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GENERAL BOTHA OLD BOYS' ASSOCIATION

www.generalbotha.co.za

FEB 2004.

JOINT NEWSLETTER

Should your address details change, please send your updated details to:
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IMPORTANT FORTHCOMING EVENTS. CAPE TOWN BRANCH EVENTS - MARCH 2004

Bothie Boys in the Cape, and those from further afield who wish to join us, please take note of the following important events. Before you turn the page or fall asleep, please decide on your plans, pick up the phone, write a fax or e-mail, and make your bookings without fail to:

RSVP: - Kathy Nicholas - phone 021-7885957 - fax 021 4213194
Email: cptchairman@generalbotha.co.za

• Friday 5th March @ 1800 - Annual General Meeting - Venue: Kelvin Grove Club, Rondebosch.

• Friday 5th March @ 2000 - Commissioning Day Dinner - Dress: dinner suit preferred but suit or blazer and tie acceptable - Cost: R120.00 - sponsored wine on the tables and cash bar available.

• Saturday 6th March - Annual quadrangular yacht race between the association, Royal Cape Yacht Club, SAS Unities and SAS Yselstein -

Lunch served at the Maritime Room @ 1200 - volunteer crew required for the Bothie yacht.

Contact skipper Ian Lindsay to crew -
email: iansay@iafrica.com,

phone/fax: 021-7825530 mobile: 083 277 5177

- Sunday 7th March @ 1000 - War Memorial Service - Venue: The Cenotaph on the corner of Heerengracht and Hertzog Boulevard, Cape Town - In case of inclement weather someone will remain at the Cenotaph to direct members to the alternate venue at SAS Unities, Duncan Road, Table Bay Harbour - Following the service refreshments will be served at the Mission to Seafarers, Duncan Road, Table Bay Harbour [opposite the police station, SA Marine Corp and Atlatech].

- Sunday 7th March @ 1200 - bring & braai at the Maritime Room, Survival Centre, Granger Bay - refreshments available at club prices - fires provided.

- Tuesday 9th March 1230 for 1300 - monthly pub lunch - Venue: Royal Cape Yacht Club, Duncan Road, Table Bay Harbour - Cost: approximately R30 per person - refreshments at club prices.

Name Tags - It is the committee's intention that members should wear name tags at the Commissioning Day Dinner and pub lunch. Tag should include your name and Bothie year/s. Should you have a suitable tag available please prepare it and wear it at the Dinner. Alternatively we shall have blank name tags at the door for members to complete themselves on arrival.

ANNUAL GENERAL MEETING DURBAN BRANCH

Bothie Boys in the KZN, and those from further afield who wish to join us, please take note of the following important event. Before you turn the page or fall asleep, please decide on your plans, pick up the phone, write a fax or e-mail, and make your bookings without fail: -

Please note that the Royal Natal Yacht Club are unable to accommodate us for the AGM this year. The new venue will be as follows:

VENUE: Point Yacht Club (Ward Room)

DATE: Friday, 12 March 2004

TIME: 18h30 for 19h00

COST: R75-00 per head (includes wine for the toasts)

RSVP: Booking essential. Phone D McManus

(H) 767 3719 (W) 303 9563

The Commissioning Day Dinner will follow at 20h00

GAUTENG BRANCH COMMISSIONING DAY DINNER.

The Gauteng Commissioning Day Dinner has been postponed to April 2004. For further details please refer to the Gauteng Branch News further on in this newsletter.

FROM THE BRIDGE OF s.s. CAPE TOWN

(Chairman, Tony Nicholas) March 2004 approaches at full sea speed and this year the month will be full of bumper Bothie events calendar. Besides the regular annual events there are no less than three reunions scheduled, 1944, 1954 & 1964. This is indeed heartening to your committee whom view these activities as a reward for their labours in keeping the association on its safe

course. The association's branch events are detailed on page 1 in this publication and I urge members to give their full support. Please do not add to our considerable stress by delaying your bookings. Again this year, in order to keep the cost at an attractive level for members, as well as to assist those members on a fixed pension, Cape Town Branch are subsidizing the costs of the Commissioning Day Dinner. This is a substantial financial outlay by your association and therefore we look forward to your unqualified support at this event. **BOOK NOW!** Show your mettle, Honour and Duty by unreservedly supporting your association. Following in this vein and with the forthcoming AGMs' in mind, members should take note of the following:

"HOW TO DESTROY YOUR CLUB"

1. Don't attend any meetings.
2. If you do attend, be late.
3. If the weather does not suit you, don't think of attending.
4. If you attend, find fault with the work of the committee and other members.
5. Never be elected as a committee member - it's easier to criticize than to do things.
6. If you are elected as a committee member, make it known that you would have served, but if you are elected don't attend committee meetings.
7. If asked by a committee member to give your opinion regarding some important matter, tell him you have nothing to say. After the meeting tell everyone how things should be done.
8. Do nothing more than is absolutely necessary, but when other members roll up their sleeves and willingly, unselfishly, use their ability to help matters along, howl that the association is run by a clique.
9. Hold back your subscription as long as possible, or don't donate at all.
10. Don't bother about getting new members; let the other members do it.

