

# Dalling still among leaders

## Cape Times Correspondent

LONDON.—There was a slight change in lead as the ninth day of the transatlantic single-handed yacht race drew to a close.

Bruce Dalling in Voortrekker, Alin Glikzman of France in Raph, and England's Geoffrey Williams in the Sir Thomas Lipton, are believed to be still practically level, but Australian Bill Howell in Golden Cockerel appears to have fallen back.

Howell reported high winds and heavy seas in the area and said his boat was "taking a hell of a battering".

But Geoffrey Williams yesterday radioed that the weather was "fine" and the forecast is for south-westerly winds of force 5 to 6, occasional rain and moderate visibility with the possibility of fog patches.

Williams is thought to have opened up a substantial lead

over Golden Cockerel and to be pulling away.

Further back is Lieutenant Leslie Williams in Spirit of Cutty Sark who radioed yesterday that he had struck a whale a glancing blow as he emerged from a heavy rain squall.

There was no news yesterday of either Raph or Voortrekker.

The only sighting reported was of the 40-ft. cutter Myth of Malham, sailed by Britain's Noel Bevan.

A British freighter reported the sighting at 14.30 GMT yesterday. Myth of Malham was then at 49 deg. 32 min. north, 27 deg. 49 min. west.

A race official said the Sir Thomas Lipton appeared to be in a good position as the yachts approach the half-way stage of the race—but added the reminder that the yacht is under a 12-hour penalty for arriving late at Plymouth before the start.

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# FORMIDABLE HAZARDS FACE BRUCE

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By ROGER WILLIAMS  
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SOMEWHERE out in the North Atlantic to-day Bruce Dalling is fighting a lone battle against some of the most formidable hazards that a yachtsman can face on the high seas: ice, fog, gales, shipping and sheer fatigue.

Apparently still among the leaders in the single-handed transatlantic race, he has already had to cope with conditions that prompted another leading competitor, Royal Navy officer Leslie Williams, to confess in a signal: "I sometimes wish I hadn't started!"

Dalling, like most of the other prominent competitors sailing monohull yachts, is taking the Great Circle route to the finishing point at Newport, Rhode Island.

## DISADVANTAGES

Sir Francis Chichester followed this route when he won the first transatlantic race in June, 1960.

This is what he has to say about it in his book "Alone Across the Atlantic":

The Great Circle Route is the shortest possible at 3,000 miles, but it has some serious disadvantages.

According to the hydrographic charts there was a 10-per cent probability of fog over 1,600 miles of it and a mean maximum iceberg area 550 miles wide to cross.

Also a head-on North Atlantic current—continuation of the Gulf Stream—averaging 0.4 knot to battle against for 2,000 miles till the favourable Labrador Current was supposed to be met at Cape Race, Newfoundland.

## HALLUCINATIONS

The hazards of the most treacherous sea in the world must by now be accentuating the loneliness of the long-distance yachtsmen, and physical and mental fatigue will have become as much an obstacle as are the elements that threaten them.

The American journalist Robert Manry, who in 1965 made a lone west-east crossing of the Atlantic in his tiny 13-ft. sailing dinghy Tinkerbelle, said after his arrival at Falmouth, England, that fatigue had brought on hallucinations during the long voyage.

At one stage he was afraid to

go below into the cabin because he imagined a monster of some sort was waiting for him there.

Dalling's Voortrekker is fitted with self-steering gear, which will allow him to catch up with sleep when the weather allows him to—but with the danger of ice and of ships bearing down on him, he will be able to take only occasional cat-naps.

As a competitor in the world's toughest yacht-race he will be constantly concerned with using the wind and currents to best advantage.

This spells perpetual vigilance and plenty of work—and little chance for sleep.

As the race continues it will become more a test of sheer physical endurance than anything else.

Dr. David Lewis, another competitor in the 1960 transatlantic race, wrote afterwards:

The competitive aspect of the race was outweighed, for me, at all events, by the struggle between man and natural forces.

The adventure itself assumed greater depth and purpose from the clearer understanding we hoped to gain of man's reactions when he stands revealed, stripped of all outside support, in a struggle, and alone with his soul.