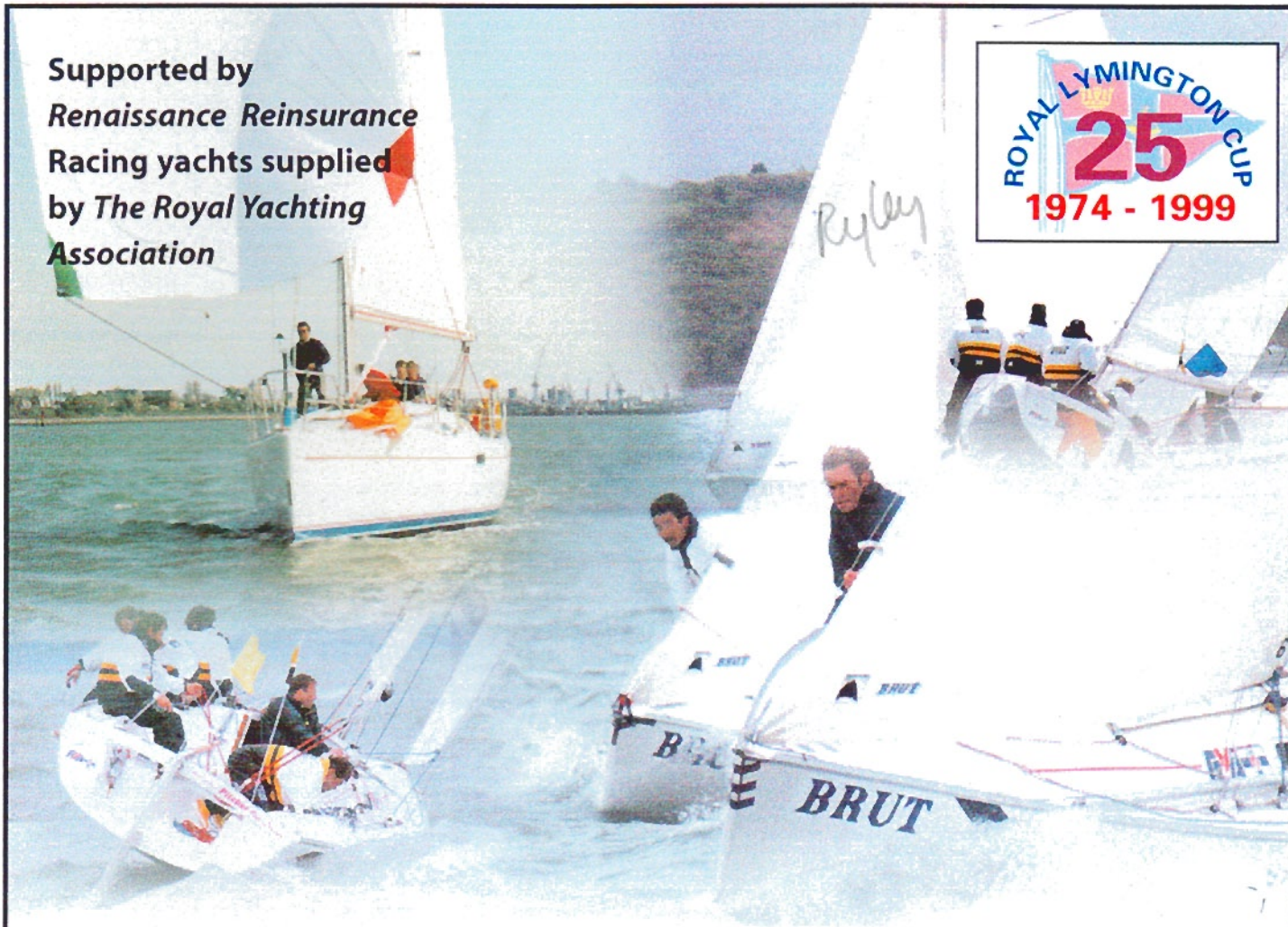


Supported by
Renaissance Reinsurance
Racing yachts supplied
by *The Royal Yachting*
Association