The association was saddened to learn of the association's most valuable member leaving - **SOMEONE ELSE!** **SOMEONE'S** leaving creates a vacancy that will be difficult to fill. **ELSE** has been with the association since it's beginning. He did far more than a normal person's share of the work. Whenever there was a job to do, a social function to attend, one name was on everyone's lips - Let **SOMEONE ELSE** do it! It was common knowledge that **SOMEONE ELSE** was amongst the largest contributors of his time to the association, whenever there was a need for a volunteer; everyone just assumed **SOMEONE ELSE** would volunteer. **SOMEONE ELSE** was a wonderful person sometimes appearing superhuman but a person can only do so much. Were the truth known, everybody expected too much of **SOMEONE ELSE**. Now **SOMEONE ELSE** is gone! We wonder what we are going to do. **SOMEONE ELSE** left a wonderful example to follow, but who is going to do the things **SOMEONE ELSE** did?"

The message here is that the association needs volunteers on their respective committees. Please do not hide in the bilges when committee member elections are tabled at this year's AGMs.

Members passing over the side always sadden members and are a great loss to the association and the industry as a whole. One recent loss was the indomitable Joe "Nuts" Almond who passed way in December following a long illness. Joe's funeral was well attended by association members of whom three formed the coffin bearer

party together with three male Almond family members. Jimmy Cooke delivered a eulogy on behalf of the association and I delivered extracts of the many messages received from his past students' worldwide. Such was the measure of the man.

Our annual binocular prize was again awarded to a deserving student of the Simon's Town School Maritime Studies. The 2003 winner was Rolf Sieboldt-Berry who excelled in both the A and B courses and met all the other non-academic criteria. As a reminder to members, the criterion is modeled on similar criteria of awarding the Ship's Gold Medal, a tough act to follow.

ANCHORS AWEIGH
(Chairman, Tony Nicholas)

ALMOND Joseph A: Joe, better known to his past students as "Nuts", passed away on the 20th December 2003. Joe spent 39 years as an officer on the South African Training Ship "General Botha" and was highly respected by his past students who are scattered far and wide across the seven seas. Joe was born on 1st December 1917 in St Helens, Lancashire, England, and although in 1930 he won a scholarship to a secondary school, by 1934 he had decided to go to sea as a Boy Seaman in the Royal Navy. He was posted to HMS GANGES at Shotley for training and while there he represented the Junior Navy in cricket and rugby.

At the end of 1934, he was drafted to his first ship, HMS DRAGON, and spent the next two and half years in the Americas and the West Indies, thereafter proceeding to HMS VERNON in Portsmouth, where he qualified as a torpedo man in 1937. As the Spanish Civil War had broken out, he was immediately sent to HMS SOUTHAMPTON and spent several months off the coast of Spain, before SOUTHAMPTON joined the rest of the fleet in Scottish waters during the Munich crisis. At this point he was hospitalized for a cartilage operation and then drafted to HMS CUMBERLAND. On the day the Second World War broke out, he was at sea heading for the South Atlantic where CUMBERLAND joined up with the cruisers AJAX, ACHILLES AND EXETER. To Joe's everlasting regret, the CUMBERLAND was in the Falkland Islands when the other three cruisers engaged the German Graf Spee, but even so, by dint of hard steaming, they were in at the kill when the GRAF SPEE blew up and scuttled herself.

In 1940, Joe arrived in South Africa for the first time while his ship was engaged in transporting three hundred captive German merchant seamen and, in July of that year, married Tina Dollman of Cape Town. Marriage had a bad effect on Joe's wartime career because from then on he was in every trouble spot imaginable. His first assignment was the bombardment of Dakar, where he was wounded by a shell blast when an 11" shell from a shore battery hit the switchboard near which Joe was standing and killed several officers and men. After steaming 171,223 miles since the outbreak of war, CUMBERLAND was sent back to the United Kingdom in 1941 for a much-needed refit. Worse was still to come for in November of that year the ship was assigned to Iceland where she spent the next twelve months on the Russian convoys to Murmansk in North Russia. After just over three years in CUMBERLAND, in 1942 Joe was sent ashore to do a further course at Torpedo School, where he was once again united with his wife, who came over from South Africa to join him. Almost immediately, he sailed in the "Queen Elizabeth" for the United States to join a tank landing ship. Off the coast of Bermuda the LST had a boat capsize, losing 11 men out of 25 crew, and Joe was promoted to Coxswain to replace a man lost.

On arrival in the Mediterranean, they were attached to the U S forces and took part in the landing at Sicily, where, on the last day of the landing, Joe was wounded slightly. After Sicily, they took part in further landings at Reggio, Salerno, Corsica and Anzio. Four days before D-Day, Joe was taken off the ship for a twelve-month Torpedo and Electrical course. The ship was sunk returning from Normandy. In 1945, Joe qualified as a Torpedo Instructor - just in time to be demobbed. After selling pressure cookers for a while, he decided this was not for him and immigrated to South Africa where, after a short spell as a construction electrician in Cape Town, in October 1948 he joined the S.A.T.S. "General Botha" at Gordon's Bay. The years brought promotion to Chief Instructor and in 1966 Joe transferred across to the new training ship, of the same name, in Granger Bay in that capacity. With the winding down of the training ship, Joe retired in 1987. Joe and Tina had 3 children, Jim, Marilyn and Alan. Tina passed away in 1972. He subsequently married Lottie Scott and they lived for 5 years in Tokai. After Lottie's death, Joe married Meg Dalton and they have been married for 24 years. A tribute from a past student; "Joe was without a doubt a real Old Salt, a stalwart and a gentleman in every sense of the word. His seamanship knowledge and his excellent teaching skills were superb and I for one will always be very grateful to him. He had such a knack of getting stuff across to his students that everything he attempted to teach us just seemed to fall into place. He will be very sadly missed".

