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GENERAL BOTHA OLD BOYS' ASSOCIATION

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

February 2008

JOINT NEWSLETTER

Has your address changed? Please send your updated details to Tony Nicholas Chairman Cape Town (details above).

Do you have an interesting article for this newsletter? Please send your contributions to Dennis Henwood, dhenwood@iafrica.com Phone: +27 (0)21 6716373. Fax: +27 (0)86 6706710.

Can you read this Newsletter? If not please let us know. We can send you larger print if it is necessary.

Another year has flown by, and the New Year is moving rapidly along and there is so much to do that one wonders how we can fit it all in. Welcome to 2008 and another letter packed to the last line with news and stories from Obies around the world. In this letter we have some interesting anecdotes about the SA Nautical College by Ivor Little who appeals for photos and memories particularly of its time in the Gardens, and the Ernest Nellmapius' "sixtyniners" at SAMNA at Granger Bay and the shenanigans that went on there. There are also important details about the different Branch annual Commissioning Day and AGM gatherings. There are also the regular reports of activities from the branches, and of course the slop chest with all sorts of memorabilia for sale.

The greatest contributor to this newsletter is none other than Tony Nicholas who not only submits his report for the Cape Town branch, but goes on with 'Anchors Aweigh', 'SOS', 'Scranbag' and 'The Legend Lives On'. This is what most of us turn to first when we open the newsletter. Tony always informs me that he has written 6 pages, "Do I want more?" Or "if it is too much I can always cut something out to include next time." Well there is never a next time because there will be just as much then as now. In any case it is so hard to cut anything out because it is so good and relevant. So we squeeze it all in which means using the most economical font and type size. This is at a cost, as there are some of our members whose eyesight is not as good as it should, and it is a strain for them to read. Please do let us know if this is a problem for you, and we will be happy to send you a larger print copy. The most important thing is that every Bothie Boy receives this news.

FORTHCOMING CAPE TOWN EVENTS

- Saturday 15th March 2008
- The Grill Room, Kelvin Grove Club, Campground Road, Newlands (next door to Newlands Cricket Ground)
 - 10:30 for 11:00 Annual General Meeting,
 - Followed by lunch at 13:00. Partners welcome. Dress; club blazer and tie
- Booking for the Commissioning Day Lunch is important, please RSVP by Wednesday 12th March 2008 to:
 - Kathy Nicholas: phone 021-788 5959 mornings or evenings.
 - Email:

preferred or ladies equivalent. Price R160 p.p., cash bar.

cptchairman@generalbotha.co.za

o Facsimile: 086 604 0811

- Sunday 16th March 2008 @ 1000 – War Memorial Service, at our cenotaph, corner of Heerengracht and Hertzog Boulevard, Cape Town. The service shall be followed by sumptuous refreshments at the Mission to Seafarers. In case of inclement weather the service shall be held at the Mission to Seafarers, Duncan Road, Table Bay Harbour. Dress; club blazer and tie preferred or lounge suit, with medals, or ladies equivalent.
- Pre-payment for the Commissioning Day Lunch would be appreciated by our overstressed Treasurer. Payment details in the Slop Chest section of this newsletter (*Page 12*).
- Should any member find difficulty with the price please contact a committee member. What is vitally important to us is that you and your wife attend the function. We look forward to seeing you all there on the day.

News from Durban - February 2008 – Ernest Nellmapius

Last year flew by and it is hard to believe we are already into the second month of 2008. We had various functions towards the end of the year and monthly lunches are always good with a core of old faithfuls and occasionally visitors from afar attending. Our Christmas lunch turned out to be a great success. Thirty nine Obies attended and had a festive time with an excellent meal.

In the last newsletter Ivor Little mentioned how little had been written about the Bothie year of 1969 and some reminiscences of that period are included elsewhere.

We now look forward to our AGM and dinner as outlined below. We hope to have a guest speaker there so Obies in KZN come along and enjoy the evening with us.

The GBOBA, KZN, Commissioning Day Dinner and AGM is scheduled for Friday 14 March 2008

TIME: 18h00 for 18h30 at **Point Yacht Club.**

Cost: R70 - includes wine.

Bookings via Derek McManus 031 - 3039563 or Ernest Nellmapius 031 - 202 8242 or e-mail ernest@bsu.co.za

FROM THE BRIDGE OF ss CAPE TOWN – Tony Nicholas

Another full year has passed and we are again preparing for our annual “March weekend”. As previously reported we are changing our Commissioning Day celebratory Friday dinner to a celebratory Saturday lunch and including partners. Your committee has deliberated for a long time over this and only your support measured by your attendance at the function shall indicate whether we have made the correct decision. We do look forward to having the partners join us. They may, if they wish attend the AGM. Alternatively the wives of the committee members will be on hand to take care of those who would rather relax in the lounge or at the pool or in the gardens of the Kelvin Grove Club. The duration of the AGM is normally about 1½ hours. Thereafter we will all enjoy a drink and lunch.

As usual our War Memorial Service follows on the Sunday and we again look forward to a bumper attendance. Remember the rewards after the service is refreshments with piles of sticky buns at the Mission to Seafarers who do us proud every year.

On matters social Cape Town branch enjoyed a very successful year end Xmas lunch at the Royal Cape Yacht Club mid December. A total of 84 members sat down to an enjoyable as well as affordable lunch. All our local widows were invited as guests of the association and all without exception reported that they had thoroughly enjoyed the occasion. Our thanks go to our members for your financial support during the year which enables us to host such occasions. The monthly lunches continue at the RCYC, the SECOND TUESDAY OF EACH AND EVERY MONTH. We look forward to your continued support.