Royal Lymington Cup '99

INTERNATIONAL MATCH RACING REGATTA





It is a great pleasure to have this opportunity to welcome the skippers and their crews to this, the 25th Royal Lyminster Cup. We hope that you all enjoy a challenging regatta. It is also an opportunity to again recognise the enormous effort put into the event by Club members, without which the regatta could simply not take place. I would also like to express our great appreciation of the help from our sponsors over the years, and the long-standing support we have received from the Royal Yachting Association, whose boats we are using yet again. On behalf of the Club may I say a big Thank you to all who help to make this Regatta such a success.

Again, a warm welcome to you all.

GORDON SIMPSON

Commodore





Over the last five years we have seen considerable change in the format of racing as we strive to provide an exciting and highly competitive racing programme.

This year we will return to our hugely successful Race Area at Hurst which provides a safe, sheltered and interesting viewing grandstand.

The Regatta Committee would like to welcome all competitors, umpires, jury, sponsors, guests and the many volunteers who will make this special 25th Anniversary of the Royal Lymington Cup successful.

We are pleased to welcome back Renaissance Reinsurance for their continuing sponsorship of this event. We would also like to thank sponsors, The Royal Yachting Association, Lymington Yacht Haven, Source, Matthew Clark, Ancasta, Bass Breweries, Hildon Water and Pimms for their support.

We wish the skippers and their crews good luck in their racing, and we hope that everyone involved will enjoy this event. Many of our skippers are involved in the America's Cup to be held in New Zealand early next year, and we wish them good sailing and fortune.

Tony Blachford
Chairman, Royal Lymington Cup Committee

Royal Lymington Cup 1999

International Match Racing Regatta



On behalf of Renaissance Reinsurance,

I'm pleased to welcome you to the Royal Lymington Cup 1999. Renaissance is celebrating its fifth year of sponsorship of this event and every year is more exciting than the last.

Why do we come back? Because without exception, everyone we have hosted in previous years has expressed a desire to return.

This year, we will have many new faces joining us as well and we so look forward to introducing them to this great event.

We credit this success to the excitement of the competition, the friendliness of the competitors and sailing enthusiasts and the high quality job performed by the Royal Lymington Yacht Club.

We look forward to this event all year. We hope to see you on the water and around the Club over the course of the week. It is always a pleasure to spend time in Lymington with all of our friends of past years!

Sincerely,

David A. Eklund

Executive Vice President, Renaissance Reinsurance

THE ROYAL LYMINGTON YACHT CLUB

FLAG OFFICERS

Gordon Simpson	Commodore
Andrew Tyrell	Vice-Commodore
Tony Blachford	Rear Commodore Sailing
Jenny Collyer	Rear Commodore House
Malcolm Raiser	Treasurer

R LYM YC STAFF

Ian Gawn	Secretary
Stephen Carden-Noad	Deputy Secretary
Melanie Farlow	Event Secretary

PRINCIPAL RACE OFFICER

Tony Blachford

RACE OFFICERS

Debbie Brown	Mary Hutchinson
Roger Dobson	Jane Pitt Pitts
Celia Driscoll	Dominique Ryley
Mary Follett	Rod Shawcross
Jonathan Hutchinson	Chris Sutherland

Chief Umpire and Chairman of the International Jury

John Doerr (Great Britain)

International Jury and Umpire Team Members

Eva Andersen	(Sweden)
Marc Bouet	(France)
Sally Burnett	(Great Britain)
Bill Edgerton	(Great Britain)
Russell Green	(New Zealand)
Cathy Foster	(Great Britain)
Henry Menin	(US Virgin Islands)
Marianne Middelthon	(Norway)
Piero Occhetto	(Italy)
Gordon Stredwick	(Great Britain)

