

S.A.T.S.

**PO Box 22015,
Glenashley, 4022**

Chairman: Derek McManus
Tel. (O): +27 (0)31 3039563
Tel. (H): +27 (0)31 7673719

Secretary: Ernest Nellmapius
ernestn@saol.com
Cell: +27 (0) 835328198
Tel (O): +27 (0)31 5620005



**PO BOX 4515
CAPE TOWN
8000**

Chairman: Tony Nicholas

cptchairman@generalbotha.co.za
Tel. (O): +27 (0)21 421 4144
Fax: +27 (0)86 604 0811
Cell: +27 (0)82 555 2877
Tel. (H): +27 (0)21 788 5957

GENERAL BOTHA OLD BOYS' ASSOCIATION

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

FEBRUARY 2011 **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.

Well, here we are in 2011 and heading rapidly through the months with no respite! One hardly catches breath between quarterly newsletters, let alone the last AGM and Commissioning Day Dinner, which seems like last month, and here it is upon us again – wow! Yet, here we are preparing for another round of reunions. This year Cape Town is having a 'BIG Bash' with a number of reunions and a great night of dance and fun.

Please take note of the various forthcoming events that are advertised below, and we hope that you all take advantage and participate in the camaraderie of the Association.

While on that train of thought, 40 years ago in January 1971, I began my career at sea joining the S.A. Pioneer together with Paul le Sueur. As we were the year that went to sea before going to the Bothie, we will only celebrate our reunion next year, but this is a significant anniversary for most of "The Year of '72" as the beginning of our careers. So, all my fellow cadets of 1972, please start thinking of a suitable reunion in March 2012.

Also in February 1972, 39 years ago, Hub Stohr joined the staff of the General Botha at Granger Bay. Sadly he has passed over the side (see Anchors Aweigh Pages 4 & 5 below), but I wonder how many Obies lives and careers have been shaped by his wise teaching?

You will find some interesting stories in the Scranbag on page 6, and please look out for those AWOL listed on the SOS column.

One story leads to another, and we appreciate the contributions that come in such as the response from Michael Link and George MacRobert to the obituary of **K.J.L. CLIFTON 1941/42** listed in the August 2010 newsletter (An Interesting Link Between Boer Pows And Bothie Cadets Page 10). Another story of interest you may read about is Old Boy - Samuel Ethelwald Agatos **ELLMAN** (Page 11) and his war escapades as PoW and other adventures. This is a bumper edition, and we trust you will enjoy and find of interest our vast and varied history.

With greetings from the Scribe dhenwood@iafrica.com

The Pessimist complains about the wind, the Optimist expects it to change and the Realist adjusts his sails. (William Arthur Ward)

FORTHCOMING CAPE TOWN EVENTS

- **Saturday 5th March 2011, 1800 for 1830** – Annual General Meeting, Silvertree Restaurant, Kirstenbosch Gardens. Ladies shall be entertained with a beauty demonstration and wine tasting during the members AGM.
- **Saturday 5th March 2011, 1945 for 2000** – Commissioning Day Dinner/Dance, dress; club blazer and tie preferred or ladies equivalent. Price R250 p.p., cash bar. The world renowned S.A. Navy Band shall be in attendance. Should any member find difficulty with the price please contact a committee member in this respect. 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.
- **Sunday 6th March 2011 @ 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.
- **Booking for the Commissioning Day Dinner is important, space is limited, please RSVP by Sunday 27th February 2011 to:**
 - Anna or Danny Meyer: phone 021- 930 1455 or 072 711 7517
Email: djmeyer@xsinet.co.uk
 - Pre-payment for the Commissioning Day Dinner/Dance would be appreciated by our over stressed Treasurer.
 - Payment details: Account Name: General Botha Reunion-2011
Bank: Nedbank -Constantia Village
Branch Code: 101109
Account Number: 1011133164

**The GBOBA, Natal, AGM & Commissioning Day Dinner is scheduled
Friday 18th March 2011**

TIME: 18h00 for 19h00

VENUE: Westville Country Club

COST: R100 – includes wine

BOOKING: Derek McManus H - 031 7673719
Ernest Nellmapius Email - ernestn@saol.com

The next **GENERAL BOTHA SOUTHERN LUNCH** will be held at the Seven Seas Club, Simon's Town on Tuesday 19 April 2011 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 15 April 2011 to make reservations.