Another achievement this year has been the recent upgrade of our website, at a cost of course. Now we are able to update the history file on the site on a regular basis. Thus if you find your details thereon dated, immediately send me an update. Even more important should no details of you appear on the website send those to me immediately. I would also appreciate any detail you may recall of past deceased cadets or others we have no news of. *On the double you snotties.*

To end on an amusing note: Mike Lundy [1957/58] recently took some of his Bothie photographs in to the photo shop to have them scanned onto a CD, the young lass who did them (± 25 yrs old) said "Wow we looked at your guys in uniform & there are some real dishy numbers there. How do we get to meet them?" Mike replied, "You don't want to do that darlin' - they're either 66 or dead! "

SOS

| NAME | CLASS | LAST KNOWN LOCATION |
|--------------------|---------|--------------------------|
| Roger Ferguson | 1987 | London, England |
| Ken Wells | 1965 | Bluff, Durban |
| Steven John Walton | 1954/55 | Meadowridge, Cape Town |
| William Bowles | 1953/54 | Mossel Bay, Western Cape |

An SOS from Steve Bayman; "I was at the GB 58-59 and **Richard Cousens** was also there at that time. Please pass on his e-mail address and contact numbers. etc. We worked together in the North Sea, but he has since returned to Durban. Hopefully, we can all touch base again."

An appeal from the Merchant Navy Association; "I am trying to locate a photograph of the ss Dalia. As a member of the M.N.A., I trace the history on behalf of our members or their families. While tracing such a history I have come across the Dalia. The man in question was a Thomas Lamden who was an AB on board from 01/04/42 - 14/09/44. He returned to the U/K from Durban on board the Empire Trumpet, TJ Harrisons Managers 25/09/44. If you required any further information or can help me I would be most obliged. Peter Clarke. Treasurer M.N.A. Wolverhampton Branch." email: deckboy@blueyonder.co.uk.

"Sir, I would like to make contact with any of your members who were on the S.A. Constantia 1958. Especially during the stop at Guayabal on about Xmas Day of 1958. My father (AB Steven Arendze) died there and was buried at a cemetery nearby. Any information will be welcome. Thank You, Gavin Arendze" (son of S Arendze) gavin@atlanticexpress.biz.

All get your brains into gear and find them for us without delay. Any news welcome.

SCRANBAG

L.M. MCKENZIE 1980 #2695. A recent business enquiry of mine unexpectedly found Liam at the other end of the telephone as National Operations Manager for South African Independent Liner Services [SAILS] based in Cape Town. Welcome back Liam.

D.F. MARAIS 1967 #2308. A local radio presenter was asked recently [on air] whether he knew what the GB on the mountain above Gordon's Bay stood for. Much to my surprise he mentioned our General Botha and that his dad had trained on the ship, none other than Dave Marais who in 1968 joined Safmarine for a few years and then Unicorn Lines until 1976. A year later joined Grindrod Cotts in Cape Town, followed by an appointment in the newly opened container terminal before joining Unicorn Container Depot in Cape Town. After a few years he launched his own Computer or IT Consultancy in Cape Town in 1987.

P.J. HAWKINS 1982 #2780. Philip has recently left Bloemfontein for Harrismith where he has joined Peter James Motors [GM] as Dealer Principal. So anyone aspiring to a Hummer?

L.H. TIEDT 1987 #2916. Word came my way that Lance was recently appointed Marine Advisor for Smit based in Saldanha Bay. I trust this does not mean you spend your days with your feet up on a desk.

P.K. MOTSON 1980 #2696. Our SOS has found Paul somewhere in Australia. "I left Safmarine in 1982 and joined the [then] SAR & H to do an apprenticeship in Radio Communications. I ended up working in the Durban harbour radio department maintaining 2 way radios, radars, D.Fs etc on the tugs and harbour craft as well as the port captains office and port control. I was offered a job with a company called Laboratory & Scientific Equipment Co and was debating taking it when I received a transfer to Richards Bay. This decided me as I didn't want to leave Durban. I was with LASEC for

about 2 years when I realised that I had reached the peak of my career there. I left to start my own company [LABFIX] servicing the same market. Initially I was alone servicing and repairing industrial laboratory instrumentation. LABFIX now has 10 employees and we operate nationally accredited laboratories in Temperature, Viscosity and Dimensions with Mass and Pressure planned for early 2008. We work as far a field as Mozambique and service all industries including the automotive, petrochemical and the BHP Billiton operations nationwide. I moved to Australia in January 2007 to secure my children a better opportunity to get into University. My wife and I have started a digital and wide format printing company which is meeting all of our visa requirements and all looks set for a rosy future here.” Paul, we still do not have your postal address, please advise with no further delay.

A.L. VERMAAK 1983 #2819. Allan was another AWOL who has recently reported in. “See from the latest newsletter I am listed as MIA. I joined Inchcape Shipping in London last January and currently hold the position of General Manager – Global Bulk Services. I lived in the UK last year but have now moved back to the fairest Cape and do all my global travelling from Cape Town. Currently spend about 7 – 8 months a year on the road.” Sounds exciting.

L.R. FARGE 1980 #2687. Last year sometime Les moved to Queensland Australia where he has a T shirt shop selling to the tourist trade on the Sunshine Coast. Well, that is different.

