

# Alone across the Atlantic



● Anton Rupert with Dalling.

The key people behind the venture



Biermann



Van Winsen

ALTHOUGH the Voortrekker venture was conceived in and launched from Cape Town, the vast amount of organization involved was on a fully South African basis, with all four provinces represented, either on the panel of trustees or on the organizing committee. Bruce Dalling himself is a university lecturer from Natal—but originally he came from Germiston, in the Transvaal.

These were the key personalities behind the venture:

Trustees: Vice-Admiral H. H. Biermann, chairman; Mr. Justice Louis van Winsen; Mr. David Susman, a leading Cape Town business man and tunny-boat operator; Mr. Jean Tresfon, of

Wellington, a director of companies in Cape Town; Mr. J. J. Piek, of the Rembrandt Organization; and Mr. Derek Scorer, managing director of African Explosives and Chemical Industries, in Johannesburg.

Organizing committee: Mr. Victor Norton, Editor of the Cape Times, chairman; Judge Van Winsen; Mr. David Susman; Mr. Fred Smithers, a Wynberg attorney and a leading yachtsman; Mr. Cornelis Bruynzeel, prominent industrialist and owner of the ocean racing yacht Stormvogel; Mr. Gordon Graham, president of the SA Yachting Association; Mr. Brian Lello; Mr. Elkan Green, of Mobil SA; Col. Don Ord, president of the Federation of Aquatic Sports and

MR. BRIAN LELLO, technical adviser to the Springbok Transatlantic Race Committee, yesterday paid a warm tribute to the chairman of the committee, Mr. Victor Norton, Editor of the Cape Times.

"We simply could not have done without his help and guidance", he said.

"Mr. Norton has guided the Voortrekker project through a succession of pitfalls and disappointments and we have leaned heavily on his organizational experience."

president of the Transvaal Sailing Association; Commander R. A. Prior (Natal); Mr. Gordon Webb, first skipper of Stormvogel; Dr. Hamish Campbell (Natal); Mr. Reg Ashman (Free State); Mr. Herbert McWilliams (Port Elizabeth) and Mr. Jock Hardwicke, of Plymouth, England.



● Drawing by Rufus Dalling and Voortrekker—no word.

## Tribute paid to Williams

MR. BRIAN LELLO, technical adviser to the Springbok Transatlantic Race Committee, said yesterday that Geoffrey Williams had sailed "a tremendous race".

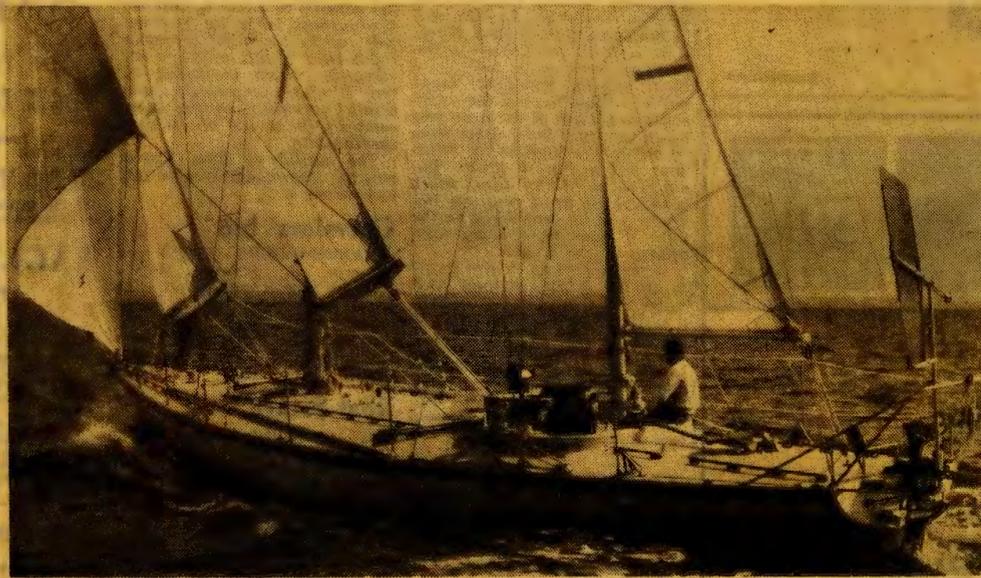
"He is only 25 and relatively inexperienced, and he worked on the boat himself right through its construction in England. £27,000 to build, and it had special equipment provided by the English Electric Company, which also gave Williams a computerized weather service before he sailed."

