

RACE 5 — THE FASTNET
 Wind north westerly, westerly, south, 14-24 knots, 605 miles.

Once again the most difficult tactical part of the race was the crossing of the Irish Sea. Approaching the Scillies the race was still north westerly, putting the Fastnet upwind. However a front was forecast to both back and increase the wind, giving a reach into the Rock. The leaders at the Rock stayed on or to the right of the rhumb line across the Irish Sea, with the Dublin design Irish Independent Full Pelt at least half an hour ahead of the other one tonners, after she had broken to the right early on after the Scillies. Several of the Fastnet fleet sailed outside of the Scillies on the way out to the Rock, in the hope of picking up the wind change earlier on the lefthand side. Insatiable, who tried this the first, lost time although Jacobine in Class 3, coming later, seemed to get the wind change early enough to justify the tactic. Sailing outside the Scillies on the way out has always been one of the difficult tactical conundrums of the Fastnet Race, requiring considerable nerve and a fair amount of luck.

The New Zealanders put a very tight cover on the British team, although Juno and Jamarella placing 2nd and 3rd, showed their offshore superiority, with Propaganda and Goldcorp at 4th and 11th. Indulgence, with a tight cover from Kiwi, went west of the rhumb line in search of the new wind which did not fill in in time, leaving the British top team of the day but 84 points behind the New Zealanders for the Admiral's Cup.

Two of the first real casualties of the series, other than collision damage, were I Prankt with a delaminated rudder and Marisa, who was lying second to Irish Independent Full Pelt as she approached the Scillies on the return, dismantled after a shroud failure. The one tonners took the first 12 places with Sidewinder the first big boat.

At the half way stage four out of the first five boats were big boats, but on the return trip with reaching conditions, the one tonners came back into the top places. Both the Rob Humphreys designs, Juno and Centurion, made good progress on this leg with Juno taking 39 minutes out of Full Pelt on the return from the Rock to place 2nd overall and take the Fastnet Trophy for the first non-advertising yacht.

| FASTNET | |
|--------------------------------|-------|
| 1. Irish Independent Full Pelt | 30.49 |
| 2. Juno | 30.50 |
| 3. Jamarella | 30.54 |
| 4. Propaganda | 30.59 |
| 5. Centurion-Muscler | 30.45 |
| 5. Swan Premium I | 30.55 |
| 7. Xeryus | 30.21 |
| 8. Saudade | 30.55 |
| 9. Container | 30.52 |
| 10. Mayarca | 30.54 |

Charts and tables courtesy of Andrea Filacchioni

CHAMPAGNE MUMM ADMIRAL'S CUP 1987
 RORC-RYS-RLymYC-RVYC

Race No.4 - TRIANGLE (S.P.I)

RACE RESULTS

- INSATIABLE**
USA Gary WEISMAN / FRANKEL/THOMAS
- SIDEWINDER**
USA John BERTHOUD / Andy BLOTT
- TURKISH DELIGHT**
IRELAND Nick HAMPFIELD / Neil BODWIN
- SWAN PREMIUM III**
AUSTRALIA Peter HARTS / Peter HARTS
- KIWI**
NEW ZEALAND Peter MUIR / ADMIRAL'S CUP Co.

table printed: 42

CLASSIFICATION:
 A: DUC
 B: DIB
 C: DIB
 D: DIB
 E: DIB
 F: DIB
 G: DIB
 H: DIB
 I: DIB
 J: DIB
 K: DIB
 L: DIB
 M: DIB
 N: DIB
 O: DIB
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 R: DIB
 S: DIB
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 X: DIB
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 Z: DIB

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RACE FOUR — CHAMPAGNE MUMM TROPHY
 Christchurch Bay, Olympic Course, south westerly 8-16 knots, 28.2 miles.