B.T. GLASS 1955/56 #1941. “While browsing through the website I noticed that I had last updated my personal history in 2001, so here is a brief update. I was fortunate to be able to stay on at Barloworld Motor for an additional two years after normal retirement and so I stopped formal work at the end of June 2004. After an active business life I decided it was time to give something back to society, so for the past three years I have been kept busy in social and church work. To keep the gray matter active I have also embarked on a three year course in Theology, something I have found to be most interesting and much impact in my spiritual life. Both my wife and I enjoy good health so we are able to travel locally once or twice a year which we enjoy, and we have an occasional visit to our daughter who resides in Greater Portland, Oregon, USA. Our son has recently moved to Queensland, Australia so we hope to visit him there in the not too distant future.” There is a long list of Bothie Boys in and around Queensland, before leaving call me for a Muster List of them.

S. BAYMAN 1959/60 #2139. “I am still at sea in more ways than one. At present consulting in the Persian Gulf. Rig Moving. Comp/ rep. for Heavy lift, pipe lay, trenching, jacket installation etc., etc. Also some DP work. Cannot afford to give up my day job yet. I do approximate 2 months in Scotland, 2 months in Holland, 2 months in South Africa and 6 months at sea, supposedly working.” Well some have the life.

M.C. MARWICK 1955/56 #1957. Mike’s son wrote to us requesting copies of any photographs taken which included Mike during his Bothie days. Mike had lost all his old photographs in a farmhouse fire some years ago. His son planned to surprise him with a montage of his Bothie days on his birthday last year. There was an overwhelming response from his class mates including one of him dressed up as a women for some skit they did. Thanks to you all for reviving pleasant memories for Mike. His son further writes; “After finishing at the Bothie, my dad went to sea for a number of years, but then enrolled at Durban Varsity, where he was in the late 1960s rather notorious (and much-loved too) for his outrageous behaviour! After something ungodly like 8 years, he graduated with a BSc, and then spent a number of years in the 1970s doing various things. He went back to sea from about 1978-84 (Unicorn and Safmarine), and then had a stint with SA Stevedores in Durban. Over the last few years, he has been working as a marine surveyor-come-deep sea pilot and as a safety officer in the UAE and the Azores.

G.J. BANKS 1957/58 #2034. Previously a Director of Cape Gas in Cape Town. Graham developed a career in marketing, and was the Marketing Manager for Afrox, Cape Town and PE. Later joined BP. 1982 - Marketing Manager in non-ferrous metals for McKechnie. 1987 - Entered the winemaking industry when he became Manager of Drakenstein Winery. Moved up to General Manager of Boland Wine & Brandy (Paarl). Around the turn of the millennium he became Marketing Manager Overseas Marketing for Roodesandt Winery.

C.E. BROMFIELD 1957/58 #2038. In 1959 Clive started an apprenticeship as electrician with Virginia Gold Mine, O.F.S., during which time he mastered the saxophone. After the apprenticeship:

spent a year playing the saxophone at Palm Grove, Margate, then another year with the Prison's Department Military band, Kroonstad, which led to 3½ years playing the saxophone in the South African Air Force band. Then Clive resumed his trade as electrician and apprentice tutor at Braamfontein. Then on to Kloof Gold Mine where he completed his technical studies, and worked as a Hoist Technician. Clive then worked for Siemens for 8 years and then joined the SABC in the Transmitter Department, where he worked for 19 years up to his retirement in 2003

D.G. FORBES 1957/58 #2048. Was a Junior Cadet Captain on the Bothie. Little known about Donald, except that he became Mayor of Sandton. Send us some more detail Don.

J.C. KLOK 1957/58. Was Junior Cadet Captain while at Bothie. 1958 - Obtained National Senior Certificate (distinction). 1962 - Obtained National Diploma for Technicians in Telecommunications. Aug.1964 - he decided to study to obtain his Engineer's diploma. 1968 - Appointed as Engineer, Department of Posts and Telecommunications. Nov.1971 - Registered as Professional Engineer with South African Engineering Council (Reg.no: 710883). Promoted since 1968 to Senior Engineer / Deputy Director (PABX) / Director - Investigations / Senior Manager with a staff complement of 680, and a budget of R80m / Senior Deputy Director / Senior Manager / Area Manager / acting Postmaster General / Senior Manager, Communications Policy / General Manager, Communications Policy and Regulating up to early retirement end 1996. After his retirement Koos provided consultation services for various organizations. 1998 - Chairman of Telecommunication Line Terminal Equipment Association.

L.G. SARGEANT 1957/58 #2070. After Bothie Lindsay joined the printing industry (same as Olaf Wallander 2084) with whom he still has contact). Retired when reaching age 60. Please send us some more detail sir.

K.R.S. COLLINS 1957/58 #2077. Sailed with Safmarine as a cadet and later with SAR & H on the coal run, and Thesens coasters. Joined the lecturing staff at General Botha in 1969 until retirement in 1990. Lived in the USA for 5 years. Now settled in UK. There must much more interesting stories Keith. Don't keep us in suspense.

We received a few Christmas wishes from all points of the compass and we thought it appropriate to publish some of the kind words.