J.D. de VILLIERS 1956/57. Previously with National Port Authority, Cape Town, Johan passed away on 9th November 2003. Any further career detail of Johan would be appreciated.

R.A. BORDER 1953/54. Senior Cadet Captain and prizewinner on the training ship, Rex passed away on the 18th November 2003. Rex's ambition was to join the Royal Navy but in 1956 he entered Rhodes University graduating with a BSc and an Honours degree in mathematics. On graduation he joined IBM in Johannesburg as a trainee systems engineer and, in 1969, formed his own computer science bureau [CAB]. In 1979 he moved to Cape Town and sold his interests in CAB but continued to do freelance computer work until his untimely passing. He left a family of 19 scattered between Cape Town, Canada and the USA. The following notice was placed in the Cape Time and Cape Argus:

BORDER Rex
Your company at our reunion next year will be
sorely missed Rex. SCC of Forepeak at the
"Bothie", man of principle and dignity, we honour
our shipmate and his courteous upstanding
good spirit. Deepest sympathy to Mary-Anne
and her family.
"General Botha" Class of 53/54

J.J. GALLOWAY 1943/44. Also a Senior Cadet Captain on the Bothie, John joined Anglo Saxon Petroleum Company and sailed on the m.v. Narica. In 1946 he was landed in Adelaide due to serious illness. After repatriation home he became an accountant and there after remained in shore employment. Passed away on the 21st November 2003.

J.G. LAWRENCE 1947/48. Winner of the King's Gold Medal on the

Bothie, Jack went to sea with Elder Dempster Lines. In 1952 he came ashore as a sales representative in the building materials industry eventually becoming a director of W.F. Johnstone in 1971. Jack was also a honorary ranger in game conservation and received a merit award from the S.A. National Parks Board at Golden Gate in 1992. In 1995 Jack took up farming in the White River Area. Passed away on the 17th March 2003.

N.J. THOMPSON 1934/35. Died on the 9th December 2003. Norman joined "Bothie" January 1934, aged 13½, and as a result had to serve until July 1936. After "Bothie" he was apprenticed to Houlder Bros. Shipping Company, engaged mainly in the meat trade between the U.K. and South America. After completing his apprenticeship, he then served in various ships during World War II. During this time he had the unenviable experience of sailing in a convoy to Murmansk. He was recently awarded two Russian medals, to commemorate the 50th anniversary of this occasion. Norman was torpedoed in the "Mary Slessor" off North Africa, and survived several hours of paddling around, smothered in oil fuel, before being rescued. He joined the South African Harbour Service in Durban in 1948 after obtaining his Master's ticket, and served in Durban, Port Nolloth and Walvis Bay. Retired in 1980 as Senior Pilot in Durban Harbour.

W.R.S. HILLSTEAD 1937/38. Chief Cadet Captain and winner of the King's Gold medal on the Ship. Bill sailed with P&O for short period in 1939 before joining the RNR as Midshipman. Served throughout WWII in various vessels including Armed Merchant Cruisers. Previously Port Captain of East London and Cape Town, Bill passed away on the 13th January 2004. The following e-mail we received from Peter Thomas #2129, 58/59:

"Bill had both legs amputated a few years ago and was wheelchair bound. About six months ago, I am told, he had a stroke and it has been a downhill battle ever since. I have been ill with a serious bout of flu and was un-aware of his death and therefore was not at the funeral.

Dennis Foster advised that there was a good turn out of OB'S and ex Port Captains and I am so sorry I was not advised but then I was man down at the time. When Bill was APC in 1968 he and I sat on the founding committee meeting of the NSRI (Station 7, East London) which was initiated by the Society of Master Mariners and chaired by Dave Powell (I think, if my memory is correct). It was quite ironical, as in 1974 I was Acting Station Commander of Station 7 when on a miserable, cold, blustery night in August Bill phoned me around 1900hrs and asked me to launch the rescue boat "George Walker" immediately as the SA Oranjeland had run up on the rocks off the Kennaway Hotel. I immediately, without thinking, asked him to pull the other leg. After convincing me that this was no joke, we moved into action and took off 35 crewmembers in the dark and with a howling South Easter. The rest is history, but Bill and I always shared the funny side every time we had a meeting."

B.C. BEYERS 1963. Bevan went to sea with Safmarine and rose to the rank of Chief Officer before joining the harbour service in Durban. Passed away on the 11th November 2003.

D.R. HOOLE 1943/44. Des swallowed the anchor and went farming with his father until 1948. He then joined a canning company, H. Jones & Co. on their pineapple plantation "Whitney Estate" in the Alexandra district. After six months he was appointed their field officer and went to live near Trapps Valley for six and a half years.

