

Rio commentary

ALBATROS CREW NEVER GAVE UP

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TO any novice yachtsman keen to win races, nothing could hammer home the traditional lessons more dramatically than the success of Albatros II in the Cape-to-Rio race.

When, if ever, all the techniques of boat handling, tuning and tactics are mastered the crew which wins races is the one which will never admit that a race is lost—and works to the limit on this theory till the line is crossed.

If at any time in those days of worrying about the repaired mast, or the days of fair wind sailing and squall hopping, one squall had been wasted or one sail change neglected, the vital few hours' lead and the premier trophy would have drifted away in the South Atlantic.

The temptation to relax just once in four weeks can be terrific and fatal, but Albatros had a very experienced crew, all with skipper backgrounds and all completely in tune with what John Goodwin was determined to achieve.

In the same spirit Striana's crew, almost certain winners only 24 hours ago, were on hand to offer their conquerors completely genuine congratulations.

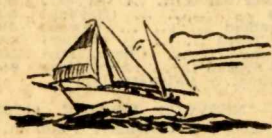
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Protest made in boat's name

A PROTEST, in writing and conforming to clearly-defined forms and practice, is a yacht's way of drawing attention to a breach of the rules which, of course, include the sailing instructions.

The protest is in the name of a yacht—not of individual skippers or crew—and is submitted to a Protest Committee appointed as such and qualified for the job.

After hearing and studying evidence and the rules, the committee upholds or rejects the protest and, if the rules allow or



prescribe one, impose a penalty on the offending yacht.

In open-season racing the result of a protest can be appealed against to the national or international body, and the local protest committee can be over-ridden.

The Sailing Instructions of the Rio race define the formation of the Protest Committee and then go on to say that this committee shall act on all protests and its decisions shall be final.

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No variations in ratings

ALSO in the instructions it is made clear that no variations in ratings may be applied for after January 10, 1971, six days before the race started. This conforms to normal practice.