"He had to sail the qualifying 500 miles to Plymouth just before the race started, and he must have set off very tired and full of last-minute tensions."

Mr. Lello said the Sir Thomas Lipton had been backed by the Lipton tea company, owned by the famous America's Cup yachtsman of earlier days.

The fibreglass ketch cost

Geoffrey Williams on board the British yacht Sir Thomas Lipton.



TOM FOLLETT, second home in the transatlantic single-handed yacht race, pulled a big surprise on all the observers and yachting pundits when he appeared off the American coast yesterday.

His Polynesian-style "proa" catamaran Cheers crept out of the fog behind the Sir Thomas Lipton at a time when many people believed him to be quite out of the running.

First sighted at 5.30 p.m. SA time yesterday by the Coast Guards on the Nantucket light vessel after disappearing for 17 days into the blue, the 40-ft. outrigger catamaran with Tom Follett sailed past the light vessel off Newport at a fast clip.

The South Western Yacht Club originally wrote Cheers off as a crank entry until it startled the pundits by making passage from the West Indies to England earlier this year in 28½ days—a distance of 4,200 miles.

The craft is really a Polynesian-type proa, which looks like two kayak canoes joined with two curved spars and sporting two unstayed masts on one canoe.

The two masts properly place her in the schooner category but Cheers is distinguished by the fact that she has no bow or stern, does not tack, and can sail forwards and backwards.

Looking like a little yellow dot among her bulkier competitors, she was fourth across



● Cheers.

## GOOD CHEER FOR CHEERS

the start line on June 1 with her short, bearded skipper jauntily at the helm.

Tom Follett, 50, a vastly experienced American yachtsman, is of an unconventional but highly professional "Cheers project team" headed by the owner, Jim Morris, a retired bank manager from the Virgin Islands.

Follett, an electronics engi-

eer who looks like a smaller version of Ernest Hemingway, gave up electronics 20 years ago to become a professional yacht deliverer.

While rumour was sweeping Newport a few days ago before positive confirmation of the leading yacht's was available, those close to the "project", such as Dick Newick, the designer of Cheers, and Morris separately voiced the opinion—as if reciting a creed—that Follett was just over the horizon.

The "Old Man of the Sea", with half a lifetime's experience and sublime faith in his Polynesian "bundle of sticks", has shown the youngsters the way home.

## To bring 'Trekker home

BRUCE DALLING'S yacht Voortrekker will be shipped back to South Africa and should arrive in Cape Town towards the end of August.

After the celebrations in Newport and once Dalling has had a rest, he will sail Voortrekker (aided by a crew) down the 100-mile Hudson River waterway from Newport to New York.

Dalling is due to fly back to South Africa on July 20.

Mr. Brian Lello, technical adviser to the Springbok Ocean Racing Trust, said that the yacht would be delivered to the Safmarine wharf in New York.

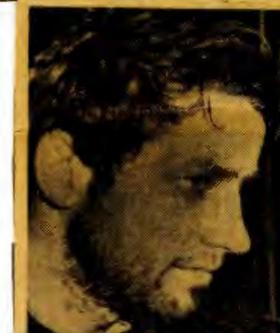
A cradle is being prepared in New York and Voortrekker will be hoisted on board for the Atlantic crossing.

A Safmarine ship leaves New York every 10 days, and the crossing takes 14 days for the faster ships and 18 and 19 days for the older ships.

Once it is back in South Africa Voortrekker becomes the property of the Rembrandt Group of companies which underwrote the building of the ketch at Kynsna for an amount of R35,000.

Mr. Lello said that Voortrekker might be put on public exhibition but this would be a matter for the organizing committee to decide when it meets soon.

Though the committee will technically have no further control over the yacht, it will act in an advisory capacity as to where and when the ketch should be raced in international competition with a view to furthering South Africa's image in world yachting events.



● A triumphant Geoffrey Williams after his victory yesterday.