

TABLE TALK / TO THE POINT :

JANUARY 2010

Welcome to “World Cup Year!!” Let’s hope that it is a good one for all SAIMENA members and for the South African shipping and allied industries in general.

RECEIVED BY DICK JENKINS : Greetings from all of us at S A Shipyards. We recently purchased a Caisson Dock from Japan 500 tons lifting capacity and used it last week to launch our first tug. The tug was transported by ALE heavy lift by jacking it up and loading it onto a multi-wheeler which was driven onto the dock over ramps we had manufactured. The dock was de-ballasted at the same time. The dock was then moved to the turning basin and lowered down to 11,2 metres draught when the tug came off and floated slowly out of the dock.



SHASA (TUG 306) ON THE CAISSON DOCK . - PHOTO : S.A. SHIPYARDS

The tug sat perfectly level and was then towed back to our berth. The dock was refloated and also brought back to our berth.



SHASA – STRAIGHT AND LEVEL – PHOTO : S.A.SHIPYARDS

The tug is due to be completed towards the end of October and will make her way down the Coast to the new harbor at Nquru (Coega), to the East of Port Elizabeth.

The next tug is due to be launched at the end of this year, on 6 December 2009.

We recently completed a major fire damage repair to the 17 500 BHP AHTS *Subhiksha* (Varun Shipping). The repair entailed renewal of most of the electrical cabling in the engine room and all cables leading up to the bridge and accommodation. Also, the engine room had been flooded whilst they were trying to extinguish the fire. All main engines, generators, pumps and motors were overhauled and most of the electrical panels and starter boxes were renewed. All hydraulics overhauled and tail shafts and intermediate shafts were renewed. The vessel was also docked and special 3 metres high concrete blocks were cast so that we could removed the thrusters. The vessel was fully blasted and coated.

The repair took 9 months using Electrowave and Mets Electrical from Cape Town for the electrical and electronics work. Marine and Hydraulic did all hydraulic systems. Original equipment manufacturers (OEMs) for all major components were utilized and the vessel upgraded from DP1 to DP2. S. A. Shipyards project-managed the entire job and did all major steelworks and mechanical work. This is probably one of the biggest repair contracts undertaken in Durban for a long time. – **Louis Gontier : Managing Director : Southern African Shipyards (Pty) Ltd.**

The Diving/Torpedo Recovery Vessel, S.A.S. Fleur, the first ship built by Dorbyl Marine (with assistance by Brooke Marine of Lowestoft), was commissioned forty years ago by Lt. Bob Pieters S.A.N. on 4 December 1969.

Dick Jenkins was the Shipbuilding Manager and the ship and the slipway were built simultaneously. Fleur, now named Fleur du Cap, is currently being refitted in the Armscor Dockyard at Simon's Town for Australian owners.

M. V. NORTH STAR : With design input by Christo Smit of Triton Naval Architects of Cape Town the unsuccessful 21 metre catamaran supply boat *North Star*, owned by Carrier Marine Services, has been converted to a 23,177 metre monohull vessel and upgraded to meet the demands of the offshore supply trade. – **Information : Maritime Southern Africa – Nov/Dec 2009.**

JOJOSI AND LUFABA : Two 27 metre Pilot Boats, *Jojosi* and *Lufafa*, designed by Pieter Volschenk of Durban with input from André van Niekerk and Edmund Erasmus of the shipbuilders, Veecraft of Cape Town, have recently been delivered to the National Ports Authority for service at Durban. According to Jack Rivers of Veecraft, the Company used locally produced steel and aluminium in the construction of the two vessels and employed six BEE (Black Economic Empowerment) sub contractors during the project. After delivery the two vessels were sailed to Durban in a non-stop voyage lasting seventy hours. – **Maritime Southern Africa – Nov/Dec 2009**

A search of the Internet reveals that Jojosi is a stream in Northern Kwa-Zulu Natal and Lufafa (Road) is a railway station.

EXPORT ORDER : Damen Shipyards Cape Town, formerly Farocean Marine, recently handed over the 32 metre water tractor *Osayame* to Nigerian owners Starz Investment Co. Ltd. The tug is powered by twin 5600 bhp Caterpillar diesels providing a speed

of 13 knots or bollard pull of 66 metric tons. *Osayame* is the first of its class built in South Africa but the nineteenth built by Damen yards world wide. – *Maritime Southern Africa – Nov/Dec 2009*.

OSAYAME, meaning “Gift of God,” is named after the youngest daughter of Greg Ogbeifun, Chairman of the owners, Starz Investments.

PHOENECIA : This replica of the ships which traded around the coast of Africa before the arrival of European explorers will be heading for Richard’s Bay and Durban early in the New Year. If you are looking for an adventure in 2010 you may be interested to hear that there are a number of crew vacancies on the Phoenicia expedition from South Africa onwards. Expedition legs vary in length from 3 weeks to 3 months at sea. Crew members must have sailing experience, be fit/healthy and have an appetite for adventure. Visit their [crew page](#) for further information or email info@phoenicia.org.uk.

Phoenecia – Ancient name for part of Syria. – O.E.D.

S. A.S. ASSEGAI : Plans are afoot to preserve the Daphné Class submarine S.A.S. *Assegai*, formerly S.A.S. *Johanna van der Merwe*, as a permanent exhibit at the South African Naval Museum in the West Dockyard in Simon’s Town. The project, managed by retired Naval Officers Rear Admiral (JG) Arné Söderlund and Captain John Lamont, aims to place the submarine, mounted on a pontoon, aground on a prepared berth near the S.A.S. *Simonsberg* Diving Centre. The submarine, berthed in the East Dockyard, is currently being used to introduce naval and dockyard trainees to the intricacies and peculiarities of submarine equipment and systems. *Maritime Southern Africa – Nov/Dec 2009*.