PHOTO CREDITS

Peter Bentley
Roger Thompson

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

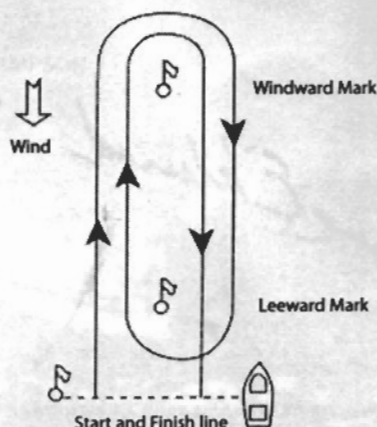
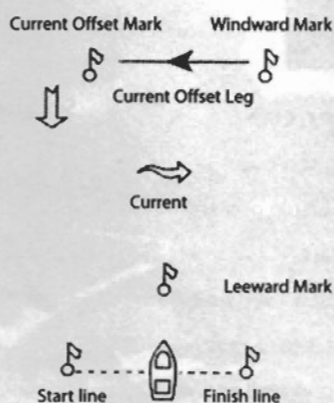


FIG 2



This year we will have 12 skippers. They will be split into two groups of six using their position on the ISAF World Match Race ranking list to ensure that each group is as equal as possible. Each group will sail a 'round robin' (all sail against each of the skippers in their group).

The top four skippers from each group will combine in the second round for an eight boat round robin. This will be followed by knock out semi-finals and finals, each being determined by the first skipper to win three matches.

This format ensures that to advance to the semi-final a skipper must sail against all the top sailors in the regatta. Also, in the

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 markers 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



Racing event format

unlikely event of unsuitable weather on the last day, a fair result can be determined from the second round results.

Group A

Brady
Basic
Pillot
Jones
Beadsworth
Cutler

Group B

Weiser
Henriksen
Hansen
Brenac
Williams
Col

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

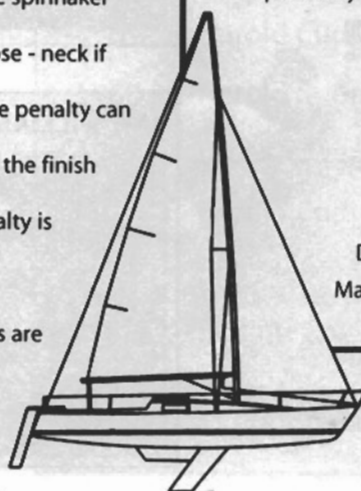
display their appropriate colour at their sterns. When penalised the umpires display a flag of the infringing yacht's colour.

Penalties are exonerated by the penalised yacht gybing if going to windward, and tacking with the head of the spinnaker below the main boom gooseneck 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 Beneteau 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 m
Waterline: 7.10 m
Beam: 2.49 m
Draft: 1.75 m
Displacement: 1,400 kg
Mainsail area: 20.20 sq.m



4

TOMISLAV BASIC - CROATIA



RANK 13
Top Croatian Match Race Skipper. Yet to win a grade one event, but winner of four grade two events in the last two years.

ANDY BEADSWORTH - GREAT BRITAIN



RANK 20
Absent last year through Soling commitments, Andy has been a regular competitor here, reaching the semi final in 1996. Three times UK Champion winner of 1998 ACI Cup and '99' Dubai Match Race.

