

HOYA ROYAL LYMINGTON CUP 1997



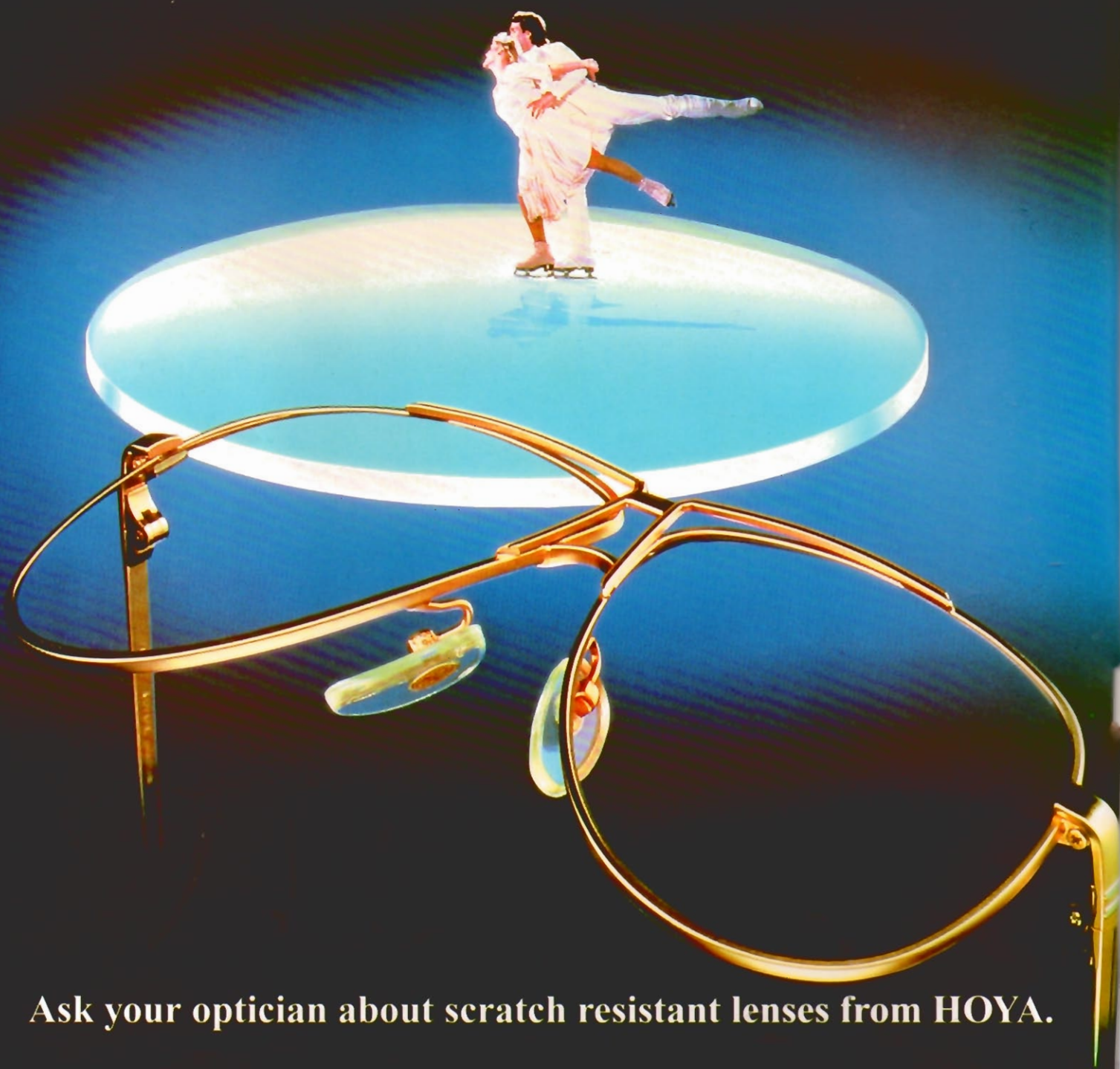
Ryley

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**Racing yachts
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HOYA ROYAL LYMINGTON CUP 1997 INTERNATIONAL MATCH RACING REGATTA

Ryley



Dear Lymington Cup participants

This is a year of considerable change for the Royal Lymington Cup. Not only do we have a new sponsor, Hoya Lens UK Ltd, but most of our organising committee too is new, although we have retained some 'old' blood to make you all feel at home.

