



**The South African Institute of Marine Engineers
& Naval Architects**

The Two Oceans Journal

2025 Edition 2



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THE EDITORS DESK

This year has been a milestone year for SAIMENA.

SAIMENA celebrated 50 Years of operation, from 1975 to 2025, with a synchronised formal Dinner/Dance that took place in Durban and Cape Town. All participants enjoyed the sumptuous occasion and colleagues re-acquainted with each other and shared memories from the past.

SAIMENA is generally still battling with low levels of participation of members in the proceedings of the Institute and declining numbers of active members.

The Cape Branch has had a full year of branch presentations and the Durban Branch has also started again with presentations. We have made an effort to share the Branch presentations online via Zoom to enable members who are out of the local area to be able to participate.

There has been a marked increase in the number of Student members who have joined SAIMENA from CPUT and NMU Marine Engineering, lets hope that increased involvement with the local branch can encourage DUT students to join SAIMENA and participate in activities. Let's work to convert them to full members of the Institute.

On the maritime engineering education front the outlook is bi-polar; there are many students registered and completing their academic qualifications each year but very few of those interested in following a sea-going career are able to secure berths at sea in order to complete their qualification. There is also an ongoing shortage of experiential work opportunities available for students in the local maritime industry. Please approach SAIMENA or the relevant education faculties if you can offer these opportunities to students, so that we can create a feeder for these entrants into the industry.

Please support your local branch to make the Institute functional and relevant again. Only you can advise the Branch Committees of what will interest you and nurture your involvement again.

SAIMENA is now urgently searching for a volunteer to take over the editorial work of the TOJ, so that the published mouthpiece of SAIMENA can be published again.

The TOJ will thus have intermittent publishing till we can find a volunteer.

Please do send any material of your own, articles or comments that you may have to SAIMENA so that we can collect items to publish in the future.

Many thanks to those who have contributed towards this edition of the TOJ.

Kind regards

Kevin Watson
Hon Secretary SAIMENA

SAIMENA 50TH YEARS CELEBRATION

THE ORIGIN OF SAIMENA 1974-1975

Prior to 1974 many members of the Marine Industry belonged to the Institute of Marine Engineers and/or the Royal Institution of Naval Architects, both of which have their headquarters in London.

The South African Council for Professional Engineers, created as a result of the Professional Engineers Act of 1968, refused to have affiliated institutions which were based outside the RSA so Marine Engineers and Naval Architects resident in South Africa decided to form a combined Institute, with its headquarters at the Athenaeum in Cape Town.

The South African Institute of Marine Engineers and Naval Architects was constituted on 29 November 1974 after the nationwide referendum indicated that a South African Institute was desirable.

A Constitution, supported by a set of by-laws, was drawn up with professional legal advice, and the South African Institute of Marine Engineers and Naval Architects (SAIMENA) was formed with the late Harry Smith, General Manager of Globe Engineering Works as President, and the late Rear Admiral J.R. Nortier, of the SA Navy, as Senior Vice President.

All members of the Institute of Marine Engineers, London and of the Royal Institution of Naval Architects, London acquired similar grades of membership in the South African Institute.



First (1975) council of the SA Institute of Marine Engineers & Naval Architects: Mr NC Humphries, Cdr (E) LRA Carroll, Mr RJ Wilson, Mr PFH Brebner, Mr W Neish, Mr HS Smith (president), Mr DF Utley, Mr AL Brown, Cdr (E) CWB Singleton.

HISTORY

Some photos showing events during the early days of SAIMENA follow.

1976-1979

Adml. Nortier het vir meer as drie dekades 'n leiersrol in verskeie ingenieursinstitute en -liggame vervul. Gedurende 1976-1979 was hy die voorsitter van die Suid-Afrikaanse Instituut vir Marine- en Skeepsboukundige Ingenieurs en gedurende 1983-1984 van die SA Instituut vir Meganiese Ingenieurs.



National President handover from Paul Coxon to Dick Shaw, 2010

THE SOUTH AFRICAN INSTITUTE OF MARINE ENGINEERS AND NAVAL ARCHITECTS			
PRESIDENTS		NATAL BRANCH CHAIRMEN	
SMITH H.S.	1975-76	JENKINS R.J.	1975-76
NORTIER J.R.	1977-78	BROWN L.T.	1977
WILSON R.J.	1979	NORMAN R.E.P.	1978
JENKINS R.J.	1980	HALLIDAY R.	1979
BREBNER P.F.H.	1981	BAKER R.C.	1980-81
UTLEY D.F.	1982-83	ATKINSON P.J.	1982-83
BAKER R.C.	1984-85	JENKINS R.J.	1984-85
SINGLETON C.W.B.	1986-87	COLVIN R.S.	1986
JENKINS R.J.	1988-89	JENKINS R.J.	1987-88
HUGHES R.B.	1990-91	HITCHINGS R.W.	1989
GORMAN R.H.	1992-93	BURNETT R.T.	1990-91
LLOYD I.	1994-95	TWELVES R.	1992
RICE W.	1996-97	FIDDLER D.M.	1993
BURNETT R.T.	1998-99	BURNETT R.T.	1994-95
HITCHINGS R.	2000-01	HITCHINGS R.W.	1996
ARMSTRONG I.	2002-03	TWELVES R.	1997
LEEMING N.	2004-05	RABIE J.	1998
DEYZEL W.	2006-07	DEYZEL W.	1999-2000
COXON P.	2008	FIDDLER D.M.	2001
SHAW R.	2009-11	GONTIER L.	2002-03
		LEEMING N.	2004-05
		FOYLE D.	2006
		HUGO H.	2007-08
		GONTIER L.	2010-11

