

# Yachts must be judged in classes

27.1.77

Cape Times Yachting  
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**A**LTHOUGH most attention is concentrated on the leaders of the Cape-to-Rio fleet as a whole, the true yachting interest is in boat positions within the three divisions into which the entries are divided.

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**I**NTERNATIONAL agreement has standardized the divisions throughout yachting, and a boat's performance within her division, in ocean races of suitable status, is the yardstick by which she is judged in the yachting world.

South African yachtsmen sailing in Cowes Week will meet up to 15 divisions, sub-divisions and classes in the 600-boat fleet lined up for the renowned Round-the-Isle-of-Wight race, which starts the season.

The divisions are by rated length, starting with Division 1 for boats above 15 m, Division 2 for boats between 10 and 15 m, and the lowest Division 3 covering the 7.5 to 10 m group.

Division 2 is the largest in numbers, and the latest positions show Albatros II leading this class as well as leading on overall handicap.

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**W**ILLIE SCHUTTEN'S Pionier leads Division 3, with his former boat, Sprinter, next in the class.

Except in the most abnormal circumstances, a 10-m yacht is completely outclassed by a 15-m one, so that matching them in the same race is pointless except under a handicapping or sub-division system.

The three divisions are, in effect, sailing their own separate races on the same course, and the fact that the whole fleet started together makes it possible to match them on handicap as a whole or even within their divisions.

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**W**AYFARER has made up a tremendous amount of her lost time, and is still climbing up through the fleet, to her considerable credit.

This is the usual "pacemaker" principle when every boat in front is a challenge and an incentive to force out that little extra drive which a boat holding a lead sometimes fails to bother about.

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**T**ABARLY'S schooner Pen Duick III is the present dark horse, and the Frenchman's next position report may be bad news for the Division 1 leaders.

Raph, the other French boat in this class, was last located far north of the main fleet and could easily be finding far better sailing winds up there.

Alain Glicksman in Raph is a superb tactician, and is leader of one of the three French challenges for the 1973 America's Cup.