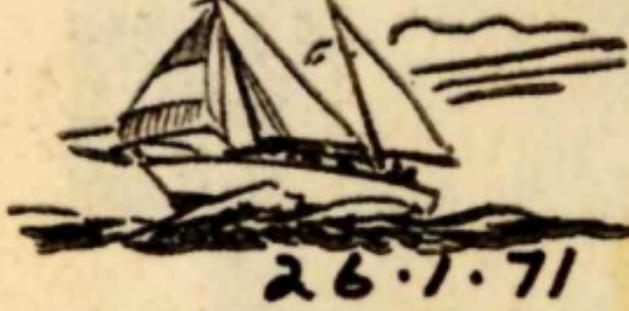


Elegance may get allowance



Cape Times Yachting
Correspondent

STORMKAAP'S retirement from the race cannot be assumed till the Sailing Committee, now across the Atlantic, has confirmed receipt and acceptance of the skipper's intentions.

This is the correct procedure however obvious it is that the sloop could not complete the course unaided in the time limit.

Heavy swells past the landing wall and deep water right to the shore make St. Helena a poor place for yacht repairs on or off shore and it seems that Stormkaap must be lifted out and on to a ship's deck by the ship's lifting gear.

It is not likely that the only shore crane available could lift the yacht on to a ship because of the difficulty of coming alongside. If a tight schedule works out it is possible to have Stormkaap's own custom-made cradle shipped from Cape Town docks for use when she is loaded at St. Helena and thus avoid using a temporary cradle built up from ship's dunnage timber.



DAMAGE to the rudder and skeg on Stormkaap must be drastic because nothing less would make Dave Abromowitz choose his present course. He will have a constant lookout on the weather for the swing of the wind to the north.

Any attempt to beat against the wind could finish the underwater gear and the alternative is a very long trip back to the coast if the wind holds long enough for the journey.



THE position of the ketch Elegance, which is standing by Stormkaap, has to be considered as far as her attention to a yacht in distress affects her chances in the race.

Such cases are always treated on their merits and similar action in recent ocean races has usually earned a time allowance deduction for the yacht which gave aid.



TWO entries have not made any report since the start of the race. These are the Transvaal sloop City of Springs and the Durban ketch Ingwe.

No anxiety is felt for either boat, both of which are well equipped and in the hands of thoroughly-competent skippers and crews.

Visual sightings have shown their progress occasionally but the sailing instructions call for a daily radio report; there is bound to be some thinking about these infringements of the instructions.

The most likely causes are communications failures caused by battery troubles or faults in the actual transmitter; but it is usual in such cases for the yachts concerned to take some action to explain the difficulty to race officials.

Ma'm'selle, the American late entry, has done this and is excused the daily radio report.