

It's never too late to win

20.1.71

IT is a basic principle of yacht racing that it is never too late to win a race. In competitive racing, belief in this principle is essential to succeed.

It will not be surprising, therefore, if Jakaranda and Stormkaap sail out again at full bore to catch and pass the fleet. Bruce Dalling's North Atlantic epic was one of a man driving himself to the limit, and the next few weeks will probably see a crew led in a similar saga.



JURY rigs could appear again in a racing fleet of this size, on a course of this length. Mostly they act as replacements for lost or damaged masts or spars, or for damage to steering gear, as in the two recent cases.

Thus — to a yachtsman — the term "yachts under jury rig" means disabled craft sailing to safety under what a layman would call a "lash-up" (anything handy for the job of sailing the boat home).



THE rudders used in modern designs are either supported at the bottom end on a bearing in a slender fin, or not supported at all at the lower end.

The fin extends below the hull, quite separate from the main keel, and can itself be a source of trouble if it meets very heavy wave pressure.

As a piece of engineering the unsupported rudder is a normal cantilever. It is quite acceptable if the maximum stress which is liable to be applied is known and allowed for and the advantages of not having a fin carrying a bottom bearing for the rudder stock are retained.



VOORTREKKER'S performance so far is beyond all hopes. She has evidently struck conditions similar to those which gave her an all-time record run on last year's Lourenco Marques-to-Durban race under the same crew and skipper.