

S.A.T.S.

**PO BOX 2454
DURBAN
4000**

Chairman: Derek McManus
Tel. (O): +27 (0)31 3039563
Tel. (H): +27 (0)31 7673719
Secretary: Tony da Silva
afdasilva@worldonline.co.za
Cell: +27 (0)82 465 6039
Tel (H): +27 (0)31 208 6475



**PO BOX 4515
CAPE TOWN
8000**

Chairman: Tony Nicholas
tnicholas@za.safmarine.com
Cell: +27 (0)83 799 6331
Tel. (O): +27(0)21408 6911
Tel. (H): +27(0)21 788 5957
Fax: +27 (0)21 408 6191.

GENERAL BOTHA OLD BOYS' ASSOCIATION

<http://www.generalbotha.co.za>

FEBRUARY 2003.

JOINT NEWSLETTER

Should your address details change, please send your updated details to:

Tony Nicholas, tnicholas@za.safmarine.com,

Cellphone: 083 799 6331, Phone (O): 021 408 6911

Phone (H): 021 788 5957

Fax: 021 408 6191.

Please send any articles you may wish to be included in the Newsletter to:

Dennis Henwood, dhenwood@iafrica.com.

Phone (H): +27 (0)21 6716373. Fax: +27 (0)21 4253049

Visit our website <http://www.generalbotha.co.za>

NEWS FROM DEREK McManus – DURBAN BRANCH

A year has passed since the last AGM and the time has arrived once again to elect your Committee for the coming year. Now there must be many O.B'S out there wishing to come forward and stand for election. Don't all rush in at once but enter in an orderly manner on the 14th of March when this annual event takes place. See below for details.

NOTICE OF MEETING – DURBAN BRANCH

The Seventy-First Annual General Meeting and the Eighty-First commissioning day dinner.

DATE: Friday, 14th March 2003

TIME: 18h30

VENUE: Royal Natal Yacht Club

MEETING FOLLOWED BY DINNER: TBA

Booking for dinner essential. Telephone Derek McManus on: (W) 031 – 3039563 (H) 031 - 7673719

DURBAN CHRISTMAS LUNCH, 12TH OF DECEMBER 2002: Wednesday, 12th of December saw 70 odd members take their seats at our annual Christmas lunch. The attendance encompassed many new and old models and a few long lost souls. There appeared a group from the 39 and 40's as well as increased numbers from the 50's and upwards. An interesting piece of nostalgia was the encounter between Obie Oberholzer (1933/34) and Andrew McBride Martin (1931/32?) whose paths had not crossed since their days on the ship. They had a considerable amount of catching up to do! The Durban Club did us proud and a most enjoyable day

was had by all. The lunch ended with a lucky draw of bubbly and Ray Walker departing with the whiskey. The traditional port did the rounds. Thanks to all for making it a resounding success.

NOT SO WELL: John Dart (1925/27) who has been a loyal supporter for more years than can be remembered has moved into the frail care centre at his lodgings. Our thoughts are with you.

MONTHLY LUNCHEONS: Remember!! First Wednesday every month of the year!

VENUE:	Royal Natal Yacht Club
TIME:	12h30 for 13h00
DRESS:	As you are!
COST:	Includes starters and sweets, a mere R40.00

Attendance has been very good – keep it up lads!

We apologise for the uncomfortable seating arrangements at the February luncheon and your Committee is addressing the matter.

Please feel free to give us your input rather than to stop attending.

IN CLOSING: A Bothie boy returning from sea, in need of clobber and flush with cash saw an advert in a window.

Shirts:	R1-00
Blazers:	R2-50
Suits:	R4-00

He entered the shop and ordered 12 shirts, 2 blazers and 2 suits at that price. He was disillusioned when the mystified proprietor informed him that he was at the dry cleaners!

FROM THE BRIDGE OF s.s. CAPE TOWN

Cape Town branch again sponsored a prize to a well deserving student of the Simon's Town School Maritime Studies, one Tobela Gqabu, the top achiever in Navigation and Seamanship in 2002. The very essence of his chosen career and the prize of a pair of binoculars being most appropriate. The branch monthly pub lunches continue to be hosted very successfully at the Royal Cape Yacht Club in Table Bay Harbour, on the **second Tuesday of every month 1230 for 1300**. Our local widows were invited to join us for the Christmas lunch in December together with our wives/partners. A total of 83 persons sat down to a sumptuous lunch with copious amounts of club priced drinks. By all accounts our Obies behaved themselves as each guest thanked us profusely for the much-enjoyed invitation. Appears this event must be repeated. Another first for the branch and I assume the association, is the placing of all our activities on the Internet. Visitors to Cape Town may look for "things to do" in the City of Cape Town's Community Events web site and in this manner we increase the awareness of our Ship's place in the city's history and at the same net some AWOL ex cadets. At the time of writing the Cape to Rio yacht race is being sailed and I learnt from the official Cape to Rio Publication that one of our Obies was instrumental in the formulation of this event. "The seed of the Cape to Rio race was formulated in 1968 when Bruce Dalling's meritorious second place in the first South Atlantic Single-Handed Race in Voortrekker prompted **Vice-Admiral H.H. Biermann [cadet 610 class of 1932/33]**, chief of the South African Navy, to suggest that South Africa should take a lead in the trans-ocean racing by arranging such a race". Our very own Bothie yacht, Howard Davis, participated in the inaugural race in 1971, skippered and crewed by, bar one, Bothie Boys. There are two Bothie Boys sailing in the 2003 race that we are aware of. One being **Brian Sutherland, class of 1975**. Brian is skipper of the yacht Big Reef. His father and his two sons are also crew on board. The other is **Dave Powell, class of 1943/44**, on board the Panther. Included in the crew is radio 5fm presenter, Mark Gillman, who is presenting his morning breakfast show from the yacht in mid-ocean every day. It is rumoured that Dave was recruited to keep "everything shipshape and Bristol fashion". We are sure that both yachts will give creditable performances. Now for the bad news. It is not expected that Dave Powell will be back in time to skipper our boat in the annual GBOBA/RCYC/Unitie/Yselstein quadrangular race. But fortunately Ian Lindsay has volunteered to step in and continues to fly our battle flag high. But, some of the regular crew are not available this year. So anybody willing and able to crew, please contact Ian urgently at: 021-7825530 / 083 277 5177 / iansav@iafrica.com.

