



THE classic 36m ketch Cariad – a truly magnificent gaff-rigged vessel - was one of numerous yachts skippered by Phil Wade during his long and distinguished career in the yachting world. She was built in Southampton in 1896. Two years later, she took line honours in the Vasco da Gama Cup, a regatta from Lisbon to India to celebrate the quad-centenary of Vasco da Gama's discovery of the sea route via the Cape to India. She had several other owners, and, in September 1920 and renamed Fidra, she left Sweden, crewed by five young Swedish naval officers and six others, on a circumnavigation via Magellan's Strait and Pacific islands to Japan, returning to Sweden via Suez Canal in 1922. In 1927, she was bought by a South African partnership and came to Cape Town. Later, she had several other South African owners before Krasni Sutic bought her and did an extensive refit in Durban with much other work done in Antigua and in Britain. Krasni sold her in 1983, and, after a varied career with some periods in lay-up, she was bought by the Japan Charter Yacht Association to promote charter sailing and ocean leisure in Japan. Cariad had been the catalyst for Phil and Krasni to form a close and lasting friendship. Seasoned Docklanders will remember Cariad moored to buoys in Duncan Dock in the 1950s. | PHIL WADE COLLECTION



PHIL Wade and Anthony Just with Theo Jack (RCYC), Mfundo Joseph, Innocent Jali and Menelisi Mkhize(Lawhill) during the sailing trip to Spain in 2015. | PHIL WADE COLLECTION



PARTICIPANTS in the most recent sailing trip to Spain organised by Phil Wade and his wife Anne in September were Liyabona Njingolo, (Royal Cape Yacht Club Sailing Academy), Liphawe Mdoda, Nhlakanipho Lebengu and Simamkele Ntingiso (all from Lawhill Maritime Centre). Besides sailing, the students visited a boatyard, one of the additional activities to expose the group to the wider yachting world, including the superyacht sector. | PHIL WADE COLLECTION

# Maritime sector mourns fall of another tall cedar

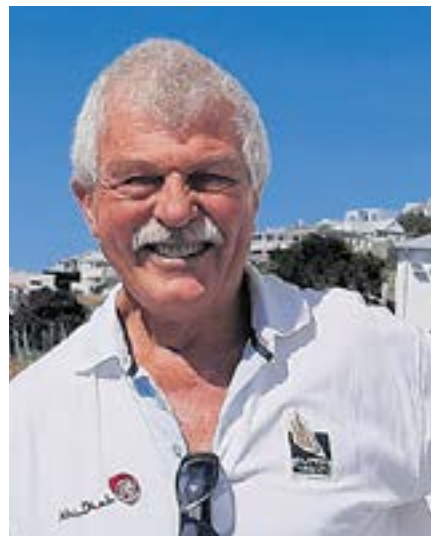
**PORT POURRI**

**BRIAN INGPEN**

and attended a presentation on the centre's operations where young people from all over the country follow a maritime-related course. Led by students, they toured the facilities before embarking on their coach and leaving for a pub.

Ten minutes later, the tall Phil dashed into the office. "Where's the coach?" he asked. "It left a while ago," I responded. "Oh \*\*\*\*!" he exclaimed. "I enjoyed talking to the kids so much that I missed it," he said, refusing my offer of a lift and making for the door. "I'll catch them up. I know where they are going." Having missed their shipmate, the Old Boys turned the coach to find him, and soon, he was back aboard the coach.

During the return trip to Cape Town, Phil's enthusiasm for what he had witnessed at Lawhill spilled over. He proposed that the Class of '61 should sponsor a bursary for a youngster to



attend the centre. "And," he said, "I will guarantee it for the three years." His classmates' response was overwhelming, leading to the establish-

ment of The South African Training Ship General Botha Old Boys' Association Bursary Fund that subsequently was able to sponsor two youngsters to attend the Lawhill Maritime Centre for three years.

The following January, the first two bursary holders were among the new entrants to Lawhill, as those now-seasoned Old Boys had done more than 50 years earlier at General Botha.

One of those students became the top student during his Master's Theoretical Course, and became a tugmaster at Richards Bay harbour, as did his fellow bursary-holder.

The careers of the two officers – and, over the years, the careers of others supported by the growing Bursary Fund – represent the success of that fund, initiated by Phil Wade and others.

Phil also raised funds – and later, with another South African, Antony Just, established Marine Inspirations – to arrange trips to Spain for aspirant seafarers to enjoy sailing, visiting shipyards, and, through meeting members of the yachting world, gaining general exposure to the alternative career option, including the growing superyacht sector in which numerous young South Africans have secured good careers.

As most participants in the Spanish trips came from financially-restricted backgrounds, their families had not dreamt that their children would have such an opportunity to travel or to gain exposure to such far-flung places. Yet, on their return home, the participants shared their horizon-widening experiences with their families and Lawhill shipmates, enriching the lives of others.

