

Britain's Ocean Spirit takes lead

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DALLING WILL BE BACK IN RIO RACE

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Cape Times Reporters

THE CAPE-TO-RIO RACE enters its fourth day to-day with new yachts leading and Bruce Dalling making a dramatic bid to get his injured craft, *Jakaranda*, back into the race.

Latest position reports — incomplete last night — show the 21 m (71 ft.) British ketch *Ocean Spirit*, co-skippered by Robin Knox-Johnston and Leslie Williams, in the lead, followed very closely (seven miles behind) by Lol Killam's 22 m (73 ft.) Canadian masthead ketch *Graybeard*.

Earlier *Cape Times* Chief Reporter Roger Williams reported an all-out bid by daring French skipper Eric Tabarly to overtake *Graybeard* in his *Pen Duick III*. Tabarly did not report his position yesterday.

Voortrekker, the Royal Cape Yacht Club entry, which was leading on Sunday night, slipped back several places yesterday, coming fourth on

actual position and fifth on handicap position.

First on handicap late yesterday afternoon was the German sloop *Baleia* (in distance covered she was sixth).

Second and third on handicap were the Zeekoevlei Yacht Club's sloop *Outburst*, skippered by Capetonian Bobby Bongers (who also designed and built her) and the Windhoek entry, the sloop *Omuramba*.

Jakaranda is not yet out of the race, in spite of a broken rudder.

The owners of the South African yawl are determined that skipper Bruce Dalling and his nine-man crew must continue after repairs in Cape Town, even though this may put her back 11 days. And authoritative sources said it was unlikely that rules of the race would prevent the repairs being carried out.

However, a dark cloud still hung over the prospects of another South African favourite, the disabled 16 m (52 ft.) Cape Town sloop *Stormkaap*, skippered by Dave Abromowitz.

Speaking last night from

Port Nolloth, where she docked at 6.30 p.m. for repairs—also to her rudder — crew member Bob Nelson said that *Stormkaap* would go on to Rio only if the skipper felt certain that the repairs were satisfactory. Otherwise, they would sail back to Cape Town.

In another interview, the *Cape Times* Pretoria correspondent was told by Mr. T. Bester, one of *Jakaranda*'s owners, that he had spoken to Dalling by radio-telephone.

"We expect the yacht in Cape Town on Wednesday. But this depends on the good weather holding out, as the craft's only method of steering is by the trim of the sails," Mr. Bester said.

It appeared as if the shaft of the rudder had sheared off at its entry into the yacht's hull. Initial indications were that it would take six or seven days to get her shipshape again.

Race rules

"We are determined to rejoin the race once repairs have been carried out, but this depends on the ruling of the race committee."

It was understood that a cradle and a crane have been applied for at Cape Town.

One of the rules of the race states that entrants cannot accept outside help. However, yachting experts said yesterday that this provision was unlikely to be interpreted in such

a way as to include essential repairs.

They said the provision applied mainly to the sort of outside help which might prejudice other competitors, such as the use of a computer for navigation purposes or a towing boat to get a yacht out of a difficult spot.

The decision is in the hands of the race committee in Rio. However, it is believed here that the Rio committee would take into account that repairs requiring engineers and specialists could not be reasonably expected to be done by the crew.

At Port Nolloth, crew member Bob Nelson said the *Stormkaap*'s problems started at 3 a.m. on Sunday. "The skeg holding the rudder in place became bent, seriously impairing rudder movement. We couldn't control the boat properly and had to reduce sail."

The crew, aided by local people and firms, was trying its best to make a new bracket.

"We cannot get back on the slip and have to work in the water, which makes things difficult."

Nelson said it was impossible to predict when the repairs would be completed. He said the crew was in fine shape and the weather ideal.

Jakaranda was the third yacht to be disabled, coming after *Stormkaap* and *Albatros II*, which earlier had to put in to Robben Island for three hours for mast repairs after she had broached.

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