

YACHT VOORTREKKER: PROPOSAL

INTRODUCTION

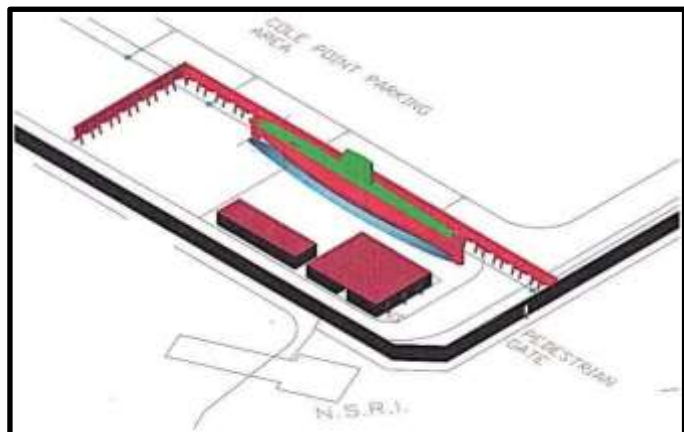
1. The yacht Voortrekker (Sail Number SA 1) can in many ways be seen as the start of ocean-going racing in South Africa. This includes the building of the yacht which would signal the commencement of yacht building in this country. The history of the build project as well as the numerous subsequent races successfully competed in, is well documented in the Naval Heritage Trust publication *Naval Digest* (No 2: November 1999). In many ways, Voortrekker remains the raison d'être for the South African Ocean Racing Trust (SAORT) and to a lesser extend the Cruising Association of South Africa (CASA). In addition, the beginnings of a thriving yacht building industry as well as many subsequent ocean races (including the Cape to Rio races) can probably all be traced back to the commencement of this national project.



2. Voortrekker remains in the hands of the South African Navy (SAN) and specifically within the domain of probably the only successfully functional maritime museum in the country. Despite past efforts by the SAORT and various other parties, the yacht is now in poor condition and should certainly not be used for any future sailing endeavours.

SA NAVY MUSEUM: SUBMARINE ANNEX

3. The actual SA Navy Museum is situated on the Main Road in the old West Yard area. However, the SA Navy has provided another area next to the NSRI Station 10 where the shore submarine museum is situated (as indicated). This area has staff and guides provided by a private management company who oversees the exhibits in conjunction with the SAN and the Naval Heritage Trust (NHT). There is clearly space for the yacht to be exhibited (however, not currently under roof). The museum has a turnover of over 30 000 visitors per annum.



DRAFT SCOPE OF WORK (SOW) (SUMMARIZED)

4. The plan would require an integrated effort from the SA yachting community and industry. As with the establishment of the submarine museum, direct financial sponsorship is kept to a minimum. This is substituted by actual services in which the individual organisations specialize.
5. African saying: “How do you eat an elephant?” “In small helpings, bit by bit”. The project could be divided into at least 3 phases.
 - a. Phase 1. Move and install yacht on cradle in designated area. Done!
 - b. Phase 2. Renovate exterior and erect a suitable walkway alongside the yacht.
 - c. Phase 3. Renovate interior.

WORK METHOD

6. The yacht was successfully moved from the slipway to a cradle on 17 Jul 26. Thereafter, the yacht and cradle were transported to the Submarine Museum where it now resides under safe and controlled conditions. That concludes Phase 1 of the project.
7. Phase 2 can now commence whereby the deck of the yacht will be partially replaced and waterproofed. The keel and hull will also need to be cleaned and painted. Finally, Phase 2 will be completed when a steel walkway (plus stairs) has been constructed to allow visitors to observe the yacht at deck level.
8. Phase 3 will be the renovation of the interior to allow visitors to enter the yacht for tours. As a bonus, a roof can be constructed to protect the yacht from elements.

SUPPORT

9. The SA Navy and ARMSCOR Dockyard have assisted greatly in getting the yacht moved to the Museum. They are also willing to assist with manpower to complete the rest of the project. However, the above organisations are not in a position to fund the materials to conduct the renovations due to budget restrictions.
10. Funding or material contributions towards the project will therefore have to be obtained via other channels.
11. The management of possible funding will be via a formal process as used for the current Submarine Museum. A Memorandum of Agreement between the SA Navy and the Naval Heritage Trust (NHT) allows the NHT to manage the museum via a Board and audited trust fund. The Voortrekker support will be managed in similar fashion.
12. A detailed material requirement is available on request. In summary, it is estimated that Phase 2 of the project will require financial assistance to the tune of between R80 and R 100.
13. Significant supporters / sponsors names will be prominently displayed on an information board placed in front of the yacht exhibit.

CONCLUSION

14. The yacht Voortrekker (Sail Number SA 1) is the starting point for ocean racing and yacht construction in South Africa. The yacht has sailed in many ocean races locally and internationally and has led to the development of legendary single-handed yachtsmen such as Bruce Dalling, Bertie Reed and John Martin. As a fully crewed yacht, Voortrekker also excelled under skippers such as Hanno Teuteberg. In her later life, the yacht has served as an excellent training platform for development sailing under skippers such as Marcello Burricks who successfully campaigned the yacht with a development crew in the Cape to Rio Race. Many of these development sailors went on to have successful careers in the sailing industry.
15. Voortrekker has now reached the end of her seagoing chapter. However, it would be a disservice to the SA yachting community and industry if the yacht is not preserved to serve as a reminder of where it all began.
16. Your assistance in this endeavour would be greatly appreciated. Feel free to contact the project managers for additional information (contact details below).



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Donation Details:

Bank: STANDARD BANK

Account Holder: THE NAVAL HERITAGE TRUST

ID/Reg No: 2770/1994

Account Type: Current

Account Number: 07 210 227 6

Branch: Fish Hoek

Branch Code: 051001

SWIFT Code: SBZAJJ

Date Opened: 14 June 2001

Mark Donations as: Voortrekker + Name