

Sightseers' descend

on race HQ

Cape Times Reporters

WHILE hordes of sightseers descended on race headquarters SAS Unitie yesterday, crew worked frantically to complete their preparations for the big event.

Albatros II and Pen Duick III were lowered back into the water after final scrubbing and repairs, leaving one yacht still up on the hard, the concrete sloop Quo Vadis—with a big question mark over its entry.

The R3 500 home-built yacht was damaged a week ago launching and was leaking.

Mr. Gordon Burn Wood, president of the race committee, told a questioner at a Press conference yesterday morning that Quo Vadis had not yet applied to be inspected.

The second-last arrival was the 18 m (60ft.) French ketch Striana, which arrived as deck cargo in the Ostfriendland. Skipper Alain Maupas explained yesterday that the first two ships she was booked on were delayed by the recent British dock strikes. "However, we are quite well prepared. We have everything on board. We just have to put the mast on, then we'll be ready."

JIM CAPSTICK, co-owner of the Durban ketch Cariatid I, will hit the high seas and his wife Laura will return to Durban and her job after only three days as man and wife.

The couple were married in the Magistrate's Court, Cape Town, on Tuesday and spent a two-day honeymoon at a Sea Point hotel. From Rio, Jim plans to charter the yacht in the Caribbean for a year while Laura, who is not a good sailor, will wave him a cheery goodbye at one port and a hearty welcome at the next.

According to Jim's youngest sister, Joy, 21, Laura has accepted the situation and is quite happy about it.

WHEN gastronome Clement Freud in charge of Ocean Spirit's commissariat

CAPE-RIO CAMEOS

arrived this week by air, he was clutching a case of professional, but villainous-looking kitchen knives and cleavers, enough to give any air security guard a heart attack.

In these days of extra security against hijacking, when even an innocuous pocket knife is liable to be confiscated, Mr. Freud had no difficulty with his culinary hardware.

"I'm so well known at Heathrow Airport—I use it at least three times a week—that I'm not even asked to show my passport any more," he said. "A wave of my hand, and I'm through. The knives? No trouble at all."

UNDISPUTABLY the youngest participants in the race are Peter Cullen, 6, and his brother Sean, 8, from Durban, who will be sailing on the ketch Sandeffjord with their parents and four other crew.

Peter and Sean will not have one uninterrupted holiday while at sea, however. Their mother, Ruth, will give them two hours' schooling each day, American style. As the family will not return to South Africa for some time, Mrs. Cullen has obtained American text books.

GERHARD ROUX, liaison director, disclosed that traffic police were geared to cope with 60-70 000 sightseers in areas outside the harbour to-morrow afternoon, as well as 6 000 or 7 000 who qualified to watch the start from within.

He appealed to sightseers to rely "absolutely" on the instructions of the railway and traffic police inside and outside the harbour.

And a final warning for those privileged to get into the docks. "Even if there is a quick start to the race, don't go home immediately.

Railway police may delay traffic if outside authorities feel it is necessary."

THREE men who almost didn't make it are Philippe Bordier, Yves Gueguan and Pierre English of the Pen Duick III.

Skipper Eric Tabarly had difficulty completing his crew when his French sponsors withdrew at the last minute.

Friends of Tabarly rallied round, and with the help of the Total Oil Company, sufficient money was collected to enable five of the crew to fly out from France. Two arrived on Saturday and Philippe, Yves and Pierre yesterday.

SINCE the Mozambique sloop Adamastor will not be taking any wine to Rio, the crew have had to settle for the next best thing. A visitor on board was shown a large box of "wine pills" (what South Africans refer to as—grapes).

THE time was Tuesday evening and the venue Table Mountain. Twenty crew of various yachts — Danish, German and French, so it is rumoured—took a cablecar to the mountain top. Selecting a large rock, they covered it with a gay table-cloth, laid knives and forks and plates and settled down to a meal of tinned herrings (bought specially for the occasion, five minutes before take-off at Copenhagen Airport), macerel, beer and Schnapps.

After dinner there was a long sing-song and much laughter. Unfortunately the gaiety had to end abruptly at 11 p.m. to enable the party to catch the last cablecar down. Otherwise it would have meant a long walk home, or a rock and a table-cloth for a bed.

RACE organizers disclosed yesterday that the time limit for the event had been extended from 35 to 40 days because abnormal weather in the South Atlantic indicated that winds would be 25 to 40 per cent lower than originally expected.