The Regatta Committee is very pleased to welcome competitors, umpires, jury, sponsors, guests and the many helpers that make the whole event possible to this, the twenty-third Royal Lymington Cup match. Let us hope that the weather is kind and that our new venue, tucked inside Hurst Spit, will have less idiosyncratic tides and encourage members of the public to watch the racing from the shore.

As well as Hoya, we are grateful to Renaissance Reinsurance for their continuing support of this event, and to another new name, The Old Bank House restaurant in Lymington.

We wish good racing and good luck to the competitors, and fortitude, good humour and good comradeship to everyone else involved.

Tony Blachford

Tony Blachford
Chairman, Hoya Royal Lymington Cup Committee



Hoya - an extensive commitment to sailing

I am delighted that we are able to sponsor the Hoya Royal Lymington Cup for the next two years.

This event, the only Grade 1 Match Race Regatta in the UK, attracts the best skippers in the World and it is a privilege to be associated with such a prestigious event. I would like to take this opportunity to thank all those whose hard work and enthusiasm make this event so successful, from the volunteer members who make the event happen both on and off the water, to those who

accommodate all the crews in their homes for the duration of the week. Thank you everyone who is working to ensure that the week runs so smoothly.

The race demands professionalism, determination, commitment and teamwork. These are qualities that we at Hoya admire and strive to achieve and we are looking forward to seeing these qualities on the water.

Hoya has made an extensive commitment to sailing with our support of Eddie Warden-Owen's 'Team Hoya' in the Ultra 30 circuit and our sponsorship of the Hoya Round the Island race.

I would like to wish all the skippers and their crews the very best of luck in the challenge to win the Hoya Royal Lymington Cup.

Ray Owen

Ray Owen
Marketing Director
HOYA Lens UK Ltd



Crews wait their turn



Circling the committee boat



Part of the international umpire team



Race Committee at the prize giving



Renaissance - particularly fond of this event

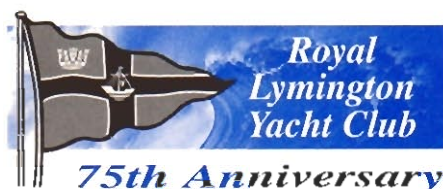
On behalf of Renaissance Reinsurance, I'm pleased to welcome you to the Hoya Royal Lymington Cup 1997. Renaissance is a property catastrophe reinsurer located in Bermuda and became a sponsor of match racing in Bermuda in 1994 and here in Lymington in 1995. Our business is international with the majority of the clients located in the United States and the United Kingdom.

We have found match racing to be an ideal venue for entertaining our major clients. It is exciting, something different than 'just another golf tournament', and we find the competitors and sailing enthusiasts to be interesting, enjoyable people to be around.

We are particularly fond of this event because of the people we've gotten to know at the Royal Lymington Yacht Club. They do an absolutely marvellous job and are warm hosts. If you've been here before, I'm sure you share my sentiments. If it's your first time, you're in for a treat.

Neill Currie

Neill Currie
Senior Vice President, Renaissance Reinsurance



75 years of the Royal Lymington Yacht Club

This year the Royal Lymington Yacht Club celebrates its 75th Anniversary. Although there was organized sailing before the 1914-18 war, it was not until 1922 that the Lymington River Sailing Club fired its first race gun, on June 3rd.

This Club is now one of the largest in the country, marking its growth and progress with prestigious events which include the granting of a Royal Warrant in 1938 to what had by then become the Lymington Yacht Club, and the agreement of Her Royal Highness the Princess Royal to become our Patron.

Hoya Lens UK Ltd joins a select list of sponsors who have participated in the Royal Lymington Cup. A Grade I international event and Britain's foremost match racing regatta, it would not be possible to attract as we do the highest grade skippers, or to run the event to the highest standards, without such sponsorship. In its 75th year, the RLYYC welcomes Hoya to the first of what we hope will be a number of years of happy cooperation.

*Desmond Dewhurst
Commodore*



The Clubhouse as it looked in 1926

THE ROYAL LYMINGTON YACHT CLUB

FLAG OFFICERS

Desmond Dewhurst	<i>Commodore</i>
Michael White	<i>Vice Commodore</i>
Tony Blachford	<i>Rear Commodore Sailing</i>
Mary Follett	<i>Rear Commodore House</i>
Gordon Simpson	<i>Treasurer</i>

STAFF

Jonathan Hutchinson	<i>Secretary</i>
Ian Gawn	<i>Administration manager</i>
Pamela Simpson	<i>Event co-ordinator</i>



