

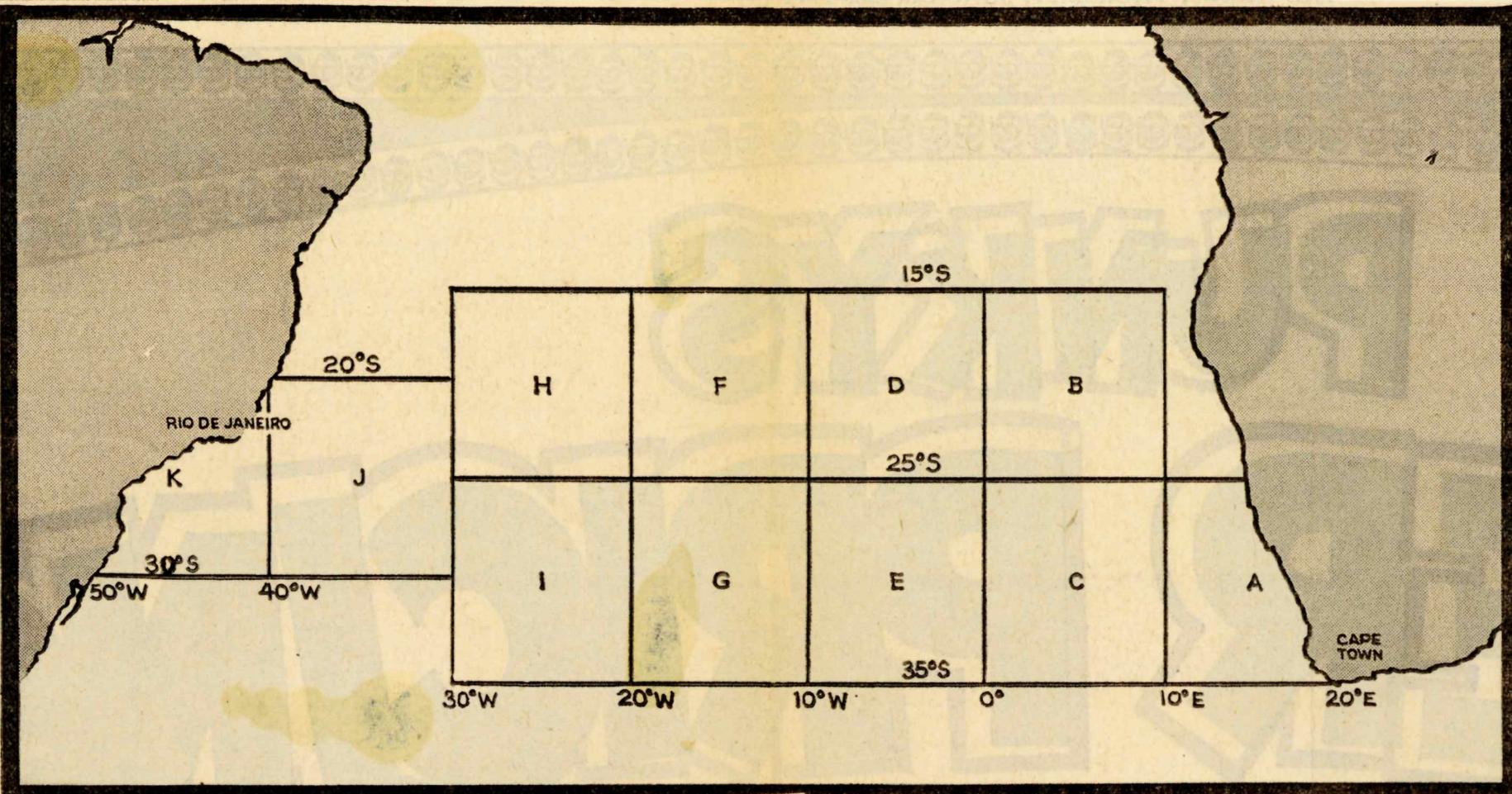
29-1-71

THIS MAP is used by weathermen in South Africa when they transmit daily forecasts to the Cape-to-Rio fleet.

Readers following the progress of the race should cut it out and keep it as it will enable them to see at a glance what conditions are like in different parts of the South Atlantic when this information is published in The Argus.

The weathermen relate their information to the squares, each of which has its own code letter. When the forecasts are transmitted to the yachts, the squares are clearly named with a key word. For instance square B is 'Bravo' and square G is 'Golf.' This is aimed at preventing misunderstandings — D, E and C could all sound the same over a scratchy radio.

The full list of key words is:
A — Alpha; B — Bravo;
C — Charlie; D — Delta;
E — Echo; F — Foxtrot;
G — Golf; H — Hotel;
I — India; J — Juliet; K — Kilo.



WIND IS BEHIND 'NORTH' YACHTS

By a Staff Reporter

WEATHER conditions in the South Atlantic today continued to favour yachts such as Canada's Graybeard, France's Raph, Argentina's Fortuna and Britain's Ocean Spirit, which are sailing on a northerly curve to Rio.

These yachts — the northerly front-runners — have moved into a weather area known as Foxtrot. According to today's weather forecast to the fleet Foxtrot should provide them with 10-knot easterly winds.

The northerly yachts behind them which have not yet passed longitude 10 degrees west are in the area Delta where favourable east-south-east winds blowing at 10 knots should help them along.

UNFAVOURABLE

The smaller yachts which have kept south should have cause to regret their choice when they pick up the weather news on their radio receivers. These include the fleet front-runner (in terms of distance from Rio), Albatros II of Knysna and Durban's Mercury, which is placed fifth on actual position and second on handicap.

Both Albatros II and Mercury have passed longitude 10 degrees west and are thus in weather area 'Golf,' which has a forecast of five to 19 knot north-westerly winds at first, changing to 10-knot south-westerly winds — neither favourable.

In fact, the effect of the winds on these yachts is reflected in the latest computerised positional report which shows them farther south at 6 p.m. yesterday than they were the day before.

South-runners behind them in area 'Echo' also have headwinds to tack into — north-north-westerly, blowing at 10 to 15 knots.

MAY VEER

However, the picture for the south-runners is not entirely gloomy. As they approach the 'high' off the Brazilian coast, they should find the winds veering more favourably.

But the question is this: How much time will they lose in the meantime?

From the archives of Richard Crockett & Sailing Publications.
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