



# ROYAL LYMINGTON CUP 1993



Ryley



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An event of the Omega Grand Prix of Match Race Sailing







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## ROYAL LYMINGTON CUP 1993 INTERNATIONAL MATCH RACING REGATTA

Once again, The Royal Lyminster Yacht Club is proud to host leading match race skippers and their crews from around the world to participate in this annual international yacht racing regatta, now in its 20th year. The Royal Lyminster Yacht Club was a founder member of the world Match Racing

In 1992 Match race sailing gained even greater recognition when it was included for the first time in the Olympic Regatta with great success. The last two years have witnessed more match race sailing, worldwide, than ever before, with the America's Cup - and the new Nations Cup Competition being run through a series of regional qualifying events, worldwide. Match racing was surely on course for even greater success.

One characteristic that match racing events have in common, is that they are expensive to organise - particularly at the international level. Organisers have to provide fleets of matched boats and equipment with the very best of "on-the-water" race administration, plus a team of qualified umpires and observers with all the associated boats and equipment. These requirements make sponsorship essential, yet in recent months the worldwide recession has taken its toll of sponsors who are willing and able to become partners with our sport. Very sadly, international events worldwide have had to be cancelled or postponed until sufficient funding can be achieved; several events of

Conference and club members have participated as helmsmen, crews, umpires, officials and volunteers in most of the worlds leading Match Racing Regattas.

Excellence in yachting is the ideal for all concerned, sporting achievement and enjoyment are their reward.

the Grand Prix are casualties of sponsorship cutbacks in 1992/93.

As this introduction is written, just a week away from the start of our event, we have only just learned that the Foundation for Sport and the Arts have approved an application from the Royal Lyminster Yacht Club, and made an emergency grant to the event in 1993, to cover the essential expenses. Without this assistance, the event would have been under threat and would either have not taken place at all or could have done so only under very severely restricted circumstances. Once again, we are immensely grateful to Sunsail for providing their fleet of Sunsail 35s5s and to Omega who have provided some additional sponsorship support, which is being used to assist the information services of the event (with this programme and the distribution of results) and which will help enable us to offer hospitality to our guests, competitors, officials and helpers in what will undoubtedly be yet another successful Royal Lyminster Cup. Lets go yachting!

NICK RYLEY Chairman Regatta Committee

### Regatta Committee

Nick Ryley	Chairman
Ken Robinson	WMRC Delegate/Sponsors
Sally Potter	Rear Commodore Sailing
Roger Hawkes	Racing Fleet Support
Tony Blachford	Match Racing Organiser
Else Green	Social Support
John Doerr	Chief Umpire
Nick Potter	Principal Race Officer
Barry Grainger	R.Lym.Y.C. Dep Secretary
Charlotte Potter	Event Secretary
Bill Green	Match Racing Advisor

### Flag Officers of The Royal Lyminster Yacht Club

Major Peter Wilson	Commodore
Mr J. D. Dewhurst	Vice Commodore
Mrs. S. Potter	Rear Commodore Sailing
Mr. M. Wheatley	Rear Commodore House
Mr. G. S. Simpson	Treasurer
Mr. T. Blachford	Captain of Racing
Mr J Beattie	Captain of Cruising

The dates scheduled for the 1994 The Royal Lyminster Cup are 16th - 20th May 1994 Make a note.