MIKE. BRIANT 1953/54 #1811. This precious time when we all try to be with family and friends, giving special gifts, enjoying good things and good fellowship. Isn't it wonderful? Cruising is a great way of life but in retrospect it does have its selfish side. After so many years doing exactly as we liked, going where we so wished and whenever we felt the urge to move on, we now stay put and actually enjoy contributing and 'giving' of ourselves to family and community. In October we moved into the new house that we have been building at the back of John (our son's) [Bothie class 1985] property. Having spent 2 years living like troglodytes in the basement of the old place, it has been great to move above ground and thence up two stories so that we now look out on the world - the garden, the channel, Newcastle Island and distant mountains. And as a bonus - all sorts of different and interesting land birds, feeding outside our window, birds we are getting to know the names of. Our boat 'Chi Lin' lies out at anchor - the first winter we have done this since we moved off. The first two winters she spent in a marina. We cannot see her from the house which is a bit of a worry and not being on board to keep a watchful eye when the weather turns foul, but she has excellent ground tackle and it is down in thick mud. We were able to use her quite a bit this last summer, sailing in the sheltered waters of Saint Georges Sound. One particularly enjoyable trip to Jedediah Island, farmed from the 20's onwards, by a couple who planted a large orchard which still bears prolifically. Sheep, now wild, roam the island and keep the grass cropped. Nobody lives there now and it is a provincial park. The old homestead and the barns with the original equipment still stand, slowly falling apart, sad but delightful and totally un-touristy. If you can't get there by boat - you can't get there! Well folks, I don't know about you but as the years go by this time of Christmas becomes progressively more meaningful, to the point that I now find myself struck unexpectedly by thunderbolts of sheer joy. If this goes on and I make it past 80 you will probably find me like ten Lords a' leaping (or is it eleven?) Have a Happy Christmas then, all of you, and a Blessed New Year.

BOB HIND 1954/55 #1884. Hi Tony, what a pleasure it is to get your emails and news letters which, to say the least are excellent. BRAVO ZULU both Cape Town and Durban. I believe that you would have to look hard and long to find an Old Boys Assn that keeps its members so well informed as world wide scattered as is ours. As for news from New Zealand, The Hinds are all well and thriving here in the land of milk and honey. Bob who will be 70 next has just taken on a new job. I am the skipper of a 100 year old paddle boat operating on 2 of our local rivers which are navigable for about 120 miles inland from the sea. She is 60 feet long and has a draft of 2 feet and is capable of negotiating some rapids being steel built by Yarrows. We operate carrying up to 48 passengers commercially. I don't believe there are many OBIES who can say they driven a paddleboat commercially, nor would many want to! I am now in my 3rd year president of the Thames Golf Club, though I could have done without it in July when we were hit by a monster storm which brought down some 80 trees, half of which were mature 60 to 70 year olds completely uprooted plus 2/3 of our pine plantations snapped off at the top. This was our investment for the future that was to be milled in 5 years. I cried to see all that timber being cut up for firewood. Richard Shaw 54/55 came over to NZ with his yacht Aquarius last summer to do some cruising but his wife Gloria who was not in good health, and bad weather rather curtailed his plans. I did go for a sail with him on Auckland harbour which I enjoyed. We also met up with Barry Young 53/54 and had an enjoyable meeting and lunch with him; he was fitting out his super duper boat with one of the biggest outboard motors I have come across. May you and yours have a merry Xmas (take lots of water with it) and may the New Year bring you all you wish for. Thassall for now, yours aye

KEVIN MORAN 1973 #2449. Thousand of miles away in Ireland, comes a very grateful thanks to you and Kathy for the so appreciated work you do to make Bothie Newsletters so enjoyable to read. When I last saw you at Royal Cape Yacht Club, I was on leave and employed as Master on Swansea to Cork Ferry. Sadly they sold the ferry but good fortune to me as I am now one of two Masters on Large Stena Ferry doing the busy Dublin to Holyhead route. Very busy route but month on month off is great, especially the one month off bit. My son now 18 wants to study at 43 Air School in Port Alfred to obtain his Commercial Pilots Licence, so I plan to move back permanently to the Cape next July for early retirement, but keen to look at various options of helping out somewhere in our busy Merchant world. Will contact you soonest back in the Cape and long overdue cash contribution to great magazine will be made. My best wishes to you and your family, and Xmas wishes to all of the likes of Gavin Durrell, Dennis Henwood, Potty and long list of great lads. [Thanks Kevin but please be reminded that the newsletter, as well as all the association's activities, is a result of team work. Cheers.]

ANCHORS AWEIGH

J.G. TUYTENS 1954/55. Johan left Cape Town in 1956 on the Norwegian Tanker "Benoil" for the Persian Gulf, Borneo, Australia, etc, and eventually back to Holland and Belgium. The next six years were spent at sea on Dutch and Belgian ships before entering the hotel business and later became a photographer. He excelled at photography and published his own books of photographic moods. Sadly passed away at his home in Belgium 12/12/2007.

B.W. DEITZ 1947/48. Brian's daughter wrote to us recently; "Please be advised that Brian Deitz passed away Oct 29, 2007. At his service we displayed his General Botha Badge and hat. Boy did I hear a lot of stories when I was growing up!" After Bothie Brian returned to Rhodesia (now Zimbabwe) went tobacco farming until 1952 when he went to Johannesburg and joined OK Bazaars. 1953 moved to the UK and obtained his Radio Officer's Certificate joining Marconi International Communications in 1954. Spent five and a half years sailing around the world on a wide variety of vessels. 1960 immigrated to Canada and joined the Federal Department of Transport as an air radio operator and over a 5 year period worked his way up to Telecomm Area Manager. 1969 joined Manufacturers Life as a sales representative and for the following 9 years worked for a number of companies in a variety of positions obtaining the Chartered Life Underwriter designation. Also obtained his Chartered Financial Planners designation and a Securities License.