2011 SAIMENA President's Board and Durban Branch Chairmen



SAIMENA Donation to Lawhill Maritime Centre 2014



National President handover from Louis Gontier to David Fiddler, 2016

SAIMENA



New SAIMENA members 2016



SAIMENA Scarves for lady members handed over to first recipients, 2016

SAIMENA DURBAN BRANCH

Some of the Durban Branch activities.



Durban function 1983



Durban Branch meeting, 2019



Durban Branch meeting, 2019

SAIMENA

SAIMENA CAPE BRANCH

Some of the Cape Branch activities.



Annual cricket game of the Engineers against the Master Mariners, 2009.



SAIMENA



William Froude Memorial event with Lawhill Maritime Centre, 2010



2010 Cricket match SAIMENA vs SOMMSA

SAIMENA



Cape events 2010



Site visit 2010



William Froude Memorial event with Lawhill Maritime Centre, 2012



SAIMENA V's SOMMSA (CAPE TOWN) CRICKET MATCH 2013

The 24th Annual SAIMENA V's SOMMSA cricket match was held at Theo Marais Park Cricket Ground in Milnerton on Sunday 24th March 2013.

Richard Armstrong the SAIMENA Captain won the toss and elected to field first.

Rowland Webb Captained the SOMMSA team.

SOMMSA scored 100 all out in the 30th over.

SAIMENA scored 101 runs for 3 wickets in quick time. They continued batting and ended up 141 for 9 wickets in their allotted 30 overs in order to give the remaining team members some batting practice for next year's big game!

The main SOMMSA runs scorers were as follows:

Danie DeWaal-Roussouw: 25 runs

Keith Venier: 31 runs (Retired)

The best bowling performances for the SAIMENA team were:

Jacques Olwage who took 2 wickets for 5 runs in 3 overs

Douglas Hollis who took 2 wickets for 1 run in 3.2 overs

The main SAIMENA run scorers were as follows:

Warren Behr: 30 runs (Retired)

Jacques Olwage: 32 runs (Retired)

Richard Armstrong: 26 runs

Bud Gaylard: 22 runs

The best bowling performances for the SOMMSA team were:

Tiaan Rabie who took 3 wickets for 16 runs in 5 overs

Keith Venier who took 2 wickets for 21 runs in 4 overs

The prizes presented for the best performances were as follows:

Man of the match: Jacques Olwage - SAIMENA: 32 runs & 2 wickets for 5 runs

Best Batting performances: Keith Venier - SOMMSA: 31 runs (Retired)

Warren Behr - SAIMENA: 30 runs (Retired)

Best Bowling performance: Tiaan Rabie - SOMMSA: 3 wickets for 16 runs

Best Fielding performance: Barry Kingwell - SAIMENA: 2 catches

Best Run Out/Stumping: Sean Davies - SAIMENA: 2 run outs

Ducks: Craig Winterton & Juan Killian - SOMMSA and Sean Davies - SAIMENA

Best 6: Jacques Olwage - 1

Most number of 4's: Warren Behr - 5

The final result was that SAIMENA beat SOMMSA by 7 wickets to retain the trophy.



SAIMENA Cape Branch at Lawhill Maritime Centre, 2019



Donation to Lawhill 2019



Covid gathering at William Froude Memorial event, Simon's Town, 2019



SAIMENA

SAIMENA HOUSE

SAIMENA House was

Back in the late 1980's SAIMENA was looking to have a permanent "Home" and an agreement with Berea Rovers Club in Durban was contracted in 1993 that a "Room" would be built onto their club house, paid for by SAIMENA, contributions from members and companies, to be known as SAIMENA House.



Building of SAIMENA House



Building of SAIMENA House

SAIMENA



Opening of SAIMENA House









In 2015 the eThekweni Municipality unilaterally changed the Berea Rovers Club lease to a 1 month notice term, as it did with many other businesses in the area in the Kings Park Rugby Stadium area. Eventually in 2020 SAIMENA lost the facility that was created.

SAIMENA 50TH CELEBRATION EVENT

SAIMENA has turned 50 this year, and in celebration of 50 years of Maritime engineering development by the Institute, we held a synchronised formal dinner in Durban and Cape Town on Friday evening, 11 July 2025.

SAIMENA members and invited guests go together for a great evening to share stories and memories.

SAIMENA operates in the Maritime sphere of engineering, but cannot exist independently.

SAIMENA has many partners in the maritime sector, from the Regulatory sphere, Education sector, other professional voluntary bodies. Not all of whom were able to participate for the event.