PROGRAMME OF EVENTS

Monday 12th May

0900 - 1700	Registration of crews	Race Office
0900 - 1900	Weighing in (mandatory)	Race Office
0900 - 1800	Practise Sailing (as advised by Race Committee)	
1800	Boats to be returned to dock	Lymington Yacht Haven
1830	Latest time for written questions	Race Office
	Volunteers' Briefing	Library
1850	Photocall - ALL SKIPPERS	Race Office
1900	Welcome by Commodore	Library
	OFFICIAL BRIEFING	
	Draw for Boats followed by drinks	
	SKIPPERS' & UMPIRES' BRIEFING followed by drinks	
1930 - 2130	Supper available - payment direct	Dining Room

Tuesday 13th May

0730	Breakfast available	River Room
	Regatta Committee Meeting	Library / River Room
0745	SKIPPERS' BRIEFING	River Room
0900	First race	
45 mins after last race	Media de-brief and resumé	Bar
1930 - 2130	Supper available - payment direct	Dining Room

Wednesday 14th May

0730	Breakfast available	River Room
	Regatta Committee Meeting	Library / River Room
0745	SKIPPERS' BRIEFING	River Room
0900	First race	
45 mins after last race	Media de-brief and resumé	Bar
1930 - 2130	Buffet supper hosted by Hoya By invitation only	Dining Room

Thursday 15th May

0730	Breakfast available	River Room
	Regatta Committee Meeting	Library / River Room
0745	SKIPPERS' BRIEFING	River Room
0900	First race	
45 mins after last race	Media de-brief and resumé	Bar
1930 - 2130	Supper at the Bank House restaurant By invitation only Dinner also at the Club	Dining room

Friday 16th May

0730	Breakfast available	River Room
	Regatta Committee Meeting	Library / River Room
0745	SKIPPERS' BRIEFING	River Room
0900	First race	
45 mins after last race	Media de-brief and resumé	Bar
1930 for 2000	REGATTA DINNER By invitation only	Dining Room Entry by ticket

Saturday 17th May

0730	Breakfast available	River Room
	Regatta Committee Meeting	Library / River Room
0745	SKIPPERS' BRIEFING	River Room
0930	First race of FINAL	
Immediately after final race	PRIZEGIVING	
1930 - 2130	Hoya Royal Lymington Cup Media de-brief and resumé Supper available - payment direct	Waterfront bar Bar Dining Room

THANK YOU... THANK YOU... THANK YOU...



It is absolutely impossible to say an adequate 'thank you' to the literally hundreds of people (some 250 at one count) who help this event to be the international success it undoubtedly is. The big thanks must go to our sponsor Hoya and to Renaissance Reinsurance and The Old Bank House restaurant for their support, but many other organisations, companies and individuals give their time and resources unstintingly. Although we receive funds through the generosity of our sponsors, regattas and events of the scale and complexity of the 'R Lym Cup' as it is known in the Club do not just happen. The Club depends heavily on the skilled assistance and support of the many Club Members who give their time, boats, hospitality, expertise and enthusiasm to this high level international event. Inevitably, in naming any helpers we will certainly miss others who equally deserve to be mentioned, but the Regatta Committee is particularly indebted to the following:

The Club Boatman and his staff, the Steward and the Club Caterer and their staff and all of the office staff, particularly Pam Simpson; once again, with their boats, Les Hills *Blue Ranger*, Geoff and Marilyn Holmes *Mainframe*, Hazel Cail *Haden*, Bill Edgerton and Mike Stansfeld *Lily of Down*, Bingham Macnamara *Song of Summer*, Lord Montague / Ken Robinson *Cygnat of Beaulieu* and *Snipe*, Ed Vogelzang *Joffer Marieke III*, and the owners of the other motor boats that are made available. Our friends at Lymington Town Sailing Club for their help and assistance and the owners of the large fleet of RIBs that have been made available, with and without their owners in charge, to make the on-the-water arrangements possible.

We also wish to express our special thanks to Eddie and Sue Warden-Owen for introducing us to Hoya and handling the press and public relations.

The RYA once again have allowed us to use their boats for a reduced charge.

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 - a standard that is much admired around the world. Members provide hospitality for skippers, crews and umpires in their homes; a team of boat hostesses looks after each yacht, Members assist in the office and generally with support during the Regatta.

We especially wish to thank Andrew Salanson and Avalon Press for their patience and expertise in the preparation of this programme, David Martin of BHG Marine and Pitcher One Design for taking care of ALL the boats during the week, Pete Sanders at Sanders Sails, Ringwood PA for the supply of on-the-water radios, Max Moody for helping with our photographic needs - and as we always have to admit, the many others whose telephones, fax machines, fuel and facilities have unstintingly been donated to the event!



