

# 35 set sail today for Uruguay

Archives of Richard Crockett & Sailing Publications.

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Own Correspondent, Cape Town, reports on the sixth South Atlantic yacht race to Punta Del Este in Uruguay.

"BON VOYAGE!" will be the cry today from the thousands of spectators lining vantage points on the Atlantic seaboard when the fleet of 35 yachts sets sail on the long, 4 500-mile haul to Uruguay.

Competition in this, the sixth South Atlantic Race, will be needle-sharp. Some of the more experienced skippers and crews have sailed the route to Punta Del Este in Uruguay three times and there are even a few veterans from the three earlier races to Rio.

Names such as Bertie Reed, John Martin, Alan Tucker, Geoff Meek, Padda Kuttel, and Gerhard Aab spring to mind immediately, along with many others who have proved that South African yachtsmen can match, and sometimes beat, the world's finest.

For most observers the race will be dominated by the five Super Maxis which will soon leave the rest of the fleet trailing days and even weeks behind.

All eyes will be on Apple Macintosh, the largest, most sophisticated and potentially fastest yacht ever built in South Africa. She will be sailing under the American flag because of her sponsorship, and her crew will be hoping for brisk trade winds which will push her to speeds in the region of 20 knots under full canvas.

At times she could be virtually surfing down the huge Atlantic swells on the course to Uruguay.

Built by a Cape Town syndicate in a bid for line honours in this year's Whitbread Around-The-World Race, Apple Macintosh is crammed with sophisticated electronics. Crewed by a bunch of seasoned racing sailors, with a hard-nosed skipper, "Padda" Kuttel, at the helm, she is going all out to be first across the line in Punta Del Este — even though the race is merely a shake-down for the Whitbread.

Apple is expected to be harried all the way to Uruguay by the 1982

line honours winner, 3CR12, and the revolutionary Maxi, Momentum Life, which has performed impressively since failing to make the start of the 1982 Uruguay race.

Skipper Alan Tucker would dearly love to repeat his and Bobby Bongers' achievement in being first across the line in 3CR12 — then named Rampant II.

Designed specifically for down wind-racing, 3CR12 could surprise Apple Macintosh if the winds remain consistent and strong.

A dark horse is Momentum Life. Built of space-age carbon fibre which has lessened her weight significantly, this 22 m Maxi has not been tested in tough ocean racing. Momentum will be crewed by Wits University students, skippered by Gerhard Aab.

The crews of the South African Navy entry, Paper Pack Voortrekker II and the now ageing but modernised Wesbank are determined to be in at the finish.

Built of carbon fibre in Cape Town by the Glanville family, Wesbank stepped a new aluminium alloy mast before the race.

Skipper Richard Glanville is confident that Wesbank will flourish in the conditions.

"Apple Macintosh and Momentum Life are unknown quantities and I am confident we have the beating of 3CR12."

On handicap, the race is wide open with a host of smaller craft favoured by the international offshore racing rating.

A battle royal is expected between Bertie Reed's Interflora Retrains and the Durban-based Elangeni, which won handicap honours in 1979, sailing as Weetbix. Elangeni has a new sponsor now and has undergone a extensive refit. She is skippered by Terry Clarence, who has won several national and provincial titles and dominated sailing in Durban at the helm of Assegai.

## Shipshape and ready to set sail

LAUREN KIESOUW, Staff Reporter.

FIVE former members of the Pretoria Sailing Club are part of the Wits University crew of Momentum Life — regarded as one of the top contenders for the Cape-to-Uruguay race.

Another member, Mr Coenie Wesselink (24), a second-year mechanical engineering student, was a boarder at Pretoria Boys' High where he matriculated in 1977.

The crew of Momentum Life believe, although they are young and from up-country, they can still deliver the goods.

This was proved when they won the gruelling Sea Harvest race over about 200 nautical miles in February last year.

Mr Gary Davies (21), one of the youngest crew members, is a second-year B.Comm student and has been sailing since the age of seven.

"We've worked together for

this race for two years and we're all very good friends," he said.

Other members are Alec Lanham-Love (23), a second-year B.Comm student at Unisa, his brother Craig (21), an Australian Don Elks (27), and a third-year BA student, Howard Amoils (23), who recently qualified with a BSc in computer science and mathematics.

Mr Amoils wrote computer programmes for the position of the yacht and of the fleet, while team members John Klintworth (21), and Karl Lampbrecht (21), used their mechanical engineering degrees for navigational programmes and structural alterations.

The Cape-to-Uruguay race will be more than just a test of strength and skill for some of these crew members.

It will also be a rather unusual honeymoon for skipper Gerhard Aab (24), and newly-qualified law-

yer Carol Borghart (24).

By the time the race starts they will have been married for a day.

Carol, who was the Rag chairman at Wits in 1982, organised the crew's entry as a fund-raising venture. She will be cooking meals for the other crew members every eight hours.

The yacht is one of the few boats to have a desalinating machine on board, which produces about 30 litres of desalinated water every hour.

The water will mainly be used for drinking and cooking.

Any thoughts of "the glamorous life" are quickly dispelled when on board as the vessel has been built for speed and not for comfort.

The fittings and furnishings are anything but luxurious — everything is spartan with just the bare essentials.

Momentum Life is essentially

made of carbon fibre and is one of the lightest yachts of her size in the world, weighing less than 15 tons.