R.H. HYWOOD 1957/58. Deceased September 1992. Was Senior Cadet Captain while at Bothie. Joined British India Shipping Company. Eventually moved back to Rhodesia and had a life of

achievements - becoming the Managing Director of Rhodesia Leaf, a large Anglo-American-owned tobacco manufacturing company in Harare. He was a Board Member of the Reserve Bank of Zimbabwe, and a man of many civic achievements. Richard ('Tikki') also founded a Wildlife Trust, which is now run by their daughter, Lisa.

J.C. (Hans) Tissink 1973. Just on going to press we received the sad news that Hans has died in the early hours of Monday 4 February. Further information in the next edition.

Our condolences to family, friends and shipmates.

THE LEGENDS LIVE ON

Recent stories in our newsletters have sparked much interest. Blackie Swart [class 1964] reminded us of the "bull on the bay" story which appears to be lost in the mists of time, or is it lost in the beer fumes. So I asked Ivor Little [class 1953/54] as he may have been on the staff at the time. "This is the second query I have had about that Bull incident. I also had a message from Sean Day [class 1967] asking me if I remembered the incident. The answer is yes and no [sounds like Naas Botha, TV rugby critic]. As far as I remember the animal escaped from the Railway goods yard at Monument Station at the bottom of Adderley Street. It ran along Dock Road and somehow ended up in the drink at Granger Bay. The duty boat's crew, under the command of Joe "Nuts" Almond, (who else when it came to rescues) was called away in the motor cutter and lassoed it around the horns, towed it back to Granger Bay, and let it loose on the beach outside Nankin's house, where it was too tired and shocked to put up any further resistance to its captors. I was not present at the incident but watched the later stages from the Bridge and was regaled with the story in the Wardroom by Joe, who promptly christened it a load of bull! Maybe one of the cadets who assisted in this rescue can give us the full story for the next newsletter." We look forward to details of this story and many others from the members.

The next GENERAL BOTHA Southern Lunch will be held at the Seven Seas Club, Simon's Town on Tuesday 15 April 2008 at 1200 for 1300. Those wishing to attend are requested to telephone Brad Wallace-Bradley on 021-786-1957 or Ian Manning on 021-782-1559 before 1700 on Friday 11 April 2008.

57-Intake and 58-Intake combined reunion -

The website www.bothiereunion2008.co.za shows the programme from the Friday afternoon 14th March up to the Monday afternoon 17th March 2008, and perhaps all Bothie Boys from these years would like to know who they may meet if they may also decide to join in. Those from the **1957-Intake** who have indicated that they will DV be present by paying the R300 per person for the eats & treats over the long weekend, are: Neil & Lorraine Brink / Peter Clarke / Dave de Wet / John & Jenny Dugmore / Peter & Liz Evans / Hans & Elizabeth Oostenbrink / Mike Lundy / Lindsay Sargeant / Hannes Smit / Keith Stewart-Collins / Van & Rita van Rouendal / and Olaf Wallander. We know that '57 OB's: Steve & Terrie Clarke / Donald Forbes / and Peter & Anita King indicated that they will be present as well, and we're hoping that Charl & Rita Cillie / and Brian Georgeson will be able to attend. We received apologies from: Clive Bromfield / Andrew Harris / Koos Klok / Sam Middlemost / Cees vd Mark / and Reg Walters. We are still awaiting an aye or a nay from: Graham Banks / Robert Calder / Robert Dow / Derrick Kemp / Peter King / Dave McCullum / Dave Seeliger / and Russell Stevens.

Those from the **1958-Intake** who have indicated by payment that they will DV be present are: Jimmy & Anne Binos / Lofty & Nedda Freeman / Charles & Mayleen Hellyer / Gerard Marais / Tony & Sally Millin / Fred & Romey Setzer / and Bill & Beryl Steyn. We know that 58 OB Bill Douglas has indicated that he wants be present as well, but he can't be followed up by email for confirmation whether he may still make it. Brian & Lucille Phipps will attend the AGM and Commissioning Dinner.

We received tentative apologies from Willy & Frauke Learmonth / Graham & Cres Reinders / Marius Smith / and Ian Thurston and we are still awaiting an aye or a nay from the rest of the guys on our email list plus those we're not sure how to contact. E.g. Andrew Duncan / Bruce Graham / Dave Snowdowne / Peter Thomas / Peter Syndercombe / Thomas Harvey / and Neil-Desmond Smith.

If any Old Boy should read this newsletter and we missed him by not having his contact numbers, address or email - then please contact Van & Rita, Box 181, Little Brak River 6503 vanrouen@mweb.co.za (044) 6966 481 082 822 3131. See you there!

UNITED KINGDOM BRANCH – Ted Fisher e-mail: tedfisher@aol.com

Firstly, I omitted from my last note that in September, I was fortunate to attend a Union Castle Reunion in Southampton. The company in which I served my time!! This is held tri-annually arranged by Ex- Purser Mike Morley and is open to all other Departments.

Some 250 gathered in the Holiday Inn on Saturday 29th for a buffet supper and much reminiscing. The following day for those able there was a tour and lunch aboard P&O's cruise liner 'Oceana' completed the reunion. In for the day 'Oceana' was berthed where the last Union Castle mailship sailed some 30 years previously.

Social: Due to unforeseen circumstances Caroline and I could not attend the Christmas lunch with the Conway Club Solent Group, however, the following report has been contributed by Donald Neaves:

UK BRANCH Christmas Lunch 3 December 2007: The Solent Branch of the CONWAY CLUB very kindly invited the UK Obies to join them for their Christmas Lunch held at The Crown Hotel Lyndhurst.