FRANCOIS BRENAC - FRANCE



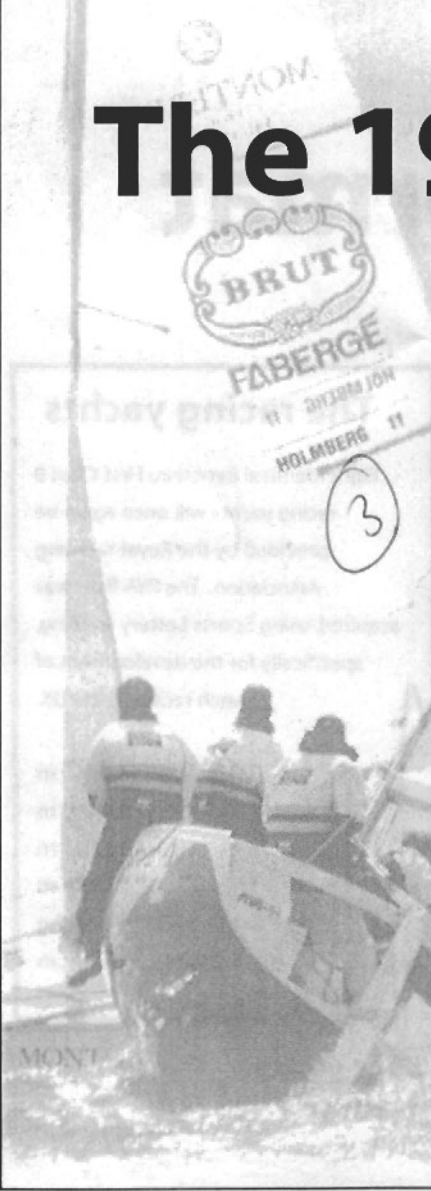
RANK 16
Three times winner of French Match Racing Championship and current ISAF World Champion in J22's, has won two grade two events in the past year.

MARKUS WIESER - GERMANY



RANK 6
Fourth in the World Championships in Japan and ranked number one in Germany. Marcus has competed here a number of times and is the current Spanish Match Racing Champion.

The 1999 Lymington



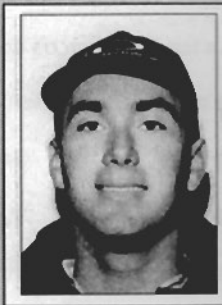
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MURRAY JONES - NEW ZEALAND



RANK 19
America's Cup winning tactician competed here in 1997 and 1998 when he finished fourth, he has since been runner up in the Bermuda Gold Cup and is determined to continue the improvement in his results.

GAVIN BRADY - NEW ZEALAND



IAN WILLIAMS - GREAT BRITAIN



RANK 28
Member of the elite British Match Racing Team. Narrowly missed the semi finals last year on a tie break. Winner of the UK National Championships in 1997, runner up in 1998.

JES GRAM HANSEN - DENMARK



MORTEN HENRIKSEN - DENMARK



RANK 11

Runner up in 1997 but absent through work commitments last year. Morten is the current Danish Match Race Champion and keen to follow his last great performance here.

1

JOHN CUTLER - USA



RANK 125

A wild card entry to this event, John has an incredible record, his ranking only reflecting his absence from the Match Racing Circuit. Skipper for the America's Cup Syndicate 'America True' and winner of 1997 Admirals Cup. Finn Bronze Medallist in 1988 and member of the Nippon Challenge America's Cup Syndicate in 1992 and 1995.

Top competitors

2

ND

ranked only 47th in the world when he came to the first time in the series. A rapid rise in the series that taking a 'Whitbread' at all.

LUC PILLOT - FRANCE



RANK 14

French number two to Bertrand Pace, former Olympic Gold Medallist and European Champion 470 Class. Current French Match Racing Champion. Skipper America's Cup Challenge Team Yaka France.

N

last year's Match Racing Champion, this is a first for him. He is the winner of the Sundsvall Match Race. He has been Match Race Champion and Match Race Champion.

SEBASIEEN COL - FRANCE



RANK 38

Sebastien Col is a member of YC Sete Match Race Team headed by his mentor Bertrand Pace. Second in the Mediterranean Match Race Championship and Antibes Cup, French Melges 24 Champion. A very young tam with a total age of 89 years!