This was followed by another six and half years as general manager of the Whitney Estate before purchasing his own farm Shortlands in the Salem area where he farmed for 27 years. After his son took over the farm Des finally retired to Newton-on-Sea where he enjoyed fishing, caravanning and carpentry. Sadly passed over the side 13/11/2003.

Andrew Mc Bryde Martin (No.637) 32/33. Passed away 10 January 2004.

Born in 1916 in Benoni and grew up in Gauteng and Frankfort in the Orange Free State. He attended a number of schools including Dale College before joining the General Botha in 1932. After Bothy he became indentured to the Anglo Saxon Petroleum Co. in 1934 as an apprentice 2nd mate in 1937. Richard Cousins (495) "Boosie" Bearman (610) and James Johnson (695) were from his era. He joined the S A Navy in 1940 and resigned in 1948. Saw wartime service in the Med on convoy patrol. He served on the Sekurn, Southern Maid Swartberg Immortelle Teriot Natal and Unitie. In 1948 was the staff officer to commodore Dean, attached to the staff of the Deputy Chief of the General Staff Lieutenant General Everard Poole. Resigned 1948. Andrew became Dale Carnegie instructor after leaving the Navy. The latter got him into Tack Training and he spent 20 years as MD. He retired in 1984 and moved from Johannesburg to Durban in 1992. He is survived by his wife Maureen, daughter Margaret, sons Andrew and David.

Wesley Austin Wilmot (No.960) 37/38. It has recently come to my (Derek Mc Manus, Durban Branch Chairman) attention that Wesley Wilmot was the brother of Colin my next door neighbour for 30 years. Herewith details:

- Born on a farm called "Ocean View" in the Bathurst district of the Eastern Cape.
- Attended General Botha 1937/38.
- During World War 2 served in the SA Navy and also the SA Airforce as a navigator (nicknamed "Sailor").
- Completed matric part-time after de-mobbing.
- Worked for the Department of Public Works in Pretoria until 1957.
- Completed a Higher Diploma in Quantity Surveying with distinction at Pretoria University.
- Married Marjorie Frances Bryant in June 1946.
- Opened his own practice in Pretoria CBD in 1957 and another branch in Newcastle.
- Survived by wife Marjorie residing in Gillitts, Natal, sons Gavin and David, daughters Wendy and Hillary.
- Resided in Irene and Waterkloof.
- Passed away 1975.

Our sincere condolences to family and friends.

SOS
(Chairman, Tony Nicholas)

Michael Stokes and Robert Bradley both class of 1956/57. Richard Hogg writes; "I spent weekends out with these cadets, Michael lived in Fish Hoek and their neighbour was Eric Rosenthal of Test the Team on Springbok Radio. Robert lived in Muizenberg. Both of them joined the s.s. Dahlia [SAR Ships] as cadets after leaving the Bothie. I would appreciate any news of them." Rob Bradley is on our mailing list but we have no information on Michael Stokes. Please find him! Mail returned from Michael Gibson 1981, last known of at an address

of Point, Durban and Mike Rowe 1977, last known in Brisbane, Australia. There are six Rowe's on our mailing list, surely one or all of you are related and able to provide Mike's whereabouts? Tom Thomson 1936/37 writes; "I was an apprentice on 'Silver Palm' of Silver Line of London with John Philip Holland 1936/37, from 1938 to 1941 and I have been wondering if he survived the war." Yes Tom, he did survive the war but we have no further information on him. Is William Holland 1942/43 perhaps related and able to advise details of John Holland? By the way Tom, I note that we have no career details of yourself on our database. Look forward to receiving same without further delay.

Please advise us urgently of any information regard the above ex cadets.

SCRANBAG

(Chairman, Tony Nicholas)

Kevin Moran 1973 recently appeared at a Cape Town monthly lunch meeting. Kevin is presently Master on the Cork/Swansea ferry and has generously offered any Bothie Boy a free trip across. An offer well worth accepting. Kevin, are you related to Brandon John Moran 1984 and able to put me in touch with him? Following three years with group company Maersk Sealand in Copenhagen, Graeme Stephan 1978 has now transferred to Safmarine's head office in Antwerp. Guess that is the last of our Bothie Boys in Copenhagen. Ian Fairley 1987 has arrived in Safmarine's Cape Town office as their Reefer Executive. Andy Fotheringham 1976 has left Safmarine and immigrated to Australia, an outback town called Townsville methinks. Andy has served the association well for a number of years as our Cape Town branch secretary, a thankless task for which the members are extremely grateful. Now we seek a replacement in that post, contact the chairman without delay. Rob Reid 1967 is now operating a ferry between Gulf Harbour [where they live] and Auckland while his wife, Sue, continues to run their vending business. Just does not know when enough is enough do you Rob? John Mellows 1955/56 has retired from Polaris Shipping but is still not prepared to entertain his eight grandchildren exclusively. Thus he has joined ForeShore Shipping in Cape Town. Tony Nicholas 1971 recently retired after 34 years with Safmarine and after a very brief retirement also joined ForeShore Shipping as their Cape Town branch manager. B.W. DEITZ 1947/48 #1511 . After Bothie Brian decided to return to Rhodesia tobacco farming and writes further; "1952 August, spent time in Johannesburg working at OK Bazaars. During this time I met Roy Munchin #1526. In 1953 I departed for the U.K. to study for the Radio Officers ticket which I obtained in 1954 and joined the Marconi Intl. Marine Comm. Co. I spent five and half happy years sailing around the world on a wide variety of ships. From a very large Troopship "Asturias" operated by Royal Mail Lines, to a crummy old tramp "Stanthorpe" on which I went to Northern China. Then sailed on a Blue Star Line refrigerated ship, "Patagonia Star", out of London and as far south as Punta Arenas picking up frozen beef all along the east coast of South America. Then went around the world on her before signing off in Liverpool. Assigned to C.T. Bowerings "Regent Panther" carrying bunkers C from Trinidad to Europe until she went into dry-dock. I was then assigned to Wm Cory's "Corstream" carrying coal between NE coast and the Thames, until I took leave to marry the love of my life. I then sailed with Manchester Lines, "Manchester Explorer," that started out small enough to go through the Lachine Canal on her way to Chicago. After the St Lawrence Seaway was opened they enlarged her to approx 12000 tons. I swallowed the hook when my