The 'Bothy' was represented by Chris Nash, Rob Myburg, Doug Wrathmall and Donald Neaves joined by their wives and partners together with friends and long standing supporters of our group Alan and Maureen Garton. Unfortunately, Ken & Pam Snow were stranded on the Isle of Wight by foul weather on the day which eventually cleared to sunny just to let us know who really is in charge! Apologies were received from Ted and Caroline Fisher who were unable to attend at the last moment. John and Sheila Shone were remembered; it was this time last year that they were looking forward to that fateful holiday. A great time was had by all and it was suggested that we look to trying to arrange an outing....(suggestion from Chris Nash)

Anchors Aweigh: Having been in regular contact with Johan Tuytens (54/55) in Belgium since our meeting here a couple of years ago, Sven, one of his sons, informed me in early December that his Father had sadly left us. Johan suffered from pancreatic cancer but declined all treatment. He and I were in the same class at Gordons Bay – a charming fellow.

Sea Pie Supper: The Southampton Master Mariners Club 'The Cachalots' held their 80th Anniversary Sea Pie Supper in The Guildhall on Friday 1st February 2008. Some 600 plus mariners, ex-mariners and guests all attired in Black Tie with Miniatures where appropriate). It's amazing whom one meets after many years at an event like this! Bothy was represented by Donald Neaves (71#2398) Hugh Scheffer (71#2403) Ted Fisher (54/55#1875) with Messrs Rob Myburgh (69#2377) and Seamus Collins (57/58#2077 then known as Keith Stewart-Collins) providing much added humour to the occasion!!

I was introduced to Captain Nick Cooper FNI (58/59#2094) who is the current President of the Nautical Institute 2006-2008.

The Guest Speaker at this glittering occasion was Mr John Adams – Managing Director of Teekay Marine Services Group who gave a resume of his company and how the present challenges of the maritime industry have dramatically changed from earlier years and how they are facing up to this. Now the welfare of the personnel ashore e.g. families are of as much concern as the recruitment of suitable officers and crew. Shipbuilding worldwide at it's highest for many years.

Best wishes for the AGM's in Cape Town & Durban during March and our thanks to Tony Nicholas for all his hard work and commitment over the years. Kindest regards Ted Fisher.

AUSTRALIAN BRANCH NEWS – Andy Fotheringham

Our pre-Christmas gathering was held at the Great Northern Hotel in Chatswood Sydney on the 24th November 2007. 10 Old boys and their partners attended.

The Australia Branch Commissioning day Lunch will be held at the 15th March 2008 at Fortune Village Chinese Restaurant. It is situated in the Bowlers Club of New South Wales at 95 York Street Sydney.

Queensland are due to have their get together around this time as well. At this time of year it is held at Breakfast Creek Tavern. So that it doesn't clash with the annual gathering in Sydney, it will be held at the end of March.

We welcome four Old boys to this part of the world. Alastair Snyders has now been joined by his wife and children and they are settling down in Brisbane. Paul Motson contacted Tony Nicholas and this has been followed up with a message to the Deputy Chairman. Paul is living in Brisbane and was asking about Les Farge and an old boy I wasn't aware of in Sydney, Andre Kruse. Rudolph Auer, who is living north of Sydney and finally Ken Downie who is Operation Manager for Hanjin Shipping in Sydney.

A recent appeal for information about the pilot vessel Wyuna revealed that two Old Boys have been in command of her while at the Australian Maritime College, Fred Hartnack commanded her in the 1970's and Rob Lovell in the 1980's. Thanks to Rob for passing on the information he has about his time as Master.

At the last gathering of the Queensland Old Boys in October 2007, Brian Hoatson gave me a photo album. It has photos of all the gatherings that he has attended. Thanks to you Brian for documenting our history. I have scanned all the photos and captions to pass onto the Simon's Town Museum. Between Brian, Mike Pomfret and Ian de Villiers there is always a record of our gatherings. Well done Brian, your efforts are appreciated.

CAPE TOWN'S NAUTICAL ACADEMY - Ivor Little (1953/54) Part I of II

A part of Bothie history which has been completely overlooked and rarely, if ever, referred to is the existence of the Cape Town Nautical Academy. The only clue which still remains and which pertains to it having existed is the appellation SAMNA before the name "General Botha" in the latter years of the Bothie. This signified South African Merchant Naval Academy and was derived from the amalgamation of the South African Nautical College and the Cape Town Nautical Academy.

The latter was an extremely mobile and comparatively short-lived institution. It was started in 1955 and came to an end in 1966 and during that time had three locations. It started in Alfred Street, on the first floor of the Missions to Seamen building, then moved briefly to the Gardens before settling at Granger Bay, on the site of the present Technikon. It was founded in 1955 to meet a pressing need. The "General Botha" was sending more and more young South Africans to sea and the South African Merchant Navy was also growing dramatically. This resulted in large numbers of young South African officers who wished to study for and write their Certificate of Competency examinations in their home ports of Cape Town or Durban, rather than in London, Hull, Glasgow, etc., which had formerly been the case.

I was one of those young men who "came home to study" and, in January 1958, reported to the Cape Town Nautical Academy in the Missions to Seaman building in Alfred Street. The first day at the Academy was a pleasant surprise and almost like a class reunion. Ninety percent of my fellow students also enrolling were from the graduating classes of 1953 and 1954 at the Bothie, which was my group of Old Salts and shipmates, and all were doing Second Mate Foreign Going. There were also one or two older men doing Mates and Masters, and even Tony Shillington doing Extra-Masters. The Principal was Philip Nankin, who had been our Third Officer at the Bothie, and the one and only lecturer was Bill Storm, a new name to a lot of us.

