

Ryley



WORLD · CHAMPIONSHIP · OF
M · A · T · C · H · R · A · C · E

Sailing
1989

mazda



ORGANISED ON BEHALF OF THE WORLD MATCH RACING CONFERENCE BY
THE ROYAL LYNGBY YACHT CLUB, ENGLAND.



WELCOME

As we gather in Lymington for the second Regatta of the World Championship of Match Racing, one cannot help but reflect on the vast changes which have occurred in our sport since the founding of the World Match Racing Conference in 1985.

We recall the courage and perseverance of the Royal Perth Yacht Club, through the Rear Commodore Phil Mostyn, in making the first World Championship a reality in 1988.

Now, through the support of the International Management Group and the 1989 principal sponsor MAZDA, the sanction of the International Yacht Racing Union, the close cooperation of the International Match Race Sailors' Association, the tireless efforts of Ken Robinson, Nick Ryley, and the members of the Royal Lymington Yacht Club, we stand on the threshold of

experiencing what a true World Championship can be.

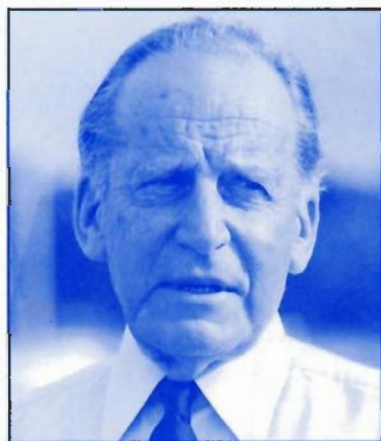
All of our problems are not yet behind us. But with the demonstrated dedication to our sport from sponsors, organizers, skippers, crews, umpires, juries, race committees, boat builders, sail makers, and friends of match racing, we will overcome any obstacles that lie in our path.

It is in this spirit that I am honoured to welcome you all to the World Championship of Match Racing 1989.

May our sailors enjoy good winds, kind seas, and fair competition.



*from Hal Lane
President, the World Match
Racing Conference*



On behalf of all club members, and particularly those who have given so much of their time to this event, I proudly welcome skippers, crews, supporters, sponsors, delegates, spectators and members of the press to the World Championship of Match Race Sailing.

*from Air Vice Marshal
Sir Alan Boxer
Commodore, The Royal
Lymington Yacht Club*

Throughout the world, Mazda has earned itself an enviable reputation as a major supporter of top athletes and international sporting events.

From Olympic medal winners to the World Rally Championship, the Mazda name is now firmly established as a world leader in nearly every sphere of sport.

Mazda is immensely proud to be associated with the prestigious 1989 World Championship of Match Race Sailing, as it makes its first visit ever to the UK for the final event of the season.

This spectacular Grand Finale also marks the first time the Mazda marque has ever been associated with this high profile sport in this country, and with the rising interest in the America's Cup, International Match Race Sailing has become one of the most popular forms of yacht racing.

The prestigious image of the yachting world and the quality of the skippers that have been invited to this exciting sporting event, complement the Mazda marque and its international image.

Mazda would like to offer a sincere welcome to the ten skippers and their crews, and of course you the spectators, to Lymington.

Over the next six days, some of the world's finest yachting talent will give us the opportunity to see Match Race Sailing at its very best.

It promises to be a truly memorable event and one that Mazda is hoping will be remembered for a very long time to come.

*from
Mazda Motor Corporation*

THE MAZDA WORLD CHAMPIONSHIP OF MATCH RACE SAILING

PROGRAMME OF EVENTS

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Monday Sept 4th

0900 Breakfast get together for crews/press/organisers in marquees
1000 Draw for boats in marquee
1015-1745 Weigh-in
1100 Practice sailing
1630 Beneteaus return to dock
1700 Last time for weigh-in
1800 Umpires meeting in Clubhouse
2000 Buffet supper in marquee for crews/umpires/WMRC delegates/IYRU delegates guests and administrators

Tuesday Sept 5th

0800 Breakfast briefing in marquee
0830 Support boats leave for race area
0930 Beneteaus leave for race area
1000 Umpires' boats leave for race area
1100 1st practice race
1630 Beneteaus return to dock
1800 Official Briefing in marquee followed by meeting of skippers with International Jury/umpires
1930-2130 Buffet supper hosted by Beneteau in marquee

Wednesday Sept 6th

0700 Breakfast briefing in marquee
0730 Support boats leave for race area
Beneteaus leave for race area
0900 Umpires' boats leave for race area
1000 Start for first match
After racing Press briefing followed by skippers' and umpires' informal meeting in umpires' office
1930-2130 Buffet supper in marquee

Thursday Sept 7th

0700 Breakfast briefing in marquee
0730 Support boats leave for race area
0800 Beneteaus leave for race area
0900 Umpires' boats leave for race area
1000 Start for first match of day
After racing Press briefing followed by skippers' and umpires' informal meeting in umpires' office
1930-2130 Buffet supper in marquee