Busy times for organisers and support boats

REGATTA COMMITTEE

Tony Blachford	Chairman
John Doerr	Chief Umpire
Gordon Stredwick	Jury/Umpire co-ordinator
Mike Saqui	Racing Fleet Support
Charlotte Potter	On the water support and organisation
Rebecca Rogers	Social organisation

RACING HOW AND WHERE

Using a Round Robin for the opening round has proved very popular. The skippers are divided into two groups of eight, each skipper racing every other skipper in his or her group. The top scoring four from each group go forward to the second round. The event then becomes a knockout tournament, pairs of skippers sailing in a best-of-five match. This format ensures increasing tension as the competition proceeds. On-the-water umpiring will, as has become usual, be used. Weather permitting, the courses will be set just to the east of Hurst Spit, allowing good viewing from the shore. The course will have a windward start and downwind finish, with the leeward mark just to windward of the start/finish line. At times when the course may be effected by cross tides, a wing mark may be laid between the upwind and downwind legs to give a true down wind leg.

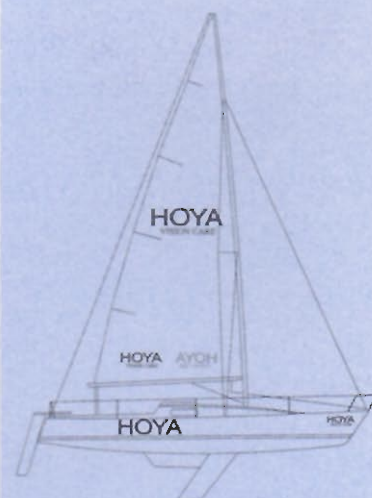
The course will feature multiple laps with the course area limited at either side by a line of marks delineating 'the pitch', in order to keep the action together and to negate, as far as possible, the effect of any differential tide across the course. This will also permit the spectator fleet closer access to the course without interfering with the racing.

Penalties: The yachts in each match are designated either Yellow or Blue - they display their appropriate colour at their sterns. When penalised the umpires display a flag of the infringing yacht's colour.

Penalties are exonerated by the penalised yacht gybing if going to windward, and tacking with the head of the spinnaker below the main boom goose-neck if running before the wind; the penalty can be taken at any time before the finish except that, if a second penalty is incurred, it must be taken immediately. While penalties are outstanding the umpires continue to display the appropriate coloured shapes.

THE RACING YACHTS

Eight identical Benetau First Class 8 racing yachts will once again be provided by the Royal Yachting Association. The RYA fleet was acquired, using Sports Lottery funding, specifically for the development of match racing in the UK.



Overall Length	8.50 metres
Waterline	7.10 metres
Beam	2.49 metres
Draft	1.75 metres
Displacement	1,400 kilograms
Mainsail area	20.30 sq. metres

COMPETITORS PARTICIPATING

Principal Race Officer

Duncan Hall

Race Committee

Tony Blachford
Nick Potter

Race Officers

Celia Driscoll
Mary Follett
Sandy White
Mary Hutchinson
Dominique Ryley
Jonathan Hutchinson

Chief Umpire and Chairman of the International Jury

John Doerr *Great Britain*

International Jury Members and Umpires

Secundino Cigarran Guldres	<i>Spain</i>
Patrick Diebolt	<i>France</i>
Josje Dominicus	<i>Netherlands</i>
Bill Edgerton	<i>Great Britain</i>
Charlotte Greppe	<i>Sweden</i>
Jim Saltonstall	<i>Great Britain</i>
Chris Simon	<i>Great Britain</i>
Gordon Stredwick	<i>Great Britain</i>
Mike Urwin	<i>Great Britain</i>

BERTRAND PACÉ FRANCE RANK 3

Bertrand is a former world Champion of Match Racing and a very versatile sailor, having been involved with several French America's Cup challenges. He won the Champagne Mumm Admiral's Cup as tactician on the French Corum50, and has been the winner in the famous 'Tour de France a la Voile' a number of times.



MAGNUS HOLMBERG SWEDEN RANK 5

Best known for racing Solings Magnus, from the Royal Gothenberg Yacht Club, last year represented Sweden in the Olympics. He also did well in the Match racing World Championships, the Nippon Cup and the Steintager Cup.



THIERRY PEPONNET FRANCE RANK 6

Fifth in 1996 and runner-up in '94 Thierry is again looking for his third win here at Lympington. While his home is in Sete in France Thierry spends much of the year on the Match Race circuit. What little spare time he has is spent refurbishing his classic Porsche or pursuing his love of cinema.



