

**T**he 1989 GMAC will be remembered as the year the Cinderellas of the Admiral's Cup fleet finally made it to the ball. The 50-Footers leap in performance saw them take 1, 2, 4 and 8 as individual boats, with the Danish team of two 50-Footers and a One Tonner finishing 2nd overall.

There have been undoubted improvements in design, construction and sailing techniques in the 50-Foot class, mainly due to the American circuit; but an open question exists over how much help was given by the changes made in the TMFs between 1987 and 1989. Could these boats have rolled back the days of One Ton dominance without the assistance from the RORC?

To try and shed some light on the matter we asked Olivetti Information Services (who provided the excellent results service at the regatta) to re-run this year's entire Admiral's Cup race results using TMFs calculated from the 1987 formula.

This is not an entirely fair exercise; decisions were made on the race course and in the national team meetings based on the 1989 TMFs; simply re-running the same races with the old TMFs does not allow for the different responses made if the old rule had applied. With this in mind, we picked two races for analysis: the two Christchurch Bay inshores (races three and four), partly because they are relatively early in the series, but also because of the types of race they proved to be.

Race three was straightforward, it was an even race in which the handicaps had every opportunity to work themselves out as planned. Race four, brought a mixture of boats to the first windward mark together, with several One Tonners and 44-Footers snapping at the heels, if not actually in front of, the best 50-Footers. The first two reaches did little to help matters, with the wind freshening from behind, and at the end of a lap the leading small boats were very much in control.

Place	89 Time	Boat
1	4:10:38	Container
2	4:11:52	Jamarella
3	4:12:08	Andelsbanken
4	4:12:27	Will
5	4:13:44	Great News
6	4:14:11	Corum 89
7	4:14:22	Librah
8	4:14:37	Propaganda
9	4:15:15	Mandrake
10	4:15:42	Joint Venture
14		Mean Machine





# CHAMPAGNE MUMM ADMIRAL'S CUP INDIVIDUAL BOAT RESULTS CALCULATED USING 1989 TMFS

				CHAMPAGNE						
				RYS TROPHY	CHANNEL RACE	CORUM TROPHY	MUMM TROPHY	OLIVETTI TROPHY	FASTNET RACE	
POINTS FACTOR				1	1.5	1	1	1	2.5	
Ct	Yacht Name	Team	Rating	R.1	R.2	R.3	R.4	R.5	R.6	Total
1	Jamarella	United Kingdom	40.00	1	3	2	3	2	4	321.5
2	Will	Japan	40.03	8	1	4	6	4	5	300.0
3	Librah	New Zealand	34.43	2	11	7	12	6	6	285.5
4	Stockbroker's Container	Denmark	40.03	32	4	1	5	1	7	281.5
5	Corum 89	France	34.85	11	14	6	1	3	14	267.0
6	Andelsbanken IV	Denmark	40.01	17	2	3	8	DNF	3	263.5
7	Joint Venture III	Australia	30.55	10	27	10	9	12	9	240.0
8	Mean Machine	Netherlands	30.50	15	5	19	14	16	16	232.5
9	Great News	U.S.A.	40.00	20	37	5	30	5	1	226.0
10	Mandrake Krizia	Italy	34.51	35	16	9	2	10	18	219.0
11	Indulgence VII	United Kingdom	30.62	3	8	17	27	18	20	217.0
12	Beck's Diva	Germany	35.95	38	25	26	15	7	2	215.5
13	Juno IV	United Kingdom	35.17	26	24	11	20	11	12	209.5
14	Fair Share	New Zealand	30.64	9	17	20	11	28	19	203.0
15	Sagacious V	U.S.A.	30.55	21	13	29	19	33	8	202.5
16	Madeline's Daughter	Australia	34.31	13	29	13	4	9	24	201.5
17	CGI	France	30.53	23	7	42	26	25	11	190.0
18	4K	Denmark	30.60	27	17	30	24	27	10	185.5
19	Propaganda	New Zealand	30.63	24	27	8	17	20	22	179.0
20	Fram XI	Norway	30.63	6	18	32	10	26	26	178.0
21	Rubin II	Germany	34.33	42	26	12	23	8	17	177.5
22	True Blue	Australia	30.50	4	20	22	31	29	21	175.5
23	Bravura	U.S.A.	30.61	19	10	14	7	15	RET	171.5
24	Xeryus de Givenchy	France	33.90	12	19	36	43	22	15	165.0
25	Aria	Italy	30.56	43	9	18	13	23	32	153.5
26	Pinta	Germany	34.46	30	35	33	33	19	13	144.0
27	Arecan Bay	Japan	30.55	16	28	25	22	38	23	143.5
28	Kiwi	Sweden	34.26	39	30	24	20	21	25	132.0
29	Hydro	Norway	30.55	7	23	40	37	30	27	128.0
30	Bellatrix	Italy	30.56	5	15	43	41	34	29	126.0
31	Pro-Motion VI	Netherlands	34.00	31	22	28	40	24	31	110.5
32	Hitchhiker III	Ireland	30.48	22	32	34	35	32	28	103.0
33	Platon Finans II	Ireland	34.61	36	33	15	DNF	14	34	102.5
34	Turkish Delight	Japan	33.56	41	34	23	36	17	30	101.0
35	Tango Too	Argentina	33.60	40	31	16	32	31	33	96.0
36	Elkem Yeoman XXVII	Norway	40.03	37	41	31	28	13	37	81.0
37	Jockey Club	Argentina	30.66	33	38	27	18	36	38	78.0
38	Full Pelt	Sweden	30.56	14	39	35	25	37	-	72.0
39	Greve Duckula	Sweden	30.34	18	21	42	34	DNF	DNC	71.0
40	Amsterdamed	Netherlands	30.48	29	41	43	29	35	36	56.5
41	Citroen	Ireland	30.52	24	42	41	38	39	35	51.0
42	Daphne	Argentina	30.99	34	40	39	39	40	RET	29.5