ROYAL LYMINGTON CUP 25 1974 - 1999

Previous winners

1998	Chris Law	GBR
1997	Chris Law	GBR
1996	Russell Coutts	NZL
1995	Thierry Peponnet	FRA
1994	Chris Law	GBR
1993	Thierry Peponnet	FRA
1992	Lawrie Smith	GBR
1991	Marc Bouet	FRA
1990	Marc Bouet	FRA
1989	Chris Dickson	NZL
1988	Peter Gilmour	AUS
1987	Peter Gilmour	AUS
1986	Peter Isler	USA
1985	Harold Cudmore	IRL
1984	Harold Cudmore	IRL
1983	John Bertrand	AUS
1982	Harold Cudmore	IRL
1981	Harold Cudmore	IRL
1980	Harold Cudmore	IRL
1979	Dick Deaver	USA
1978	Harold Cudmore	IRL
1977	Phil Crebbin	GBR
1976	Phil Crebbin	GBR
1974	Peter Nicholson	GBR



Chris Law, Winner 1994,97, 98



Phil Crebbin & Harold Cudmore

Over 25 regattas, the Royal Lymington Cup has built a proud history and is now recognised world-wide for its excellence of match racing expertise and on the water management. It is also known for the friendly welcome given by the Club's members which has been even more important in the years when sponsorship resources have been limited, but above all, the event has provided exceptional competition for the finest match race skippers and crews from around the world.

In 1974 the first event was titled The Lymington 'Congressional Cup' Series, named after the Long Beach Yacht Club's original match racing event, the format of which was introduced to the UK by club member Bill Green. For the first few years, the event was a national rather than an international regatta with well known British competitors - in the first event Robin Aisher, Bruce Banks, Chris Dunning, Jack Knights, David May, John Oakley, Ian Lallow and others completed and Peter Nicholson became the first winner of the Cup.



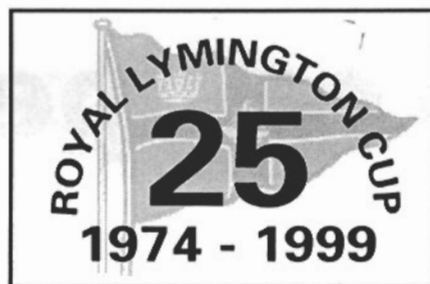
our event for the past two years first competed in 1978 and is currently ranked fourth in the world.

For many years the event was reliant on the generous club members who supplied their yachts for the competitors use. The Owner or his representative was needed as part of the crew which involved many hair raising moments as their 'pride and joy' craft jostled perilously close with competitors - not infrequently to the point of contact.

The first four events were held in Contessa 32's - the classic racer/cruiser built in

25th Anniversary

Royal Lymington Cup International Match Racing Championship



The New Spectator Sport

See at close quarters
The British
Match-Racing Championship
for THE ROYAL LYMINGTON CUP
(formerly THE CONGRESSIONAL CUP)

Exciting to watch! Spectators welcome!



Match-racing is thrilling under sail. Ten star helmsmen of international yacht and dinghy racing fight it out in pairs round a short course off Lymington. All competitors sail evenly-matched Contessa 32s.

NO CHARGE FOR VIEWING. Bring your own boots, or apply for further details to:

Secretary, Royal Lymington Yacht Club, Lymington T2677

Warning Competitors will be racing HARD. Please keep out of their way

FRIDAY, SATURDAY & SUNDAY, 14, 15 & 16 APRIL, 1977
from 10.30 a.m.

The second event was held in 1976 - hence we are now celebrating the 25th event, 26 years after the first regatta. In that year, the winner was Phil Crebbin who took part frequently in the regatta and in whose name a qualifying event was to be created some years later. Crebbin won again in 1977 - but his dominance was soon to be challenged by the great Irishman who entered and won the 1978 regatta - which also saw the initiation of overseas competitors with the participation of Jean-Louis Fabry and Pelle Petterson.