In our planning of the annual March activities we took careful note of the world cricket matches as well as the bicycle race hosted in Cape Town. Both events have international status and are very well supported by thousands of visitors, both local and foreign. Therefore we attempted to plan around these events to avoid any

clashes with our activities. However, this has not proved to be entirely possible and it is noted that the Commissioning Day Dinner is scheduled on a public holiday and the War Memorial Service followed by the “bring and braai,” is scheduled on the same day as the world cricket cup final. All is not lost though. We will arrange to have the cricket on a screen at the braai event. Therefore we still expect to have a bumper attendance at both of these functions of ours. Honour and Duty is called for, we expect all local members to attend and support your branch and your committee. Please!

CAPE TOWN MARCH ATTRACTIONS.

Tuesday 11th March 2003, 1230 for 1300.

Event: Monthly pub lunch.
Venue: Royal Cape Yacht Club, Duncan Road, Table Bay Harbour.
Price: Club prices.
RSVP: No need to book, just arrive.

Saturday 15th March 2003.

Event: GBOBA/RCYC/Unitie/Yselstein quadrangular yacht race.
Prize giving at SAS Unitie, Duncan Road, Table Bay Harbour @ 1730 and we look forward to Old Boy support at the prize giving. Crew urgently required, please contact Ian Lindsay as detailed above.

Friday 21st March 2003, @ 1800.

Event: Annual General Meeting.
Venue: The Wardroom, Headquarters, SANDF Task Force West, Silvermine.

Friday 21st March 2003, 1930 for 2000.

Event: Commissioning Day Dinner.
Venue: The Wardroom, Headquarters, SANDF Task Force West, Silvermine.
Dress: Dinner or lounge suit or club blazer and tie, or at least a tie.
Price: R98 per person, including sherry, wine and port on the tables.
RSVP: **Kathy Nicholas** by not later than 7th March 2003 at above postal address, or Tel:021-7885957 / 083 778 5957 Fax: 021-4086191 c/o Tony Nicholas, or Email: tnicholas@za.safmarine.com

An urgent appeal from our Treasurer to please pay in advance. Cheques made out to “General Botha Old Boys’ Association”.

Menu is: Butternut soup, Cape Salmon & Straw Potatoes, Beef medallions in red wine sauce & vegetables, and fruit salad with ice cream.

There is bed and breakfast available at Silvermine at a very competitive price for those who require. Contact CPO Davids at Silvermine directly to book – 021 7872429.

Sunday 23rd March 2003 @ 1000.

Event: War Memorial Service.
Venue: Junction of Hertzog Boulevard and the Heerengracht, Cape Town.
Chaplain: Revd. Ralph Thornley (SAN).
Band: S A Navy.
Tea: After the service everyone is invited to a tea at SAS Unitie in the harbour.

In the event of inclement weather, the venue will be changed to SAS Unitie, Table Bay Harbour.

Sunday 23rd March 2003 @ 1230 onwards.

Event: Bring & Braai, fires provided. Bring own food, cutlery and crockery. Refreshments provided at club prices.

Venue: Maritime Room, Cape Technikon, Granger Bay.

No need to book but an indication of numbers appreciated.

SOS

Good news since the publication of the last newsletter, only three Obies AWOL. All other mail returned I have managed to track down at great expense of time - although I remain unpaid. That does not mean that ALL have been found. The majority of Obies reported AWOL in past newsletters remains AWOL. So look back and launch your Search & Rescue, PLEASE. New additions to our MIA list are: **Roy Ternent 1984**, last known address in Farrarmere, wherever that may be. **Eric Hurner class of 1975**. Last know address was Bryanston. I think that is somewhere in Gauteng/Johannesburg **Graeme Harms class of 1987**. Reported recently attending

college in Durban. Parky, anybody? Contact details, please chaps. **Ryan Braunschweig class of 1979.** Left De Beers Marine about three years ago. Let me know where they are now.

Previously requested information of **Sydney Tracey Evans 1929/30 #430.** His shipmate, **Eric Ebelthite 1928/29 #397,** is asking for any detail whatsoever of Sydney. Now surely with our extensive Old Boy network out there we must be able to advise some detail. Anything? anybody? Please advise soonest.

ANCHOR'S AWEIGH

A.M. MCGREGOR 1924/25 #146. One of our earliest cadets, well known Murray passed away last year. After Bothie Murray attended the University of Cape Town gaining his B.A. and B.Ed. in 1931. Thereafter he joined the staff at Hottentots Holland High School in Somerset West for five years and then joined missionaries of the Healdtown Mission Institution for two years as a teacher and later principal in its high schools. 1939 joined the National Volunteer Reserve as a NCO and in 1943 the S.A. Naval Force as a sub-lieutenant. After WWII Murray returned to mission work that was his first love. We are indebted to Murray, as he was a founder member and past chairman of our Old Boys' Association.