Participants

We recognised the following partners that were at the respective venues for the evening:

South African Maritime Safety Authority (SAMSA)
Lawhill Maritime Centre
Maritime Review Africa – the press
General Botha Old Boys Association (GBOBA)
Society of Master Mariners South Africa (SOMMSA)
Transport Sector Education Training Authority (Maritime) (TETA)

Cape Peninsula University of Technology, Marine Engineering (CPUT)
Nelson Mandela University Marine Engineering (NMU)

We also welcomed the support from some of our industry partners who have taken tables for the evening:

African Marine Solutions (AMSOL), Sandock Austral Shipyards, and Fibre-Wound.

Thank you all for attending tonight, it's great to have your continued support.

Recognising original members

It also gives me particular pleasure to welcome some of our original founding members to tonight's festivities. I would like to say gentlemen of vision and drive who set up the organisation that we are members of today, however some would argue that perhaps at the time it was just an opportunity to get together to drink beer. Non the less, here we all are today, something that would not have happened without these gentlemen's original input.

The following Founder members are present at the event, spanning the first 2 years of SAIMENA:

Contact ID	Grade	Name	First Name	Branch
1975166	HF	W.W. Deyzel	Willem	Durban
1976008	RM	M.R. Van Den Heever	Mike	Durban
1976017	HF	W.H. Rice	Bill	Cape
1977023	F	J.P. Rabie	Jerry	Durban

Thank you for your vision and efforts in establishing SAIMENA.

Durban Branch Celebration at Oysterbox Hotel



Rennie Govender delivering the President's address





Quentin Foyle and Paddy Foyle



Willem Deyzel, Mandy Lloyd



Jerry and Jackie Rabie



Arthur and, Carrie Carter



Louis and Chantel Venter



Fred and Shirley Deyzel



Nalini Reddy, Brendon Khoza and/ Thesigan "Dini" Moodley

Cape Branch Celebration at the Kelvin Grove Club



Mark Glock, Manuela and Kevin Watson, Rob Swier



Gerard Mohamed, Simamkele Ntingiso, Siseko Mafolwana, Debbie Owen



Vanessa Davidson, Catharina Kapp, Pulondran Naidoo, Azwi Nelwamondo



Naleta Visser, Bill and Shiela Rice, Manuela Watson



Brian Ingpen, Andrew Walker, Tony and Kathy Nicholas



Richard and Annette Armstrong, Judy and Dave Kerrich-Walker, Eugene Hermanus

SAIMENA



Brian Ingpen delivering his speech



Mark Glock and Rob Swier



Gifts for the guests





Victor and Marina Muhlberg (TETA), Kevin Watson



Con and Marianne Rooney



Colleen Jacka (Maritime News), Howard Theunissen and Azwi Nelwamondo (SAMSA)



Debbie Owen (Lawhill) and Vanessa Davidson (SABBEX)



Azwi and Mpho Nelwamondo, Samantha Montes and Catharina Kapp



Terence Padayachee and partner, Paul Coxon and Annett



Sue Mc Williams, Stan Van Wyk, Mike Mc Williams
Mike and Stan were Engineering Cadets, 1970 intake.



Emina Dzinic, Rob Swier



TBD and Keith Mackie, Sheena and Peter Brinkley



Jako Laubscher and Mark Glock



Kevin Watson, Bill Rice, Brian Ingpen, Mark Glock



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SAIMENA CAPE BRANCH AND CPUT 3RD YEAR MARINE ENGINEERING STUDENTS SITE VISIT TO SEASCAPE MARINE SERVICES (PTY) LTD

SAIMENA Members and the CPUT 3rd Year Marine Engineering students had a great site visit to Seascope Marine Services.

The visit to **Seascope Marine** showed participants to marine diesel engines in a workshop location where they viewed the complete engines to be able to identify all components of typical marine diesel engine.

There was a 1000Hp Yanmar 6EY22AW medium speed marine diesel engine for a propulsion application as part of a trawler re-engining project, there also be a smaller 600Hp Yanmar 6HYM-WET high speed marine diesel propulsion engine on the floor. The commercial high-speed engine was run to give the participants a demonstration in the workshop.

Many thanks to **Seascope Marine Services** for hosting this site visit.



This was an amazing opportunity to see how the things we see in sketches actually look. It was a really informative session, and helped to see a marine engine as a whole unit, not just multiple systems.



I had a really great time, everything was very insightful. It was very nice to engage and face to the different components of an engine we learn about. I can't wait for the journey ahead!



This visit gave me valuable practical exposure to diesel engines and its components that I have only studied in theory during my course. Seeing the engines and it's components in person helped me understand their operation and layout much better. It bridged the gap between classroom learning and real-world application.



This visit gave me valuable practical exposure to diesel engines and its components that I have only studied in theory during my course. Seeing the engines and it's components in person helped me understand their operation and layout much better. It bridged the gap between classroom learning and real-

I learned about a lot of things and the most interesting one was the duplex oil filtering system on one of their marine diesel engine that you can change while the engine is still running. I enjoyed see the engines in person and not in the books for once.

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SIGNALS FROM MEMBERS

MARITIME INDUSTRY JOB SHADOW OPPORTUNITIES

The students studying Marine Engineering and scholars interested in a Marine Engineering career regularly look for opportunities for job-shadowing, career exposure and in-service training.

Following the highly successful SAIMENA Cape Branch site visit to Seascope Marine Services in October four students have been offered job shadowing opportunities at the company.

