

REPAIRS MAY TAKE 2 DAYS

Dalling tells of race mishap

By a Staff Reporter

SKIPPER BRUCE DALLING said in Cape Town today that his yacht, *Jakaranda*, forced back with a broken rudder, might be repaired in two days and that it could still beat half the Cape-to-Rio fleet.

The 32-year-old bearded Springbok yachtsman, looking tired — 'I have not slept for three days' — said he considered himself disqualified because he had used the yacht's motor.

But, according to race organiser Mr. Gerhard Roux this is a premature assessment. All questions of disqualification will be considered by the race committee in Rio.

The race committee in Cape Town had ceased to function at the warning signal gun five minutes before the start of the race.

THREE MEMBERS

Three South Africans are members of the Rio committee — Mr. Roux, Mr. Gordon Burn Wood and Mr. Gordon Graham. They will fly to Brazil at the end of this month.

But disqualified or not, Dalling and his crew are determined to get back to sea as soon as possible.

'Even if we are disqualified, we will treat it as a race,' Dalling said. 'It is no good sitting on your backside—we can still beat half the fleet.'

Dalling said his two-day assessment for repairs was optimistic and a clearer picture would emerge this afternoon when *Jakaranda* was out of the water and being surveyed.

Moments before giving the interview, he had moored his yacht in Table Bay's yacht basin. *Jakaranda* had turned back on Sunday night when she was about 275 miles north-west of Cape Town.

She nosed around the breakwater at 10.30 a.m. today, moving under the power of her engine, and was moored 20 minutes later.

(Continued on Page 2, column 3)

Customs and immigration officials hastened the necessary formalities.

Dalling smiled at people who offered their sympathies: 'It's part of the game,' he said.

Later, he gave a description of the setback to the handsome blue-hulled Pretoria yacht, estimated to have cost its owners, the Bester brothers, more than R130 000.

'It happened about 6.30 p.m. (S.A. time) on Sunday when we were about 275 to 280 miles from Cape Town. We had covered about 240 miles in the first day's run,' he said.

BOAT LURCHED

'I was in my bunk. We had about 368 sq. of sail up and were trying to catch *Ocean Spirit* which was ahead of us.

'Suddenly I felt the boat lurch and I shouted up to the helmsman (Mike Allan) to watch the broach as I thought he had lost his concentration. But he said the steering had gone.'

The yacht heeled over but there was no danger of her capsizing, Dalling said.

At first, it was thought the steering linkages had gone, but during the night crewman Richard Bertie went over the side, armed with a watertight torch and secured with a safety harness. There was a 25-knot wind blowing at the time.

After swimming under the hull, Bertie reported that the rudder stock was sheared at the point where it emerged from the hull. It was still being held by the bearing at the lower end of the skeg.

Jakaranda was moving astern in the wind and the engine had to be used to prevent her from running back on her own flapping rudder, which had to be secured with ropes.

EQUIDISTANT

Dalling said he considered heading for Port Nolloth (as skipper Dave Ambrowitz did when he, too, developed rudder trouble with *Stormkaap*), but decided as the two harbours were equidistant, Cape Town would be a better choice with its superior engineering facilities.

Dalling said *Jakaranda* took careful handling when running downwind under a full spread of sail. He used a popular and pithy phrase to describe her invigorating performance in these conditions.

The damage to her rudder was not caused by a submerged object, he said. The rudder stock had simply sheared.

The yacht's next commitment was in the Miami to Montego Bay race in March, he said.