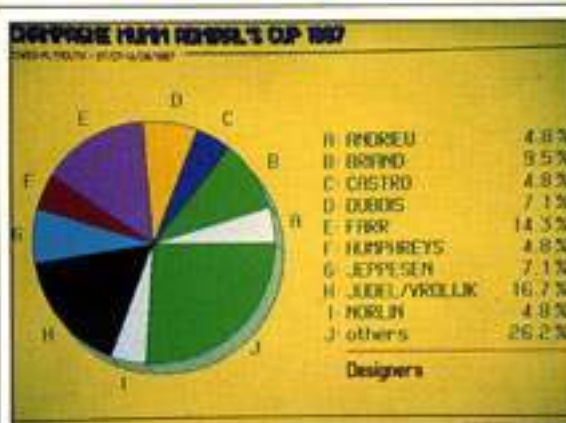
A two hour delay whilst waiting for the sea breeze to fill in over the gradient north westerly kept the course further out to sea, leaving the race committee the opportunity to set a windward leg if the gradient wind filled in again. In the end the late sea breeze filled in well and produced one of the best races of the series.

The British with only a one point lead over the New Zealanders, were under heavy pressure. The British team made a disastrous first beat with Juno, Jamarella and Indulgence starting on the righthand side of the line and taking the righthand side of the course. Indulgence managed to dig back into the fleet and recover her position, but Juno and Jamarella's error was compounded by bad mark roundings when forced low of the lay line by the adverse current. At one stage Juno lost nine places and Jamarella 15. Both were involved in protests after collisions with Juno

taking a penalty to place 36th and Jamarella winning her case.

It was another big boat day with only two one tonners in the first 18. The boats had taken their toll against the tide but it was the New Zealand one tonners Propaganda at 6th and Goldcorp at 8th who had managed to break the big boats' domination, keeping clear of all the other one tonners upwind. The New Zealanders were the top team of the day with 220 points. The British with only 110 points slumped to 105 points behind. Top boat was the masthead rigged Insatiable with the American team placed second on the day with Insatiable 1st, Sidewinder 2nd and Blue Yankee 18th. Skipper of Insatiable Gary Weisman won his weight in champagne and Sidewinder was placed the top inshore yacht for the series.

Irish team member Turkish Delight led for the first five legs, eventually conceding to the Americans and placing 5th. The British placed 7th, 24th and 36th.



variety of winches and sails, electronics and deck layouts, which can all race equitably together. The IOR rule is complex yet it does achieve a level of racing that allows individual expression but still fair competition. In the 3rd race of the series, after nearly five hours of racing, the first 16 boats were still only separated by less than 10 minutes on corrected time. The correct time difference between the 7th over the line and the 30th, 23 boats, was less than five minutes. At this level it is very easy to see how every second of time is invaluable. One flawed attack can leave you stacked to the weather mark, waiting for 10 or 15 boats to pass.

It is the quality of the IOR that can bring more than 30 different designers to the Admiral's Cup and yet produce a handicapping system that is both a test of crews and sails and gear, as well as just design.

Yacht designers working towards the Admiral's Cup will always face difficult decisions in optimising their boats for either heavy or light winds, upwind or offwind work. Getting the combination right is very difficult.

Inshore you will still need a boat that will perform well upwind. Offshore it is the offwind abilities that will usually pay. The Reichel/Pugh design Sidewinder, one of the bigger boats that placed 4th overall in the fleet, was an example where the balance was just right. In the inshore courses she was just big enough to keep clean air and so sail her own race, and then offshore she had the offwind speed to stay competitive against the one tonners. One tonners made up over 60% of the fleet and it soon became clear that the most successful designs were those with sufficient upwind speed to get away clean at the start.

Looking at the top ten boats, once again as in 1985, there was a great variety. Four big boats were in the frame (two in 1985), seven different designers were represented (seven in 1985), there were ten different boat builders and ten different sail makers represented. All the boats were fractionally rigged. One of the boats was built in 1985, four in 1986 and the rest were new. There were only two penalties from protests in the 50 races that the boats sailed.