son was born, and spent a year in North Wales before immigrating to Canada in 1960. I joined the Federal Dept of Transport as an air radio operator and over the next five years worked my way up to Telecomm Area Manager. In 1969 I quit the government for private enterprise. I joined Manufacturers Life as a sales rep, and for the next 9 years worked for a number of companies in a variety of positions. On the way obtained the Chartered Life Underwriter designation, I then moved over to the financial planning field and obtained my Chartered Financial Planners designation, and a Securities License. I was ecstatic to come across the GBOB web page and believe it to be excellent." D.A. SMITH 1960/61 #2187. "Os" is another Obie that found the association through our Internet site. "Completed time with Shell UK. Left SA in '66 to holiday in Oz. Got married. Ended up Master on coastal tankers, took a redundancy and am now Contract Pilot in the Timor Sea to FPSO's, plus any other feral jobs I can get. I am also running a small commercial fishing boat in my spare time." R.A. BAILES 1976 #2520. Robin was tracked down by classmate Andy Fotheringham. However, all we have for Robin is an email address. Although I have harassed Robin to provide his postal address and phone numbers, he has failed to maintain our motto, Honour and Duty. Appreciate if anyone out there can provide further details, or place Robin on the Captain's defaulters report. "After I got my mates, I left Saf and did a BSc in computers in Grahamstown. Then I moved to Swakopmund in SWA where I worked on a uranium mine for about 9 years. I got married to Christine there. The price of uranium dropped when the Soviet Union fell (they had about a million tons of uranium and flooded the market). The mine started cutting back, so I started looking around. Got a job in Sacramento, California. My son, Darryl was 1 month old when we got there. We stayed there for about four years. Then I found a job in Alaska and have been here for about 6 years now. I really like it here. I'm currently on a project to re-write the police criminal history system. It's pretty interesting. There is actually quite a large SA contingent here, but we don't really hang around with them much. That, in a nutshell, is my life. Got a good family, Alaskan life style really agrees with me, so things are good. Next time we come to SA we must organize a beer." Yes, I look forward to that beer and then perhaps I can find out where you actually live. Perhaps you and Simon Lisiecki 1971 can form a Bothie Old Boys' branch up there in the ice? J.M. BINOS 1958/59 #E1 . "To update my details which left off that I had now truly retired! Now living in McGregor and consulting for a leading international Loss Adjusting Company, their "BOLAND" office. I also own and operate, jointly with Anne, my wife, MULBERRY STUDIO, an Art Gallery for local artists (see mcgregorart.co.za). Many other Old Salts in the Breede River Winelands and as we are on the famous Route 62, any Old Boys looking for a "stop over" are welcome." Since when does a Dingbat become arty? M.A.J. CARRINGTON 1976 #2548. Mike recently became a member of the Port Adelaide Branch of the Company of Master Mariners (Australia). Presently mate on Adsteam tugs. You will find a photograph of Mike lunching with the Company members on our Internet site in which Mike looks rather portly. Perhaps too many such lunches? R.J. FOSTER 1965 #2263. Following his extensive holiday travel around Europe, Rob writes; "I have just accepted an instructor/lecturers post at the Plymouth College of Further Education (really just our Technikon equivalent) in their Marine section. The only possible 'negative side' (????) that they could present, was that I will have to go to Antigua every 6 to 8 months to teach for 4 to 6 weeks. They provide a flat (on the beach) but we will have to pay for Madge's airfare, about £180, so I am still