Well done, this is how we grow the maritime industry.

All other companies are invited let SAIMENA know if they are open to assisting.

Please send a short reply to Mentor and SAIMENA will facilitate putting interested parties in contact with each other.

BZ to Seascope Marine Services

REMEMBERANCE OF WILLIAM FROUDE

The annual celebration of William Froude (28 November 1810 – 4 May 1879) by SAIMENA was held at the Garden of Remembrance at the Old Burial Ground in Seaforth, Simon's Town on 24 November 2025 at a joint ceremony between the South African Institute of Marine Engineers and Naval Architects (SAIMENA) and the Lawhill Maritime Centre at Simon's Town School.

Photo

The Lawhill Maritime Centre learners and R Adm(JG) (ret) Kevin Watson laid wreaths on behalf of the school and SAIMENA respectively. An address highlighting the significance of the work done by William Froude was made. The great strides made by Lawhill in educating their scholars and the preparing of these capable future members of the Maritime industry was recognised.

Photo

Mr Gerard Mohamed, SAIMENA Cape Branch Chair, handed over a donation of R 10 000.00 on behalf of SAIMENA to the school to support their worthy cause. A Lawhill Scholar, accepted the cheque on behalf of the school and expressed their appreciation.

William Froude (November 28, 1810 in Devon – May 4, 1879 in Simon's town, South Africa) was an English engineer, hydrodynamicist and naval architect. He was the first to formulate reliable laws for the resistance that water offers to ships (such as the hull speed equation) and for predicting their stability.

Froude died while on holiday in Simon's Town, as an official guest of the Royal Navy, and was buried there with full naval honours.



SAIMENA 50TH EVENT FEEDBACK - VANESSA DAVIDSON, SABBEX

Dear Kevin

Thank you to you and the SAIMENA Executive, very much, for the kind invitation to the 50th celebrations at Kelvin Grove. It was a wonderful evening and a great opportunity to reconnect with networks and make new connections. I know these events are a lot of work and everything ran like clockwork and the food was wonderful. It really is a significant milestone for the maritime fraternity in the country.

With thanks and kind regards.

Vanessa

Vanessa Davidson



SAIMENA CAPE BRANCH MEMORIES SINCE 1986

I joined SAIMENA in 1986.

In those years, SAIMENA was very active and meetings well attended.

There were regular meetings, monthly if I recollect correctly, that were well attended. These meetings were held at The German Club, located in the City Bowl.

Another very popular event was the Annual Lunch, held at the Arthur's Seat Hotel in Sea Point. In those days, it was quite formal with collar and tie. The Maritime Industry sponsored tables for their guests and I recall Companies such as Nautilus, Dorman Long (later Dormac), I&J, Triton Naval Architects, Hyflo and other Companies related to the marine Industry.

Tables had to be booked early due to the popularity of this event. It was held on a Friday so attendees did not normally have to return to work.

Later on, the lunches were held at the Royal Cape Yacht Club and my last memory of the Lunch meetings were held at the Hotel School in Mouille Point. There was a guest speaker at every lunch and these events were thoroughly enjoyed.

The Annual Golf Day was another very well sponsored event.

SAIMENA and SOMMSA Cricket matches were another very popular event, fiercely contested.

I also recall an Annual Dinner Dance, in addition to this, there were some other casual get togethers such as Soup evenings at some venue during the Winter months.

The Committee was very active in arranging most of the events, there was no shortage of members who wished to serve on the Committee.

Mike McWilliams

MSAIMENA

SAIMENA RECOLLECTIONS SINCE 1976

At the founding of SAIMENA the S A Navy was initially represented by Commodore J. R. Nortier and Commanders Bill Singleton and Ron Carroll.

Peter Brebner (Lloyds Register) and Don Uttley were also Council Members.

Ron is now 91 and unfortunately, not in very good health.

Commodore Nortier wanted SAIMENA to be linked with SAIMEchE but the Members were not in favour of this.

The first President, as I recall, was Harry Smith, a Scots Marine Engineer who was a senior manager at Globe Engineering. Regrettably he died in office – the only SAIMENA President to suffer this fate as I recall.

One of the Cape Town Members, Dr Karl-Gunther Hoppe, established a ship model testing tank at Stellenbosch University, the only one in Africa.

I had the pleasure of being a member of both SAIMENA Branches, namely Cape Town and Durban.

The Branches were very different in character but each was dedicated to the promotion of the Shipbuilding and Marine Engineering Branches of South African Industry.

The SA Navy in Durban was represented by the Base Engineer, Commodore D. W. Robertson SAN (Retd), who had served as Officer Commanding Simon's Town Dockyard and Director of Naval Engineering in Simon's Town.

A key member of the Durban Branch was R. J. (Dick) Jenkins, whom I had met in 1969 when I witnessed the Inclining Experiment carried out on SAS FLEUR. Dick had the task of building FLEUR, Dorbyl's first newbuild, while the slipway required to launch her was also being built.

Dick had a long and distinguished career in Marine Engineering, Ship Repair and Shipbuilding and contributed a great deal to the success of SAMENA over the years. He was ably supported by such members as Laurie Brown, Ian Lloyd, Ralph Baker, Roy Hitchings, Alistair Mackenzie, Trevor Burnett and Gerry Rabie.

