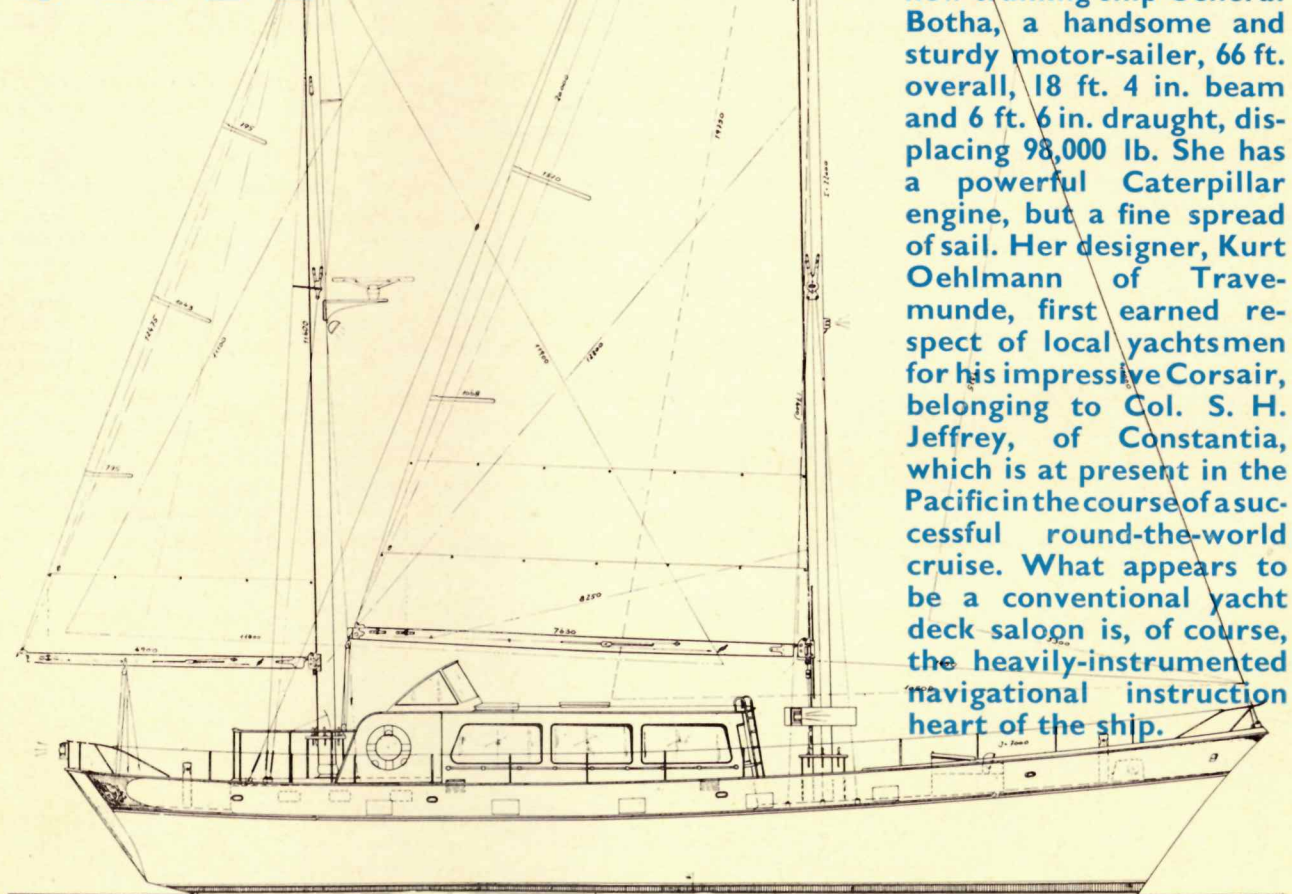


SAIL AREA	Sq. Ft.	Sq. M.
MAINSAIL	72.50	77.00
MIZEN	28.50	30.00
FOURTH ANGLE 100S	105.50	745.00
HEADSAIL	160.35	1329.00
JIB	26.63	24.00
SPINNAKER	69.50	24.00
MIZEN	30.50	32.00
WORKING AREA	176.43	1876.00
GENOAS	102.00	100.00
MIZEN	25.00	27.00
TRYSAIL	30.00	32.00
SPINNAKER	25.00	27.00

