



This sequence of pictures shows the four stages of the smooth and swift operation in Table Bay Docks yesterday afternoon in which the transatlantic racing yacht Voortrekker was lowered into the water from the Safmarine freighter SA Weltevreden.

From left:
 12.45 p.m.: The ketch is prepared for hoisting from her 9 ft-high cradle on the deck of the Weltevreden.
 1.30 p.m.: A ship's derrick swings her out over the water.
 1.40 p.m.: Back into the South Atlantic.
 2.30 p.m.: Bruce Dalling looks up at the mainmast, which has just been stepped. Twenty minutes later Voortrekker was ready to sail.

NO HITCHES IN 'OPERATION TREKKER'

Cape Times Reporter

In a faultless yet complicated operation in which every minute counted, the transatlantic racing yacht Voortrekker was lowered back into the water from the deck of the Safmarine freighter SA Weltevreden yesterday afternoon, in good time for Bruce Dalling to sail her back in triumph to Granger Bay.

The ship, which had been pushed to her limits to reach Cape Town in time for Dalling's welcome home reception at 5.30 p.m., entered Table Bay about noon.

for the yacht's shipment back to South Africa, and the company also supplied the special slings and spreaders for lifting the 7½-ton craft in and out of the water.

Yachtsmen Gordon Webb and Bobby Bongers, and Captain Philip Nankin, of the SA Nautical College, General Botha, boarded her in the bay from a pilot tug. By the time the Weltevreden came alongside at Duncan Dock quay at 12.45 p.m. they had cleared most of the ropes and lashings that held the Voortrekker to her 9 ft. high cradle on the freighter's upper deck.

NO HITCHES

The master of the Weltevreden, Captain B. Lawrence, and his crew had already done some preparatory work on the yacht, and everything was set for returning her to the waters of the South Atlantic from which she had sailed five months ago to take part in the world's most challenging ocean race.

Working at lightning speed, and without a hitch, members of the freighter's crew, stevedores from ashore, and the three-man working party on the yacht succeeded in getting her into the sea less than an hour after the ship had docked.

MASTS STEPPED

Then, with the aid of the ship's derrick that had been used for this operation, the main and mizzen masts were stepped and the complicated rigging system was readied for seagoing.

By 2.50 p.m.—only two hours after the ship's arrival alongside—Voortrekker was ready for sea. By this time Bruce Dalling was on board, and at 3.30 p.m. he, Webb and Bongers sailed out of the Duncan Dock to the resonant salutes of ships' sirens.

Members of the Voortrekker organizing committee, including the chairman, Mr. Victor Norton, Mr. Elkan Green and Mr. Brian Lello, called on Captain Lawrence in his cabin to thank him for the great effort he and his crew had made to get the yacht to Cape Town in time.

PAID TRIBUTE

Later, at the welcome-home reception, tributes were paid to Safmarine for the expert manner in which they had handled their part of the Voortrekker project.

Among other things, Safmarine's New York office had the huge special cradle made