Most successful designer was Bruce Farr. Farr, with six boats in the fleet, managed to get an incredible four in the top ten, including 1st and 2nd place. It was noticeable that the German designers Judel/Vrolijk, who had three in the first ten in 1985, and seven boats in the 1987 fleet, had their best placings at Container 11th and Pinta 12th.

Just as the Admiral's Cup would appear to be a New Zealand phenomenon, it would also appear to be a New Zealand design phenomenon with Farr designs, both big and small, making up five out of the nine boats in the top three teams in the series. Propaganda at 30.59 IOR was the top individual boat in the fleet and Jamarella at 30.54 was second overall and top offshore boat. The two boats had been optimised for slightly different conditions with Jamarella taking deeper draft and more sail area for the European conditions. Top big boat in the series was the Neils Jeppesen X-Yacht built 34.51 rating. Original Beckmann Pletjferner. This boat was particularly devastating upwind, although the Neils Jeppesen one tonners Andelsbanken and



Top: Admiral's Cup variety. Designers and mast manufacturers represented at the 1987 series. Photos courtesy of Andrea Filaschioni — AFTER SRL who produced the results service on Olivetti Computers. Above: Original Beckmann Pletjferner. Danish X-Yacht Jeppesen design 34.51 IOR. 3rd overall, top big boat in the series and winner of the 1st inshore. Photo: Beken.

TOP TEN CHAMPAGNE MUMM ADMIRAL'S CUP INDIVIDUAL YACHTS

| Pos | Yacht | Design | IOR | Helmsman/- Owner | Builder/ Year | Sails | Mast | Watches | Race by Race | | | | | Comments | |
|-----|------------------------------------|------------------|-------|---------------------------|------------------|--------------------------------|------------|---------|--------------|----|----|-----|----|----------|--|
| | | | | | | | | | 1 | 2 | 3 | 4 | 5 | | Pts |
| 1. | Propaganda | Farr | 30.59 | Woolley/Bur | Cookson '86 | North Windward | Sparcraft | Barenc | 19 | 1 | 1 | 6 | 4 | 527 | Good upwind in a breeze. |
| 2. | Jamarilla | Farr | 30.54 | Parsons/Gray | Baile '87 | Solstad | Sparcraft | Lewmar | 14 | 2 | 4 | 24 | 3 | 497 | Top offshore. More sail area than Propaganda. |
| 3. | Original Beckmann Pfeifferer | Jeppen | 34.31 | Carlson/Jesperen X Yachts | '87 | Carlson, Diamond | Sparcraft | Mitsum | 1 | 12 | 14 | 9 | 12 | 457 | Top big boat. |
| 4. | Sidewinder | Reichel/ Pugh | 34.99 | Betzold/Short | Epritt '86 | North | Sparcraft | Barenc | 3 | 20 | 5 | 2 | 14 | 452 | Top inshore. |
| 5. | Irish/Independent Full Pet | Dubois | 30.49 | Power/Fein | Hutton '86 | Banks/North | Sparcraft | Lewmar | 13 | 15 | 18 | 31 | 1 | 427 | Fastest winson. |
| 6. | Goldcorp | DeVilbiss | 30.58 | Dodson/Canning | Spiggens '85 | North | MDP | Barenc | 34 | 6 | 10 | 8 | 11 | 423 | Stiff, wide = High righting moment, better in heavy air. |
| 7. | Kiwi | Farr | 34.47 | Leiter/Walker | Franklin '86 | North | Sparcraft | Barenc | 8 | 19 | 1 | 5 | 20 | 413 | |
| 8. | Indulgence | Andrew | 34.52 | Owen/Walker | M&B '87 | Banks | Sparcraft | Lewmar | 16 | 8 | 7 | 7 | 25 | 393 | Fastest of 34.5 ratters off the wind. |
| 9. | Zans | Humphreys | 30.50 | Hurt/Peacock | Thompson '87 | North, Rollings, Solstad | Sparcraft | Lewmar | 31 | 7 | 16 | 43* | 2 | 391 | Good two sail reaching. |
| 10. | Swan Premium II | Farr | 30.55 | Kumar/Applety | McConaghy '87 | Frazer/North | Yachtman's | Barenc | 25 | 9 | 9 | 19 | 16 | 391 | |

*Penalty

excellent off the wind and two sail reaching speed placing 7th and 2nd to Full Pet in the Fastnet.