At that time the Missions to Seamen was going through a lean period and thus made us very much at home. The single classroom on the first floor was adequate; we had the library as a tearoom twice a day; the toilet facilities were spotless and a collection of extremely nice, middle-aged lady volunteers ran a dining room and café. There we were able to buy the most delicious toasted sandwiches or even full meals, plus an endless supply of chocolates, cigarettes and cold drinks. There was even a billiard room to occupy our lunch breaks and a jukebox, which we more or less took over. This had a selection of the latest Elvis Presley and Pat Boone hits and these were played *ad nauseum*, especially Elvis' "Blue Hawaii", which was a special favourite.

The *modus operandus* of studying was very simple. Because there was only one classroom and several grades sitting in it, formal lectures were almost non-existent. On enrolling you received a list of

recommended books and toddled off to the “Technical Bookshop” where you purchased those books you could both afford and felt necessary. You then returned to the Academy, sat down in your assigned seat – two to a table – and started wading your own way through those books, at your own pace. On completing each chapter, you did the exercises at the end of it. On finishing all your books, you then started in on “The Self-Examiner for Masters and Mates” and, when you had answered all the questions concerning your grade of study in that book, you were ready for your exam. The routine was unvarying. We started with signals – Morse, semaphore and flags each morning, followed by Rule of the Road, then tea, then self-study for the rest of the day.

Nankin rarely, if ever, gave a lecture or concerned himself with the students. He was the Administrator, the wheeler and dealer, and Mr Moneybags all into one, and he was very good at it. Bill Storm was the guiding light of our studies and one must give him full credit for his efforts. He was a superb teacher and the right man in the right place at the right time. He seemingly knew everything; had all the answers and the patience of Job to deal with a bunch of cadets and apprentices who hadn't opened a textbook for three years. He also had a slow, easy sense of humour and, as an ex-shipmaster, the character and the respect for us to keep us under control.

I only once ever saw Bill upset at a student. This was when he was pacing slowly up and down the aisles between the tables, waiting for the next question, when he stopped, dumbfounded, in front of Bob Underwood, who was studying for his Mates Foreign Going. Sticking out of Underwood's left ear was a large ear trumpet, made of old blotting paper and which Bob was studiously holding in position with one hand. “What on earth are you doing, Underwood?” asked Storm. “Listening to the Ink Spots, Sir”, replied Bob. Storm went ballistic and a chastened Underwood gave up all pretence of having invented a predecessor of the Walkman. *To be continued in the next newsletter.*

“THE 69'ers” at SATS General Botha, Granger Bay – Ernest Nellmapius

In the November 2007 newsletter Ivor Little made reference to the 1969 intake of Cadets at Granger Bay and the fact that they were the last full time students at the GB academy. He mentioned that more could be told about that historic year.

On Friday 23rd November 2007 Allen Pembroke, Ernest Nellmapius and Neil Brown, all 69'ers, met for drinks and reminiscences in Durban on Wilson's Warf at the Pirates Arms - a well known watering hole. It was the first time in 36 years that the three old shipmates were together again so there was much to catch up on. Consequently I dug out my 1969 copy of Both Watches and my old logbook. Neil, since leaving Bothie, has worked for DAL and has spent many years as Master. He has a home in Annapolis on the Chesapeake where he lived for many years. His wife and son now live in KZN. In 11 months time it will be our 40th anniversary so all the 69'ers out there start thinking of a get together in 2009.

1969 was an important year for various reasons as outlined below. Here is some history from our year. On looking back I was amazed at how much we achieved at the Bothie. Most weeks we went on ship visits or to companies related to the marine industry. We did lots of sailing on various boats and yachts, played soccer, rugby, cricket, ran cross country, did judo and karate, went pulling in the whalers, duty watch was often called out to help boats and yachts in distress. We also enjoyed various social activities such as dances and found time to study as well. It must have been one of the richest and most diverse years of our lives.

On Saturday 1st Feb 1969 we sailed the *Howard Davis* (HD) for the first time. Living on the edge of Table Bay allowed us to see ships coming and going every day and we had our favorites like the old mail ships, some large tankers and some modern cargo ships that were regular visitors. Thursday 13th Feb we saw the *SA Vaal* sail under the South African flag for the first time. Monday 3rd March we sanded down the boom and mizzen of the *Voortrekker* – the famous racing yacht that had won important races under the command of Bruce Dalling.

Saturday 15th March we sailed the “HD” and had the Australian Ambassador on board. On Wednesday 9th April 8 of us traveled to Saldana to sail the “HD” back to Granger Bay. She had been left there, for some reason, after a sail up the west coast. On the way back we experienced bad fog and gained good experience using radar etc, we arrived back in port at 21h00.

Tuesday 15th April we dressed in number two's and set off for the *SA Vaal* to form a guard of honour for the British Consul. Sunday 23rd April Mr Gratjios and family had their baby christened at the GB.

Tuesday 1st July sailed on *Redfin*, a stern trawler, from T Jetty to Houtbay. On the route we did various practicals such as conning and steering, navigation chart work and radio procedures.

Friday 11th July, on a cold and wet day, we put out the *Tatami* for a Judo competition against Japanese cadets from their training ship the *Seiun Maru*. After being thrown about by the skilled Japanese, all black belts, we enjoyed lunch and a visit to their impressive training ship. She had two identical bridges, one dedicated to training and if memory serves me well each Cadet had his own sextant stowed on the bridge.