An interesting member of the SAIMENA Durban Branch was Mr. Routley-Gunner, who lectured in Marine Engineering at the Technical College. On leaving the Royal Artillery in the early days of the twentieth Century J Routley (Gunner) became J Routley-Gunner and worked with Sir Charles Parsons on the development of the steam turbine. I believe that he is the only member of SAIMENA to have reached the age of 100 years before Crossing the Bar. Ian Lloyd recorded his reminiscences and they are probably in the SAIMENA archives.

I hope that these notes are of some interest to you.

Yours,

Bill.

SOME THOUGHTS ON THE ECONOMICS OF DRY DOCKS

Some Thoughts on the Economics of Dry Docks

by

Keith Mackie



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KEY WORDS

Dry Docks, Ship Repair, Economics

ABSTRACT

Although of a crude nature, a number of “rules of thumb” characterise the economics of dry docks quite reliably. These economics are dominated by the pattern of ownership of the dock. Almost inevitably, either a dry docking facility is owned by a ship repairer who will have exclusive use of the dock or it is owned by the public sector and run as a common user facility. The economics of these two systems are quite different. The failure to understand these basics can cripple a proposal for a dry docking facility.

PREAMBLE

The following comments are a distillation of forty years of experience with dry docks and the technology of dry docks. As such they are pragmatic and much of the basis has been developed as part of feasibility studies or the development of actual projects. Some aspects have been included in refereed papers and are hence persuasive but a word of caution: these comments have not yet been formally examined in a scientific way. The most significant aspect I foresee comes from the relatively simplistic presentation given here. In practice there may well be a great deal of variation from individual case to individual case.

ECONOMIC BASIS OF DRY DOCKING

The economics of dry docks are somewhat peculiar. As a rule of thumb, ship owners will accept a docking fee that does not exceed 10% of the overall cost of the work done during the docking without complaining. Generally, ships are mobile and they will begin to think of going to other ports if the charges rise too high. Where the site is relatively isolated, the dock can get away with somewhat higher charges before resistance sets in. Docking charges at this 10% level are generally sufficient to cover operating costs and running maintenance. But it is completely inadequate to cover the amortization of the capital cost. Again, as a rule, dock costs are scale dependent i.e. both the capital cost and the operating and maintenance costs, expressed as cost per ton of capacity, are least for large docks and greatest for small docks.

Ship repairers can afford to acquire their own docks. If they own the dock, they not only control their business, they control the whole of the monies spent on ship repair during docking and the profit on these monies. They can afford to plough back a significant portion of their profit in amortising the dock. Not only does the money stay in the business as capital asset, the tax benefits of the write-off of this investment create a gearing effect that increases the apparent amount of money invested. This does mean that the valuation of a ship repair company, owning its own dry dock, is characterised by a very large single asset.

Alternatively a dry dock facility can be a “common user facility” by which is meant a facility where anyone, boat owner, ship repairer or agent etc., can bring a ship to dock; where anyone, the owner himself or any ship repairer or contractor duly appointed can work on the vessel.

If a dry dock is unencumbered by any capital cost and is endowed to some extent to assist with occasional major maintenance costs, then it can operate as a viable but not very profitable common user facility. This unlikely scenario could perhaps occur where a military dock, no longer needed, is donated to a community or to a training facility teaching ship repair and dry dock operation.

To any fleet whether it be shipping, fishing, undersea mining, oil exploration or any other function and the community it supports, a dry dock, however it is owned, is a major communal asset. Not only does it make possible the economic activity of the fleet that sustains the community – ships cannot continue to operate without the back up of dry docks and ship repair – it also provides ship repair as an added source of employment for the community.

Even if there is only one dry dock in a port and it is owned by the local ship repairer, unless the port is remote from any other ports with docking facilities, it will not constitute a monopoly with respect to shipping. However, with respect to employment in the dock and to the local community, it will.

The public sector, whether it be local, regional or national, if it benefits from the tax revenues that flow from shipping and the associated ship repair, has a duty to ensure that dry docking facilities are available as communal assets. In some cases, the ship repairer industry will be able to provide such facilities. Where this is possible, the public sector will be well advised to avoid becoming involved in the ownership of dry docks. Instead, so far as possible, they should co-operate with the ship repairers and assist them in acquiring their facilities. However, they must also ensure that there are a number of ship repairers each with their own dry dock facilities to avoid a monopoly situation. If the ship repairers do not provide the facilities, then it is up to the public sector to do so in the interests of the community.

The total annual tax revenues, both direct and indirect, generated from shipping and ship repair activities will far exceed the net annual liabilities of the dry docking facility – total annual costs, capital amortisation, major maintenance and capital improvements, running maintenance and operating costs less income from docking charges.

A warning, however: the provision of a publicly owned common user dry dock leads to “riding a tiger”. Once a dock becomes a common user facility, it is difficult to revert to ship repairer ownership. The business models of the community, the fleet and particularly the ship repairers become completely oriented to this common user access to the facility of the dock.

The sale of a public dock to a single ship repairer will lead to a catastrophic disruption of the local business environment. The economics of dry docks mean that the new owner has no option but to run it for his exclusive use. If it is the only dock in a port or a region, ship repair using that dock becomes a monopoly. The community and the fleet can only do business with the owner and the other ship repairers can only remain in business if they can find employment as sub-contractors to the owner.

