

## Linn Products Involvement in Leisure Yachting 1983-1990

**1982** Having obtained a 27-foot Ridder Bergstrom designed 'Sailwind' in very poor order, a decision was made to renovate the boat and use it for in house adventure training of Linn personnel.

The potential of this boat was soon realised and the boat was entered for the Clyde Offshore Championship series of races in 1983. The first success was an outright win in the Ailsa Craig & Arran race, closely followed by class or overall wins in the Ayr Bay, North Channel, and Zeguiner Trophy races. Other local and evening series races were also won during the season, which ended with 'Windo' being awarded the Offshore Championship trophy.

In **1984** 'Windo' was again campaigned successfully winning the Championship for a second year, and in addition the yacht finished fourth in the prestigious Tomatin Trophy race week. The yacht also won almost every race in the Fairlie Yacht Club racing calendar. By this time almost the whole of the crew were employees of Linn Products.

In **1985** the level of competition in Scotland was rising dramatically, and it was decided to purchase a J 29 from the design board of the famous Johnston brothers. This boat, named 'Lingo' was delivered in early April, launched on the Friday evening and sailed straight out of the marina to win the first Offshore race of the Scottish Championship. Success after success followed and included 1<sup>st</sup> in class in the Tomatin Series, and overall wins in Clyde Week, West Highland Week and Cumbraes Week.

In the 1985 season 'Lingo' was rarely beaten and tied up the Offshore Championship with an overall win in the Corinthian Tarbert race. 'Lingo' was campaigned in both the winter and spring race series at Troon, winning both series by a considerable margin.

**1986** On completion of the Spring series, Lingo was slipped briefly and prepared for the new season by Linn personnel before commencing a more ambitious programme than normal. Once again the boat proved to be devastatingly quick and continued where she left off the previous season with firsts in Scottish Series and many other regattas. At the end of July 'Lingo' was trucked South to take part in the famous Cowes Week Regatta. This was probably her finest performance winning the highly competitive Class 2 and being awarded the trophy for the best results of the week.

In **1987** 'Lingo' was sold to a Totnes dentist who is still winning against many more modern and expensive craft. A decision was taken to enter a boat for the half-ton World Championships to be held later in the year. After studying various designs it was decided to build a design from the board of Rob Humphreys. Premises were obtained locally to Glasgow and the building commenced January 1987. The new boat was launched the day before Scottish Series commenced, and suffice to say that she won her class with 5x1<sup>st</sup> and a 4<sup>th</sup>. An overall win at Clyde Week followed and the boat was sailed down to the Solent for rating optimisation, only stopping at Howth to take 2<sup>nd</sup> place in the Irish Half ton Championships. A first in class followed at Cowes Week, and the boat went to Poole for British Team trials.

After trials at Poole in Dorset the boat was selected to represent the UK in the World Championships. Regrettably the design proved to be too small for the conditions experienced during the World Championships. Having studied the wind patterns for the last twenty years, she was designed for an average windspeed of 8-10 knots, however during the regatta it seldom blew at less than 25 knots.

**1988** Over the winter the half tonner was slightly modified, and raced at the usual local regattas with devastating light air speed. Clyde Week and Scottish Series were again won prior to departing for a second attempt representing Great Britain at the World Championships. When lying 4<sup>th</sup> after three of the five races the mast broke during a gybe at the Lee mark.