H.F. WELTE 1929/30 #472. Another of our Old Salt's, Harold, passed away 13th November 2002. After Bothie Harold returned to high school and later worked on the gold mines. In 1939 he went to England and accepted a short service commission in the General Duties Branch of the Royal Air Force. He became a gunnery feeder with the rank of Pilot Officer and flew over 40 bombing missions as "tail end Charlie" which must have an extremely stressful period for him. 1945 left the RAF, returned to the S.A. mining industry but after a few years there joined Castrol Oil Company, staying with them for 20 years. After retirement Harold became adventurous again and crewed on a yacht in one of the first Cape To Rio races before settling in Australia in 1976.

A.D. JOHNSON 1931/32 #562. Derrick was previously with Barclays Bank, Durban, during the 60's. Reported deceased 2002. Any further information would be appreciated.

W.A. WILMOT 1937/38 #960. Reported deceased 1975. Any further information would be appreciated.

J.C. BISHOP 1948/49 #1540. Reported deceased 2001. Any further information would be appreciated.

SCRANBAG

A.H. SHARP 1961/62 #2214. News Flash. Alex has been transferred from Johannesburg to Shanghai with Weiss-Rohlig. Much of his work from there will be directed towards Australia and therefore I have provided Alex with FULL details of the 50 Obies we have on record in Aussie. You all down there can expect to hear from Alex.

G. Röhrs 1989. And another one to Aussie, also armed with all Obie details. Previously at sea with Safmarine followed by a commercial position with Safmarine Cape Town in 2002, Greg has now been transferred to Safmarine's Sydney office as General Manager, Australia. Trust you will all give both Greg and Alex your support, particularly commercial support.

R.J. MACKIE 1977 #2591. And another one down south to the "Land of the Long White Cloud". Richard recently left Smit [ex Pentow Marine] and landed in New Zealand. "Arrived 31 August and still waiting on the MSA (NZ equiv. of SAMSA) to give me an answer on my qualification - and courses - before I am allowed to work in NZ. As soon as there is some positive go ahead I have secured a part time position on the Auckland fast-cat ferries for the summer season, a step in the door." We now have 22 Obies on record in New Zealand; perhaps we should consider moving our Obie headquarters to that hemisphere?

R.B. PREISS 1964 #2250. "I sailed on the Safmarine vessels, Langkloof and the Merchant, in '65 and '66 and then met a secretary in the Safmarine personnel office in Thibault, Square [Cape Town] one Delicia Pivalizza, who took over my life and finances from that point on. I left Safmarine and started carving a career with Ford in PE from late '66. Delicia and I married in PE in 1968 and have two great sons, one a surgeon the other a junior doctor, and a lovely one-year-old granddaughter. We'll all be gathering in Cape Town for a week in December. The short career story is that I am still with Ford, although I have migrated through several parts of the organisation over the years. En route I collected the usual engineering & commercial pieces of paper so am a fairly well qualified but very underpaid individual [are we not all?]. For the past 8 years I have been running exports of high value parts into Ford Europe which work has taken me to most of Western Europe. Lots of work and stress but very satisfying." Pity you did not make it to our most successful Xmas lunch in December, Brian. 86 persons sat down for lunch as a few remained at the bar. See ya next time.

P. ALLAN 1968 #2323. Peter has been found as Master with Red Funnel Ferries based in Southampton.

V.A. SMEDA 1975 #2505. Vic sailed with Safmarine until joining Portnet in 1979. He transferred to Portnet's Computer Division in 1988 and after obtaining National Diploma: Information Technology, joined NBS in 1996. 2001 saw him moving to the USA as an IT Consultant in the Insurance and Financial industry.

I.S. MEIKLE 1954/55 #1898. Following our bulletin, A Fair Cop, we have extracted Ian's "statement". "I went to sea in 1956 with Ellerman Lines, joining the City of New York in East London for a trip to India where I was to transfer to the City of Madras. After serving my time, I went as Second Mate with African Coasters where I sailed with Ivan Bole – 1951/52- (Alan's brother – 1949/50). Did one trip with Safmarine on the "S.A. Morgenster" I returned to Ellerman's and then to the UK where I went to Southampton School of Navigation before sailing with London Ship Management Company, and ran the blockade in 1962 to Cuba on a Russian charter, with a cargo of Timber. I returned to the U.K. and worked the British coast with London and Rochester Trading Company, on little ships of 400 tons, with coal and grain. We did a few runs to the Spanish Coast with atomic waste, which we dumped at sea. I married in 1964 and settled down to domestic life, joining the Lancashire Constabulary and later the Greater Manchester Police and retired in 1992 as a Police Inspector. I live in Wigan and have a 26-foot Newbridge Pioneer Pilot yacht, which is moored, in the marina at Caernarfon. I sail the Irish Sea and next year hope to get to Scotland." Ian also mentions that any visiting Obie will be made very welcome.

D.J. MEYER 1960/61 #E50. After taking a surf through our web site recently Danny was prompted to submit an update of his movements. "I returned to sea in 1996 and served with various foreign going lines. I am now a CEO with Tide Water, Angola serving on offshore support vessels. The most notable ship I have served on since I have been at sea again was the m/v Bader III, the world's biggest livestock carrier. We carried 93000 sheep and 7000 cattle per voyage from Freemantle, Australia to Aqaba, Jordan. The crew included 45 Bangladeshi stockmen to keep the pens "clean". I wonder whether that would be classed as "hazardous waste dumping at sea?"