CHRIS LAW GREAT BRITAIN RANK 7

Chris comes to this competition having already tasted success in 1997; he has just won the Australia Cup. He had a very successful year in 1996 in Match racing and big boats, and is trying to at least equal that success in '97. He won the Royal Lympington Cup in 1994.



STEN MOHR DENMARK RANK 9

In his first try for the Lympington Cup last year Sten came seventh. He has fought his way up the ranking list quickly, and is expected to do well here and in other Match racing competitions this year.



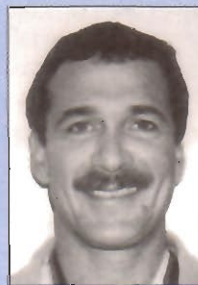
MARKUS WIESER GERMANY RANK 10

With three firsts in major Match racing events last year Markus is now first on the German Match Race Ranking list. Coming only sixth in the Lympington Cup in '96 he is determined to do better this year, his third time of entry here. His early sailing was in the Flying Dutchman class, of which he was World Champion in 1989.



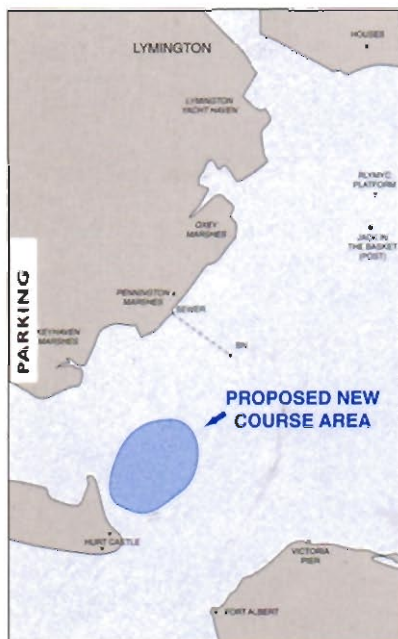
PETER HOLMBERG US VIRGIN ISLANDS RANK 12

Third at the 1996 Congressional Cup (which gave Lympington the idea for its Cup in 1974), and first in the 1997 SORC in Miami, Peter is racing hard at present. He is also Director of the Virgin Islands America's Cup Challenge. Last year he was placed fourth in this competition, losing to Chris Law in the semi-final.



MORTEN HENRIKSEN DENMARK RANK 14

A newcomer to Lympington, Morten is experienced in other events and was only pipped for a place representing Denmark in the last Olympics by the eventual Gold winner. He is a schoolteacher, teaching mainly mathematics and sports. Welcome to Lympington, Morten.



IN THE ROYAL LYMINGTON CUP

LUC PILLOT FRANCE RANK 15

Another newcomer to the Lyminster Cup. Luc is one of three French Teams here. Another Soling competitor, his Match racing experience spans several years. Last year he won the Yava Trophy in Russia, was second in the Slovenia Cup and fifth in both the European and French Championships.



GAVIN BRADY NEW ZEALAND RANK 27

One of the youngest competitors for the Royal Lyminster Cup, at 23 he has already made an impression, winning the Congressional Cup in 1996 and 1997 and the Rolex Cup, Norway in 1996. He could only make ninth here last year, his first time at Lyminster, but success breeds success!



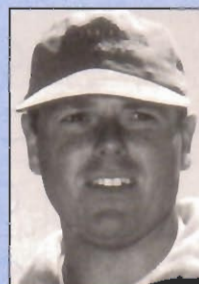
GEORGIY SHAYDUKO RUSSIA RANK 30

Current Olympic Silver medallist (at Atlanta in 1996) and top ranked Russian match racer, Georgiy represents Russia in this, the first time his country has competed in Lyminster.



STUART CHILDERLEY GREAT BRITAIN RANK 47

Local man Stuart is the current National Match racing champion and was first in the Hoya Round the Island race last year. His best Grade 1 event was fourth in Lyminster in 1995. Having seen this year's entry list, he says he has no illusion about the difficulty of improving on this.



MURRAY JONES NEW ZEALAND RANK 296

Another who is greatly involved in the run up to the year 2000 America's Cup, Murray is another newcomer to Lyminster Match racing and indeed to the Solent racing scene. His experience in Flying Dutchmen at Olympic level makes him a keen contender.

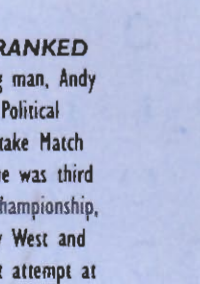


TORBEN GRAEL BRAZIL UNRANKED

Torben is the current Olympic Gold medallist in the highly competitive Star class. He is no stranger to the Solent, having been tactician on top Admiral's Cup yachts.