Outside of the top ten there was some very interesting designs that were managing to get into the single figures in the race placings. The Spanish Gonzalez design Mayurca, rating 30.54, managed to get into all sorts of trouble being penalised in the 1st, 4th and 5th races. Her best result in the Channel race was 5th. She went on to prove herself at the One Ton Cup in Kiel with a third place overall. Another disappointment for a Mediterranean designer was Maria-Konica racing for the Italian team. This Luca Bionta design, rating 34.68, would have probably finished in the first five overall individual placings if she had not broken her mast at the Scilly Isles, when lying second to Irish Independent Full Pet on handicap in the Fastnet Race. Her 5th and 6th places on the inshore races demonstrated her potential, which was not shown in her standing of 28th overall.

Another big boat that performed well inshore was the masthead rigged Nelson Marek design Inamiable, rating 35.18. The biggest boat in the American team, she took a 6th and 1st inshore, winning the Champagne Mumm Trophy. The big boat of the Australian team, Swan Premium III rating 34.31, was a near tinsmith to Kiwi placing 4th, 9th and 4th inshore, but let down with offshore placings of 16th and 19th, to end 13th overall.

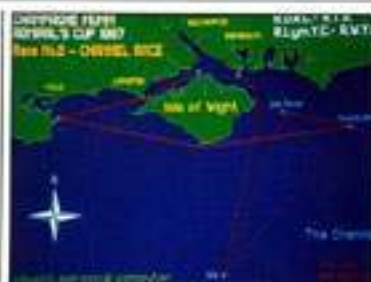
The best Judel/Vrolijk design were Container and Pinra, placing 11th and 12th. However the best results on the water were from 1 Punkt, the one tonner rating 30.5, sailing for the Austrian team that placed third in the Channel race and second in the 2nd inshore. However a question now lies over her Admiral's Cup performance following revelations in The Times that crew members admitted that she was taking on salt water as ballast during both Admiral's Cup and One Ton Cup races. We have a full report elsewhere in this issue and I am sure feel, along with most of the other competitors, very disappointed that such blatant cheating should be taking place in IOR racing. ■

