

ZEEKOEVLEI Yacht Club, the defending champions, have shot into a commanding lead in the Joko Lipton Regatta sailed off Club Mykonos at Langebaan but in spite of their well-earned success they could be in for problems — a protest committee was still sitting earlier today to hear a protest against them.

Yesterday they sailed a textbook race to lead the fleet virtually from start to finish. Their chief competitors, the Royal Cape and Hermanus Yacht Club entries both had bad starts, very bad starts in fact.

## False start spoils day for Zeekoevlei

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They both pulled out from the squeeze at the port end of the start line and circled back looking for an opening in the crowd of boats. In doing so they lost considerable time and since time is what races are about it was a costly exercise.

The key to this Lipton Regatta has been getting a good start. Once away and in clear air in the moderate winds that have been prevailing, those ahead tend to stay ahead.

A classic example yesterday was the Hout Bay entry Maxtec skippered by Allan Lawrence. They had a very good start — or so they thought — and were lying second all the way behind Daly's Insurance. It was only as they crossed the line that Lawrence and his crew learnt they had been over the start line at the gun and were disqualified, effectively putting them out of contention for the trophy.

Zeekoevlei's dominance was

emphasised in the lead they held over the fleet. Right at the start of the race they sailed through Hout Bay, and the speed which they did so made it hard to believe that they were sailing an identical boat. Their speed throughout the race was quite extraordinary and they pulled steadily ahead as the race continued.

Given that they had both a bad start, the Royal Cape entry

MBS Challenger, and the Hermanus entry Sigma Coatings both did very well to recover and finally catch up with the leaders. Hermanus ended with a second place and Royal Cape with a third.

Zeekoevlei face a protest of having touched the pin mark at the start. Normally had they done this they could do a 360 degree turn to acknowledge the fault. If the protest succeeds they could be disqualified from the race, effectively putting them out of contention for the regatta.

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