The crew's luggage and food have also been planned to ensure the minimum amount of weight. Only a few items of clothing are allowed and the majority of the food is dehydrated.

Gary said they would only be having nine fresh meals in 21 days. The dehydrated food (which would weigh almost 300 kg if it were fresh, weighs about 50 kg.

After their arrival in Uruguay, the student crew will be sailing to the Caribbean to take part in the Antigua Week race and then on to Los Angeles for the Trans-Pacific race to Hawaii.

And for some, it will mean back to the books. Several of the crew intend continuing their studies through Unisa.

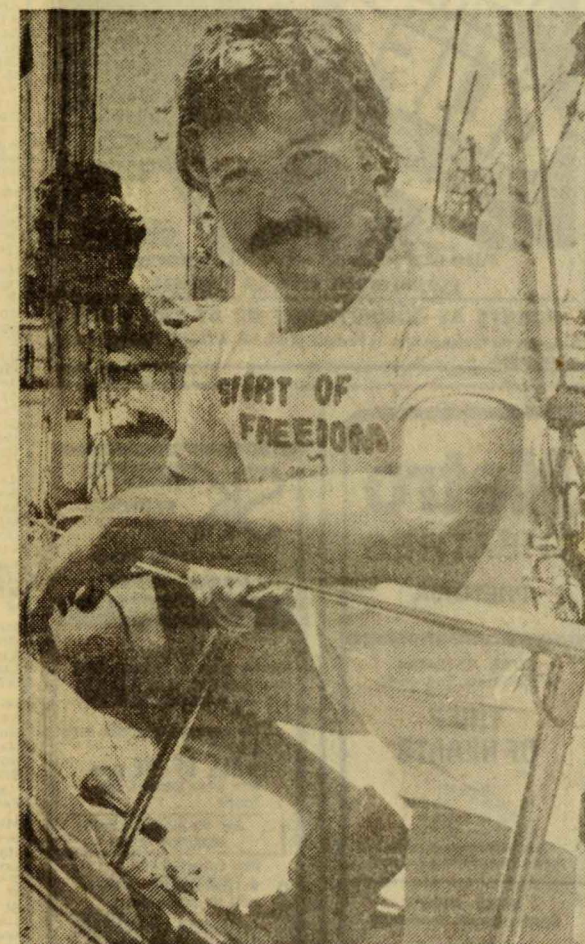
Yacht	Sail No
Apple Macintosh	US33881
Archangel	SA535
Delanie	SA557
Cullinan	SA756
Elangeni	SA380
Goblet	SA742
H. S. C. Honey	SA679
Interflora Retrains	SA741
Kaiamanzi	SA643
Madame Pazzazz	
Magic	SA721
Medlease	SA766
Momentum Life	SA222
Nero	3989
Paloma	SA18
Panache	SA438
Pelican	SA242

Owner/Skipper
SA Challenge Syndicate/P. Kuttel
K. Turner
W. van der Westhuizen
D. Southby
J. Bailey/T. Clarence
J. Puttergill/H. Poulter
D. Barford/J. Coles
P. A. Nell/S. J. Reed
G. Eglinton
H. C. Lourens/B. C. Tocknell
M. G. W. Seiderer
S. Murray/C. Cairncross
Maxi Racing Syndicate/G. Aab
R. Taylor
R. Vos/B. Mitchell
D. Krawchuk
J. A. Watermeyer

Persetel	SA712
Playgirl	G1760
Sancho Pansa	G2342
Skorpion II	SA346
Spirit of CIW II	SA710
Spirit of Fauna	SA711
Spirit of Freedom	SA105
Susan	SA644
Talgal	SA763
Te Kaibos	SA545
The Contractor	SA745
3CR12	3507
Three Spears	SA773
Touch Wood	H2994
Paper Pack Voortrekker II	SA8
Wesbank	SA567
Wings	SA737
Gemken Voortrekker	SA1

Two Oceans Marine/P. Maré
B. Jorg
H. D. Hensel
P. Richards/F. Pady
F. W. Palthe/E. v.d. Laan
D. D. and M. J. Daly/Robertson
A. Botha
G. Muller
R. McBride/P. Reiss
M. de Kok
R. L. de Jager
A. E. K. Tucker
E. Byrne/J. Reuvers
G. Hegie
S.A. Navy/J. Martin
R. Glanville
R. Lombard/R. v.d. Weele
SA Navy/R. Harrison

Bertie Reed skipper of Interflora.



Attie Botha, skipper of Spirit of Freedom.

## City's Spirit joins the fleet

Staff Reporter

ANOTHER hopeful Pretoria entry is property broker Mr Attie Botha, the skipper of the Richard Ellis/Adwyn Spirit of Freedom yacht.

Mr Botha (30), a confirmed bachelor, is an all-round sportsman and has obtained provincial colours for athletics and rugby.

He is also an offshore yachtmaster and has a private air pilot's licence.

Although the crew of five won't be competing for line honours, they will compete in their class on handicap.

Mr Botha said they were hoping for heavy weather, as the Spirit of Freedom sailed well in strong winds.

The yacht, previously known as Rio Springbok, has been extensively refitted and Mr Botha spoke enthusiastically of the navigational systems on board, which are the most modern and sophisticated available.

He said they were expecting to complete the transatlantic trip in about four weeks. Mr Botha will fly home from Uruguay, while crew member Johan Raubenheimer (28), a former Pretorian, will skipper the yacht back.