CHAMPAGNE MUMM ADMIRAL'S CUP TEAM RESULTS

Fast - After 5 Races

| Cl. | Team | Helmsman | Yacht Name | Skipper/Owner | Rat | Points Race by Race | | | | | Pts Total |
|-----|----------------|----------|------------------------------|--------------------------------|-------|---------------------|-----|-----|-----|-----|-----------|
| | | | | | | R.1 | R.2 | R.3 | R.4 | R.5 | |
| 1. | New Zealand | 9 | Goldcorp | B. Dodson/M. Canning | 30.58 | 34 | 5 | 10 | 8 | 11 | 68 |
| | | 1 | Propaganda | B. Woolley/A. Bur | 30.59 | 19 | 1 | 1 | 6 | 4 | 41 |
| | | 1 | Kiwi | P. Walker/Admiral's Cup C | 34.47 | 8 | 19 | 1 | 7 | 20 | 61 |
| | | | | | Total | 136 | 308 | 236 | 220 | 470 | 1361 |
| 2. | United Kingdom | 2 | Jamarilla | B. Parsons/A. Gray | 30.54 | 14 | 2 | 4 | 24 | 3 | 47 |
| | | 8 | Indy | A. Hurt/M. Peacock | 30.50 | 31 | 7 | 16 | 43 | 2 | 99 |
| | | 8 | Indulgence | H. C. Gannon/G. Walker | 34.52 | 16 | 8 | 7 | 7 | 25 | 63 |
| | | | | | Total | 136 | 326 | 294 | 119 | 60 | 128 |
| 3. | Australia | 14 | Swan Premium I | L. Abraham/L. Abraham | 30.51 | 28 | 11 | 20 | 16 | 8 | 83 |
| | | 15 | Swan Premium II | P. Kohn/P. Kohn | 34.31 | 4 | 16 | 4 | 1 | 19 | 44 |
| | | 9 | Swan Premium III | G. Applety/G. Applety | 30.55 | 23 | 9 | 9 | 14 | 14 | 69 |
| | | | | | Total | 54 | 204 | 163 | 30 | 41 | 317 |
| 4. | Ireland | 24 | Intrepid Whiskey | B. Buzens/R. Buzens | 30.51 | 15 | 10 | 11 | 43 | 13 | 27 |
| | | 17 | Tarant Orlagh | M. Moulden/W. Buzens | 34.23 | 11 | 18 | 17 | 1 | 10 | 58 |
| | | 1 | Irish Independent Full Pet | T. Power/S. Fein | 30.49 | 13 | 13 | 14 | 11 | 7 | 58 |
| | | | | | Total | 117 | 211 | 217 | 64 | 30 | 613 |
| 5. | Germany | 11 | Container | G. Gorman/G. Gorman | 30.52 | 16 | 4 | 18 | 21 | 8 | 67 |
| | | 16 | Pinra | L. Mante/A. Buell | 30.51 | 23 | 14 | 14 | 43 | 8 | 98 |
| | | 26 | 1 Punkt | B. Buzens/P. Wengler/Lengler | 34.42 | 40 | 13 | 12 | 24 | 21 | 110 |
| | | | | | Total | 79 | 294 | 144 | 67 | 37 | 582 |
| 6. | U.S.A. | 4 | Sidewinder | J. Buzens/R. Short | 34.99 | 1 | 20 | 3 | 2 | 14 | 40 |
| | | 12 | Blue Yachts | S. Buzens/R. Young | 34.20 | 40 | 42 | 14 | 18 | 23 | 137 |
| | | 18 | Inamiable | G. Wolman/ K. Buzens/T. Lee | 35.18 | 6 | 30 | 22 | 1 | 31 | 90 |
| | | | | | Total | 47 | 112 | 117 | 24 | 58 | 317 |
| 7. | Denmark | 3 | Original Beckmann Pfeifferer | P. Jespersen/P. Jespersen | 34.31 | 1 | 12 | 14 | 9 | 12 | 47 |