ANDY GREEN GREAT BRITAIN UNRANKED

Another up-and-coming young man, Andy Green has just graduated in Political Science and so can start to take Match racing seriously! Last year he was third in the British Match racing championship, the Mumm 36 regatta at Key West and the Mumm 30 SORC. His first attempt at Lyminster, and surely not his last.



JOHN MERRICKS GREAT BRITAIN UNRANKED

John is currently helmsman and project manager aboard the Mumm 36 in the British Admiral's Cup team. He did well in 470s and Melges in 1996 and won a Silver medal at the Atlanta Olympics. Amongst his ambitions are a Gold in the year 2000 Olympics, but a Royal Lyminster Cup on the way will do nicely!



THE COURSE

Match racing courses are based on a Windward - Leeward configuration shown in Fig 1. The marks are passed to starboard producing a clockwise course.

However, there is often a current across the course, due to the effect of the tide. When this happens an additional mark, the Current Offset Mark, is set. The current offset leg will always be into the current, and will therefore result in either a clockwise, starboard course or an anti-clockwise, port course.

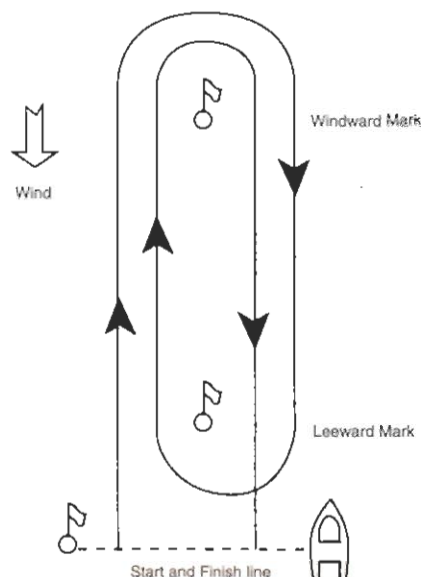


FIG. 1

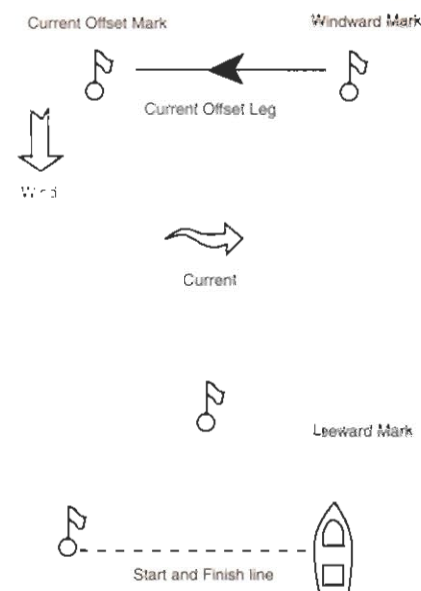


FIG. 2

SCHEDULE OF RACES

ROUND ROBIN - Each skipper will race each of the other skippers in his or her group. The top four will progress through to the next stage, the Quarter Final Knockout.

ROUND ROBIN GROUP A

THE SKIPPERS	BP	CL	SM	MH	LP	SC	MJ	TG	WINS	POSITION
BERTRAND PACÉ France		0	1	1	1	1	0	1	5	3
CHRIS LAW Great Britain	1		1	1	1	1	0	1	6	1
STEN MOHR Denmark	0	0		1	1	0	0	1	3	6
MORTEN HENRIKSEN Denmark	0	0	0		1	1	1	1	4	4
LUC PILLOT France	0	0	0	0		0	0	1	1	7
STUART CHILDERLEY Great Britain	0	0		0	1		1	1	4	5
MURRAY JONES New Zealand	1			0		0		1	5	2
TORBEN GRAEL Brazil	0	0	0	0	0	0	0		0	8

ROUND ROBIN GROUP B

THE SKIPPERS	MH	TP	MW	PH	GB	GS	AG	JM	WINS	POSITION
MAGNUS HOLMBERG Sweden		1	1	1	1	1	1	1	7	1
THIERRY PEPONNET France	0		1	1	1	1	1	1	6	2
MARKUS WIESER Germany	0	0		0	0	1	0	0	1	6=
PETER HOLMBERG US Virgin Islands	0	0	1		1	1	1	1	5	3
GAVIN BRADY New Zealand	0	0	1	0		0	0	0	1	6=
GEORGIY SHAYDUKO Russia	0	0	0	0	1		0	0	1	6=
ANDY GREEN Great Britain	0	0	1	0	1	1		1	4	4
JOHN MERRICKS Great Britain	0	0	1	0	1	X0	0		X2	5

