

26.1.71
Stormkaap

hopes to meet mailship

From **ROGER WILLIAMS**
in the guardship **Tafelberg**

DAVE ABROMOWITZ, skipper of rudder-troubled Stormkaap, hopes to meet the **Southampton Castle** at St. Helena on Saturday for reshipment to Cape Town.

From the archives of
**Richard Crockett &
Sailing Publications.**
www.sailing.co.za -
editor@sailing.co.za

We were heading back west to the Cape-to-Rio race fleet at 17 knots yesterday after a midnight rendezvous with Stormkaap, and Captain R. C. Cousens of Tafelberg was assured by radio that all was well on board the sloop.

Through. Captain Cousens, Abromowitz asked fellow Royal Cape entry Elegance to continue escorting him on the 700-mile haul to the island.

At the rendezvous, Tafelberg's second-in-command, Lieutenant-Commander J. S. A. Rendell and Chief Engineer Officer Lieutenant J. Cronje crossed in an inflatable dinghy to find what assistance the guardship could give.

CEMENT BOXES

After examining sheared-off bolts holding Stormkaap's skeg—the protruding underwater fin on which the rudder is hinged—the officers decided to insert two cement boxes inside the hull at the point where the skeg is secured to it.

This was mainly to seal the inner hull should the skeg carry away in heavy weather and tear a hole in the bottom.

Fortunately, up till yesterday the weather had been mild and looked likely to remain so.

A special team from Tafelberg under Chief Shipwright S. Patterson was sent to do the cementing at about 3 a.m. South African time, after which the guardship supplied the yacht with an extra 40 gallons of fuel, which would enable her to use her motor more than half-way to St. Helena.

Three other journalists and I were taken to Stormkaap by dinghy. As the sloop bobbed in the light swell, Abromowitz took us below and gave us details of the misfortune that has struck the Cape's main hope in the race.

EXCELLENT PROGRESS

He said that Stormkaap had been making excellent progress after putting in to Port Nolloth for temporary repairs when the rudder trouble recurred on Saturday.

Crewman Melville Stephens, a qualified marine engineer, went over the side and with bits of wire—including straightened coathangers—strapped the loosened skeg to the hull to prevent its being carried away.

The bent rudder post makes steering difficult, but Abromowitz was convinced that he can reach St. Helena by Saturday in spite of the fact that he cannot proceed at more than five knots.

His crew were in excellent spirits, in spite of disappointment at being out of the race.

He also expressed his gratitude to Tafelberg for going to his assistance.

We expect to catch up with the leading yachts in about two days and are due to rendezvous with Brazilian warships about January 29.