| | | 27 | Achilles | P. Kaasgaard/V. Gonsch | 30.55 | 20 | 21 | 17 | 29 | 24 | 111 |
| | | 31 | Swallowtail Leaf | J. Houe/J. Houe | 30.55 | 23 | 23 | 26 | 43 | 34 | 159 |
| | | | | | Total | 44 | 156 | 157 | 86 | 70 | 417 |
| 8. | France | 22 | Avant | B. Doublet/C. Yacht | 30.21 | 37 | 53 | 30 | 37 | 7 | 164 |
| | | 11 | Container-Martin | L. Delage/J. Dub | 30.43 | 32 | 18 | 19 | 34 | 2 | 105 |
| | | 18 | Couron | P. Brouard/Brouard | 34.29 | 7 | 28 | 11 | 12 | 12 | 70 |
| | | | | | Total | 76 | 179 | 164 | 112 | 42 | 420 |
| 9. | Austria | 17 | Pinra | W. Blum/W. Blum | 30.51 | 4 | 23 | 11 | 17 | 11 | 66 |
| | | 40 | Blue | J. Buzens/T. Yacht | 30.41 | 30 | 33 | 48 | 40 | 19 | 160 |
| | | 21 | 1 Punkt | H. Kaasgaard/T. Fein | 30.54 | 26 | 1 | 2 | 37 | 10 | 86 |
| | | | | | Total | 60 | 57 | 71 | 74 | 40 | 323 |
| 10. | Spain | 37 | Avant's Ten | L. Cruz/A. Quintero | 30.22 | 43 | 18 | 30 | 29 | 17 | 137 |
| | | 38 | Martina | P. Zambra/G. Cruz | 30.54 | 39 | 3 | 33 | 29 | 39 | 143 |
| | | 22 | Yacht | J. Alvarado/M. Fernandez | 30.54 | 27 | 17 | 37 | 33 | 19 | 133 |
| | | | | | Total | 110 | 39 | 100 | 91 | 75 | 419 |
| 11. | Holland | 25 | Alan Martin | P. De Balle/P. De Balle | 30.11 | 36 | 23 | 28 | 43 | 18 | 148 |
| | | 13 | Container | G. Jelle/G. Jelle | 34.68 | 18 | 37 | 21 | 24 | 34 | 134 |
| | | 31 | Proton V | B. De Balle/B. De Balle | 34.31 | 14 | 19 | 38 | 14 | 17 | 102 |
| | | | | | Total | 68 | 79 | 87 | 81 | 69 | 333 |
| 12. | Italy | 39 | Atrop | M. Farnesi/M. Farnesi | 30.11 | 24 | 42 | 14 | 30 | 31 | 141 |
| | | 29 | Marina Kowca | G. L. L. L. L. L. | 34.68 | 9 | 10 | 4 | 13 | 18 | 54 |
| | | 25 | Marina Kowca | G. L. L. L. L. L. | 34.68 | 11 | 24 | 24 | 11 | 38 | 78 |
| | | | | | Total | 44 | 76 | 49 | 54 | 67 | 270 |
| 13. | Sweden | 14 | Royal Star | G. Ekblad/B. Gustafson | 30.20 | 11 | 40 | 34 | 18 | 34 | 137 |
| | | 16 | CRP | J. Andersson/J. Nordmark | 30.19 | 42 | 18 | 41 | 19 | 20 | 140 |
| | | 18 | Everland | B. Sall/B. Sall | 30.54 | 25 | 31 | 37 | 40 | 37 | 170 |
| | | | | | Total | 78 | 120 | 114 | 114 | 91 | 492 |
| 14. | Norway | 30 | C. G. L. | B. Capoen/D. Van Yacht | 30.47 | 24 | 24 | 36 | 22 | 31 | 147 |
| | | 42 | S.E.F. Vaj Møller | G. Bredal/D. Van Yacht | 34.39 | 42 | 18 | 41 | 19 | 20 | 140 |
| | | 41 | Pan Du Croon | C. Fagot/Croon | 30.39 | 12 | 37 | 20 | 14 | 14 | 97 |
| | | | | | Total | 78 | 79 | 97 | 55 | 65 | 381 |