QUARTER FINALS

COMPETITOR	Nation	Ranking	Flight Match 1	Flight Match 2	Flight Match 3	Flight Match 4	Match 5	Winner
1 AG	UK		0	0	0			0
2 CL	UK		1	1	1			3
3 BP	F	0	4	1	1	1		3
4 TP	F	1	0	0	0	0		1
5 PH	USVi		0	1	1	1		3
6 MJ	NZ		1	0	0	0		1
7 MHE	Den		1	0	1	1		3
8 MHD	SWE		0	1	0	DSQ		1

SEMI - FINALS

COMPETITOR	Nation	Match 1	Match 2	Match 3	Match 4	Match 5	Winner
LAW	GBR	1	1	1			3
PACE	FRA	0	0	0			0
HENRIKSON	DEN	1	1	1			3
HOLMBERG	SWE	0	0	0			0

FINALS

COMPETITOR	Nation	Match 1	Match 2	Match 3	Match 4	Match 5	Second	WINNER
C Law	GBR		1	1				1
M HEN	DEN	0	0	0			2	

PLACES: SAIL-OFF TO DETERMINE 3rd and 4th PLACES

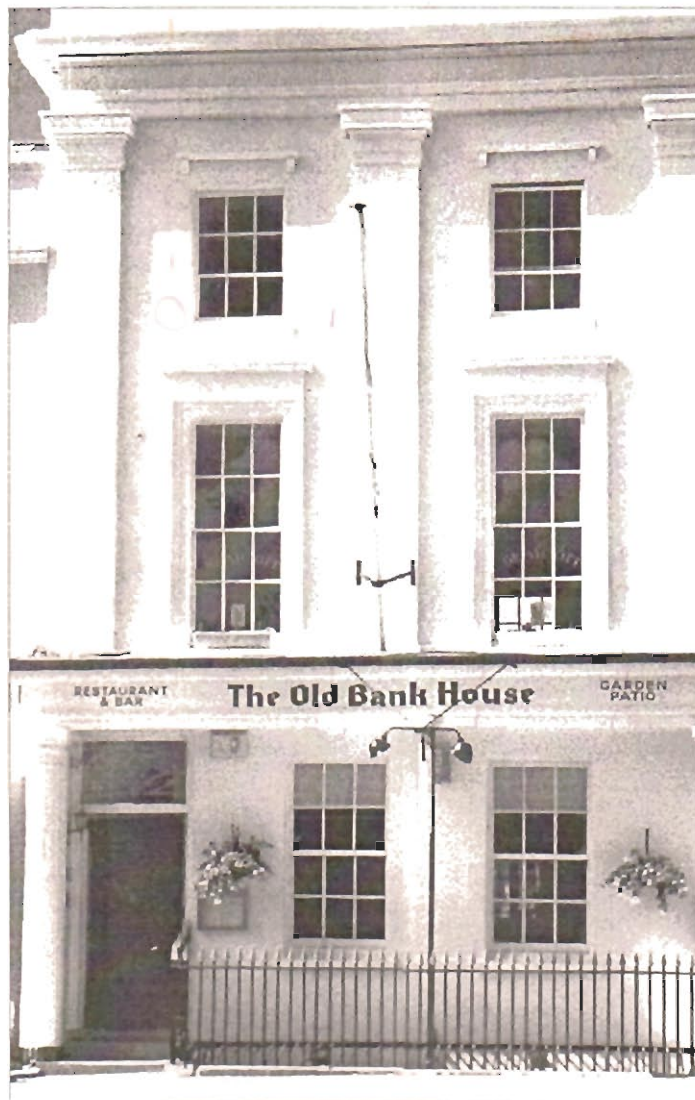
COMPETITOR	Nation	Match 1	Match 2	Match 3	Fourth	Third
B Pace	FRA	1	1			3
P Holm	USVi	0	0		4	

Previous winners of the Royal Lymington Cup

1996	Russell Coutts	NZL	1988	Peter Gilmour	AUS	1980	Harold Cudmore	IRL
1995	Thierry Peponnet	FRA	1987	Peter Gilmour	AUS	1979	Dick Deaver	USA
1994	Chris Law	GBR	1986	Peter Isler	USA	1978	Harold Cudmore	IRL
1993	Thierry Peponnet	FRA	1985	Harold Cudmore	IRL	1977	Phil Crebbin	GBR
1992	Lawrie Smith	GBR	1984	Harold Cudmore	IRL	1976	Phil Crebbin	GBR
1991	Marc Bouet	FRA	1983	John Bertrand	AUS	1974	Peter Nicholson	GBR
1990	Marc Bouet	FRA	1982	Harold Cudmore	IRL			
1989	Chris Dickson	NZL	1981	Harold Cudmore	IRL			