If there is a 'Skipper of Honour' in the history of the Royal Lymington Cup to date - it must be Harold Cudmore, whose Irish guile helped him win the cup six times between 1978 and 1985. Few competitors from the early years are still with us but Chris Law the winner of

Lymington by Jeremy Rogers whose support for the event was quite essential for more than a decade. The increasing demands of the competitors for equally matched boats in the same condition lead to a fleet of Offshore One Design 34's replacing the Contessa from 1979 to 1984.

By 1985 the differences in the condition of the privately owned OOD 34's meant they could no longer satisfy the skippers increasingly stringent requirements, so the event took a significant change by using new fleets of charter yachts. For three years from 1985 to 1987 Westerly provided a fleet of new 'Fulmars' designed by Royal Lymington member Ed Dubois. These proved very satisfactory but not quite to the standard needed for the Royal Lymington Cup's proudest moment when in 1989 it became the World Championship event of the World Match Racing Conference.

By this time, the Club was used to hosting the ever more demanding international 'circus' of skilled competitors fiercely challenging each other for status and latterly points on the World Rankings. A fleet of new 36' Beneteau racing yachts was provided for the event - and the exciting racing reached a dramatic climax in the two out of three final, when Peter Gilmour's mast came crashing down in front of press and TV cameras and Chris Dickson sailed past to victory, providing the all too rare spectacle of an incident of world-wide sporting interest in a match race regatta.

The Royal Lymington Yacht Club became a founder member, together with other Clubs world-wide, of the World Match Racing Conference, formed to advance match race sailing worldwide. In the early 90's Sunsail provided the racing fleet of 35' to 37' Beneteaus and Jeaneaus. These boats provided excellent match racing but were very expensive to equalise unless the boats were new and matched sails were costing



the event in the region of £20,000. Also being big and heavy any contact resulted in serious damage as James Beattie will testify when Thierry Peponnet's bow took a close look at Squanders chart table.

In 1995 the Royal Yachting Association bought a fleet of Beneteau First Class Eights for use in the National Match Racing Circuit. We were very fortunate in obtaining use of the identical and very nimble 26 footers which are sailed with a crew of four.

Match Racing worldwide has tended to move into smaller boats, putting more emphasis on crew skill, at the same time opening up the sport to younger skippers more used to dinghies and small keelboats.

The RYA fleet is only used for Match Racing, and has been described as the most identical match racing fleet in the world, for which great credit must go to Bill Edgerton and the RYA team.

Courses are now shorter and with lots more mark rounding. The races used to last about 45 minutes with only one lap, they are now over in twenty, with sometimes three laps, and always a downwind finish.

The great names of recent America's Cup racing including John Bertrand from Australia who won the 1983 Royal Lymington Cup as his last major success, prior to wrestling the America's Cup from the USA for the first time, Chris Dickson, Peter Gilmour, Russell Coutts, Rod Davies and Iain Murray who have all competed in the Royal Lymington Cup. The club derives considerable pleasure and takes pride in the worldwide reputation that has been earned by its race officers and organisation. Whilst, no doubt, all members of the Committee would consider it invidious to name any individual, there is one person without whom the Royal Lymington Cup would not have attained the stature that it now continues to enjoy - that is Eileen Elliott, whose knowledge, enthusiasm, determination and expertise was the heart of the regatta for its first 15 years. Respect and affection are inadequate sentiments to fully express what the Club and match racing owes to Eileen.

Many of the features of match racing which are now standard practice were devised and tested at Lymington including on the water umpires, on board cameras and the exciting penalty system. We are very fortunate to have such a skilled Race Committee, many that have been involved for more years than they would like to member. Not to forget the many volunteers who provide boats and accommodation demonstrating to competitors from around the world the warmth and hospitality of the Club.

Each year the competition becomes ever keener with the event needing more sponsorship to cover the costs of boats, sail, international travel of umpires and the substantial prize money required for a World Grade One event, all of which demand a high level of professionalism and



sophistication. But, Royal Lymington Cup simply could not take place without the wholehearted commitment of time, equipment and effort of Club Members. It also creates extreme pressures on the Club's staff - who have to cope with the event as well as the daily activities of a busy club, which continue unabated.