K.W. LINDSAY 1960/61 #2180. "I am still at the Faculty of Business & Law at John Moores University in Liverpool. Nothing extraordinary to report. Undergraduates are as tedious they have always been! There is never enough money for research. There is far too much administrative red tape. Sounds like any other business you may have heard of!!!" Too right Keith.

G.A. DAVIES 1980 #2712. Another successful "track & trace", finally caught up with Guy and his missus, Muffy. "Left SA (Langebaan) end September 2001 to pursue a career in London, having turned 40 and my good wife Muffy being pregnant. Time to go home and enjoy the good life!! Settled into a very small (very expensive) studio apartment in Holland Park and spent a couple of months doing the tourist thing. During this period decided on a total career change and investigated the Security Industry in and around London. Landed a post at Rolls-Royce head office in Buckingham Gate as part of their Security Team (by the way, they no longer make cars but now focus all efforts in jet engines – Eurofighter – market). This stint gave me suitable credentials to approach opposition security firms for scope and advancement. Following the birth of our daughter, Gemma, we flew to Dublin to show her off to Muffy's side of the family. Upon arriving in Dublin, we fell in love with both the city and its people, which led to us packing up in London and moving to Dublin. Once again did the tourist thing for a couple of months, and then settled into job search mode. Pleased to announce that as from September 2002, have been gainfully employed as Healthcare Manager in a business defense company. Basically means I run about 13 security sites and do the marketing / operations side of things. Also given a 4x4-company vehicle, so life looks good. Unlike shipping, now have weekends off and plenty of time to travel around Ireland." Weekends off? Now that's a novelty.

J.A. MULLER 1966 #2286. John is one of the goods guys who wrote in to report his change of address and also an update of his rise to fame. "The M.D. of Tall Ships - Athol Emerton - took a financial interest in the Namibia Group API Holdings = African Portland Industrial Holdings (listed on the Namibian Stock Exchange) and became the M.D. of that Group as well. To cut a convoluted story short - he asked me to run the Operational & Commercial aspects of the two Bulk Terminals in that portfolio - being Matola Coal Terminal in Mozambique and the Walvis Bay Bulk Terminal in Walvis Bay. So, although I'm essentially a ship's agent in background, I've moved into the terminal cum materials handling side of the business. Had to move to Johannesburg because that is where the Commercial & Administrative office is - in Midrand. So we've left the green hills of Hillcrest for the Thunder & Lightning of Johannesburg. Lots happening on both fronts - Mozambique & Namibia. Very tough trading & operating conditions but I am really enjoying the job.

A.R. WYATT 1986 #2895. “Presently employed as First Officer with Hoverspeed - high speed ferry service Dover-Calais. Used to be served by hovercraft but now wave piercing catamaran 38 knots giving a 40 minute crossing.” Don’t think my nerves would survive a channel transit these days.

P.M. CARTER 1979 #2667. At least the wives read our newsletters if the Obie does not. “I am Philip's wife Tracy and was very interested in looking at your web site and the muster list. I then noticed that your information on Philip has not been updated so would like to do so. In September 1997 Philip left D.S.Oliver and formed his own marine surveying business Master Marine Survey. It has had its ups and downs but it has definitely been a successful venture for Philip and now has two employees.” By the way Tracy, are the two employees Bothie Old Boys? If so, please advise their names.

K.T. SMITH 1978 #2634. Kenton is presently slaving away in the cyclone belt of Africa. “I was promoted to Master with Unicorn in October 1998 and sailed as Master for three years. Due to reduction of the fleet, I was retrenched in October 2001 after 24 years with Unicorn. I have been working part time as a Supercargo in Maputo since April 2002, assisting with the discharge of the pipes for the Mozambique to Secunda gas pipeline. I am presently seeking seagoing employment.” Anybody know of any berths at sea, contact me for Kenton’s details.

N.A. HAGAN 1978 #2599. Unfortunately we have had to accept Nick’s resignation from our Obie committee in Cape Town. He has relocated to Walvis Bay for De Beers Marine Namibia. Cheers and thanks for your contribution Nick.

K. MEIKLEJOHN 1954/55 #1899. At long last we have caught up with our “big game hunter”. “After leaving the 'Bothie' joined the Bank Line 'M.V. Luxmi' with Colin Knowler also 54/55. Served as cadet and 3rd Mate spent all the time in the Far East. Left in 1960 and tried my hand in the gold mining industry with Goldfields S.A., however, found that this was not my cup of tea. 1964 I joined the Natal Parks Board as a ranger and was stationed at Giants Castle Game Reserve where I worked my way up to become Officer in charge. Giants Castle is a magnificent reserve situated in the Natal Drakensberg, which meant one hell of a lot of running up and down mountains and kept me pretty fit. In 1974 I was transferred to Hluhluwe Game reserve as Officer in charge where my main interest was in the capture and care of wildlife. In 1981 I was promoted to a new post as head of game capture and moved to the NPB head office in Pietermaritzburg. Game capture involved the capture of excess animals from some 30 game and nature reserves in and around Natal. The team captured anything between 3 and 6 thousand animals of up to 40 species per year, from Elephant and Rhino to the smallest Red Duiker. All the animals captured were transferred to other game reserves throughout Southern Africa and also sold to local game farmers and overseas buyers. I retired from the Parks Board in 1995 and I am now a wildlife consultant specializing in the movement of wildlife overseas.

J.M. BINOS 1958/9 #E1. Our very first recorded *Dingbat* cadet is on the move again and remembered to keep our database updated. More than most Obies do. “I retired in 2001 from Glenrandmib in Jhb and joined Crawfords in Cape Town. I am now going to retire "again", this time to a beautiful old house that I bought in McGregor. If you wish to publish my e-mail address [binos@binos.co.za] that would be OK. Also any "old mates" could look me up on www.binos.co.za.”