Friday Sept 8th

0700 Breakfast briefing in marquee
0730 Support boats leave for race area
0830 Beneteaus leave for race area
0900 Umpires' boats leave for race area
1000 Start for first match of day
After racing Four Beneteaus to be docked on Club pontoon
Press briefing followed by skippers' and umpires' informal meeting in umpires' office
2000 Cavalcade of boats (viewing from The Green)
2100 Fireworks display (viewing from The Green)
2130 Buffet supper in marquee

Saturday Sept 9th

0700 Breakfast briefing in marquee
0730 Support boats leave for race area
0830 Beneteaus leave for race area
0900 Umpires' boats leave for race area
1000 Start for first Semi-Final (subject to completion of Round Robin)
After racing Winning boat's Parade of Honour up river to Club pontoon, followed by informal prizegiving on Club pontoon, followed immediately by Press briefing for semi-finalists, finalists and press.
2000 Formal prizegiving dinner in marquee

Sunday Sept 10th

Spare day for racing. Programme as Saturday if match racing has not been completed
1900 Buffet supper in marquee

Monday Sept 11th

0900 WMRC delegates' meeting in Club
1930 World Championship party barbecue and jazz band

Tuesday Sept 12th

0900 WMRC delegates meeting in Club

WHAT IS MATCH RACING

A sailing match race is a race between two yachts. The most well-known match racing contest is the America's Cup, in which one yacht defending the Cup is matched against another which is challenging for the Cup. The yachts are not, however, identical, so the event is not a true test of the sailing skill of the skipper and crew alone.

In the international match racing events held by the member clubs of the WMRC, and in particular in this year's World Championship, the competitors sail identical yachts which are as perfectly matched as possible. The variation between yachts is effectively removed from the formula, leaving only the skill of the helmsmen and crew, and perhaps also an element of luck.

At Lymington ten helmsmen will compete against one another. Since match racing allows for only two boats, each boat will race against each of the others in turn. The matches are sailed in quick succession, so that five pairs of boats may be fighting it out in separate matches on the course at the same time.

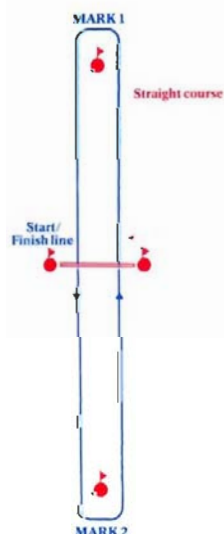
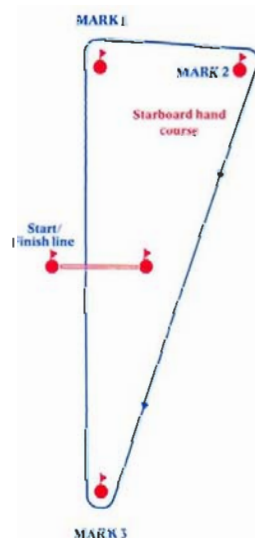
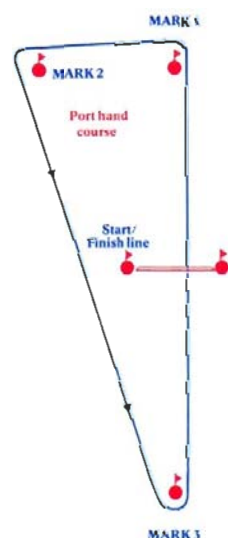
90 matches are sailed in this way, in nine "flights" of ten matches. In each match the winner scores one point and the loser zero. After this "round robin" series, the four top scorers go forward to the Semi Finals where the top-scoring helmsman picks his semi-final opponent from the other three. The two winners then face each other in the Final.

Because only two boats are involved at a time, match race sailing is very different from fleet racing. For example, crossing the starting line as the gun is fired is irrelevant. The only thing that counts is

shadowing your competitor and being first over the finishing line. Competitors are allowed to manoeuvre for position, often circling each other in 'combat', from the moment that their ten-minute warning signal is given – and that is when the racing really begins.

Another difference between the best match race sailing and ordinary racing is the abolition of post race hearings in the protest room. On-the-water judging was introduced to Great Britain by the Royal Lymington Yacht Club in 1988, and at the World Championship all protests will be judged on the water by a team of international umpires in fast boats.

Anyone who is at all interested in sailing, but who has never seen match racing experts in action, is in for a surprise the first time he sees the antics of these yachts whose tacks and gybes, stops and starts, spinnakers sets and take-downs, are performed almost literally as quickly as thinking. Match racing gives a whole new meaning to the concept of 'close racing'. The skill of the world's top ranking skippers and their crews in the 1989 World Championships will be a startling demonstration of the finest sailing ability in the world.