## PROGRAMME OF EVENTS



## ROYAL LYMINGTON CUP 1993



### Monday 10th May

1000 -1400	Crew Registration	Regatta Office
1200	Draw for boats	River Room
Practice sailing as advised by Race Committee		
1000 - 1900	Weighing in	
	Skippers & Crews	Race Office
1830	Volunteers Briefing	River Room
1900	Official Briefing	River Room
1930 -2130	Supper available -	payment direct

### Tuesday 11th May

0800	Morning Briefing	River Room
0930	First Race	
45m after	Media de-brief	
last race	& racing resume	River Room
1930 -2130	*Supper available	Dining Room
or at	*The Chequers Inn	
	*payment direct	

### Wednesday 12th May

0800	Morning Meeting	River Room
0930	First Race	
45m after	Media de-brief	
last race	& racing resume	River Room
1930 - 2130	Supper available -	payment direct

### Thursday 13th May

0800	Morning Meeting	River Room
0930	First Race	
45m after	Media de-brief	
last race	& racing resume	River Room
1930 - 2130	Buffet supper	Dining Room
	Invitees by ticket	

### Friday 14th May

0800	Meeting/Yacht assignment	River Room
0930	First Race	
Immediately after last race:		
	Waterside Prizegiving	
	Media de-briefing	
	& racing resume	
1930 for	Prizegiving Supper	Dining Room
2000		



## SKIPPERS

Jesper Bank



Andy Beadsworth



Marc Bouet



Pedros Campos



Roy Heiner



Chris Law

**Jesper Bank - Denmark**

6th Omega Gold Cup (1991)  
 8th Mazda World Championships (1991)  
 2nd Soling World Championships (1992)  
 10th Wightlink Royal Lymington Cup (1992)  
 1st Soling Regatta - Olympic (1992)  
 1st Danish Match Racing Championships (1992)  
 Current Ranking 7

Gordon Lucas

**Andy Beadsworth - Great Britain**

2nd James Capel/RYA National Match Racing Championships (1990)  
 2nd RYA Soling Match Racing (1991)  
 6th Wightlink Royal Lymington Cup (1991)  
 2nd Eurolymp UK (1991)  
 4th British Match Racing Championships (1991)  
 1st RYA Match Race Championships (1992)  
 Current Ranking 44

Bertrand Pace

**Marc Bouet - France**

1st Wightlink Royal Lymington Cup (1990)  
 5th Steinlager Match Racing (1990)  
 5th Congressional Cup (1991)  
 1st Wightlink Royal Lymington Cup (1991)  
 4th Mazda World Championships (1991)  
 6th Hong Kong Cup (1991)  
 1st Championnat de France (1993)  
 Current Ranking 30

Thierry Peponnet

**Pedros Campos - Spain**

5th Nippon Cup (1991)  
 2nd Congressional Cup (1992)  
 7th America's Cup (1992)  
 7th Wightlink Royal Lymington Cup (1992)  
 8th Nippon Cup (1992)  
 10th Steinlager-Logan Cup (1992)  
 8th Congressional Cup (1993)  
 Current Ranking 26

Eddie Warden-Owen

**Roy Heiner - Holland**

9th Royal Lymington Cup (1990)  
 4th Wightlink Royal Lymington Cup (1992)  
 9th Mazda World Championships (1992)  
 4th Omega Gold Cup (1992)  
 7th Steinlager-Logan Cup (1992)  
 6th Omega Australia Cup (1993)  
 4th Congressional Cup (1993)  
 Current Ranking 13

**Chris Law - Great Britain**

4th Wightlink Royal Lymington Cup (1991)  
 1st Omega Australia Cup (1992)  
 5th Internationaux de France (1992)  
 10th Mazda World Championships (1992)  
 4th Omega Australia Cup (1993)  
 6th Congressional Cup (1993)  
 Current Ranking 12

**Gordon Lucas - Australia**

2nd Wightlink Royal Lymington Cup (1991)  
 16th Steinlager Cup (1991)  
 2nd Omega Australia Cup (1992)  
 4th Internationaux de France (1992)  
 5th ACY Cup (1992)  
 9th Omega Australia Cup (1993)  
 4th WA Invitation Match Race (1993)  
 Current Ranking 19

**Bertrand Pace - France**

2nd Liberty Cup (1990)  
 2nd Liberty Cup (1991)  
 2nd Championnat de France (1991)  
 4th Steinlager Cup (1991)  
 1st Championnat de France (1992)  
 3rd Congressional Cup (1993)  
 Current Ranking 14