CHAMPAGNE MUMM » THE RACES



FIRST RACE — ROYAL YACHT SQUADRON TROPHY

Inshore course in eastern Solent with committee boat start. North westerly 6-9 knots. 22.5 miles.

After a two and a half hour delay, the fleet eventually got away after a general recall in the light and shifty north westerly breezes. Working against the tide, it was a big day with the first one tonners Irish Independent Pull Pett and Jamarella at 13th and 14th. The Gonzalez one tonner Mayurca had looked very good for the first three legs, but eventually fell behind after a protest incident. Wash from spectator and media boat fleet in the light conditions, caused problems for some of the smaller boats. Essentially it should have been a very good day for the two high rating teams of

Holland and USA. However, Blue Yankee with a 40th and Moon Machine with a 36th, spoilt their chances. The British and the New Zealanders were 4th equal with 136 points each after Indulgence put in a very disappointing big boat performance by staying out in the tide on one of the runs back towards the Forts, ending up 16th overall and 14th big boat of the day, failing to support Jamarella's fine performance.

Top team of the day was the Danish with Original Beckmann Pletjerner, the Jeppesen X-Yachts, rating 34.51 first overall and the two one tonners 20th and 23rd to give the team 170 points.

RACE 2 — CHANNEL RACE

Wind south westerly, 12-25 knots. 213 miles.

The new Channel race course, with shorter and more varied legs, was deliberately aimed to reduce the possibilities of too-much offshore reaching, making the series a one ton benefit.

At the last minute, the race committee considered a course change to offer more windward work. However the practicalities of making changes to a course notified in the Notice of Race left the race committee no choice. In future it would seem likely that alternative courses will be available at short notice to give the best allround test of boat speed.

In the end there was a good beat with the

tide to Needles Fairway and two other windward legs.

The race did turn out to benefit the one tonners with Indulgence showing impressive reaching speed on the final leg to be the only big boat placed in the first ten. There were various changes of fortune in the race, with the Dubois designed Swan Premium I the earlier leader at Poole Fairway, and the two year old Castro design Turkish Delight, the best big boat for three quarters of the race — eventually finishing 25th. Overall winner was Propaganda; however the New Zealand big boat Kiwi at 19th could not match Indulgence's performance, giving the British the top points of the day with a 2nd, 7th and 8th. Jamarella was only beaten by Propaganda by 16 seconds for her second place, making her the top boat in the series after two races and the British leading team.

RACE 3 — CORUM TROPHY

Olympic course, Christchurch Bay, wind shifty north west 14-19 knots. 28.7 miles.

First of the two inshore races that took the competitors on a long haul from Cowes out to Christchurch Bay so that Olympic courses could be set in weaker and more even current, to avoid procession races. Clean air was important on the often tricky beats, with the righthand side distinctly playing on the first beat. A good, even race on corrected time with the first ten places taken by five one tonners and five big boats. Diva, I Punkt and Propaganda took the righthand side and placed 1st, 5th and 7th on the water at the first mark.

The New Zealanders worked like a team, placing 1st, 3rd and 10th on the water giving them the highest points on the day and bringing them to within one point of the British.

Jamarella was the top British one tonner, but was still six minutes behind her near sistership Propaganda on the water, demonstrating the New Zealanders' better boat speed in these conditions.

IN INSHORE — ROYAL YACHT SQUADRON TROPHY

| | | | |
|---------------------------------|-----------|---------------|-------|
| 1. Original Beckmann Pletjerner | Denmark | Jeppesen | 34.51 |
| 2. Pro-motion V | Holland | Frers | 39.81 |
| 3. Sidewinder | USA | Reichel/Pugh | 34.99 |
| 4. Swan Premium III | Australia | Farr | 34.31 |
| 5. Marina-Konica | Italy | Brenta | 34.68 |
| 6. Inattiable | USA | Nelson/Marek | 35.18 |
| 7. Corum | France | Briand | 34.60 |
| 8. Kiwi | NZ | Farr | 34.47 |
| 9. Pinta | Austria | Judel/Vrolijk | 34.21 |
| 10. Calman | Holland | Judel/Vrolijk | 34.88 |

CORUM TROPHY

| | | | |
|---------------------|-----------|---------------|-------|
| 1. Propaganda | NZ | Farr | 30.59 |
| 2. I Punkt | Austria | Judel/Vrolijk | 30.50 |
| 3. Kiwi | NZ | Farr | 34.47 |
| 4. Jamarella | UK | Farr | 30.54 |
| 5. Sidewinder | USA | Reichel/Pugh | 34.99 |
| 6. Marina-Konica | Italy | Brenta | 34.68 |
| 7. Indulgence | UK | Andrius | 34.52 |
| 8. Swan Premium II | Australia | Dubois | 30.55 |
| 9. Swan Premium III | Australia | Farr | 34.31 |
| 10. Goldcorp | NZ | Davidson | 30.58 |