ON THE WATER JUSTICE A REVOLUTION IN UMPIRING

A new concept for resolving disputes during racing has revolutionised match racing. Instead of long and sometimes acrimonious protest hearings ashore after each race, often lasting many hours, to resolve the many disputes that occur in the close battles which make match racing so exciting, decisions are made by umpires during the race within seconds of the claim that a rule has been infringed.

taken after starting. The penalised yacht taking the penalty will usually lose about two or three boat lengths, putting her at a considerable disadvantage. But with skill and luck, she may catch the other yacht and win the match.

Thus, with few exceptions, the first yacht to cross the finishing line is indeed the winner.

Bryan Willis



Each match is closely watched by two umpires in a fast manoeuvrable power boat. When a skipper displays a red and orange striped 'Y flag' claiming a rule infringement, the umpires make a decision and signal this to both yachts: a green flag means 'no penalty'; and a board with one skipper's initials indicates that this yacht must take a penalty by turning away from the wind, gybing, and coming up on the other tack (a '270').

This penalty is taken when beating to windward, and if the infringement occurs before the start (which is often the case as each yacht struggles to control the other as they cross the starting line), the penalty is

INTERNATIONAL JURY

Chairman

Bryan Willis
UNITED KINGDOM

Vice Chairman

Goran Petersson
SWEDEN

Graeme Owens
AUSTRALIA

Bertrand de Speville
HONG KONG

Cy Gillette
U.S.A.

The team of Umpires and Observers is drawn from International Judges and suitably experienced sailors.

THE RANKING SYSTEM

Establishing a Ranking System for Match racing is a logical progression, as well as a necessity, as the popularity of this exacting and

exciting form of sailing creates more major events, worldwide.

Only the helmsman/skipper is ranked. The Ranking System is designed to recognise performance in yachting competitions worldwide. Competitors gain points for results in events over the past three years. More points are gained for competing in major events than in minor events, and performance in the most recent year is more important than performance in previous years.

Three of the aims of the Ranking System are:-

1. To provide a merit based method for use in determining match race sailing competence for entry, and seeding in regattas.
2. To improve public exposure/awareness of the sport of yacht racing for the mutual benefit of sponsors, promoters and competitors.
3. To foster greater competition in the sport of yacht racing.

The system presently in use has been devised by the International Match Race Sailors Association.

ADVISORY BOARD

To ensure that the Match Racing Ranking is maintained as a true reflection of performance on the race course, WMRC recommended the establishment of an advisory board to monitor the system, and recommend refinement, where necessary, to the International Match Racing Sailors Association. The Board

consists of representative from all major parties involved in the sport of yachting and held its inaugural meeting in March 1989 in Long Beach, California.

The Advisory Board is:

Chairman

Peter Gilmour	<i>President Inter'l Match Racing Sailors Assoc.</i>
John Elliott	<i>Sports Marketing and Management</i>
Eddie Warden-Owen	<i>Inter'l Match Racing Sailors Assoc.</i>
Tom Ehman	<i>Executive Director America's Cup Organising Committee</i>
Richard Endean	<i>NZ (R.N.Z. Y.S.) Delegate World Match Racing Conference</i>
Mike Evans	<i>Executive Director International Yacht Racing Union</i>
Chris Harmsen	<i>Secretary Inter'l Match Racing Sailors Assoc.</i>
Peter Isler	<i>Treasurer Inter'l Match Racing Sailors Assoc.</i>
Hal Lane	<i>Chairman, World Match Racing Conference. UK (R.Lym. Y.C.) Delegate</i>
Ken Robinson	<i>World Match Racing Conference</i>
Keith Wheatley	<i>Media Corre- spondent - UK</i>
Bryan Willis	<i>Chairman, Racing Rules Committee</i>

THE CHAIRMAN & THE COMMITTEE



The World Championship of Match Race Sailing was first proposed five years ago – and the idea seemed excellent even then. Now, it's no longer an idea, but an exciting reality.

In the Royal Lymington Yacht Club, we have seen the event grow, come to fruition in Perth and now, finally, move here to Lymington.

This Club has always been proud of the respect with which

the Royal Lymington Cup is held in the match racing world. Each year we view the event as an opportunity to excel in the organisation of an international event. This year the club has the chance to climb the heights with an event of world stature.

We look forward to taking part with you, be it as a spectator, volunteer, or competitor.