The Old Bank House

.... a restaurant



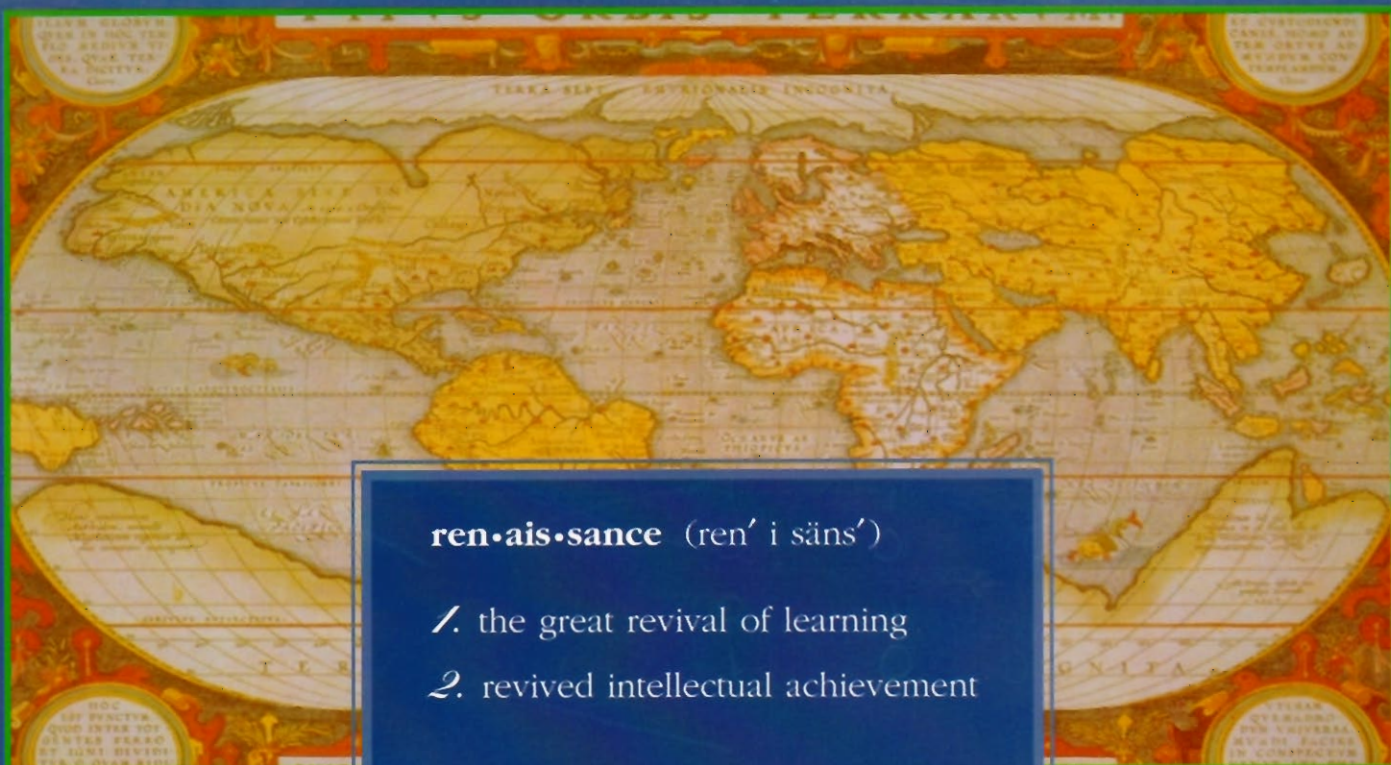
.... of course

☛ *english~mediterranean cuisine*

☛ *intimate tables for two*

☛ *party room for up to 25*

☛ *dining on our garden terrace*



ren•ais•sance (ren' i säns')

1. the great revival of learning
2. revived intellectual achievement

Ren•ais•sance Re (ren' i säns' re)

1. see **renaissance**
2. premier property catastrophe specialist with more than \$500 million in capital and surplus
3. leader in the use of advanced modeling technology
4. specialist in custom product design
5. unparalleled service
6. rated "A" by AM Best and Standard & Poor's

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