M.G. GREENEN 1963 #2224. “Can you hear the sound of distant trumpets? - Yes? Here goes. I have recently been promoted to the post of Curriculum Leader in Maritime Studies at the Banff & Buchan College up here in Fraserburgh. This means that I am now responsible for the running of our Maritime Studies Sector within the College. Great fun! Old Bothie Boy makes good; 0) The EC seems hell-bent on eliminating altogether the Scottish fishing fleet from Europe and allowing Spaniards and French access to our waters to fish them dry. For this privilege we must pay £500,000,000.00 to Spain to build new tonnage whilst ours is to be scrapped - not sold off! Logic somewhere there but I am unable to work this one out. As our college has traditionally and historically been geared towards training fishermen of all grades, I have had to diversify and we now run OOW Unlimited Deck and are presently compiling our plans for Chief Mate. So from becoming the only college in mainland Scotland offering full time tuition to fishermen, we are now in with the big guys such as Glasgow Nautical and South Shields - on a small scale I hasten to add. Wish us luck mense.” Best of our Jaapie luck and congratulations with your promotion.

D.L.R. BERTRAM 1984 #2824. David has recently been spotted as Fleet Safety Officer for Mediterranean Shipping Company based in Durban.

A.J. FOTHERINGHAM 1976 #2525. Too much leave results in some boredom and the result here is at long last, Andy's life history. "Born in England in 1957 and sailed out to South Africa on the Braemar Castle at 6 weeks old. Lived and educated in Durban. Was a schoolboy cadet with Unicorn from 1972 to 1974. Sailed on both coasters and one foreign voyage up to Pointe Noire. Upon passing matric, joined Safmarine as a cadet in 1975. Was on the SA Nederburg for entire first year at sea and was present when she was lengthened in Kobe Japan. Attended General Botha in 1976 and then sailed on general cargo vessels, tankers and bulk carriers until sea time was completed in 1977. Attended General Botha in 1978 and passed second mates. Then sailed as third officer on tankers and bulk carriers. The two most interesting things that happened in this time was ship to ship transfers in the Gulf of Mexico and loading phosphates on the island of Nauru. Studied for Mates at the Technikon in Durban and then sailed on container ships to Europe and Australia as second officer. Joined Deutsche Afrika Lienen as second/cargo officer in 1982 on their general cargo vessels sailing between Europe and Somalia, Kenya and Tanzania. Was made redundant in 1983 and sailed with Unicorn Lines on their Indian Ocean service and coastal container vessels. Attended General Botha in 1984 to study for masters. Joined Safmarine again in 1985 and sailed on cruise vessel Astor. Most interesting places visited were Norway, Greenland and Iceland. When this vessel was sold was transferred to salvage tugs and anchor handling tugs. In 1986 was sent to Kiel Germany to oversee the establishment the evacuation and fire fighting aspect of the building of Astor 2. Sailed on the maiden voyage to oversee the training of the officers and crew in passenger evacuation and fire fighting. Returned to salvage tugs in 1988 as second mate/mate and towed the Herald of Free Enterprise when she parted her tow on the South African Coast while on her way to be scrapped in Taiwan. Became Chief Officer on Wolraad Woltemade in 1989. Transferred to Pentow Marine in the restructure of Safmarine in 1993. Promoted to Mate on anchor handlers in 1994. Came ashore as a Stowage Coordinator in 1996 with Safmarine. Appointed as Stowage Co-ordination Manager in 1999. Appointed Vessel Operations and Scheduling Manager in 2002.

J.N. WARREN 1980 #2705. Last I heard Jonathan was milling grain at Mostert's Mill in Cape Town. Suddenly find that he is much further away. "My movements since coming to sea in 1979 have been: 1979-1986: Safmarine as Cadet, 3NO, T2NO. 1987-1989: De Beers Marine as 2NO, CNO. 1990: Freelancing, various coastal companies in SA as 2NO, CNO, acting Master/skipper. 1991-1995: Pentow Marine as 3NO, 2NO, CNO. 1996-2000: Sea Fisheries as CNO, Master, Senior Marine Superintendent (Deck). 2000: Unicorn Tankers as 2NO. 2000-2001: Midocean Maritime (Isle of Man) as Crew Operator. 2001-2003: Irish Government as Harbourmaster: Dunmore East Fishery Harbour Centre, Co Waterford. The future: Have accepted a post as Lecturer: Maritime Studies at Fleetwood Nautical Campus, Blackpool, UK. Very best wishes to Class of 1980 and to Committee for 2003." Thanks Jonathan, and best of luck in the new job.

W.R. HARRIS 1943/44 #1297. Our web site is steadily catching AWOL Obies in the net, Walter being one of them. "After leaving the Bothie I served as a seaman in the S.A. Navy, but was discharged medically unfit owing to an ear problem. Qualified as an Instrumentation Technician, migrated to Canada in 1966, lived in Montreal for a while then moved to British Columbia. Was maintenance Coordinator for Petro-Canada and I am now retired in Coquitlam BC, part of Greater Vancouver." Welcome aboard.

C.R.F. KINGON 1980 #2692. "Joined Safmarine, from Rondebosch Boys' High, in 1979 as cadet. Bothie in 1980. Thereafter worked up the ranks in Safmarine, to Chief Officer in 1988. Transferred ashore in 1991 to container ship planning in CPT Head Office. Spent 8 years in HO finishing as Cargo Operations Manager and returned to sea in 1999, as Chief Officer. Promoted to Master in 2001. Most interesting ship: Cable Restorer in Simon's Bay, 1986 and 1990. Most exciting: on S.A. Constantia in 1987 during a 7-day tow of a cargo ship in the Indian Ocean." Being a Rondebosch Old Boy, Charles always had a conflict between attending their annual function and our Commissioning Day Dinner. Am pleased to report that we always won.