# CHAMPAGNE MUMM ADMIRAL'S CUP INDIVIDUAL BOAT RESULTS CALCULATED USING 1987 TMFS

				CHAMPAGNE						
				RYS TROPHY	CHANNEL RACE	CORUM TROPHY	MUMM TROPHY	OLIVETTI TROPHY	FASTNET RACE	
POINTS FACTOR				1	1.5	1	1	1	2.5	
Cl	Yacht Name	Team	Rating	R.1	R.2	R.3	R.4	R.5	R.6	Total
1	Jamarella	United Kingdom	40.00	3	3	3	7	3	5	311.0
2	Will	Japan	40.03	17	1	7	15	5	6	283.5
2	Librah	New Zealand	34.43	2	17	6	13	4	4	283.5
4	Stockbroker's Container	Denmark	40.03	36	4	1	12	2	9	264.5
5	Corum 89	France	34.85	14	19	5	1	1	15	257.0
6	Mean Machine	Netherlands	30.50	11	5	16	10	14	12	255.5
7	Joint Venture 111	Australia	30.55	9	27	8	5	9	8	252.5
8	Andelsbanken IV	Denmark	40.01	25	2	4	17	DNF	3	245.5
9	Indulgence VII	United Kingdom	30.62	1	8	14	24	16	20	227.0
10	Fair Share	New Zealand	30.64	8	16	20	8	28	17	213.5
11	Sagacious V	USA	30.55	19	12	28	18	32	7	211.5
12	Mandrake Krizia	Italy	34.51	34	20	9	2	10	19	211.0
13	Beck's Diva	Germany	35.95	37	31	27	19	6	1	206.0
14	Propaganda	New Zealand	30.63	23	22	2	14	17	22	200.0
15	Great News	USA	40.00	29	40	10	35	7	2	198.0
16	4K	Denmark	30.60	24	14	29	21	26	10	197.5
17	CBI	France	30.53	21	7	42	23	24	11	196.0
18	Fram XI	Norway	30.63	6	15	30	6	25	24	194.5
19	Juno IV	United Kingdom	35.17	27	27	12	26	12	14	191.5
20	Madeline's Daughter	Australia	34.31	15	32	17	4	10	26	184.5
21	True Blue	Australia	30.50	4	16	22	29	29	21	183.5
21	Bravura	USA	30.61	16	10	11	3	13	DNF	183.5
23	Rubin II	Germany	34.33	40	28	13	27	8	18	169.0
24	Aria	Italy	30.56	43	9	15	9	21	30	167.5
25	Arecan Bay	Japan	30.55	13	21	23	20	38	23	161.0
26	Xeryus De Givenchy	France	33.90	12	24	37	43	20	16	156.0
27	Hydro	Norway	30.55	7	18	40	32	30	25	145.5
28	Pinta	Germany	34.46	31	35	36	33	19	13	140.0
29	Bellatrix	Italy	30.56	5	13	43	41	34	29	129.0
30	Hitchiker III	Ireland	30.48	20	25	32	30	31	27	126.0
31	Kiwi	Sweden	34.26	38	33	24	25	23	28	114.0
32	Tango Too	Argentina	33.60	39	29	18	32	33	33	96.0
33	Promotion VI	Netherlands	34.00	32	26	31	40	27	32	95.0
34	Turkish Delight	Japan	33.56	41	36	24	37	18	31	92.0
35	Jockey Club	Argentina	30.66	30	34	26	16	36	38	90.0
35	Platon Finans II	Ireland	34.61	35	37	19	DNF	15	35	90.0
37	Full Pelt	Sweden	30.56	10	38	33	21	37	39	88.0
38	Greve Duckula	Sweden	30.34	18	23	42	31	DNF	DNC	71.0
39	Amsterdamed	Netherlands	30.48	28	35	43	28	35	36	67.5
40	Citreon	Ireland	30.52	22	41	41	36	39	34	59.5
41	Elkem Yeoman XXVII	Norway	40.03	42	42	38	34	22	37	52.5
42	Daphne	Argentina	30.99	33	39	39	38	40	DNF	33.0