**Thierry Peponnet - France**

7th Mazda World Championships (1990)  
 3rd Championnat de France (1991)  
 6th Mazda World Championships (1991)  
 3rd Omega Australia Cup (1992)  
 8th Internationaux de France (1992)  
 2nd Championnat de France (1992)  
 7th Omega Australia Cup (1993)  
 Current Ranking 15

**Eddie Warden-Owen - Great Britain**

2nd Royal Lymington Cup (1990)  
 4th Mazda World Championship (1990)  
 1st British Match Racing Championships (1991)  
 1st Omega Gold Cup (1991)  
 7th Mazda World Championships (1991)  
 7th Mazda World Championships (1992)  
 5th Congressional Cup (1993)  
 Current Ranking 11

**PREVIOUS WINNERS OF THE ROYAL LYMINGTON CUP**

1974	Peter Nicholson	UK	1984	Harold Cudmore	Ireland
1976	Phil Crebbin	UK	1985	Harold Cudmore	Ireland
1977	Phil Crebbin	UK	1986	Peter Isler	USA
1978	Harold Cudmore	Ireland	1987	Peter Gilmour	Australia
1979	Dick Deaver	USA	1988	Peter Gilmour	Australia
1980	Harold Cudmore	Ireland	1989	Chris Dickson	New Zealand
1981	Harold Cudmore	Ireland	1990	Marc Bouet	France
1982	Harold Cudmore	Ireland	1991	Marc Bouet	France
1983	John Bertrand	Australia	1992	Lawrie Smith	UK



# THE WORLD MATCH RACING CONFERENCE



The Conference is a worldwide organisation established by the senior yacht clubs around the world who have well established international match racing regattas. The first such regatta was created by the Long Beach Yacht Club in 1969 when they devised The Congressional Cup.

In 1974, the Royal Lyminster Yacht Club brought this style of match racing to Europe, by establishing the Royal Lyminster Cup. Other similar events evolved until the yacht clubs concerned realised the need for closer co-ordination, co-operation and procedural clarification than could emerge from informal contact.

Consequently in August 1985 the first steps were taken to establish the World Match Racing Conference. The Constitution was written and the Conference was created as a 'not for profit' California Corporation. The Members of the Conference are the Yacht Clubs and other organisations concerned with Match Racing, represented by the Delegates.

In 1990 the Delegates accepted the invitation by the IYRU to become members of their newly formed World Match Race Sailing Committee.

In 1989 the second World Championship of Match Race Sailing was staged by the Royal Lyminster Yacht club.

The 1993 World Championship will take place in Perth, Australia in September.

World Match Racing Conference  
Long Beach, CA 90803

## Founder Members

Club:	Long Beach Yacht Club
Event:	Congressional Cup
Club:	Royal Lyminster Yacht Club
Event:	Royal Lyminster Cup
Club:	Royal Bermuda Yacht Club
Event:	Omega Gold Cup
Club:	Royal New Zealand Yacht Squadron
Event:	Squadron Challenge Cup
Club:	Royal Perth Yacht Club
Event:	Australia Cup
Club:	Larchmont Yacht Club
Event:	Harbor Festival Foundation Liberty Cup
Club:	Federation Francaise De Voile
Event:	Internationaux de France

## Additional Members

Club:	Hong Kong Yachting Assoc
Event:	Hong Kong Cup
Club:	Nippon Ocean Racing Club
Event:	Nippon Cup
Club:	Yacht Club Yugoslavia
Event:	ACY Cup

## Organisations

International Yacht Racing Union  
International Sailors Association

## OBJECTIVES FOR THE ROYAL LYMINGTON CUP

The aims and objectives that the Royal Lyminster Yacht Club Committee has set for this event are:

To conduct an international match race sailing event, attracting the best standard of competitors from around the world to compete with Britain's best match racers.