The provision of competent management and operating staff is another problem for public docks. The shipping industry in general, ship repair in particular – at an artisan level, shipwrights – are well able to adapt to this function but it does not lend itself to general administrative, commercial or non-maritime industrial capabilities. Hence, one finds that public docks are commonly operated by port authorities.

Two interesting case studies are the South African Commercial Ports and the South African Fishing Harbours.

South Africa has more dry docking capacity than any other Southern Hemisphere nation – almost as much as the rest put together. The large facilities in the commercial ports were all built between 1880 and 1945 at the behest of the Royal Navy as military facilities and were joint ventures between them and the South African government. The assets and the operation were placed with the port authorities. At the time, they operated as a service entity. The economics of dry docks did not enter the picture. The facilities were well run and maintained and charges were reasonable. Since then the port authority has been restructured and run as a commercial entity. Now the economics of the dry docks are relevant. Charges have increased, service and maintenance have decreased, and the Port Authority has not entertained any expansion of dry docking facilities. Currently they are looking for ways to privatise the facilities. Despite a major feasibility study, they have been unsuccessful to date.

The South African pelagic fishery came into existence explosively in the aftermath of WWII. Starting with relatively small purse-seiners with a relatively small range, the industry based itself at small harbours spread along the coast at, what at that time were remote, undeveloped sites. The capital requirements meant that the participants were large companies able to construct fish processing factories at these sites and, initially, to construct minimal harbour facilities including slipways to service the boats. In the mid 1960's the state stepped in to build proper small harbours at these sites including much more sophisticated slipways – a process that evolved the "Cape" type slipway. Once these common user facilities became available, the fishing companies allowed their own facilities to degenerate and soon abandoned them. The only private slipway still operating is owned by a ship repairer.

Given the comments above, there is no easy way to dispose of a public dock, even if there is a compelling reason to do so. Where, to avoid this, the asset is transferred to the port authority, more problems arise. The apparent value will inflate their asset register but, since the object is to provide a common user facility, there will be no concomitant return on investment and this in turn will reflect on the authority's balance sheet.

The only practical way around this is to keep all the financials, asset, costs and incomes in the public domain and acquire the use of the site by purchase or rent as appropriate. Operation and management of the docks and provision of technical guidance on major maintenance or capital improvements can be provided on a contract basis with the port authority or any other competent entity. If, however, the scope and number of dry docking facilities justifies it, a

dedicated, competent public institution can be established to handle all these functions and still provide dry docking on a common user basis.

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Lawhill Maritime Centre, Simon's Town

THANK YOU, SAIMENA...

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QUIPS - PARAPROSDOKIANS

First time I heard about paraprostdokians, I liked them. Paraprostdokians are figures of speech in which the latter part of a sentence or phrase is surprising or unexpected and is frequently humorous. (Winston Churchill loved them).

1. Where there's a will, I want to be in it.
2. The last thing I want to do is hurt you ...but it's still on my list.
3. Since light travels faster than sound, some people appear bright until you hear them speak.
4. If I agreed with you, we'd both be wrong.
5. We never really grow up — we only learn how to act in public.
6. War does not determine who is right, only who is left.
7. Knowledge is knowing a tomato is a fruit. Wisdom is not putting it in a fruit salad.
8. To steal ideas from one person is plagiarism. To steal from many is research.
9. I didn't say it was your fault, I said I was blaming you.
10. In filling out an application, where it says, "In case of an emergency, notify..." I answered "a doctor."
11. Women will never be equal to men until they can walk down the street with a bald head and a beer gut, and still think they are sexy.
12. You do not need a parachute to skydive. You only need a parachute to skydive twice.
13. I used to be indecisive, but now I'm not so sure.
14. To be sure of hitting the target, shoot first and call whatever you hit the target.
15. Going to church doesn't make you a Christian, any more than standing in a garage makes you a car.
16. You're never too old to learn something stupid.
17. I'm supposed to respect my elders, but it's getting harder and harder for me to find one now.

Submitted by Mike Mc Williams

WHAT DOES ECSA DO FOR ME AS A MARINE ENGINEER?

Following a call for inputs to the SAIMENA review of the ECSA *"Discipline-Specific Training Guide for Candidate Certificated Engineers(Marine) (DSG PrCertEng)"*, we received a non-related list of questions from a member.

The following are the extracted questions and SAIMENA response to the posed questions:

"Who is the marine engineer who represents SAIMENA at the ECSA board meetings".

There is no marine engineer on the ECSA Council, as none of the SAIMENA members who are registered with ECSA put their names forward to stand for the ECSA Council.

If you don't put your name forward then you will never stand a chance to be appointed to the ECSA Council.

The only formal contact SAIMENA has with ECSA is via the Presidents Forum, where the Hon Secretary attends as the President is no longer a member of ECSA.

All matters that are put forward by the SAIMENA Council or members are taken to this forum. Though it is normally only the SAIMENA representative who raises matters on behalf of SAIMENA, with minimal inputs received from SAIMENA members.

The outcome of these meetings is shared with the SAIMENA Council for further action as required.