R. HERMAN 1966 #2280. "There's a new South African-owned shipping operation. The Johannesburg-based Bidvest Group has bought the British company Dart Line, which runs a ro-ro shuttle between Dartford and Dunkerque, Zeebrugge and Vlissingen. Captain Ron Herman, a popular figure from Rennie's which Bidvest bought in November 1998 during the unbundling of Safren, has been transferred to the UK as Managing Director Shipping & Ports, Bidcorp PLC, to oversee the operation." Another Bothie Boy makes good. Well done Ron.

R.J. FOSTER 1965 #2263. Following his stint on harbour tugs in Cape Town, Rob and Madge have left our sunny shores for the appalling weather of Europe, travelling around somewhere. Don't forget to report in Rob, we look forward to interesting news.

D.S. OLIVER 1953/54 #1844. As I said, the SOS does sometimes work, even if I had the christian name a little incorrect. Don did three years in marine insurance offices and then joined EA Hiles and Company as a marine surveyor until 1964 when he opened his own surveying company, D.S. Oliver and Company, which has it's main operations in Durban. 2000 he relocated to Cape Town to open the same business, the Durban operation being run by Gwilym Rees of Bothie class 1966.

WHERE ARE THEY NOW? – C.C. GOLDSMITH 1928/30 #403

Our web site is really proving it's worth, as this email testifies. "I was absolutely fascinated to find the 1928 class photo on your website! My father Charles Cecil Goldsmith is listed for that year and I'm wondering if you are able to "point him out" for me - I'm not sure what he looked like at age 14, and many of the faces are not very clear! As a matter of interest my father sailed with Alfred Holt's Blue Funnel Line for many years - got his Master's ticket but did not sail as Master. He was First Mate when he left the sea at the end of WW2 (having married my mother in England in 1938) and then for a while was headmaster of the Outward Bound School in Aberdovey. He then spent many years as superintendent stevedore with Alfred Holt's in Birkenhead and retired to Devon in about 1970. He died in 1991. He must have passed on love of the sea to me - I sailed as Woman Assistant Purser with P&O for a few years and actually met my (passenger) husband of 30 years on "Orcades"!!!!" At the time of writing I have sent the identification request to Obie Eric Ebelthite, also class of 1928. Somehow this kind of enquiry makes all the effort we put into the Obie Association, worth it.

AUSTRALIAN BRANCH NEWS.

The year 2002 is now behind us and we wonder what 2003 will bring. We trust it will be peace, prosperity and good health to all.

During 2002 functions were held in Sydney to commemorate the 80th anniversary of the commissioning of The Ship and also a pre Christmas Braai.

A well attended lunch was held in Brisbane for the first time which got the Queenslanders together and they followed up with a second get together on the Sunshine Coast. Australia is such a large place but we do try to get together. I am sure one of the newly settled younger members will get something going in Perth one day soon.

During 2003 we plan to have our **Annual Commissioning Day Dinner** on Saturday 22nd March at 7pm at the North Ryde RSL Club. (Note new venue).

As a special guest speaker we have invited **Captain Allan Du Toit RAN**. Allan has been a Hon. Member for some years and is now resident in Canberra where he is Director of Navy Strategy and Futures at Defence Headquarters. Allan has accepted subject to operational requirements at the time.

After the events of September 11 Allan was appointed to command the RAN task group headed for the Gulf as part of Operation Slipper, Australia's commitment to the international war against terrorism. During his five month deployment Allan performed the role of both national task group commander and coalition Maritime Interception Operations (MIO) Commander. After working up and deploying to the Gulf in the amphibious ship HMAS Kanimbla, escorted by the frigate HMAS ADELAIDE, he subsequently embarked in the US Spruance class destroyer USS JOHN YOUNG, and later USS ELLIOT, with his twelve man battle staff. His task group completed 99 days in theatre and made a significant and widely acknowledged contribution to operations in the Gulf. As the first RAN officer (and the first non-US officer) to be MIO Commander, Allan not only commanded all RAN ships in the theatre but also a number of US, British and Canadian units assigned for operations in the northern Arabian Gulf.

Allan was guest speaker some years ago when his subject was "Bothy Boys I Have Met" which was most enjoyable. Allan joined the SAN in 1975 training at Naval College and competing in the Lemoen Kloof Trophy against Granger Bay. He once claimed that Joe Almond was known to assign heavy waterlogged boats to the trainees.(I am sure our Joe would never have done that). He served on frigates, submarines and minehunters in SA before joining the RAN in 1987.

We look forward to meeting some of the newly arrived Old Boys this year and also welcome anyone visiting our shores. Please contact us and we will put something together at short notice.

Peter O'Hare. Hon. Secretary. Email peteroh@bigpond.com. Phone 0417 028809.

GBOBA – UNITED KINGDOM BRANCH NEWS

Greetings from Ted Fisher at Storrington West Sussex:

Perhaps due to the effects of Christmas Fare, a surplus of family & friends hospitality, combined with wintry weather there appeared to be no reported attendees at The Rising Sun, Warsash, Sunday Lunch on 5th January – yours truly had a great time over the festive season and could not muster the energy to undertake the drive! Better luck this coming Sunday 2nd February!

However, a very belated Happy New Year to all 'Obies' together with their families wherever you may be on the planet!