*Nick Ryley
Regatta Chairman*

ORGANISING COMMITTEE FOR THE EVENT

The Royal Lymington Yacht Club has established a Committee to organise the World Championship on behalf of the World Match Racing Conference. All committee members have had several years of previous experience in organising the annual Royal Lymington Cup. They, and their prime responsibilities, are:

Nick Ryley
Ken Robinson

Eileen Elliot

Sally Potter
Else Green
Bill Green
Roger Hawkes
Tony Blachford

Jonathan Hutchinson
Barry Grainger
Rachel Nuding

Regatta Chairman
WMRC Representative;
Budget Holder;
Sponsorship Co-Ordinator
Principal Race Officer

Captain of Racing
Social Organiser
Match Racing Event Adviser
Equipment Manager
Umpire Support Controller

Club Secretary
Deputy Secretary
Event Administrator

The Flag Officers of the Club are:

Commodore
Vice Commodore
Rear Commodore House
Rear Commodore Sailing

Air Vice Marshal Sir Alan Boxer
John Guillaume
Lt. Col. Sandy White
David Proudlove

A special thanks to all our volunteers ... page 21

A NEW BREED OF YACHT: THE FIRST CLASS EUROPE FROM BENETEAU

The First Class Europe is a new yacht brought out earlier this year by production boat builders Beneteau to meet what they see as a rising demand for one design match racing in fast yachts.

Malcolm McKeag, reporting in Seahorse, wrote:

The new boat is 35ft, light displacement, tweakily rigged and an out-and-out racer. Not only will she be used for the worlds, but the FFV have announced that they will use her for their new national event, the one to replace the discontinued Grundig Cup, and the worlds fleet will be used by the RYA for the new British national match racing championship, inaugurated this season.

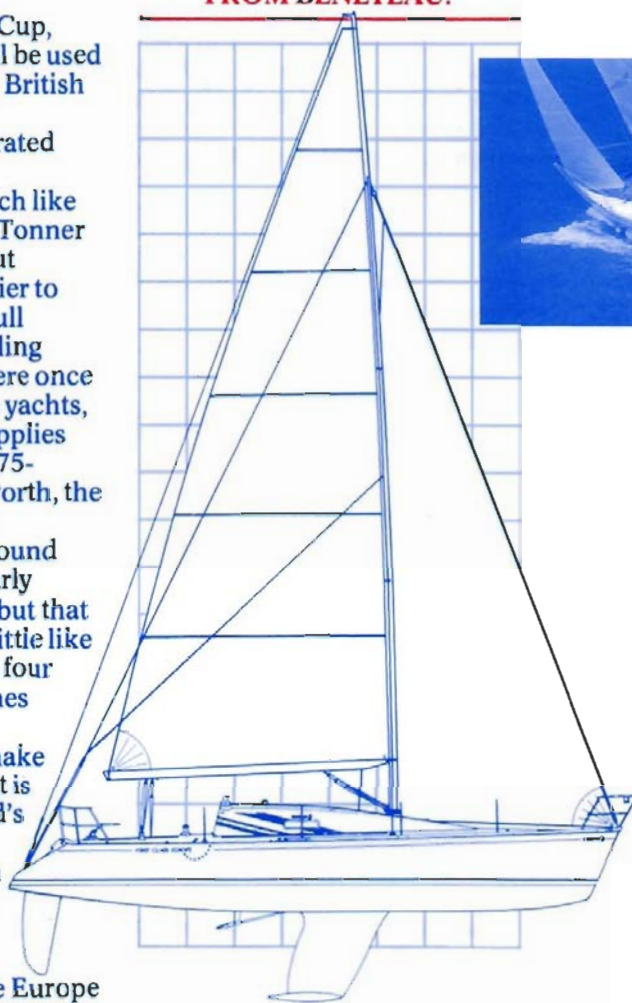
The Europe is much like an IOR Three-Quarter Tonner in size and handling, but probably faster and easier to sail, lacking any IOR hull distortions. If the handling qualities of a Twelve were once desirable in match race yachts, presumably the same applies with regard to the new 75-footers. For what it is worth, the Europe has been quite deliberately designed round similar ratios, particularly displacement/length – but that sounds to this writer a little like saying “and our car has four wheels – just like the ones they use at Le Mans” Beneteau themselves make little of the matter, but it is pertinent that the world's ultimate match race is no longer to be raced in a heavy displacement, high inertia yacht.

There are other similarities between the Europe and the Big One. Fully-battened, large mainsail on a slender mast

with inline spreaders and runners will make heavy air crash gybing a think-twice operation, as in Twelve and a Cup Class. Being careless could cost the rig.

Limit stops on the rudder give a relatively wide turning circle, and this should be a positive match racing advantage. Mistakes and lack of anticipation will be costly: the good guys will be able to benefit from being good, which is as it should be. With things happening more slowly, umpiring will be easier – and hence, one hopes, fairer.

THE FIRST CLASS EUROPE FROM BENETEAU.