"ECSA benefit for Seagoing Engineers"

There is no direct benefit to STCW certificated engineers while they are at sea (they fall under the SAMS requirements when at sea), however when they start working ashore the new IDoEW (Identification of Engineering Work) may start to have an impact on the type of work that Marine Engineers can undertake ashore (to ensure public safety and that they operate within their qualification and experiential basis). Still a matter under development.

"ECSA does not know what marine engineers do"

This is true, as there are no marine engineers contributing or participating in ECSA business to inform the Engineering Council of how STCW maritime engineering responsibilities.

Since Peter Meredith (PrCertEng) stepped down in 2012 there has not been any marine engineers who have put their names forward to get involved.

This is illustrated by the lack of response to the email re Training Guidelines for Marine Engineers for example, SAIMENA has received no actual contributions to date.

"What does ECSA do for me".

The work that ECSA does is only what is raised by the registered engineers participating in ECSA, and of course only has an impact if these engineers actually partake in the various forums and peer review processes.

ECSA only does for you what you actually do for yourself through participation in ECSA, such as the peer review of candidates registering for Professional status and webinars etc.

Despite a number of courses and opportunities having been arranged for SAIMENA members to get more involved in ECSA there has been minimal response, resulting in none of the 18 current PrCertEng marine engineers sitting on any of the peer review boards or assisting with the mentoring PrCertEng candidates to register, nor any of the other grades of engineers (PrEng, PrTechni, PrTechEng) for that matter. ECSA has also not responded to nominations made by SAIMENA.

ECSA is a vehicle for you to do something for other registered marine engineers, nobody else can do this for you."

ARRIVALS, DEPARTURES AND LOSSES

Accepted as MARITIME PARTNER		
Member No	Name	AuditDate
MP22025M02	Seascope Marine Services	01-Aug-2025
MP22025M03	Dormac Durban	22-Jul-2025

Accepted as MEMBER		
Member No	Name	AuditDate
M2025006	K. Walter	09-Oct-2025
M2025004	R.S. Mokoena	01-Aug-2025
M2025001	R.D. Greenan	19-Mar-2025

Accepted as STUDENT		
Member No	Name	AuditDate
S2025S08	T. Tshanwakani	10-Nov-2025
S2025S07	N. Sitoza	09-Oct-2025
S2025S01	L.F. Glock	17-Aug-2025
S2025S02	S.F. Magwaza	14-Aug-2025
S2025S04	A. Sigigaba	01-Aug-2025
S2025S03	R. Khutsoane	01-Aug-2025
S2025S05	S.A. Mabapa	01-Aug-2025
S2025S06	S. Dondashe	01-Aug-2025

Exempt section B 2.7.2		
Member No	Name	AuditDate
RF1975176	J.M. Guard	03-May-2025

Re-instated, fees paid		
Member No	Name	AuditDate
A2016009	T.M. Ndhlovu	23-Sept-2025
A1993058	N.A. Ames	03-Sept-2025
A2017014	N.F. Rolinyati-Ncedo	23-Jun-2025
A2021001	J.P. Tumbo	09-Jun-2025

Deceased		
Member No	Name	AuditDate
F1983001	R.P. Daggitt	16-Oct-2025
RF1995007	R. Fitzgerald	09-Sept-2025
RA1981026	E.D. Mackie	05-Sept-2025
A2011005	M.B. Christensen	30-Aug-2025
RM1977027	I.D. Moreland	14-Jul-2025
A2007011	E.D. Jarvis	14-Jul-2025
RF1975096	W.A. Innes	14-Jul-2025
RM1975174	A.F. Funga	14-Jul-2025
RF1975143	J.S. Anderson	14-Jul-2025
RF1976005	S.A. Young	14-Jul-2025
RF1975051	J.E. King	17-Jun-2025
A2004014	J.R.M. De Freitas	13-Jan-2025
A2018012	R.T. Fynn	12-Jan-2025

Resigned		
Member No	Name	AuditDate
M2004007	J.A. Relihan	09-Sept-2025
RM1975170	A.J. Espag	14-Jul-2025
RF1984006	E. Rabie	14-Jul-2025
F2012008	B. Breganski	09-Jun-2025
M1999009	W.J. Van Zyl	22-May-2025
A1989016	B.E. Nelson	14-May-2025
F1990002	A. Muller	06-May-2025
A2021009	L.J. Jokazi	20-Apr-2025
F1997006	M.D. Foley	16-Apr-2025
A1994005	C.D. Somerset	22-Jan-2025

Suspended as No member details available		
Member No	Name	AuditDate
M1990028	L.K. Swart	29-Jun-2025

Suspended due to no contact address		
Member No	Name	AuditDate
RM1980029	J. Ward	09-Sept-2025
RF1975142	S.J. Van Haeften	09-Sept-2025
A1996025	D.R. Ridsdale	09-Sept-2025
RF1982016	M.W. Niven	09-Sept-2025
RM1975197	J. Mc Loughin	09-Sept-2025
A1981020	D.G.T. Leveroni	09-Sept-2025
F1991061	N.E. Hempel	09-Sept-2025
RA1979008	M.G. Hammond	09-Sept-2025

