

Bulletin

SEPTEMBER

2009

It is with sadness that we report the passing of Probian Donald Edge.
Our condolences go to Maureen and her family.

PROGRAMMES AHEAD

Monday 26th October 2009

10h30 for 11h00

Venue:-Mill Park Bowling Club
Westview Drive

Speaker:- Timothy Lees

Subject:- Organist to the Sultan of Oman

Monday 30th November 2009

Christmas Lunch

12h00 for 12h30

Venue:- PE Womens Club
Summerstrand

Speaker & Subject:- TBA

Price:- R85pp

PLEASE WEAR NAME TABS

MEETING REPORT

The first duty of the day for Acting President Colin was yet another sad one, to ask all to stand in memory of Donald Edge who passed away recently. A message was read from Donald's wife, Maureen, in which she thanked all who had sent messages and those who attended Donald's funeral.

The second duty was the more pleasant one of inducting our latest member, Alan Crichton, introduced by Past President Basil. Alan and wife, June, reside at another Probus enclave, this time at Kruger Gardens where the phone no is 041 583 3868. We trust that Alan and June will have a long and happy association with us.

Attendance was 34 with 12 apologies (2 No shows!) to hear John Davies, ex-Port Captain, introduce a member of 'The Old Firm' at the harbour, Siegfried Duwe who is not an ex Harbour Pilot as previously advertised but still very much active. Siegfried must have salt in his veins as the maritime life started at the 'General Botha' after a Naval Cadetship from age 10 on the mighty and storm tossed Vaal River in the old Transvaal. First posting post 'Botha' was to a steamship where navigation was pre-satellite using a sextant and log tables – making the Navigating Officer King on board.

A religious calling led to several years as a Minister before the sea called again and he trained as a Pilot at Rotterdam followed by experience at Durban and Cape Town before appointment to PE which has now expanded to include the new harbour at Coega – where the first commercial docking took place this very week. We were shown numerous photos of harbours and also given details of the current largest container vessel in service, 396m long by 63m beam with the bridge being 10 floors above the deck and operated by only 13 crew. Capacity is 123000 tons comprising some

15000 containers. Power is by diesel engine where a piston is 1m in diameter and consumes 6000 litres/hour. Coega can cope with this behemoth – the only port in Africa to be so capable.

We were shown an 'old time' bridge of a few years ago and compared it to a modern one which is more like that of an aircraft with all the dials and controls.

The Harbour Pilot's job is that of advisor as the Ship's Captain is always in charge. With the multiplicity of languages, ability in sign language is of paramount importance – the plethora of Russian officers following the demise of the Soviet maritime presence means that Russians are found on ships of all nations and English is not too well understood. This is also the case with the Japanese and Korean fishing vessels where crews are ignorant of English.

Getting on board to pilot requires fitness, agility and a sense of timing as the pilot usually transfers from the Pilot Boat onto a rope ladder often in heavy swells with both vessels heaving so drenchings are common. Some ports now use helicopters, which is safer and more comfortable and does save the long climb up the rope ladder.

Siegfried was thanked for a most informative and interesting talk on behalf of the Club by that intrepid yachtsman, Past President Ian Philp.

OUTINGS

32 of us made our way to Hambly Parker's metal empire, consisting of Metalman, Steelcut and the Galvanising operation, where we were welcomed by Dave Parker – built like his father who was a Springbok forward of yesteryear. Metalman is involved in the cutting, bending and rolling of steel in a wide range of shapes, widths and thicknesses. Stocks of common items are held and special orders are undertaken. The whole area was incredibly clean for this type of operation and it is obvious that housekeeping and safety are of

paramount importance. The Steelcut operation is mainly concerned with the laser cutting of steel into the shapes required by the customer. Computer programmes give the best layout of items on a given sheet of steel for the least wasteful utilisation of the sheet – each sheet of steel in stock is numbered and details of dimensions and shape are in the computer and the computer will select the best piece for the job in hand – this operation is also used in the Metalman plant. It is of interest to note that once a job is complete from a given sheet, 'ragged edges' are squared off so every sheet presented for a job, while jagged, only has right angles. Each member of the party was presented with an 'alligator' crown cork bottle opener together with a conventional shape opener with the name of the company and telephone no. 'engraved' by laser on the surface. Another clean working area. The last port of call was Galvanising where parts to be galvanised are secured with wire to hang from a beam some 10m long. They are then prepared for the process by being dipped in baths containing acid or other chemicals before being lowered into a bath of molten zinc. Everybody stands well back as the process is quite spectacular – Macbeth's three witches of 'bubble, bubble toil and trouble' fame would be in good company as splashes of molten zinc travel far, as can be seen on the walls. Dante's Inferno came to mind! We saw door frames being processed, which were cooled and washed in a bath of water before being detached from the beam ready for despatch.

This was a most interesting and eye opening visit to an obviously well run operation and thanks are due to Past President Neville for organising it and also to the Parkers for permitting us to attend and for explaining what goes on.

31 moved to Humewood Golf Club for a lunch in pleasant surroundings to round off the visit.

OCTOBER BIRTHDAYS A busy month for mothers!

PROBIANS

Ian Philp (Special!)	7
Colin Turner	16
Cecil Moorcroft	18
Bertie Moorcroft	20
Monty Surmon	27
Wally Worthington	28
Dave Nichol	29

PROBIAN WIVES

Val Forsythe	5
Cathy Davies	7
Gwen Turner	14
Meryl Mercer	20

TAILPIECE

Another performance appraisal – Not the brightest bulb in the chandelier.
Clive Malkin,
BULLETIN EDITOR

Next Outing:- Lionel Weetman has arranged a visit to 'The Herald' on Thursday 15th October Park in Car Park opposite Herald Offices. Meet in foyer of Offices for 10h30 – Guide: Bob Kernohan.

Lunch:- Algoa Bay Yacht Club from 12h30. Please be patient with the Dock area guards!

Choice of 3 Menus each at R35 including gratuity.

- 1) Chicken Schnitzel
- 2) Fish & Chips
- 3) Steak, Egg & Chips

Any changes to numbers or menu choice to be reported to Lionel on 041-364-2706 by Monday 12/10

Please wear Name tabs & also bring correct change.

November Outing – The Christmas Lunch at the PE Womens Club on 30/11/09.

CLUB NEWS

No one was quite sure where our President is hiding but rumour has it that they are on exotic waters.

The last new member to be inducted from the present intake, David Adam will be inducted on 26th October. Our waiting list now stands at three namely Don Maclaggan, John Batchelor and Roux van der Merwe. Bertie Kommel is in a position to accept new nominations for membership.

Probus Ties:- Newer members will have noticed that Probus ties are worn at our more formal occasions. A new batch is about to be ordered so put your order in to Treasurer Len Long. Ties are available in either blue or maroon with the Probus logo appearing below the knot.

WELFARE

John Victor has had a knee replacement and is recovering well.

Both John and Joyce Hanraty are having mobility problems.

Cecil Moorcroft has had a number of medical upsets but is coping.

Best wishes to all who ail and a speedy recovery.