trying to work out the 'problem'???" Sounds great, no "problem".
R.J. RIDLER 1960/61 #E52. "After leaving Bothie completed my engineering training and entered the aircraft industry specializing in cabin equipment such as seating, galleys, in-flight entertainment and cargo handling equipment. Worked at Boeing and Airbus Industries as part of my training and on completion joined an Italian company near Rome, manufacturing Aircraft equipment. The company later set up a factory in Cape Town producing components for SAA. I was tasked with setting up the factory and staff training. One of our contracts was the seating for the two "Combi 747s" purchased by SAA, one of which was the ill fated "Helderberg" lost off Mauritius. Spent 15 years with the company reaching the post of Group Engineering Director working on military and aircraft related contracts. Left the company in 1984 to form my own engineering company and now manufacture Naval Radar Antennas (IFF) for export to German Shipyards." So how about passing some shipping business my way Bob? R.V. McCLINTOCK 1942/43 #1247. 1944 TO 1946 Ron sailed with Blue Funnel. He then came ashore and entered the electrical engineering field, involved in a number of projects in the then Transvaal [now Gauteng] and Kwa-Zulu Natal before settling in Southern Rhodesia [now Zimbabwe]. Was employed by various government departments before returning to South Africa. Here he worked for B.G.E., E.A.C. and Spencer Melksham on various contracts before retirement in 1986. Later Ron returned to Spencer Melksham on contract as their electrical consultant. At the same time worked on contract for Mannesmann Demag, eventually worked for them full time before retiring again in 1998.

SLOP CHEST

These slop chest items all proudly display our association insignia. Photographs of the items are displayed on our Internet site on the Gallery page and can be ordered from there. The Slop Chest is available at the Cape Town monthly lunch meetings, otherwise place your orders without delay with:

Kathy Nicholas Phone: 021-7885957 fax: 021-4213194 Email: cptchairman@generalbotha.co.za

BADGE R100

FLAG R100

TIE [STRIPED] R60

PLAQUE R100

PEAK CAP [BASEBALL TYPE] R60

'n NAAM WAT SEEVAARDERS EER Geskiedenis van die opleiding skip. DONASIE

A NAME AMONG SEAFARING MEN History of the training ship.

DONATION

FIRST DAY COVER60th anniversary of our Old Boys' Association

DONATION

PLUS PACKAGING AND POSTAGE!

Note: some items in the slop chest are available from Durban branch as well.

DURBAN BRANCH NEWS

It is with sad regret that we learn that Joe Almond has passed over the side, an officer and a gentleman. Any cadet that stepped aboard ship to start his apprenticeship would have been lost at sea without the training received at the hands of Joe "Nutty" Almond. His subject, seamanship, was a combination of classroom and hands on

tuition. The practical side from cargo work, breeches buoys lifeboat drill, always so interestingly presented & enjoyed by all. He had an unforgettable habit in class of saying "Wrightttttt or Wronge," and cadets took every chance to mimic the pronunciation. In 1957 I became his yeoman and in the case of emergency had the keys to the establishment which included the records for punishment. These were recorded as a series of blocks and I would cross a few off every week to shorten the hard labour of my mates. I hate to think what the end result would have been had I been caught. Many years later I related the incident to Joe who listened with disbelief. So we say farewell "Nuts". We are thankful that you stayed around with us so long after we left the establishment. You will be long remembered. Andrew Mc Bryde Martin (32/33) Cadet No. 637 passed away on Saturday 10th January. Notwithstanding the fact that as the years passed it became more of an effort he nevertheless attended our major functions. He was part of the 1931/32/33 models who were a hard core of regulars over the years including characters such as Ray Walker Senior, Tom Carnam, Edgar Hubbard, Obie Oberholzer, Harold Pinn and Gordon Mitchell to name a few. Somehow his passing has brought to an end a group that strongly supported the Durban Branch over the years. Some months back while in reasonable health he discussed his wish to be buried at sea in the true tradition and this was carried out with the assistance of the N.S.R.I. Farewell Andrew. The A.G.M is once again upon us. This is your opportunity to show up on Friday 12 March to cast your vote. This will be followed by the Commissioning Day Dinner (see page 2 for details). Once again our Christmas Lunch was well supported. Sixty-five people turned out on parade and a hearty thanks to you all for making it such an enjoyable occasion. Tony Da Silva has departed for Cape Town (back to school for six months to do his Masters Coastwise). Best of luck in your studies. NB. Lock up your vintage reds.

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1956/57 REUNION

I had a call from Malcolm Clark in Canada regarding a reunion of the 1956/57 in take. We have +- 28 cadets on our books and we have plenty of time to round up the remainder. In the meantime please give thought to the matter, 2006 is not far away and we seem to be spread far and wide. Some interesting proposals have been made. Some may travel from afar to get here and hopefully can encompass a combined reunion and holiday. Your thoughts on the matter would be appreciated. DANCE FORMAT

It would appear that the term Dinner Dance has lost some appeal and we are currently holding discussions with the Master Mariners Association, Naval Officers and others as to the format for this year's function. The suggestions put forward indicate a dinner with limited music in a more intimate setting. The matter is being pursued and August appears to be a suitable time. I am sure that the change will revitalise this annual function.

MONTHLY LUNCHEONS

Remember our monthly luncheons at the R.N.Y.C on the first Wednesday of the month, 12h30 for 13h00. Lets see more Old Boy's and guests during 2004. R40-00 is good value for a 3-course meal. See you there.

Regards,
D Mc Manus, Durban Branch.

GAUTENG BRANCH COMMISSIONING DAY FUNCTION

(Ivor Little, Tel: 012-651-3647, e-mail: iclittle@lantic.net)

The Annual Commissioning Day function for the Gauteng Branch has been postponed from March 2004 until April 2004, because of the large number of national sporting events and "General Botha" social events taking place in that month. Instead, we will be holding our function on either the 18th or the 25th of April 2004. Gauteng members will be advised as soon as the date is confirmed.