To organise the event through the available resources of the Club, utilising the racing skills and talents of members to the benefit of the sport of sailing.

To contribute to the evolution of match race sailing by developing aspects of the event to maximise its appeal to competitive match race sailors and crews, with the best possible standards of equalised match racing yachts and equipment.

To conduct the event in a manner compatible with requirements of the membership of the RLYMC, the interests and regulations of the Royal Yachting Association, the World Match Racing Conference and the IYRU.

The Club will seek to optimise funding support from all parties who are able to assist in meeting the cost of the event. In this regard the Club considers it a priority to cover the costs resulting from the sailing objectives expressed above, following which available funding will be contributed to prize money and enhanced facilities. Other requirements for funding not directly related to the excellence of the event on the water should not be allowed to manipulate the nature of the event or down-grade its match racing quality.



## THE ROYAL LYMINGTON YACHT CLUB



ROYAL  
LYMINGTON  
CUP 1993



The Royal Lympington Yacht Club is proud of its sailing reputation, in World Match Racing, Ocean Racing, Solent fleet racing, childrens sailing and cruising in waters near and far.

### From little acorns...

The Lympington River Sailing Club, as it was then known, first came into existence in 1914, but as sailing activities were temporarily curtailed 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 Lympington waterfront was adapted in 1923 to form a clubhouse. This original structure remains, just, as the southern wing of 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 the town 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 five hundred youngsters from the Lympington area have attended its RYA recognized practical sailing classes given by members.



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 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 12 years staged the Macnamara's Bowl event for ladies racing keelboats, and it introduced match racing to Europe with the first Royal Lympington Cup Regatta in 1974. The Royal Lympington Yacht Club was extremely proud to have been given the opportunity to organise the World Championships in 1989.

Today, The Royal Lympington Cup has earned its status as one of the premier events in the worldwide Omega Grand Prix of Match Race Sailing.

## PERSONALITIES OF RECENT CHAMPIONSHIPS





# SCHEDULE OF RACES AND ORDER OF STARTING



## ROYAL LYNGBY CUP 1993



Organised by the  
Yacht Club of  
Lyngby

### THE SKIPPERS

Jesper Bank (JB)  
Andy Beadsworth (AB)  
Marc Bouet (MB)  
Pedro Campos (PC)  
Roy Heiner (RH)  
Chris Law (CL)  
Gordon Lucas (GL)  
Bertrand Pace (BP)  
Thierry Peponnet (TP)  
Eddie Warden-Owen (EW)

### Schedule of Races : Round 1

	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Flight 7
Match 1	EW v RH	AB v BP	PC v MB	CL v JB	RH v PC	EW v BP	CL v JB
Match 2	AB v CL	GL v PC	BP v CL	TP v RH	AB v EW	MB v GL	TP v RH
Match 3	PC v BP	MB v TP	RH v JB	EW v PC	MB v BP	CL v TP	AB v JB
Match 4	TP v GL	CL v RH	EW v TP	AB v MB	GL v CL	PC v JB	BP v GL
Match 5	JB v MB	JB v EW	GL v AB	BP v GL	JB v TP	RH v AB	GL v TP

THE SKIPPERS	JB	AB	MB	PC	RH	CL	GL
Jesper Bank							
Andy Beadsworth							
Marc Bouet							
Pedro Campos							
Roy Heiner							
Chris Law							
Gordon Lucas							
Bertrand Pace							
Thierry Peponnet							
Eddie Warden-Owen							

### Schedule of Races : Round Robin : 1

	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Flight 7
Match 1	EW v RH	AB v BP	PC v MB	CL v JB	RH v PC	EW v BP	CL v JB
Match 2	AB v CL	GL v PC	BP v CL	TP v RH	AB v EW	MB v GL	TP v RH
Match 3	PC v BP	MB v TP	RH v JB	EW v PC	MB v BP	CL v TP	AB v JB
Match 4	TP v GL	CL v RH	EW v TP	AB v MB	GL v CL	PC v JB	BP v GL
Match 5	JB v MB	JB v EW	GL v AB	BP v GL	JB v TP	RH v AB	GL v TP