CHANNEL RACE

| | | | |
|--------------------|-----------|---------------|-------|
| 1. Propaganda | NZ | Farr | 30.59 |
| 2. Jamarella | UK | Farr | 30.54 |
| 3. I Punkt | Austria | Judel/Vrolijk | 30.50 |
| 4. Contalner | Germany | Judel/Vrolijk | 30.52 |
| 5. Mayurca | Spain | Gonzales | 30.54 |
| 6. Goldcorp | NZ | Davidson | 30.58 |
| 7. Juno | UK | Hampneys | 30.50 |
| 8. Indulgence | UK | Andrius | 34.52 |
| 9. Swan Premium II | Australia | Farr | 30.55 |
| 10. James Whiskey | Ireland | Dubois | 30.55 |

CHAMPAGNE MUMM TROPHY

| | | |
|---------------------------------|-----------|-------|
| 1. Inattiable | USA | 35.18 |
| 2. Sidewinder | USA | 34.99 |
| 3. Turkish Delight | Ireland | 34.31 |
| 4. Swan Premium III | Australia | 34.31 |
| 5. Kiwi | NZ | 34.47 |
| 6. Propaganda | NZ | 30.59 |
| 7. Indulgence | UK | 34.52 |
| 8. Goldcorp | NZ | 30.58 |
| 9. Original Beckmann Pletjerner | Denmark | 34.51 |
| 10. Royal Blue | Sweden | 40.00 |



course further out in the stronger tide than most competitors expected. This did create some problems for both port and starboard tackers, below the lay line at the weather mark and gave rise to a series of protests after rounding incidents, but this is not unusual at an international regatta of this level with boats so close together. It is up to the skippers and their tacticians to sort these problems out on the day.

The Channel race course this year was changed to give shorter legs and a better opportunity of a variety of apparent wind angles, so that the race would not just become a one ion reaching procession. In the end there were two good beats in the race but there might be a case in future years for simply naming a series of marks that can be used in a variety of combinations on the day of the race, to reflect the different wind directions.

Position reporting with the support of the British Telecom International Coastal Stations at Land's End and Niton worked very effectively for both media supporters and competitors. In the future with precise Decca co-ordinates available, relying on the honesty of the crews, it is hoped that even more accurate information will be available during the offshore races.

Of particular help in the 1987 series was the Computer Results Service, giving excellent information in a variety of clear formats as soon as the race was finished. The software for this system was developed by Andrea Filaschioni from After SRL, who has worked on major sporting events all over the world including the America's Cup series for Louis Vuitton.

One of the problems generated by the popularity of the series and the media interest all around the world, generated even more this year because of the sponsored boats, was the control of media, tv, photographic and spectator boats on the race course. On the first inshore race in the Solent, in the lighter winds, this problem was at its worst. Rather than go for stricter and stricter controls it should be possible for all parties to realise the limits that are necessary to maintain the quality of the racing. Hopefully it should be possible to avoid restricting the access to photographers to get good action shots of the yachts, however the

requirements of television would seem to be better served if, like the America's Cup, there was a pool system so that it was not necessary to have upwards of 15 or 16 television boats fighting for the same picture at the same mark. In the end everyone ends up frustrated and nobody gets the perfect shot.

Ashore the new media centre on the Ancasta Marina was a great success. The marina venues at both Cowes at Ancasta Marina and in

Top: Corum. Skippered and designed by Philippe Briand. Photo: Forster. Bottom left: Swan Premium III. Peter Karts' Farr 43 KA1000 in the 2nd Olympic triangle. Photo: Tomlinson. Below: Vento. Castro one ton, Spanish team member with John Kofas as tactician. Photo: Leon-Ferreol.