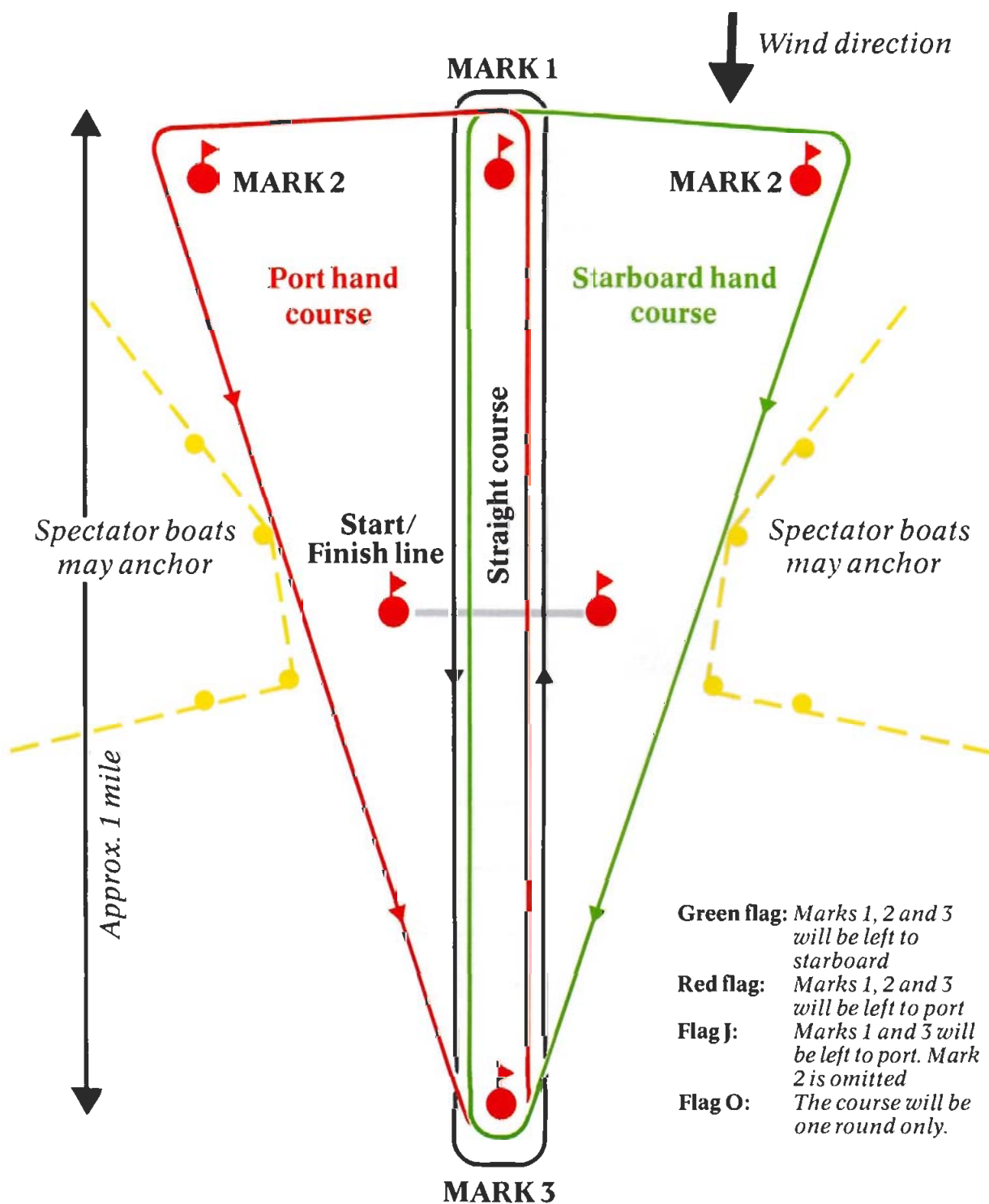




THE MAZDA WORLD CHAMPIONSHIP OF MATCH RACE SAILING



COURSE





1989



t5	Flight 6		Flight 7		Flight 8		Flight 9		Semi-Finals	FINALS
STBD	PORT	STBD	PORT	STBD	PORT	STBD	PORT	STBD		
OJ	PG	GT	CD	RD	RD	PG	CD	PG		
EO	RC	OJ	PI	OJ	CD	BP	OJ	BP		
GT	EO	CD	BP	PG	RC	PI	EO	RD		
PI	GJ	BP	RC	EO	OJ	GJ	RC	GJ		
RC	RD	PI	GT	GJ	EO	GT	PI	GT		

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Semi Finals		Finalists	
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Finals		World Champion	
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The racing programme may be varied as provided in the Sailing Instructions at the direction of the Race Committee, for weather or other essential conditions.

THE SKIPPERS



**CHRIS
DICKSON**
NEW ZEALAND

Reigning World Champion of match race sailing, and No.1 in the International Match Race Sailors' Association rankings. Skipper of "Kiwi Magic", America's Cup 1987 Three times winner of the Citizen Cup (Auckland), and winner of the King Edward VII Gold Cup (Bermuda), and Asia Pacific Cup (Hong Kong) in 1989.