### Round Robin : 2

THE SKIPPERS	JB	AB	MB	PC	RH	CL	GL
Jesper Bank							
Andy Beadsworth							
Marc Bouet							
Pedro Campos							
Roy Heiner							
Chris Law							
Gordon Lucas							
Bertrand Pace							
Thierry Peponnet							
Eddie Warden-Owen							



Organised by the  
Yacht Club of  
Lyngby

An event of the Omega Grand Prix  
of Match Race Sailing  
Racing yachts provided by Sunsail,  
leaders in worldwide sailing holidays



### Double Round Robin Series

Each skipper will race each of the other  
skippers twice in individual match races in  
accordance with the schedule of races (left).

Round Robin 2 will immediately follow Round  
Robin 1.

In the event that the race committee decide  
that the schedule is impractical Round Robin  
2 may be cancelled in favour of the Semi-  
Finals and Finals.

Skippers on the left hand side of the pairing  
are assigned to the port end of the starting  
line - pre start.

Skippers on the right hand side of the pairing  
are assigned to the starboard end of the  
starting line - pre start.

Round Robins 1 and 2 will follow the same  
schedule.

### Semi-Finals (following round robin series)

The top four skippers from the round robin  
series will sail a first to win two matches  
knock-out series semi-final.  
The skipper in first position from the round  
robin shall select his semi-final opponent.

In case of adverse weather conditions the  
race committee may cancel the semi-finals.  
In this event, the finalists will be the two  
skippers with the highest scores at the end of  
the round robin series and the two skippers  
with the next highest scores will sail in a final  
series for third and fourth places.

### Final

The two winners of the semi-finals will sail a  
first to win two matches final knock out series  
for first and second places.  
The two losers of the semi-finals will sail a first  
to win one match final for third and fourth  
places.

### Semi-Finals

	M1	M2	M3

Finalists:

### Sail-Off

	M1

Third:

Fourth:

### Finals

	M1	M2	M3

Winner:



# RACING - THE CHAMPIONSHIP FORMAT AND THE 1993 COURSES



**ROYAL  
LYMINGTON  
CUP 1993**



## Race Committee

Nick Potter  
Principal Race Officer

Tony Blachford  
Nick Ryley  
Sally Potter  
John Doerr

## Race Officers

Michael White  
Mary Follett  
John Dexter  
Richard Webb  
Johnathan Hutchinson  
Dominique Ryley  
Celia Driscoll



## International Umpires

John Doerr UK  
Chief Umpire

Gerard Bosse (FRA)  
Carsten Hansen (DEN)  
Soren Krause (DEN)  
Malcolm McKeag (GBR)

## National Umpires

Bill Edgerton  
Robin Richardson  
Jim Saltonstall  
Chris Simon  
Gordon Stredwick  
Richard Thompson  
Mike Urwin

## Onboard Observers

David Alan-Williams  
Liz Botting  
Majella Bush  
Mike Hobby  
Bill Lamey  
Graeme Love  
David Minors  
Tony Ruffell  
Chris Rustom  
A N Other

Once again, and despite a very tight timescale for the event, it is intended that the regatta will follow a "double round-robin" format in which each of 10 competing skippers will race each other - culminating in semi-finals and finals, for the top four competitors. The semi and finals are scheduled to be on a "best of three" race basis, with the winner of the Round Robin having the privilege of selecting their semi-final opponent from the other three semi-finalists. This format of racing ensures increasing tension as the competition proceeds.

On the water umpiring will be used with a fleet of observer boats, originally pioneered by the Royal Lymington Yacht Club and acknowledged now as an essential pre-requisite of all world class match racing regattas. This system will be augmented during this year's Royal Lymington Cup, with an observer placed on the transom of each yacht, for accurate calls on "overlaps and "mast-line" positions.

