

Rio commentary

BOUQUET FOR RIO RACE

PLANNERS

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Cape Times Yachting
Correspondent

IT is in the normal order of yacht racing that yachts, skippers and crews hold public interest and collect trophies and the glory while, provided it is efficient, the organization behind the race goes unnoticed.

Formal thanks to the organizers are usual but rarely does a competitor give commendation without reserve at the earliest opportunity as Lol Killam has done. Cape Town took Graybeard to heart when she first sailed in and the warm-hearted personality of her skipper and owner has shone through from mid-Atlantic even in the bare dispatches.

Now, from Rio itself where two big yacht fleets are gathering, the genial Canadian has recorded South African organization as the best he has met. First prize to the vast organizing crew!

Comments are worth noting

ANY comments or opinions on the course for the race are worth nothing for future use. Few ocean races give much scope for choice; there are marks to be left to port or starboard, lights to be rounded and, very often, shipping lanes to be traversed.

The Cape to Rio course involves crossing a line in Table Bay and another on the other side of the Atlantic. If this sounds dull it does not seem to work like that in practice.

In many ways racing, as distinct from cruising, across the South Atlantic calls for a far higher standard of seamanship than many of the "round the buoys" or "along the coast" events on the calendar.

Tafelberg's seamanship

THERE is a lot of sound seamanship tucked away in Tafelberg's casual references to steaming over to check on this or that boat or going back to supply the Durban ketch Three Bears with water.

First move in such an exercise is to find your ketch and there is more to this than driving around making inquiries here and there. The smoothness of Tafelberg's operations must not hide the very considerable efficiency and competence behind them.

Team prize for French entries

FIVE countries share the first