NEW MERCHANT NAVY TRAINING SHIP



Here is South Africa's new training ship General Botha, a handsome and sturdy motor-sailer, 66 ft. overall, 18 ft. 4 in. beam and 6 ft. 6 in. draught, displacing 98,000 lb. She has a powerful Caterpillar engine, but a fine spread of sail. Her designer, Kurt Oehlmann of Travemunde, first earned respect of local yachtsmen for his impressive Corsair, belonging to Col. S. H. Jeffrey, of Constantia, which is at present in the Pacific in the course of a successful round-the-world cruise. What appears to be a conventional yacht deck saloon is, of course, the heavily-instrumented navigational instruction heart of the ship.

BY the end of this year the South African Merchant Navy Academy, General Botha, expects to have its fine new training craft—a 66-footer that will perform equally well under sail and power—afloat. The little ship is at present in the final stages of construction, under the supervision of the Academy's Captain-Superintendent Phil Nankin, at the Cape Town yard of Louw and Halvorsen.

A great deal of hard thinking went into the planning of the training craft and, as well, the whole new Nautical Academy at Granger Bay near the docks at Cape Town. Yachtsmen, power and sail, naturally have only the warmest of good feelings to this establishment—so we are pleased to be able to quote a few extracts from Captain Nankin's original report which emphasises how congenial to us is the spirit of the whole project, and also gives the thinking behind the planning of the training vessel.

Here are some of the things he had to say:

Nautical training for the Merchant Navy and the fishing fleets of our country was recently investigated by a Committee of Enquiry, appointed by the Minister of Education, Arts and Science. As a result of this Committee's report, the new South African Merchant Navy Academy General Botha has been launched.