Sunday 13th and Monday 14th July did a training sail on the "HD". Due to the heavy surge in our harbour entrance we only departed at 1230. A howling South Easter blew up as we sailed past Clifton. Winds came blasting down the lee of the mountain and in some patches it was calm and in other areas there was a rip-roaring wind. We ended up heading for the lee shore of Milnerton and anchored there to ride out the gale. After sunset the gale eased and we sailed up the West Coast to Dassen Island and then to Hout Bay where we arrived the following morning. After lunch we motored back to Granger Bay in a dead calm. Sunday night, 20th July some of us listened on the radio to the first moon landing by Apollo 2.

Friday 1st August, in very rough seas, we had a pulling regatta against the SA Navy Midshipmen. Due to the very large swell we did not, as usual, race parallel to the main breakwater but were towed out towards Robben Island. We raced back with enormous stern seas and our A and B crews came 1st and 2nd respectively, thoroughly beating the SA Navy boys. On winning, the elation of our A crew was such that in all the excitement on being victorious lost concentration and as was customary threw the Coxswain overboard and before they knew it their Whaler ran aground on the lee rocks just off the beach in front of the Captain Superintendent's house. Much drama followed and one of the Whaler crew by the nickname of "Mud Guts" called out for assistance "here I are in the Kelp" He never lived that down and was ragged endlessly thereafter. A chopper tried to lift the Whaler off the rocks but she was well impaled and would not budge. On reflection we all learnt how quickly things could go wrong at sea.

Saturday 6th September we set out for Simon's Town for a sailing regatta, in Whalers against Midshipmen. It turned out to be another eventful day for Whalers. There was a very strong northwesterly blowing. Nevertheless we started the race but soon difficulties developed. The strong wind was off shore so we slowly got blown further out into choppiest waters. It was very difficult to come about as the Whalers ended up in irons and then eased off to leeward. Two Whalers took in too much water. One of ours was swamped and turned turtle and one of the SA Navy boats sank in Simon's Bay. Fortunately Navy divers soon secured lines and buoys and the whalers were safely retrieved. A group of very wet and cold cadets ended up enjoying hot showers and dry togs and then good food and lots of drinks in the officers' wardroom at SAS *Simonsberg*. Once again we learnt some valuable lessons about the danger and vagaries of the sea.

28th September Cadets turned out in full parade for the memorial service and wreath laying ceremony at Stal Plein. The event was in honour of fallen GB Obies and the 50th anniversary of General Louis Botha's death. Another important milestone was thus remembered in the year of 69. Monday evening, 29th September some of us were doing prep in our lecture rooms on the first floor. At 22:04 we heard and felt strange rumblings from somewhere below and then the buildings started shaking. We were astonished to see the floors and ceilings move like waves, tables jumped about and light fittings rattled. After our initial shock and amazement we realized it was an earthquake and rushed out onto the lawns and Parade Ground. A number of aftershocks occurred. We had no idea where the epicenter was and worried that it may have been out at sea and that a Tsunami could follow. Later we learnt of the devastation in the Tulbach and Wolsely areas and heard about power failures, breaks in telecoms etc in and around Cape Town.

Friday 3 October we sailed *Voortrekker* and the "HD." The two yachts were so different and *Voortrekker* would shoot off in the slightest breeze leaving the "HD" standing.

According to Both Watches two dedicated characters both reached 21 years of service at the Bothie in 1969, namely PTI Smith and Joe Almond. Our ships dog, a large black animal, named Bogus, became an uninvited extra cadet. Bogus soon learnt all the bugle calls and would race to the relevant fall in point and wait there for us. One of our cadets, aptly nick named “There he goes” was usually there second and then the rest of us arrived to fall in. An “unofficial Cadet”, Knut Hansen from Norway, spent some months with us but found the language difficult. He was a wonderful sailor and we learnt many useful sailing tactics from him. On one occasion, his father, the Captain of a Whaling vessel from the Southern Ocean passed by and visited. He brought Whale steaks and we had a memorable braai at the Captain Superintendents house. At first the meat tasted a bit strange but it grew on us and most found it to be wonderfully tasty and succulent.

Overall we were privileged to be the last intake of full time, residential cadets who completed a year of pre-sea training at the GB. We enjoyed a very rich and character building year and it was a sad day when we finally held our passing out parade to the buffeting of the South Easter that we had come to know and respect so well. We “sailed” off to different destinations with good memories and occasionally we are able to meet and hark back to the past. *E Nellmapius* (1969).

Conway, Worcester, Pangbourne General Botha Association of Vancouver Island

At the recent AGM of subject association in Canada the Botha was promoted to command. Our very own Malcolm Clark [class 1956/57] was elected President and Ron Wilson [class 1956/57] Secretary. Well done chaps and fly the Botha flag high and proudly.

SLOP CHEST

These slop chest items all proudly display our association insignia and is available from Cape Town branch. Place your orders without delay with Kathy or Louise Nicholas:

Phone: 021-7885957 fax: 086 604 0811

Email: cptchairman@generalbotha.co.za

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|--|----------|
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PLUS PACKAGING AND POSTAGE!

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

Cheque or postal order should be made out to “General Botha Old Boys' Association”. Post to: P.O. Box 4515, Cape Town, 8000

Alternatively, the payment can be made by electronic fund transfer directly into our bank account. Details as follows:

- Bank: Standard Bank
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