Master Mariner's Sea Pie Supper – Friday 7th February, Guildhall Southampton: Thanks to Donald Neaves efforts several tickets have been sold for this popular function which should see a reasonably manned 'Bothie' table!

Looking ahead, there have been a number of requests for a **March** event to include wives or partners. Location is always difficult bearing in mind how scattered around the UK are our members. Therefore a decision had to be made as to the most convenient to the majority.

To this end, please make a note of **Saturday 15th March** when a provisional reservation for lunch has been made at the **Café Bagatelle, Wallace Collection Hertford House Manchester Square London W1U 3BN**. The nearest underground stations are **Bond Street, Baker Street or Oxford Circus**.

The Wallace Collection is both a national museum and the finest private collection of art ever assembled by one family.

The Museum and Gallery is open every day with Saturday 10.00am until 5.00pm, so there is plenty to do and see both before and following lunch.

There is a choice of a 2 or 3 course meal from a set menu of the day at an average price of £14.95 or £19.95 plus drinks.

Please contact me a.s.a.p through e-mail, phone or write if you are interested in attending or require further information – also their web is www.the-wallace-collection.org.uk

The annual GBOBA Commissioning Dinner and Service will take place during March in Cape Town etc with details published elsewhere in the Newsletter, hopefully, there will be a contingent from the UK?

Once again, I would like to hear from those who have not yet let me have e-mail contact details or have any ideas for future activities.

Here's to the next time & my new e-mail is: tedfisher@aol.com

Ted

The "CACHELOTS."

Following on from the Master Mariners' Sea Pie Supper, Don Neaves has submitted this bit of interesting history: -

A little bit of history on the Southampton Master Mariner's club. In 1928 some twenty-one master mariners came together and decided to set up a Club where the captains of the merchant ships might maintain ashore Some of the comradeship of the sea, little did they know how big they were building. In 1973 there were 600 members, at least as many other friends, and fine premises (South Western House). Today they are housed in a room at the back of the Southampton Seafarers' Centre, 2-3 Orchard Place some 500 metres from their original accommodation. How times have changed.

Their Motto is "In Omnia Paratus" (in all things read and prepared). The secondary title "The Cachalots" was adopted on the suggestion of Frank Bullen, a Master mariner and writer of stories of the days of sail, "that the Cachalot whale had the thickest skin, blew the hardest and spouted most!"

Sea Pie - a favourite dish for the crew in the days of sailing vessels. Almost anything could go into a sea pie, but the proper dish consisted of layers of meat, vegetables and fish separated by crusts of bread and broken

biscuits. By the number of layers the sea pie was known as a two or three decker. (From the Oxford Companion to Ships and the Sea).

Sounds more like Surf and Turf and after a skin full of Castle or Lion you would be talking broken biscuits and your wife would banish you to crusts of bread and water when you got home.

Why am I harping on about the master mariners? Well I see them as being very much like us, in the same boat. Bothie Boys in order to survive have a thick skin, and for the rest, well you want to hear them when they Get together; you can't get a word in athwartships.

There is method in my madness. If a number of Obies join the master mariners then they in turn can invite other Obies to some of the Do's and hopefully we can use their premises for get togethers. Only I am not sure they are open on a Saturday or Sunday.

Donald Neaves UK (71) tel. 44 023 80463131, fax. 44 023 80463131.

Good idea Don. In Cape Town we share facilities with the Society of Master Mariners. Some years back the Cape Town branch was presented with a book all about the Cachelots by a visiting member from Southampton. So there is much in common – Scribe.

Bothie Web Site.

Video Clips: We have been given a lot of Bothie related video footage and hope to be putting the most interesting items on the web site if our experimental clips are well received.

Interesting as they are, video clips do have some drawbacks – they are quite expensive to convert to mpeg format for Internet use, and take a long time to download first time. They also require suitable software to run (Windows Media Player, or Real Player which can be downloaded free, or similar)

The mpeg files first have to be downloaded to your hard drive, which can take a while depending on the speed of your modem. However, once downloaded they can be accessed quickly and easily.

Two sample clips are on the site at: Gallery > Memorabilia > Videos > “The Ship” and “Upper Deck Parade”. They are taken from a promotional black and white films made in 1939, and have been chosen for their historical interest, not for video quality. Please have a look at these and let us have your opinion. If you were there in 1939 – you might be able to recognize yourself in the “Upper Deck Parade”. Please let us know if you have any problems downloading or viewing them.

When visiting the site, always check the ‘notice board,’ and scroll down to ‘Bothie Web Site’ for the latest additions and alterations.

Donations Gratefully Received.

The following made donations to the Association during the period 1st July to 31st December 2002:-

V. Albert	D.G. Jupp	K. Moraw	A. Smith
J. Binos	C. Kortum	D.S. Oliver	K.A. Snow
E.J. Bolton	C.A. Kroon	P. Prest	L.H. Tiedt
A.D. Forster	D.K. Maas	J.D. Robinson	A.R. Turner
D.N.A. Henwood.			

The General Botha Trust. Glen Syndercombe.

Herewith my input regarding the GB Trust:

- The Trust is now allocating a lump sum every year to the Bursary Office of the Technikon, to be used for bursaries for students in the maritime disciplines. Preference is to be given to students who are former cadets of the GB. We believe that utilising the facilities and mechanisms that already exist to carry out the

bulk of the detailed work required to evaluate, allocate and administrate bursaries is much more effective than trying to do it ourselves.