This year's function will be hosted by Tony Turner at the "Gold Reef City Casino" through the good offices of his son Iain who is the Banqueting Manager of the Casino. It will take the form of a buffet Sunday Lunch at the Boston BBQ, where we will be able to eat as much as we like for the reduced price of only R55 per head instead of the usual price of R89.95.

We are arranging for free parking and for the distribution of free gambling vouchers to those attending. It promises to be a fun event in an up market venue at quite a large saving over the usual price and we are hoping for our usual large turn out. Gauteng members will receive the usual personal notification well before the event, with directions as to how to find the venue.

GBOBA - UNITED KINGDOM BRANCH Greetings from UK:

A number of Old Boys attended the pre- Christmas Lunch at Olivo's Italian Restaurant in Port Solent on Saturday 6 December 03 - a good time was had by all, it was great that 3 were attending for the first time of which two, had not met since Bothy in 1951, namely Ken Snow and Ivan Bole. The third was Ron Herman accompanied by his son Nick on holiday from SA. For the record, attendees were Ken & Pam Snow, Peter & Norma Heydenryck, Ivan & Anne Bole, Chris & Ann Nash, Hugh Scheffer (apologies from Rosie down with flu!) Doug Wrathmall, Ron & Nick Herman (Ron now Managing Director of Dart Line operating out of Dartford Kent), Donald & Kathleen Neaves, Caroline & myself, plus Alan & Maureen Garton, long term friends of Donald & Kathleen. One again, several of us are as last year, attending the Southampton Master Mariner's Club Sea Pie Supper in Southampton Guildhall - marvelous venue for some 600 plus attendees - (DJ or Uniform) dinner followed by speakers & finally a sea shanty sing along!! On a personal note I'm looking forward to the March reunion at Gordons Bay, as is John Shone for his 43/44 reunion Cape area, with both of us down to attend the Commissioning Dinner on 5 March in Cape Town?

Future UK events TBA, in the meantime, I look forward to hearing from 'Obies' in the UK, indeed worldwide especially if in transit!

Regards to all,

Ted Fisher - 01903 744400 or e-mail: tedefisher@aol.com

THE CLASS OF 1954/55 50th REUNION

The Class of 1954/55 is holding its 50th reunion at the SA Naval College in Gordon's Bay over the weekend of 19-22 March 2004. They will be joined by members of their old salt year of 1952/53 and by their chums of 1954/55. All told so far 38 ex cadets will be gathering for the weekend and 58 people will be sitting down to the reunion dinner on Saturday 20 March, including wives. Ex cadets are coming from as far afield as Canada, Australia, New Zealand and Brazil to attend this function and to sleep in their old bunks in the accommodation block.

There will be a "welcome back" reception, videos of the "Botha" in 1954, morning and evening colours, all the usual bugle calls, the dinner, church parade in the chapel, a visit to "Oude Nektar" wine

farm for lunch, a scenic drive through the Overberg, afternoon "tea" at Beaumont's Winery in Bot River, an evening "braai" and a farewell breakfast. If you are a member of one of the above year groups and you would like to attend this reunion but have not yet clocked in, please contact Barry Cullen at (021) 685-6134 or email cull@xsinet.co.za or by snail mail to Barry at 5, Oakhurst Mansions, Oakhurst Ave., Rondebosch, 7700.

Ivor Little received the following letter from Dennis Edgar Jones, #1831, 53/54: -

Dear Ivor,

Your letter to the Cape Times dated July 11th 2003 has been brought to my attention by my sister who is still resident in Cape Town. I think I may be one of the missing members of the Ship's Company of 1953/54. I am resident in the U.K. and have been since 1959. I am Dennis Edgar Jones, my home address is 128 Coroners Lane, Widnes, Cheshire, England. My telephone number is 0151-424-1400 and E-Mail rooinek@coroners128.freemove.co.uk.

On looking at the photograph of the Ship's Company of 1954 I am in the row directly behind the officers and sixth from the left.

On leaving the Botha I joined Alfred Holt and Company, a firm based in Liverpool, England, and at that time sailing out of the U.K. to Australia via Cape Town. Unfortunately very shortly after the company ceased that route and used the Suez Canal so it was not until 1988 that I revisited South Africa. I obtained my First Mate's Certificate in January 1961 and, due to unfortunate circumstances, my wife was expecting our first child and was extremely ill remaining in hospital for three months. The Shipping Company refused to allow me to do relief or coastal work so I was obliged to terminate my services with them.

I joined the Liverpool City Police in March 1961 and completed 30 years service with them before I was retired on Medical Grounds. I think the idea of a 50th anniversary is an excellent idea and I am sure that you have put in an enormous lot of time and effort in tracing the members. I will do all I can to attend the reunion on March 19 to 22 in 2004 and will most certainly be in touch.

It was lovely seeing a blast from the past. I had only recently been looking at the photograph of 1954 and had many happy memories of the two years I spent at the college. I visited the college in 1988 and again when I revisited SA in 1998. Things hadn't changed much from the time we were there.

Yours sincerely,
Dennis Jones.

WEB SITE NEWS.