The standard match racing course (now three years old) with a windward start and downwind finish will be used in this year's Royal Lymington Cup.

Wing marks may be used with either course format, laid at approximately 90 degrees to the windward mark if necessary to provide the essential offset to give a true downwind leg to the leeward mark/line, if the tidal conditions so require.

This year there is another innovation first introduced last year, "The Pitch" In order to keep the action together and to negate, as far as is possible, the effect of any differential tide across the course the concept of a "pitch" may be introduced. This will take the form of a line of marks limiting the permitted sailing area on both sides of the course. Not only will this increase excitement but will also permit the spectator fleet closer access to the course without interfering with the racing.

## Penalties

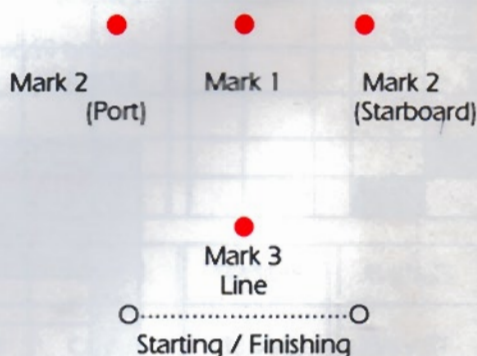
The yachts in each match are designated either Yellow or Blue and are required to display the appropriate colour at their sterns. When penalised the umpires display a flag of the infringing yacht's colour. If penalised during the pre-start jousting the infringing yacht must cross astern of her opponent as soon as possible after starting. Should both yachts infringe the penalties are cancelled. Any subsequent penalties, a gybe when sailing up wind or a tack when sailing down wind, may be taken any time before finishing. The race committee will display the colour, Blue or Yellow, of the winning yacht.

The Sunsail fleet of matched Beneteau 35s5's will be used for the fourth year. They have been proved to be ideal for match racing, with their big double spreader fractional rig within running backstays. The large rudder means that daring pre-start manoeuvres can be carried out with precision, with the relatively short boom ensuring excellent control and visibility for the helmsman.

The club has matching suits of mainsail No. 1 genoa, No. 3 genoa and spinnaker, made to top racing specification by International Sailmakers Neil Pryde of Hong Kong, which have only been used once, for last years event. The mainsails are identified by large initial of the skipper and the spinnakers are individually coloured.

## The 1993 Course

### Course Configuration (not to scale)





# SAILS SO BEAUTIFULLY SHAPED THEY'LL SET YOUR HEART RACING.

FOR SOME, THE VIEW FROM THE BACK OF THEIR BOAT STILL SENDS SHIVERS OF ACHIEVEMENT DOWN TO THEIR DECK SHOES. FOR SAILS OF QUALITY AND VALUE THAT ARE SECOND TO NONE, CALL YOUR NEAREST **NEIL PRYDE** CONSULTANT TODAY.



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## "PLEASE READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING...."

Most people watching or reading about the Royal Lympington Cup will know that the Regatta takes place under the International Yacht Racing Rules - the complicated and long-evolved set of inter-related rules which govern most yacht racing. In recent years, the special provisions applying to match race sailing have become so involved that a special match racing appendix, known as Appendix 6b, has been added to the main rules. But what is perhaps less known, is that each individual race or regatta requires a set of Sailing Instructions which augment the racing rules and provide individual definitions and prescriptions for that event.

The Sailing Instructions contain detailed information on many aspects of the regatta of which the following summary may be of particular interest:-

### Definitions

This defines the jargon that describes how the regatta will take place, as follows.