It was evident that the Lawhill youngsters needed to gain vital hands-on boating and seamanship experience.

Marine Inspirations secured the

donation – by a Spanish person – of an L26 yacht for training Lawhill students in Simon's Town. With the General Botha Old Boys' Association, the boat-handling training component now also includes RIB-training, competitive rowing (with the local rowing club), and training aboard a private motor launch.

From an idea in 2015, Marine Inspirations became a major influence in the lives of many young Lawhill students, providing real-life experiences, as well as practical training in boating and sailing in Simon's Town and in Spain.

In the process, Phil, his wife Anne and their associates launched many young people on successful careers in the maritime world.

Who is Phil Wade? A British wartime-baby, he emigrated with his family to South Africa in 1946, and spent most of his early life in Durban before going to General Botha at Gordon's Bay.

His merchant naval career was cut short by the grounding of the Unicorn vessel, Horizon, on the Wild Coast in May 1967.

A man of utmost integrity, Phil gained enormous respect from all by admitting his fault in causing that accident that indirectly brought an alteration in his own life's course – into yachting.

He revelled in yacht-racing, delivered umpteen yachts across the world, sailed numerous times on epic voyages across oceans, into southern and northern waters, around Cape Horn, to idyllic tropical islands, and lived life to the full.

He had two miraculously close calls – once when he was pinned to a "coffee-grinder" by a yacht's falling mast, and the other when the keel dropped off a yacht that then capsized with him – and others – below in the cabin from which they all escaped.

His time at sea brought him in close contact with and reliance upon marine life, and engendered in him great respect for the delicate balances in marine ecosystems.

He was deeply concerned about the decline of marine life, and at the stark future if nothing is done to curb the plunder.

A warm, people-orientated and kind man, Phil set so many younger people on wonderful careers.

He leaves his dear wife Anne, his wider family and a host of friends, all of whom join to salute a great and distinguished man.

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## DOCKING

### Africa Mercy finds home in the Port of East London

STAFF WRITER

AFRICA Mercy, of Mercy Ships International's in-ship hospitals, has chosen the Port of East London to house one of its hospital ships for three months.

Here they will be conducting minor maintenance, crew change and recruitment of medical practitioners in preparation for its next medical field service in Madagascar.

Mercy Ships International is a non-profit organisation (NPO) that stretches across the world to provide free healthcare services to people of all ages who are in desperate need of medical help.

The NPO has volunteers onboard the vessel who perform life-altering surgeries, offer spiritual upliftment and donations to those in need.

Africa Mercy is one of sixteen national offices dedicated to offering free and safe surgery onboard its vessels to those in disadvantaged areas.

"Mercy Ships International is one of the biggest humanitarian organisations in the world, the work they do is critical in supporting the health sector globally.

"It is an honour to be able to provide a temporary home for Africa Mercy.

"We do hope they visit our ports again and next time see our port-city community benefit from the outstanding work they do," said TNPA port manager for the Port of East London, Sphiwe Mthembu.

On completion of the maintenance work at the Port of East London, Africa Mercy will sail to Madagascar to serve for 10 months.

In preparation for her next voyage, the NPO is ramping up crew members to around 270 for the sail and is providing crew members with the necessary rest as they explore East London and the Eastern Cape.

RECIPE

### Middlecut Breyani

- INGREDIENTS:**
- 2 cups rice
  - 1 1/2 cup brown lentils
  - 1/4 cup oil
  - 3 bay leaves
  - 3 cinnamon sticks
  - 1 tbs breyani mix
  - 1 onion, chopped
  - 2 tbs unsalted butter
  - 1 tbs crushed garlic & ginger paste
  - 3 tbs mixed masala
  - 1 tbs turmeric
  - 4 tomatoes, grated
  - 1/2 cup water
  - 5 tbs sour tamarind paste or 75g dates soaked in hot water then pureed with juice from one small lemon
  - 2 x 400g cans Saldanha Middlecut or pilchards
  - 4 hard-boiled eggs, cut into quarters
  - 1/4 bunch coriander
  - 1/4 bunch mint

METHOD

- Cook the rice and lentils separately.
- Heat the oil. Fry the bay leaves, cinnamon and breyani mix for 3 minutes.
- Add the chopped onion. Add the unsalted butter.
- Once the onion is golden brown, add the crushed garlic & ginger paste and mix well.
- Add the mixed masala and turmeric, and cook for 3 minutes, stirring gradually.
- Add the grated tomatoes and water, and allow to simmer.
- Stir in sour tamarind paste, making a thick gravy.
- Add the drained middlecut or pilchards and allow to simmer for 5 minutes on low heat.
- Mix the rice, lentils and fish mixture together.
- Gently mix through and serve topped with egg quarters, coriander and mint.

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