# WASHUP

Alan Green, the RORC club secretary and chairman of the Admiral's Cup race committee, reports on the management committee's 'washup' meeting

**T**he management committee for the Champagne Mumm Admiral's Cup met shortly after the event this year for their 'washup' meeting. The points raised at the press office meeting (reported in Seahorse, issue No116), and also those at the official de-briefing meeting were carefully discussed so the best guidance could be handed on to the new management committee, which, under the Deed of Gift, will take over the series for the next event.

The washup was unusually early this year, and the RORC intends that decisions on the format for next time will come out as quickly as possible – hopefully, before the end of 1989.

There was support for the view to move to three level-rating boats, exactly on the lines already popularly proposed: one 50-Footer, one 45-Footer and one One Tonner. The number and type of races seemed to have been universally well received, though there may be room for adjustment to detail: for example, from the race management point of view it is a pretty tight squeeze to get a 38-miler in one day when you are dependant on a late-starting sea breeze.

Percentage of nationals was discussed and clearly some countries would find 30% (as in the Nortel Southern Cross) easier to live with than the 50% present rule. The washup meeting didn't recommend any change here, though this – and all decisions for the next event – will be the province of the new committee.

No decisions about the CMAC can be made without careful study of the implications. Now, more than ever before, leading-edge IOR boats are gearing their whole existence around few events. The RORC and the management committee are well aware of their responsibilities in looking at the whole life-cycle of competing yachts. Ideas to introduce IMS yachts as part of each team seem unlikely to gain ground for next time, though the effect of the announcement of any such intention would certainly galvanise IMS development, and might be the adrenalin shot IMS could use.

On balance, the washup committee was well in-tune with the wishes of the Cowes meetings in looking towards three

level-raters, running under an IOR which would remain relatively stable possibly for the next two series.

Assuming things go the level-rating way, further detailed concern with TMF's would become a thing of the past. While the matter is still open, it's worth mentioning that previous TMF analyses over the years have often shown that an apparently 'give-away' change has made no overall difference on the results of major regattas. The top boats shine through again and again, until you get to very drastic changes. TMF changing is part of a bigger picture, some of it relating to technology and boat development, some of it to psychology.

The dominance of the One Tonners was widely predicted to be set to move up into bigger boats, though fewer people foresaw with accuracy where the next peaks would lie. Those that did, served their national teams well in '89 and have had a large part to play in influencing current thinking towards the three levels – and thus, without any doubt, also

towards some extremely sharp, exciting and easy-to-follow racing in the future.

Spectator control was reviewed and no one is in any doubt that a new approach is due. It is tempting to contrast the recent Whitbread start with some of the inshore races of this year's CMAC. The Whitbread was an excellent affair – 25 large yachts reaching along a line kept clear by 14 marshal boats, each including a police officer in the crew (though after the start the onlookers moved in and set up a pretty awful ploughed field); CMAC has four inshore races, each taking much of the day to complete and over courses and from starting lines not set until the start and then capable of being varied during the race... all this has to made clear to our spectators upon whose goodwill we depend. The management committee and the sponsors will surely give this much attention: it can only be in everybody's interest to have not only happy competitors, but also happy spectators.

While our Olivetti computer team (AFTER srl) gave us great blow-by-blow coverage (they also did the re-runs of the TMF changes in this issue) the offshore reporting will be looked at closely. SSB conditions were often very poor and more use of VHF may help. But the Rolls-Royce method has got to be Argos (or one of its sister-systems now available)... what with that and level ratings, there must be hope that the public listeners and viewers will at last be able to relate to our sport. ●



The future development of the Admiral's Cup is currently in serious debate. The likely outcome is for three level rating classes and the end of handicap racing'

Photograph: Kos