**Match** - an individual race between two yachts

**Flight** - a number of matches in one scheduled starting sequence

**Series** - a number of matches between yachts to determine which shall progress to the next round

**Round Robin Series** - a series in which each yacht races each other yacht in the group once.

**Knock-out Series** - a series between two yachts only.

### Eligibility

This limits the event to skippers invited by the Royal Lympington Yacht Club. As the event is essentially one that tests the skill of skippers, supported by the crews, it is prescribed that once a competitor's yacht has started each race, the skipper cannot leave the helm except in the case of an emergency.

### Communications with the competitors

The procedure for making official announcements to competitors is clearly stated, including the arrangements for the initial briefing and a daily morning meeting to announce the draw for yachts and other communications. This is vital, to ensure that any changes in arrangements are communicated to competitors.

### Changes in Sailing Instructions

Provision also has to be made to change the instructions whilst afloat; although it would be nice to do so, not everything can be foreseen!

### Yachts and sails

Each yacht carries a variety of sails, but the sailing instructions define how the combination of sails allowed to be used in each race to be signalled from the Committee Boat.

### Identification and assignment of yachts

The method for the draws, allocating individual yachts to skippers, is defined as is the way in which yachts will be identified on the race course - this is important for the signalling of certain instructions from the Committee Boat during the course of a race.

### Crew members, number and weight

The sailing instructions not only define the total number of persons on board - five, in this Regatta - (excluding persons assigned by the Race Committee, such as a television camera man or an Observer); but also define a weight limit. The total weight of the skipper and crew shall not exceed 437.5 kilograms when they weigh in - and even the minimum clothes that they have to wear to be weighed in, are defined!

### Schedule of races and order of starting

The procedure for the way in which the regatta is intended to run is set out in detail. This is a tricky business. Match racing sailors like to have as many opportunities as possible to race against their opponents, having travelled internationally for these regattas. In the interests of fair sailing, every possible aspect has to be right before each race is started - nevertheless there are the problems of weather conditions (mainly too much or too little wind), wind shifts, intruding shipping, damage to a yacht or sails, illness or accident, to be prescribed for. So that, so far as possible, the competitors and all others associated with the regatta know what will happen in any given circumstance.

### The course

The general configuration of the course is set out in the sailing instructions. Options are included so that different tide conditions can be allowed for and still maintain close match racing. The course selected by the race committee for each flight is signalled by flags specified in the sailing instructions.

### Breakdown and time for repairs

The racing yachts are complex technical machines which are being sailed, often to the limits, by very competitive helmsmen and crews. Breakages and gear failures may be unavoidable. However, the provisions for what happens when something goes wrong have to be clearly stated to avoid any possible abuse.

### The start and the finish

Perhaps the most crucial periods of most races are the start and the finish. Starts are particularly carefully defined because, individual races between two yachts commence at five minute intervals. How and when boats may approach the start area has to be





**Umpiring, protest procedure and jury**  
In recent years, match racing has been greatly improved by the introduction of umpiring, on the water - with appeals by one skipper for alleged infringement by the other yacht being determined instantly by umpires on the water in following boats. Obviously, the procedure that the skippers need to follow to make an appeal and the response that the umpires display has to be clearly defined - and all carried out in a matter of seconds by means of simple signals.

#### Rules for inspection

This is a term describing a series of statements that define the extent to which skippers and crew are able to adjust and trim the yachts, their fittings, equipment and sails, so as to optimise their performance. The intent of match race sailing is that the skippers should be issued with yachts which are "as nearly as possible equal", not only in their hulls and equipment, but also with equal sails. Almost everything on a boat is, potentially adjustable. What may or may not be adjusted has to be defined. There is always a lot of rope on boats and rope can be tied into some unorthodox places to produce some interesting effects!

Boats have winches, and winches when used together with ropes can exert enormous pressures; what may or may not be done must be defined. Yachts carry some variable quantities of substances, the weight of which can affect a yacht's performance. Consequently, the way in which fuel in the fuel tank and water in the water tanks may be used or discharged has to be specified.