**PETER
GILMOUR**
AUSTRALIA

No.2 in the World Rankings, and winner of the Royal Lympington Cup in 1987 and 1988. Won the 1987 Grundig World Cup (Antibes), 1987 Liberty Cup (New York), 1987 Australia Cup (Perth), 1987 Nippon Cup (Tokyo), 1988 Congressional Cup (Long Beach), and 1989 Australia Cup. Helmsman "Kookaburra III", 12 Metre World Championships. Starting helmsman for Iain Murray in "Kookaburra", America's Cup 1987 Chairman of the International Match Race Sailors' Association.

THE SKIPPERS



**ROD
DAVIS**
NEW ZEALAND

Sailed in five America's Cup campaigns. Three times winner of the Congressional Cup (Long Beach). Twice winner Citizen Cup (Auckland). Winner 1989 Hong Kong Cup. Seven times world champion in five different classes. Runner up in 1988 World Match Racing Championships. Currently No.3 in the World Rankings.



**EDDIE
WARDEN-OWEN**
GREAT BRITAIN

Semi-finalist in the 1988 World Championships, and in the 1988 Royal Lymington Cup. Winner Congressional Cup 1987 and Nippon Cup 1988. Finalist Nippon Cup 1987, Royal Lymington Cup 1987, Citizen Cup 1987 (Auckland), Grundig World Cup 1986 (Antibes). Navigator on "White Crusader", British America's Cup challenge 1986. Skipper of "Crusader II" in the Twelve Metre World Championships 1988. Currently No.4 in the World Rankings.

THE SKIPPERS



**PETER
ISLER**
USA

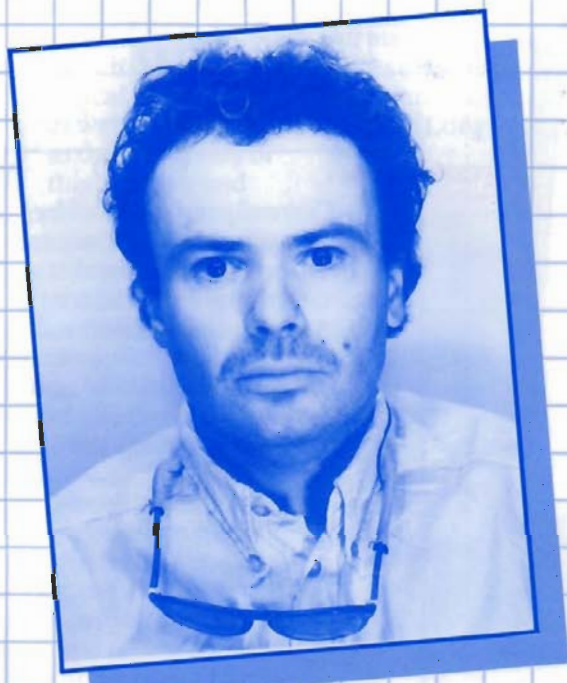
Currently ranked No.5 by the International Match Sailors' Association. 1st 1986 Royal Lymington Cup, 1986 Citizen Cup (Auckland), 1985 Bermuda Gold Cup. Tactician to winner of Congressional Cup 1984 and 1985. Navigator, "Stars & Stripes", America's Cup 1987 and 1988. Vice President, Communications, for Dennis Conner Sports.



**RUSSELL
COUTTS**
NEW ZEALAND

No.6 in the World Rankings. Winner of the 1989 Liberty Cup (New York) and the Kiwi Lager New Zealand Championships (defeating Chris Dickson). Runner-up in the 1989 Kourou Cup (St. Tropez) and the 1989 Australia Cup.

THE SKIPPERS



**BERTRAND
PACE**
FRANCE

Match race champion of France in 1987 and 1988. 3rd in the 1988 Liberty Cup (New York) and runner up this year. 8th in the 1988 World Match Racing Championship. Sailed on "French Kiss" in the 1987 America's Cup.



**OLLE
JOHANNSON**
SWEDEN

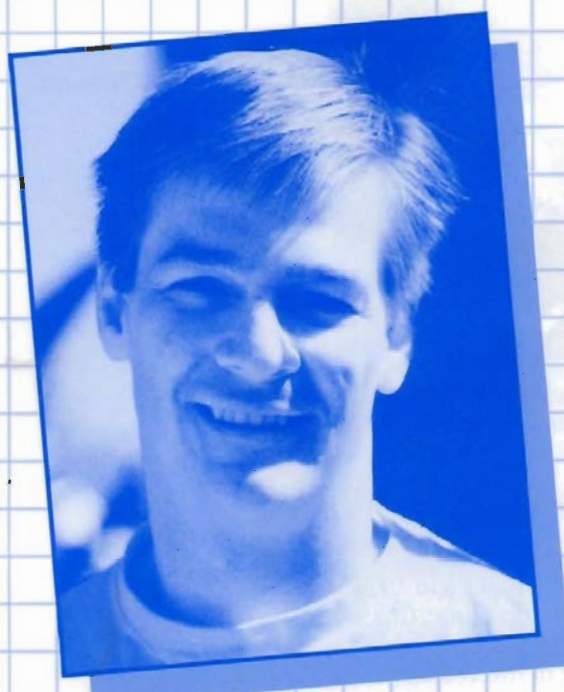
3rd in the 1989 Australia Cup, and 4th in the 1989 Liberty Cup. Helmsman of the twelve-metre "New Sweden" coming 3rd in the 1988 Twelve-Metre World Championship, and a member of the 1991 Swedish America's Cup challenge. Twice member of the Swedish Olympic team in 470s.