The Slop Chest has arrived on the Gallery page - now you can see pictures of what you are about to buy! - And you can send in your orders direct from there.

The late Ronald Yeo's well documented photographic record of his and his shipmates activities, team achievements and VIP visits found it's way to the web office on it's journey to the Naval Museum. We have put together a slide show that not only has a good selection of photographs, but also in most cases the names of those appearing in the photos.

Yeo's photographs and memorabilia were donated to the OBA by his son Brian, and are published on the web site because of their historical interest and unique recorded detail. They include photos of a ship he sailed in, a payslip which is interesting for the pittance he received at the end of the voyage, and a letter from T B Davis

congratulating him on the award of his DFC. The slide show is at History > Simon's Town > Cadet Yeo.
News and Photograph of Michael Carrington GB#2548 '76 - go to Gallery > Scranbag > Personalities.
Bill Scott -
scottwwl@iafrica.com.

WHERE ARE THEY NOW?

All we know of Reg Walters 1957/58 is that he has retired from ABSA Bank. We do not know what he did in his early career or how he ended up in the banking industry. Thus, Reg, we look forward to hearing of your illustrious career without further delay. But, Reg has sent us an amusing story that I understand is based on fact.

"As Old Salts in 1958 we were quite surprised at the very young intake of Chums. Two or three of these cadets were struggling with their voices breaking, that important transition from boyhood to manhood, and sounded quite funny. Now senior cadet John Judd had one of these Chums at his Clear Up Deck Station and the voice problem bothered him. Which fact he remedied in his way. Needless to say, next day cadet Judd was on the Captain's Defaulters Parade. Picture the scene, on the foredeck ship's company on parade, Captain Leggassick at the fold up table, Mr. Almond on the left, Chiefie on the right and PTI Smith doing the talking. Apparently the unfortunate Chum was given a squirt or two of oil to cure his voice problem and ended up in the sick bay with a slight stomach disorder. Asked to comment cadet Judd replied; "Well sir, I thought his voice was a bit squeaky." Punishment was 4 or 5 cuts, either PTI or McDonald used to do the honours. You used to don a canvas "broek" and bend over the gym horse for the occasion. Mac was deadly with the cane." Does anyone know of the whereabouts of cadet John Judd and the unfortunate cadet "Squeaky Voice"?

SINGLED UP

Philip Hawkins 1982 is far inland away from the briny. I wonder whether this story has anything to do with that. "I was cadet with Captain George Thom as Master. One great story I recall was when one evening the S.A. Constantia was 'singled up' and waiting for our group of 5 returning from shore leave - via Smuggies in Point road! One of our group (anonymous) wanted his last piddle before negotiating the gangway, put his head against the hull and, with his hands in his pockets, had his widdle. At this time, the ship moved with the tide, and he fell into Durban harbour - with Captain George Thom peering over the bridge wing! It was a long trip for this cadet from here on!!" Who may that have been?

DISORDER IN COURT

These are from a book called Disorder in the Court, and are things people actually said in court, word for word, taken down and now published by court reporters - who had the torment of staying calm while these exchanges were actually taking place.

Q: What was the first thing your husband said to you when he woke up that morning?

A: He said, "Where am I, Cathy?"

Q: And why did that upset you?

A: My name is Susan.

Q: Now doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?

Q: How was your first marriage terminated?

A: By death.

Q: And by whose death was it terminated?

Q: Doctor, how many autopsies have you performed on dead people?

A: All my autopsies are performed on dead people.

Q: Do you recall the time that you examined the body?

A: The autopsy started around 8:30 p.m.

Q: And Mr. Dennington was dead at the time?

A: No, he was sitting on the table wondering why I was doing an autopsy.

Q: Are you qualified to give a urine sample?

Q: Doctor, before you performed the autopsy, did you check for a pulse?

A: No.

Q: Did you check for blood pressure?

A: No.

Q: Did you check for breathing?

A: No.

Q: So, then it is possible that the patient was alive when you began the autopsy?

A: No.

Q: How can you be so sure, Doctor?

A: Because his brain was sitting on my desk in a jar.

Q: But could the patient have still been alive, nevertheless?

A: Yes, it is possible that he could have been alive and practicing law somewhere.

Everything I need to know about life, I learned from Noah's Ark.

One: Don't miss the boat.

Two: Remember that we are all in the same boat.

Three: Plan ahead. It wasn't raining when Noah built the Ark.

Four: Stay fit. When you're 600 years old, someone may ask you to do something really big.

Five: Don't listen to critics; just get on with the job that needs to be done.

Six: Build your future on high ground.

Seven: For safety's sake, travel in pairs.

Eight: Speed isn't always an advantage. The snails were on board with the cheetahs.

Nine: When you're stressed, float a while.

Ten: Remember, the Ark was built by amateurs; the Titanic by professionals.

Eleven: No matter the storm, when you are with God, there's always a rainbow waiting.

In Scotland a hut or dormitory housing shepherds is called a "bothy."

Hence the shepherds are known as "Bothy Boys." So, you see, we are not so unique! I wonder what would happen if we open the Scottish Branch of the Obies?

See you all at the AGM and Commissioning Day Dinner.

Dennis Henwood. dhenwood@iafrica.com.