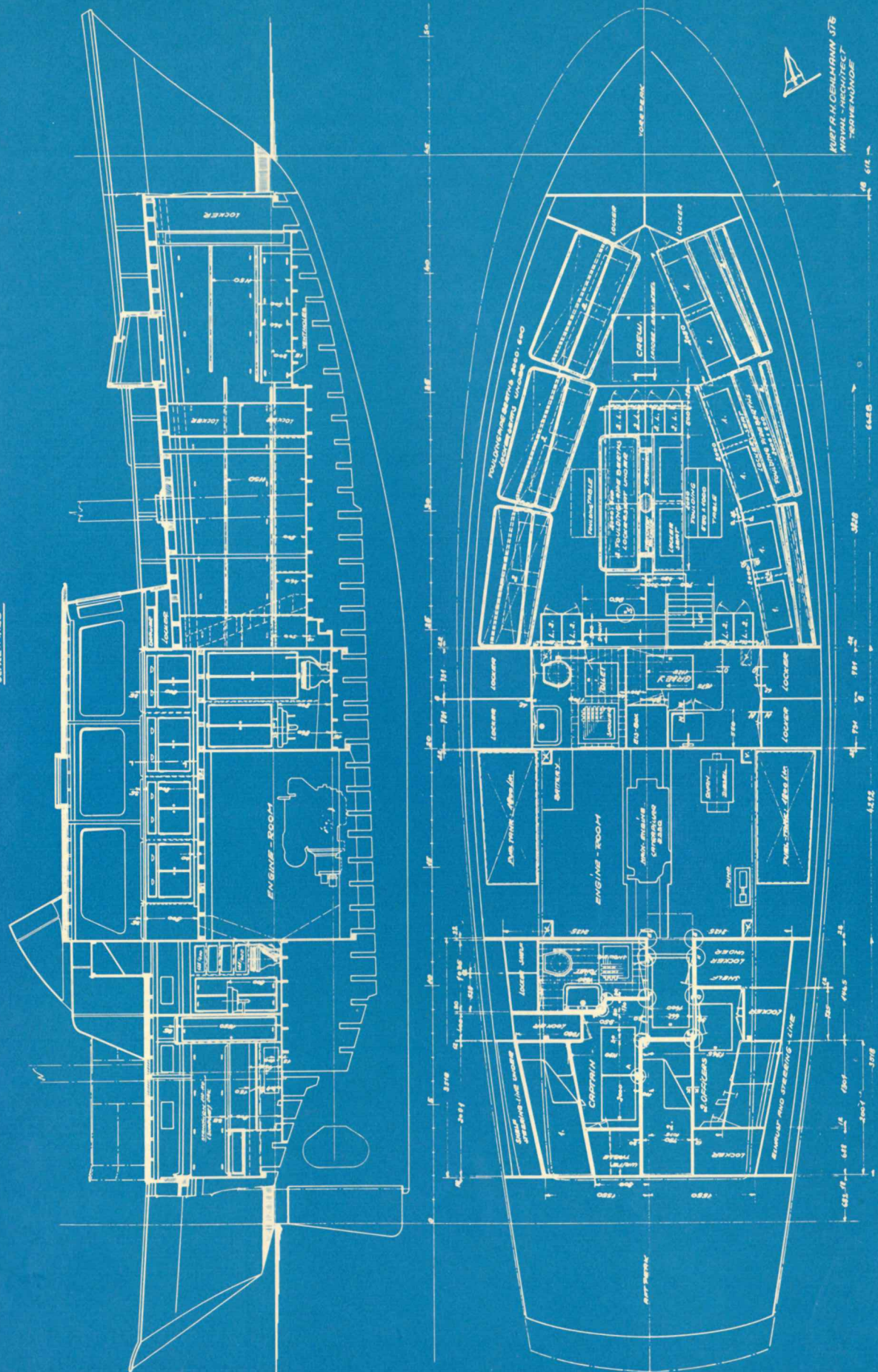
In its report the Committee recognised the unique character of nautical training for the Merchant Navy, and stressed the intangible values of pre-sea disciplinary training. It pointed out that, in spite of modern scientific advances in naval architecture and navigational aids, requiring a higher standard of education from officers, the natural hazards encountered at sea are still present and require the same high degree of initiative and alertness from these men.

The main tasks of the General Botha will be to attract

(Continued on page 40)

SOUTH AFRICAN YACHTING—September, 1966

CABIN-PLAN 15,15m UL. TRAINING - VESSEL SCALE: 1:35



SOUTH AFRICAN YACHTING—September, 1966

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NEW TRAINING SHIP GENERAL BOTHA

(Continued from page 23)



Captain Phil Nankin, who is running the new Merchant Navy Academy General Botha at Granger Bay with a strong accent on practical seamanship, keeps watch with one of the cadets as he maintains radio communication with the shore base. The picture was taken on board Arthur Holgate's big schooner Lorraine, which has been on loan to the academy as a training ship till their own craft is launched. Both Holgate and Captain Nankin have Cape Horn passages and a background of squaresail training in the famous old windjammer Lawhill, to their credit.

Photo: Brian Lello

the right class of young man into the industry, and see that he has the proper training before and after going to sea.

Generally speaking, South Africans are descendants of two great maritime nations, Great Britain and Holland, but unlike these and most other seafaring nations, we do not have their geographical features, and historical and literary seafaring background which may be said to foster the youthful desire to go to sea.

It is essential that this challenge and interest, once engendered, can be maintained over the training period during which these young men, apart from the academic side, will be taught leadership in an industrial as opposed to a military undertaking, an enduring respect for the sea as well as the spirit of service and dedication required by the very nature of ships.

How, then, do we propose to achieve these intangibles? Our answer is in boats, where sea sense can be engendered.