THE SKIPPERS



**GARY
JOBSON**
USA

Tactician to Ted Turner aboard "Courageous", 1977 America's Cup and 1980. Tactician on "Defender" in the 1983 America's Cup defence trials. Winner of the Liberty Cup (New York) in 1985, 1986 and 1988. Prolific author of sailing books and articles, lecturer and media personality. Named 'All American Sailor' three times. Has raced in numerous one-design classes and in many offshore series. A true sailing all-rounder.



**GREG
TAWASTSTJERNA**
CANADA

Ranked as the top Canadian on the world match-racing circuit. 3rd in the 1989 Australia Cup. Sailed as tactician in "Canada II" in the 1987 America's Cup and in "Truth North" in the 85/86 America's Cup. Member of the Canadian 1980 Olympic team in Flying Dutchman.

THE ROYAL LYMINGTON YACHT CLUB

The Lymington River Sailing Club, as it was then known, first came into existence in 1914, but was temporarily overtaken by the first world war. It was revived early in 1922, and by the end of that year had 85 members and had staged its first regatta.

A former boathouse on the Lymington waterfront was adapted in 1923 to form a clubhouse. This structure remains as the southern wing of

The club's many cruising members regularly carry its flag around the British Isles, into the Mediterranean and Baltic seas and across the Atlantic. It runs a busy Solent racing programme each year for its one-design, cruiser and dinghy classes. On one Sunday early in 1989 it was calculated that more than one thousand people were participating in competitive events organized by the club.

At the international level, the club has for 11 years staged the Macnamara's Bowl event

The Royal Lymington Yacht Club is extremely proud to have been given the opportunity to organise this World Championship event in Lymington. The Club is particularly grateful to the following organisations for their enthusiasm and support:

Lymington and Pennington
Town Council
Lymington Chamber of Trade
Lymington Harbour
Commissioners
Lymington Marina Ltd
Lymington Yacht Haven Ltd
New Forest District Council
Royal Yachting Association
Sealink



today's expanded premises, commanding an outstanding view across the river to the Solent and the Isle of Wight.

From these beginnings, the club's record has been one of continuous expansion. Unlike most other Solent clubs, however, its roots remain deep in the town from which it takes its name; around 80% of its 3500 members live in and around the New Forest area, and its style has always been that of a family club. It actively encourages young people to learn how to sail; since 1985 more than two thousand youngsters from the Lymington area have attended its RYA-recognized practical sailing classes given by members.



The Princess Royal, Patron of the Club, with two junior members.

for ladies racing keelboats, and it introduced match racing to Europe with the first Royal Lymington Cup regatta in 1974. In 1989, for the first time, this coveted trophy will be awarded to the winner of the World Championship of Match Racing.

*Photos by
Noel Bond-Williams*

THE ROYAL LYMINGTON CUP

The Royal Lymington Yacht Club is one of the world's premier organisers of international match racing championships. It has organised the prestigious Royal Lymington Cup championship annually since 1974, and was the first club outside the USA to spot the potential of match racing after the Long Beach Yacht Club in California instituted the Congressional Cup.

Past winners of the Royal Lymington Cup are:

1974	Peter Nicholson
1976	Phil Crebbin
1977	Phil Crebbin
1978	Harold Cudmore
1979	Dick Deaver
1980	Harold Cudmore
1981	Harold Cudmore
1982	Harold Cudmore
1983	John Bertrand
1984	Harold Cudmore
1985	Harold Cudmore
1986	Peter Isler
1987	Peter Gilmour
1988	Peter Gilmour

Whoever wins the 1989 World Championship at Lymington will also be the winner of the Royal Lymington Cup for this year.

THE WORLDS... SPECIAL THANKS TO OUR VOLUNTEERS

Every year the Royal Lymington International Match Racing event is dependent on the tireless effort and generous support of many members and close associates of the Club. More than 150 people are traditionally involved in acting as hosts for the participants, providing supporting services in respect of the yachts and their gear, and assisting with administration and hospitality events.