In the aftermath of each years regatta after a complete week of participation, tension, exhilaration and exhaustion, we look one another in the eye and wonder 'will we ever do it again'. For 25 years we have been asking the same question as costs rise and fall and sponsorship is more difficult to obtain. The question remains unanswered, this year we have had to dip into the Supported Events Reserve Fund to ensure that the event runs flawlessly. We hope to do it again, but if not, 25 years has been a good run.



Marc Bouelt, winner 1990 & 1991 returns as an umpire for the first time this year. (above)





We would like to say huge thank you to our sponsor Renaissance Reinsurance for their continuing sponsorship, also to The Royal Yachting Association, Source, Lympington Yacht Haven and Ancasta for berthing the event race boats, Hildon Water, Bass Breweries, Pimms and Matthew Clark. But also to a great many other organisations, companies and individuals who generously give their support, time and resources.

Although we receive funds through the generosity of our sponsors, events of the scale and complexity of the 'R Lym Cup' - as it is known in

Not forgetting the owners of all the other boats that are made available for this event, and the owners of the fleet of RIBs that have been made available (with or without their owners in charge), to make the on-the-water support possible.

Many friends and associates of the Royal Lympington Yacht Club provide invaluable services and equipment 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

Mange Jack sa mycket Grazie!
A big thank you!
Cheers Mate! Merci! Hvala!

the Club, do not just happen! The Club relies heavily on the skills and support of the many Club members who give their time, enthusiasm, boats, hospitality and expertise to this high profile international event.

Of course in naming any helpers, we will certainly miss others who equally deserve to be mentioned, but we would like to say a special thanks to the following volunteers who very generously give use of their boats to the event;

Chris Hills - *Blue Ranger*, Hazel Cail - *Haden*, John Bishop - *Duloe*, George Tinley - *Castaway* and Derek Harvey - *Tamare*

admired around the world. Members provide hospitality for skippers, crews and umpires in their homes and also members who assist in the office and generally with support throughout the Regatta.

A special thanks to the Club Boatman and his staff, the Steward and the Club Caterer and their staff and all of the office staff who put in many extra hours to ensure the smooth running of the event.

Finally many thanks to Debbie Brown and Ed Gawn for putting together this brochure.

The Royal Lymington Cup 1999

Supporting Sponsors



PROGRAMME OF EVENTS

Tuesday 8 June

0900 - 1700	Registration of crews	Race Office
0900 - 1900	Weighing in (mandatory)	Race Office
0900 - 1800	Practice 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
1900	Welcome by Commodore OFFICIAL BRIEFING Draw for Boats followed by drinks SKIPPERS' & UMPIRES' BRIEFING	Library
1930 - 2130	Supper available-payment direct	Dining Room

Wednesday 9 June

0730	Breakfast available Regatta Committee Meeting	River Room Library / River Room
0745	SKIPPERS' BRIEFING Draw for boats	River Room
0900	First race	
45 mins after last race	Media de-brief and resumé	Bar
1915	Photocall for skippers and volunteers	Waterfront
1930- 2100	25th Anniversary Cocktail Party by invitation	

Thursday 10 June

0730	Breakfast available Regatta Committee Meeting	River Room Library / River Room
0745	SKIPPERS' BRIEFING Draw for boats	River Room
0900	First race	
45 mins after last race	Media de-brief and resumé	Bar
	Competitors BBQ by invitation	
1930 - 2130	Supper available payment Direct	Dining Room

Friday 11 June

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

Saturday 12 June

0730	Breakfast available Regatta Committee Meeting	River Room Library / River Room
0745	SKIPPERS' BRIEFING Draw for boats	River Room
0930	First race of FINAL	
Immediately after final race	PRIZEGIVING Royal Lymington Cup	Waterfront bar
1930 - 2130	Supper available-payment direct	Dining Room



Renaissance

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