General Botha has been granted funds and Cabinet approval for the building of a training harbour, as well as two lifeboats, two whalers, two cutters, a rescue launch and a fully equipped instrument-seamanship training vessel.

Ideally the instrument-training vessel should be capable of the following functions:

- (i) She should be designed for seagoing duties in winds up to gale force with the heavy seas encountered off the Cape, extremely strong, dry and stable.
- (ii) That she be large enough to accommodate a crew of 15 cadets plus two officers on short cruises (L.S.A. for 20 hands).
- (iii) That her draught be restricted to approximately 6 ft. to enable her to be berthed and slipped in the training harbour.
- (iv) That she be fully equipped with the necessary navigation equipment housed in a chart room with chart tables for five navigators.
- (v) That she provide seamanship training for those cadets not engaged in navigating.
- (vi) As the craft will be used for day exercises as well as five-day cruises, careful consideration must be given to hygiene.
- (vii) That she be capable of being used for post sea officers practical radar and shiphandling training.
- (viii) Her appearance must be such that she will engender pride in her and her performance.

Before finally recommending a particular type of craft,

the University of Southampton's policy relating to training craft was investigated and the following points emerged:

- (i) "A power-driven craft provides little real training for an embryonic merchant seaman, except for steering or washing paint. It does not bring him any real contact with the sea as does a sailing craft whose motive power is governed by the cadets who man the ship.
- (ii) "The School does not believe in trying to turn out 'sailing ship' sailors, but feels that some short period of training aboard a fast, manoeuvrable sailing vessel is of great help in inculcating integrity, self-reliance, an awareness of danger, and that the sea will always find out shoddy or scamped work.
- (iii) "The School always insists that the Captain and Officers of their training ship are the normal lecturers of the school. Otherwise it might give cadets the impression that the lecturers are incapable of handling ships."

At this stage our attention was directed to a locally-built craft, *Corsair* designed by Mr. Kurt Oehlmann for Colonel S. H. Jeffries. This craft looks like a motor launch, is equipped with sails and handles equally well under both sail or power. We observed this craft at sea and discussed her with her owner.

Colonel Jeffries used his craft for extensive sea trials of electronic navigational aids, manufactured by his firm, the Instrument Manufacturing Corporation, and found her more than adequate.

These facts and others led to the Board's support of the suggestion that we build a motor-driven training vessel equipped with auxiliary sails, so designed that the sails will in no way interfere with the instrument-navigation training, yet capable of good performance under sail.

This craft will then be used for:

- (1) Post-sea officers' practical radar, manoeuvring and compass adjusting.
- (2) Pre-sea cadets:
 - (i) Practical navigation and use of navigational aids to consolidate theoretical instruction ashore.
 - (ii) Ship maintenance and seamanship training where cadets realise that they are responsible for the vessel's motive power, gear, canvas and cleanliness and so will gain experience of the power of the wind and sea, tackles and weights.
 - (iii) Keeping an efficient watch, both in harbour and at sea.
 - (iv) Inculcating into the cadet alertness, caution, awareness of danger, physical hardiness, power of command and improving group morale by building the spirit of common venture.
 - (v) Recreation while undergoing training.
 - (vi) Anchoring and manoeuvring.
 - (vii) Hygiene in confined ship spaces.
 - (viii) Sail drill will to a large extent replace unrealistic parade ground drills relative to an industrial as opposed to a military undertaking.
- (3) The possibility of using this craft for training fishermen has not been overlooked.

We of the General Botha believe that sufficient young men of our country can and will be attracted to the sea as a career, but to ensure that they receive character training, inspiration and leadership, we must be provided with the tools to perform our training aim.

CANOE RACE THRILLS

Here are Paul Chalupsky, left, and Jannie Malherbe, who were first and second in the annual Berg River Marathon Canoe Race. One of the local, Cape, fibreglass canoe builders, F. Nebe, also entered and came seventh to his son who beat him into sixth place.

Photo: Cape Times.

