navigator Andrew Hurst, though he had little success other than against the luckless Italian, Lorenzo Bortolotti.

Back in the clubhouse after racing out in Christchurch Bay, there was some discussion as to how to simplify match racing. Its original concept of having just two yachts racing at one time with the first home the winner has been clouded by the level to which the top skippers sail to the rules.

Some would say that the results are too often decided in the protest room as every nuance and interpretation of the racing rules are pushed to their limits. Britain's Chris Law suggested that there should be a sliding scale of penalties for each protest to provide a positive disincentive to litigious skippers.

## In brief

**Have you ever wondered what had happened to Tim and Kathy Herring's Everitt 43, *Backlash of Burnham*?** Well, since her launch in the spring of 1985 she has been on the move. After last year's British season she crossed the Atlantic to compete in this February's SORC off Florida where she was placed 5th in Class D. Then she headed for the sunshine to sail in Antigua Race Week and now she is competing in the Onion Patch Series which takes in Long Island, Newport and Bermuda. From there she will head back for Cowes Week.

So far she has sailed 20,000 miles on her own bottom. The Herrings senior have been on board most of the time, but their sons Stephen and Andrew undertook the Antigua-Newport delivery. Isn't it good to see owners enjoying their boat?

**The Multihull Challenge** single-handed around the world race was spawned by cats and tris being ineligible for this summer's BOC event. Originally, it was planned to run the multihull race concurrently, but it has now been postponed until 7 November, 1987, to permit a greater number of new boats to be built specially for the race. Interest in France is strong.

The race is open to both multis and monohulls from 32ft (10m) to 60ft (18m) and the start and finish will be at Los Angeles. The course will take in the great capes of Horn, Good Hope and Leeuwin, and skippers can stop when and wherever they like or attempt a non-stop circumnavigation. Among the entrants is race organiser George Kolenikovs who has obtained Peter Phillips's Shuttleworth-designed *Travacrest Seaway*, now renamed *Great American*.

**Vanguard, of Wisconsin, USA,** have sold the moulds for their dinghies, including those of the Olympic 470 and Finn. Both boats have been used in the last three Olympics either as competitors' own craft or as fleets supplied by the organisers. The moulds have been bought by Steve Clark. According to Peter and Olaf Harken, owners of Vanguard, the move is to allow greater concentration on their fast-growing Harken yacht fittings business. ■

Peter Isler's Westerly *Fulmar* competing in the Royal Lymington Cup. Isler won after the weather cut short proceedings