Assegai - A native spear. Although described as typically South African, is in name linked with Latin “Hasta;” becoming corrupted during Middle Ages. Suggested derivation is North African, from similar expression, “zaghayah,” among the Berbers. Geoffrey Chaucer used similar word “lancegay,” of identical origin. There are two kinds of assegai; the older type, a throwing assegai; and the newer, a stabbing assegai, with broad and extremely sharp blade and short handle. The latter is considered to have been invented by Tshaka. – Encyclopaedia of Southern Africa – Eric Rosenthal.

VICTORY SHIPS : Recently *Earlham Victory* and *Pan American Victory*, two of the last remaining *Victory* ships, of which 531 were built in the USA during World War II, were removed from the Suisan Bay Reserve Anchorage in California to be delivered to ship breakers in Texas.

In July 1948 the American passenger/cargo steamer *Earlham Victory*, on a ballast voyage from Durban to the River Plate with twelve passengers on board, hit the local headlines when she suffered a broken propeller shaft in the South Atlantic 1300 nautical miles West of Cape Town, well beyond the range of any of the coal-fired S.A.R & H tugs. *S.S. Sharon Victory*, en route from New York to Cape Town, altered course and headed South at 17 knots to stand by her sister ship and H. M. Tug *Briton*, based at Simon’s Town, was engaged to rescue the vessel and tow her to Cape Town.

Unfortunately *Briton*'s powerful steam engines were not matched by her radio equipment, which lacked range, so that at times she was unable to communicate with either Cape Naval Radio or *Earlham Victory*. As a result *Briton*, heading out into the South Atlantic at her best speed, missed her target and had to reverse course and approach *Earlham Victory* from the West to take her in tow for Cape Town. –

Information : *Sea Breezes Magazine and The Cape Times.*

Earlham is located approximately 20 minutes West of West Des Moines, Iowa on Interstate 80 at exit 104. Named after the Earlham Hall, in England, and a Quaker college in Richmond, Indiana, Earlham is the 'Northern Gateway' into Madison County, home of the world famous covered bridges.

A BLAST FROM THE PAST : - **The Iranian destroyer Artemiz** was built as an “Early Battle Class” destroyer for the Royal Navy and was named to commemorate the Battle of Sluys, which occurred in 1340 during the Hundred Years War, and which resulted in a decisive English victory over a French fleet. H.M.S. *Sluys* was built by Cammell Laird & Co. Ltd. of Birkenhead, being launched on 28 February 1945 and commissioned on 30 September 1946.

In 1953, H.M.S. *Sluys* was decommissioned and subsequently placed in Reserve. She was sold to Iran in 1967, in spite of tensions between the two countries and underwent a major rebuild which completely changed her outline. On completion of this refit the ship appeared with a fully enclosed bridge and was equipped with a *Seacat* short range anti-aircraft guided missile system. H.M.S. *Sluys* was commissioned into the Shah's Navy as I.I.S. *Artemiz* and sailed for the Persian (Iranian) Gulf.

On 28 June 1973 I.I.S. *Artemiz* arrived in Table Bay to begin an extensive refit by Globe Engineering Co. in conjunction with Plessey Services, with the South African Navy, represented by the late Captain “Geordie” Nash and Commander “Gus” Walker, acting as Agents for the Iranian Government.



I.I.S. *Artemiz* in Table Bay Docks during 1973. Photo : Bill Rice.

On completion of the bulk of the work *Artemiz* sailed for Simon's Town for dry docking and final setting to work and testing-and-tuning of her systems. She then sailed for the new Iranian Naval Base at Bandar Abbas, escorted by the replenishment tanker S.A.S. *Tafelberg*.

After some years service with the Iranian Navy (no longer the Imperial Iranian Navy) *Artemiz* underwent another major refit, this time carried out by the Russians, and received amongst other things, a brand new Russian surface to air missile system to replace the ageing British *Seacat*. However, she did keep her original 4.5" Mark IV gun turrets, albeit with an updated radar and fire control system. In spite of various conflicts in the "Perrishin' Gulf" over the years it is reported that she remained in service into the 1990s.
– *Wikipedia et al.*

It is near the Christmas break of the school year. The students have turned in all their work and there is really nothing more to do. All the children are restless and the teacher decides to have an early dismissal.

Teacher: *"Whoever answers the questions I ask, first and correctly can leave early today."*

Little Johnny says to himself "Good, I want to get outta here. I'm smart and will answer the question."

Teacher: *"Who said 'Four Score and Seven Years Ago'?"*

Before Johnny can open his mouth, Susie says, "Abraham Lincoln."

Teacher: *"That's right Susie, you can go home."*

Johnny is mad that Susie answered the question first.

Teacher: *"Who said 'I Have a Dream'?"*

Before Johnny can open his mouth, Mary says, "Martin Luther King."

Teacher: *"That's right Mary, you can go."*

Johnny is even madder than before.

Teacher: *"Who said 'Ask not, what your country can do for you'?"*

Before Johnny can open his mouth, Nancy says, "John F. Kennedy."

Teacher: *"That's right Nancy, you may also leave."*

Johnny is boiling mad that he has not been able to answer to any of the questions.

When the teacher turns her back Johnny says, "I wish these bitches would keep their mouths shut!"

The teacher turns around: "NOW WHO SAID THAT?"

Johnny: *"TIGER WOODS MISS. CAN I GO HOME NOW?"*