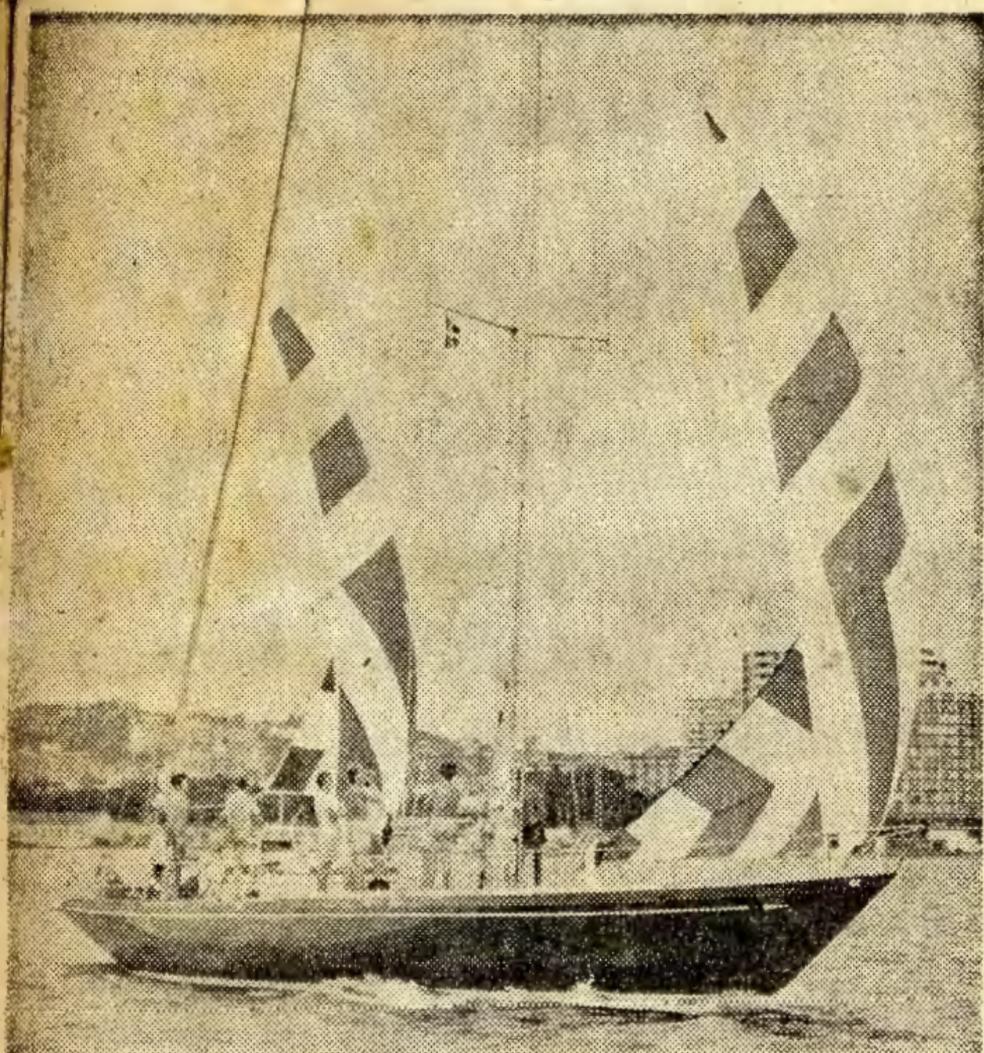


news 1-1270



**JAKARANDA**, the R130 000 ocean racer owned by the Bester Brothers, of Pretoria, on Durban Bay as skipper Bruce Dalling tries out a new mizzen staysail and "cheater" foresail. The yacht's mainsail has not yet arrived from England.

# Shore aid is forbidden

**UNLIKE** the 1968 single-handed race across the North Atlantic, in which Bruce Dalling put South Africa on the international ocean racing map, no contestant in the Cape to Rio race in January will be allowed to accept shore assistance in any form.

Self-steering devices and multi-hulled yachts, both widely used in the 1968 race, are also strictly prohibited in the race to Rio.

## STRINGENT

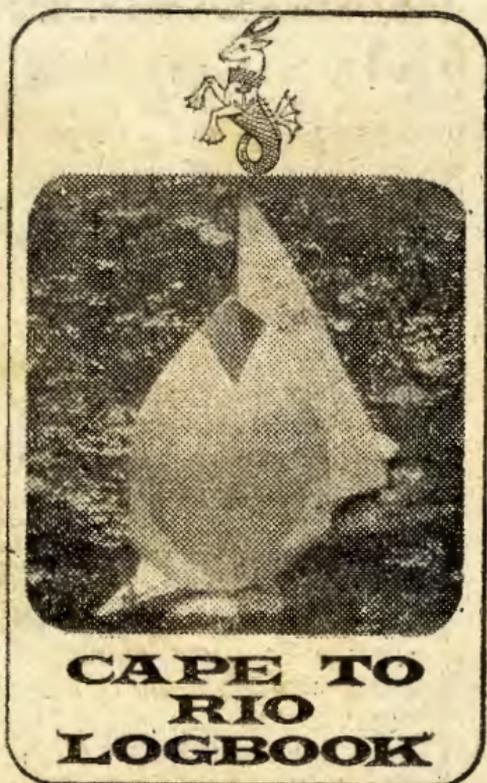
The current International Yacht Racing Union rules are as specific as they are stringent.

The rules make it quite clear that there can be no repetition of the tactics used by the sponsors of the winner of the 1968 race, Geoffrey Williams. Each day from London they fed Williams with computerised course instructions, based on the weather information radioed back by him.

In this way he was able to steer his yacht, Sir Thomas Lipson, around the stormy weather encountered by Dalling and the other competitors to finish first at Newport.

Rule 19 for the race specifies that "no electronic aid" other than the following may be used:

- Speedometer and log;
- Depth sounder;
- Wind speed and direction indicator;
- Radio receiver;
- Radio direction finder;
- Radio transmitter to be used only for reporting of daily positions when



required in the sailing instructions, for private business or for emergency purpose.

Rule 19 goes on: "Loran, radar, facsimile weather-map makers, teleprinters, any other hyperbolic navigational aids are prohibited."

Mr. Gordon Burn Wood, chairman of the Cape-to-Rio Race Committee, has pointed out that the rule debarring automatic steering devices would mean that each yacht would have to be steered manually day and night.