There is more to the sailing instructions of a match racing event than non-participants may appreciate! The objective of the Sailing Instructions is clarity, brevity, flexibility... and, so far as possible standardisation. However, long experience at world class event level has shown it is essential for sailing instructions to change from regatta to regatta. The skill of the Regatta Committee and the Chief Umpire is to so prepare this sort of background paperwork that all the skippers know exactly what the rules are, so they can get on with what they came to do - match racing.

**...and just in case this is read by the Competitors, here is a disclaimer... this document is definitely not the Sailing Instructions!**



## SUPPORTING SPONSORS



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The organisers would particularly like to thank The Foundation for Sport and the Arts who have provided an emergency grant to cover the basic operational budget for the Yachting aspects of the 1993 event



are for the fourth year providing yachts from their fleet of Sunsail 35s5 sailboats for the 1993 Royal Lympington Cup. Sunsail is Britain's premier international leisure yachting company, who provide leisure charter and corporate sailing activities for company entertainment, incentives, inter company events and initiative courses. The Group's headquarters is based in the Port Solent Marina in Portsmouth.



became sponsors of the worldwide Grand Prix of Match Race Sailing in 1991; The Royal Lympington Cup is a key event of the Grand Prix. This year, Omega in the UK have generously provided some additional sponsorship support to this regatta which has been invaluable in ensuring the event is enjoyable for all participants



NEILPRYDESAILS

the Royal Lympington Yacht Club gratefully acknowledges their assistance in the provision of matched suits of racing sails, which have been retained for the 1993 Championship.

**Bob Fisher's** pictures of many yachting events, worldwide, are held in the Pickthall Picture Library. Several of his stunning snaps have generously been made available for use in this programme, including the front cover. Not all pictures in this programme can be blamed on Bob. Pickthall Picture Library: -Tel: (0)903 730614 Fax: (0)903 730618





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**ROYAL  
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CUP 1993**



Events of the scale and complexity of the Royal Lymington Cup cannot take place to the level of excellence that they have attained without the skilled assistance and support of many club members who give their time, boats, hospitality, expertise and enthusiasm to this annual prestigious international event. Inevitably, in naming any helpers we run the risk of missing out names of some who should be included, but the Regatta Committee are particularly indebted to the following:

Kevin Smith, Club Boatman and his staff; the Steward, the Club Caterer and their staff, Les and Christine Hills (Boat: Blue Ranger), Lord Montagu/Ken Robinson (Boats: Cygnet of Beaulieu and Snipe), Pat Jones and Rosemary Overton (Boat: Vandy), Adrian and Ro Otten/John and Jane Colwell (Boat: Tardis), and the owners and drivers of rubber boats used in the management of the event on the water.



We are also indebted to the members who provide hospitality for skippers, crews and umpires, in their homes; the boat hostesses who look after each yacht, members who assist in the office and generally with support during the Regatta. We also wish to express our special thanks to Sunsail, and Neil Pryde without whose generous support the event could not have taken place. Particular thanks are due to: the Foundation for Sport and the Arts, Chris and Sally Gordon, Guy Knight and the staff at Sunsail, George Schwyzer of Omega and Richard Hargreaves of Neil Pryde Sails.

Many friends and associates of the Royal Lymington Yacht Club also provide invaluable services to the Club for little or no reimbursement, and without this assistance it would be difficult for the event to operate to its present high standard.

We especially wish to thank:

The Lymington Yacht Haven, Dirk Kalis and his staff for providing berthing facilities for the yachts, Pete Sanders of Sanders Sails for sail preparation & repairs, Avalon Design & Print for their patience and expertise in the preparation of this programme, Gary Lovejoy of TVS, Steve Ancsell of Airwaves, Ringwood PA for the supply of on-the-water radios, Lewmar for (of course) winch handles, Max Moody for helping with our photographic needs - and as we frankly admit (again), the many others whose telephones, fax machines, fuel and facilities have unknowingly been donated to the event!









# Royal Lymington Cup 1993

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