- The Trust will be considering ways to support the activities of the GBOBA during the course of this year. On completion we will be requesting input from the branches.
- The Trust is remaining in close contact with the Naval Museum during the move of the GB collection to the new premises in the old Detail Clothing Store. There are still a few items remaining at the Maritime Museum that need to be incorporated into the new display. It is hoped that this will take place within the next month. It is very pleasing to see the steady trickle of items of memorabilia that are being donated to the display by members.
- The restoration of the ship models is progressing and it is hoped that this will be completed this year.
- The silver lighthouse model, which was presented to Captain Robert Granger for his part in the rescue of the survivors of the “Miner”, will shortly be mounted in the Dining area of the Granger Bay complex.
- A composite display of photos and text, which sets out the origins of the SAMNA GENERAL BOTHA, will soon be mounted in the foyer of the Granger Bay complex. It will be placed in an appropriate position relative to the plaque in recognition of Captain Phil Nankin.

Cheers, Glen.

Learn Something New Every Day!

In the 16th and 17th centuries, before commercial fertilizer was invented, large shipments of manure were transported by ship. It was shipped in dry bundles because in dry form it weighed a lot less than when wet. But once it mixed with seawater, it not only became heavier, but the process of fermentation began, a by-product of which, is methane gas. It didn't take long for methane to build up below decks and the first time someone came below at night with a lantern, BOOM! Several ships were destroyed in this manner before somebody figured out what was happening.

Once they determined the role that manure played in the explosions, everybody began stamping the bundles with the term “Ship High In Transit,” so that the sailors would know to stow it high enough off the lower decks, so that any water that came into the hold would not touch this volatile cargo and start the production of methane.

Thus evolved the term “S.H.I.T.,” which has come down through the centuries and is in use to this very day.

You probably did not know the true history of this word. Neither did I. I always thought it was a golfing term!
Contribution from Alistair Norris, who is clearly ignorant of the etiquette of golf – Scribe.

Ode to Shipping.

Last night while I lay sleeping,
I died or so it seems.
Then I went to Heaven
But 'twas only in my dreams

But, it seems St. Peter met me,
there at the Pearly Gate.
Saying, “I must check your record”
So stand right here and wait.

I see here, you drank alcohol,
and swore quite often, too.
Fact is you've done many things
that good people shouldn't do.

We can't have folk like you up here,
Your life was full of sin.
Then he read a page at last,
And bade me to, “Come in.”

He then took me to the Big Boss,
Said "Take him in & treat him well.
He's worked in SHIPPING most his life.
He's had his share of HELL!!!"

Where is the Bell – "R.S.A. 1961?"

K T McNish 1939/40 #1048 was in discussion with someone at last years AGM in Cape Town, who had mentioned that he had come across the brass bell from the M.V. "R.S.A." It had apparently been spotted in a pawnshop in Johannesburg. If that person, or anyone else with knowledge of the bell, could please contact K T McNish, 9 Hampton St., Oosterzee, Parow, 7500, or ktm1048@worldonline.co.za.

A Conway Gazette.

The official magazine published by the "Conway" School was "The Cadet." There were 298 magazines published between May 1889 and November 1971. The "Conway Gazette" is a selection of extracts from the Magazines published by "The Friends of HMS Conway" and edited by David Hillhouse. The publication I have been reading are taken from the first 100 Cadet magazines 1889 to 1897, has many fascinating stories and reports. An example follows (the extracts from the original magazines are in italics): -

In 1890 an annual boat race was initiated which became a regular feature of the school's timetable.

"With consent of both committees and their commanders the cadets of the "Conway" and "Worcester" have arranged an annual boat race. The "Worcester" being the challenged ship chose six-oared gigs. Course to be straight two miles on the Thames, near Greenhithe. The 5th of June has been selected for the race at least likely to interfere with school studies; and much interest being shown in the coming event by both ships' companies. It is to be hoped the "Conway" will maintain upon the Thames her reputation of having the Mersey's best boat's crew. Towards this end a new gig is being built by Williams, of Rock Ferry, whose reputation as a speedy builder stands high. We hope our crew will have a long pull, a strong pull, and a pull altogether, and heartily wish them success"

Editor, The Cadet, Vol 1 No7 p6, 9 April 1890.

"The morning opened dull and threatening, with a fresh easterly wind, but fortunately the rain held off all day, and the conditions were good for rowing, if not quite perfect for watching the race. More people were out than ever before, more than 200 being on board, while the usual steamers that follow the race were crowded, and the Esplanade and Rock Ferry Pier were lined with folk for a "Conway" victory. That was not vouchsafed them to see, but plenty of excitement was provided instead. The boats were got away to a good start by Mr.T.Royden, who umpired from the new customs launch, and pulling 36 to the minute were abreast of one another for the first three minutes The "Worcester" boat then began to forge ahead a little, and abreast of the New Ferry Iron works led by a clear length. Just about here No.4 in the "Conway" hurt himself, and was practically incapacitated for more than a minute, so that when New Ferry was reached the "Worcesters" led by two-and-a-half lengths. Passing the "Indefatigable," the strains of "See the conquering hero comes" for the benefit of the "Worcesters," put fresh fire in the "Conway" crew, and with a magnificent and sustained spurt they brought their boat flying home, just managing to draw level as the line was reached."

Editor, The Cadet, Vol5 No97 p293, 5 August 1905.

On that note we wish you all the best for 2003 – may you "have a long life, a healthy life, and good fellowship, and heartily wish you success." We will drink a toast to all those reunions at the various AGMs and Commissioning Day dinners. Especially to those Bothie Boys crewing in the quadrangular yacht race on 15 March. Come on Cape Town, can you drum up support as the Conway boys had in 1905?

Scribe – dhenwood@iafrica.com