Suspended due to no fee payment.		
Member No	Name	AuditDate
A2021003	A.I. Incha	21-May-2025
A2018008	A.R. Hertong	21-May-2025
A2000008	B. Curran	21-May-2025
A2020005	J.C. Franque	21-May-2025
A2021002	J.G. Borja	21-May-2025
A2020001	R.K. Bhagwandeem	13-May-2025
A1993058	N.A. Ames	26-Apr-2025
A2021004	C.J. André	07-Jan-2025

Suspended due to no fee payment.		
Member No	Name	AuditDate
RA1993043	C.J. Handley	20-Sept-2025
A2017009	P. Nxumalo	19-Sept-2025
A2015014	Z. Sangweni	19-Sept-2025
M2015008	P.G. Louw	19-Sept-2025
M1990028	L.K. Swart	29-Jun-2025
M2009014	R L Harris	21-May-2025
M1994006	G.L. Fynn	21-May-2025
M1979038	N.A. Van Rijsbergen	21-May-2025
M2009006	W.V. Van Niekerk	21-May-2025
A2021001	J.P. Tumbo	21-May-2025
M2020003	F.S. Santos	21-May-2025
A2017014	N.F. Rolinyati-Ncedo	21-May-2025
M1982013	R.E. Pines	21-May-2025
A1995015	B.M. Noakes	21-May-2025
A2015011	A. Ndimande	21-May-2025
M2017010	S.M. Moela	21-May-2025
M1976019	A.N.G. Mackenzie	21-May-2025
A2015015	L.B. Jacobs	21-May-2025

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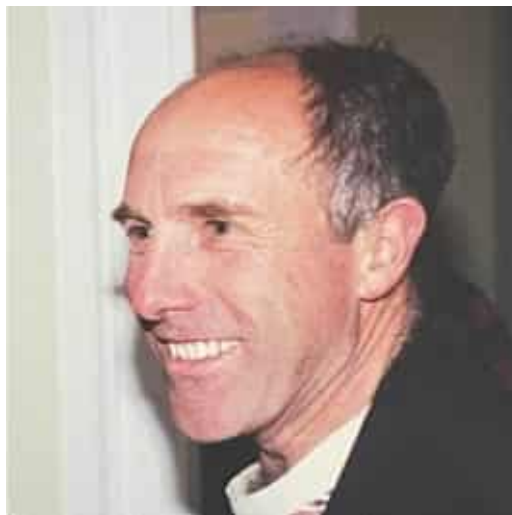
RIP RICHARD DAGGITT - 22 JUNE 2024

A giant has fallen with the passing of Richard 'Dickon' Daggitt, motor builder, racer and historian, who slipped away quietly on Saturday afternoon, 22 June 2024, just two weeks before his 77th birthday, after a long illness bravely borne.

Dickon was a charming bon vivant who lived life to the full; after earning his degree in mechanical engineering at the University of Cape Town he moved to London to take his Masters in naval architecture, a career he pursued first at Sandock in Durban and later with his own practice in Cape Town.

It was in fact Dickon who was the lead technical consultant for the investigation into the sinking of the Oceanos off the Wild coast of Transkei in 1991.

While in the UK he began racing, initially in an MG TF and later in Formula 500 and Formula Junior single-seaters. His stature in historic racing was such that he was invited to take part in the first Monaco Historic Grand Prix in 1997 and the first Goodwood Revival in 1998, competing each time in his Scorpion Formula Junior.



In between he pursued his passion for collecting, racing, rebuilding and even creating historic racing cars, searching the world for spares and making unobtainable parts in his own workshop. The 1925 Type 23 Brescia Bugatti in the Franschhoek Motor Museum was in fact reconstructed by Dickon from the remains of a record-breaking Type 23 Special – and the unique leftover parts from that car were to be incorporated in a replica of the record-breaker, which remains unfinished at his home in Hout Bay.

Dickon Daggitt will be remembered, always with a grin – he was that kind of guy!

Also to be seen in the Museum is Dickon's incredible Unic-Curtiss, built on an Edwardian-era chassis of unknown parentage that Dickon found under a tree in Pietermaritzburg, powered by an American 1918 Curtiss OX-5 8.1-litre V8 aircraft engine, and driven via a home-made clutch assembly and a Rolls-Royce gearbox. The reason that it's registered as a Unic is simply that the most suitable radiator Dickon could find came from a French Unic - and it had the Unic badge on the front!

It's characteristic of the man, however, that one of his favourite projects was the ATBLO Special (All The Bits Left Over), built on an MG J-Type chassis with a Wolseley six-cylinder engine, an MG gearbox, Lancia supercharger, Lagonda wheels and brakes from a 1948 Fiat, wrapped in a hand-made aluminium body styled to resemble a Type 35 Bugatti.

Dickon was one of the founding partners at Harp Engineering (the name Historic And Race car Preparation was suggested by another Killarney stalwart, Derek Hulse) and was for many years the engineering consultant for the Franschhoek Motor Museum – a position for which he was perhaps uniquely qualified.

Whenever historic racing enthusiasts gather, Dickon Daggitt will be remembered, always with a grin – he was that kind of guy!

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All fees will go towards SAIMENA’s account and will be used only to help cover the costs of running the Institute and projecting SAIMENA's aims and objectives.

Thank you

The Editor.

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