This year is no different – except that, because this is World

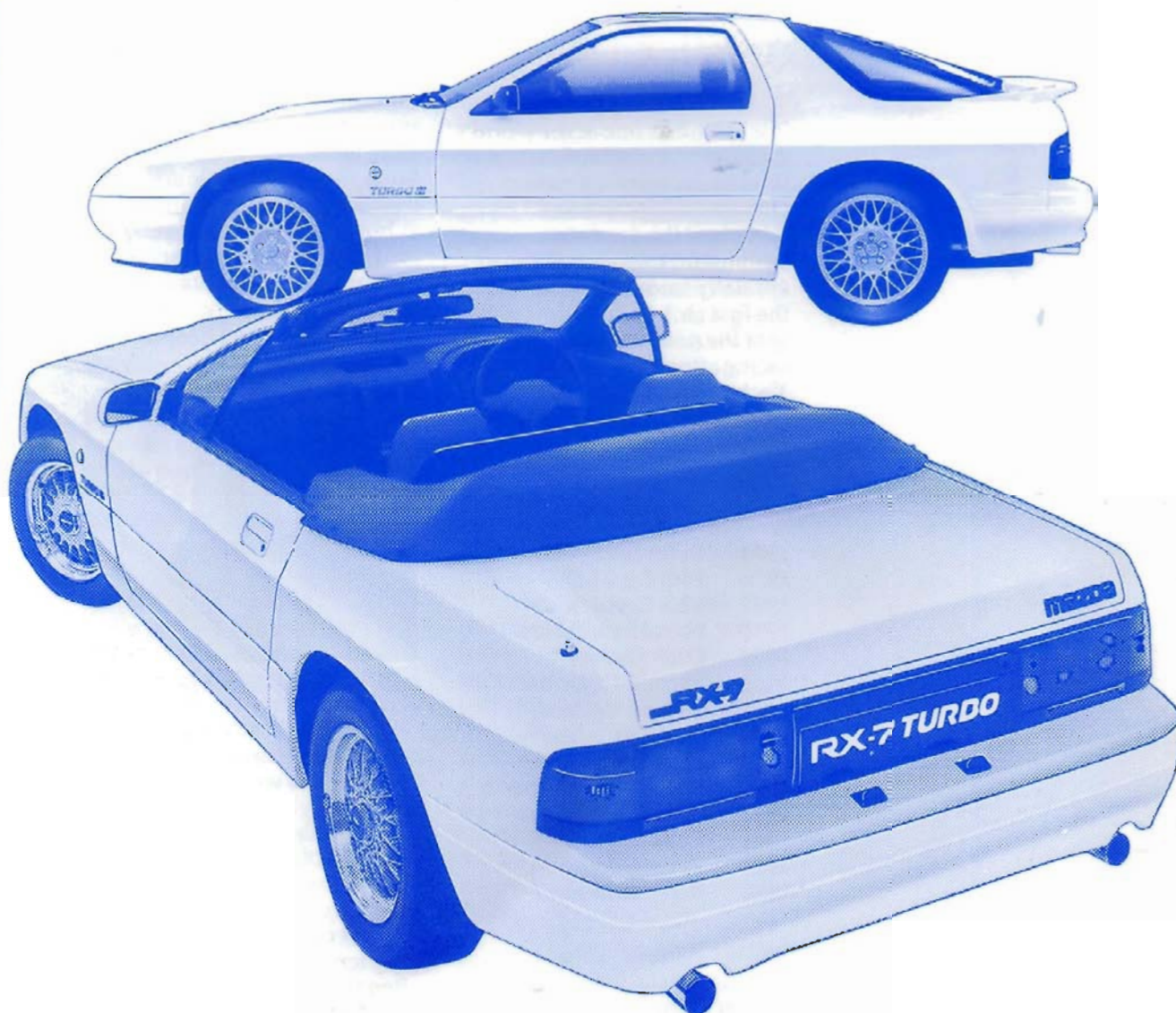


Future match racers in Cadets.

Championship year, even more people have lent a hand, and everyone has worked even harder.

Thanks are due to all of these people, but especially to the owners of the many boats which are called into service as support craft for unquestioningly lending their boats and often themselves as well; to the Boat Girls who look after the skippers and crews and ensure that each yacht is clean and ready to sail away bright and early each morning; to the members of the Race Committee, who are destined to spend hours on the water each day administering the racing; and to the Club Boatman, Doug Baverstock, and his staff, who undertake many vital jobs including the skillful and back-breaking work of ensuring that each mark of the course is laid in the right place and that it stays there until they take it up again.

FLAG SHIPS



THE MAZDA RX-7

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BENETEAU - DESIGNED TO WIN



Beneteau have a reputation for producing winners, dominating the Channel Handicap fleets and results with overall winners in RORC races, Cowes Week and East Anglian Series – and now the First Class Europe is introduced as an exciting new One Design.



Designed in early 1989 for Class and Match Racing, twelve First Class Europes created a stir in Cowes Week reaching through the fleets at up to 15 knots.

Selected for the National and World Match Racing Championships and with a European Championships in Cork in 1990, this new yacht is here to stay

For more details contact: Beneteau UK Ltd, Cougar Quay Hamble, Southampton, SO3 5JD Tel 0703 454022.

BENETEAU 
THE SEA DEMANDS THE BEST.