<p>Australia Branch The Queensland group will be hosting our Annual Commissioning Day lunch in Brisbane on Saturday 19th March, 2011, The organizers are Andy Fotheringham and Simon Reynolds. Venue is, Blue Room, Geebung RSL Club 323 Newman Road, Geebung, Brisbane. Time 12.00. Food and Drinks at your own cost.</p>	<p>COMMISSIONING DAY FUNCTION IN GAUTENG</p> <p>The Gauteng Branch will be holding its usual March Commissioning Day function. At the time of printing the exact date and venue is still being negotiated. Gauteng members will be individually notified when these details are finalised.</p> <p>Ivor Little</p>
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FROM THE BRIDGE OF s.s. CAPE TOWN – Tony Nicholas

By now most members are aware that our AGM and Commissioning Day function is taking a different format this year, a dinner/dance after the AGM. Over the past weeks I have noted a negative aspect from some members believing that the three reunion classes had influenced this decision. Not so, in fact on hearing that the world renowned S.A. Navy Band shall be in attendance it was my own recommendation to your committee that we host this dinner/dance to coincide with the AGM. If I have offended some members, I apologize; the forthcoming AGM gives members the opportunity to vote different committee members and thus I encourage you all to exercise this democratic freedom.

On the subject of the forthcoming AGM I urge all members, particularly the local residents, to attend. This is an important date in the association's calendar and for those out of town unable to attend, you are welcome to vote by proxy via any committee member.

Besides the classes of 1981, 1971, 1960/61 & 1950/51 celebrating their respective reunions the forthcoming AGM is the association's 80th and thus a special milestone in the history of our Ship and those that trained in her. I believed it fitting to mark the association's 80th and the dinner/dance presented the ideal vehicle for this, in my and your committee's opinion. This promises to be a prestigious event and I look forward to members valued support on the evening. The arrangements for the evening have been admirably handled by a subcommittee of the 1960/61 group and I am very grateful to them for taking on the task. Bravo Zulu.

We have spent a few months without our southern hemisphere rugby tournaments and thus my Friday and Saturdays have been a little aimless. My two three and a half year old grandsons must have noticed this and whenever they visit [which is often] they insist I play rugby with them which consists of us running in circles in the garden tackling and being tackled. Needless to say I come off worse when the two "terrorists" tackle me. Whenever there was a notable game on Neil Brown (1969) would communicate with me from wherever he was at the time, usually off some desert port, and we would quaff some beers together by proxy before, during and after the games. Thanks Neil, it made the games all the more interesting. Neil writes: "Many thanks the newsletter just received this early Sunday morning here in North Carolina USA. Something to lift my spirits after yesterday. Only got through the first couple of pages when the need to commiserate with you became an absolute necessity as I can imagine how you feel after the Springboks latest debacle. I WAS AT THE LOCAL PUB IN MY WELL WORN SPRINGBOK JERSEY FOR THE SCOTLAND GAME YESTERDAY!!! Unfortunately it is a Celtic pub, claiming to cater to both the Scots and the Irish. How this is possible I do not know. My in laws are Scots Craigs and one of my best buddies is an Irish Craig and remarks about cattle thieves, moonshiners and cross border raiders never stop. Get them into a pub and they would kill each other! I have on occasion been both very proud and at times disappointed in the jersey in pubs all over the world watching games, but yesterday was a new level of disappointment!!! Thank God I am not a betting man. I would have lost a bundle. How could we loose against Scotland? The thought of loosing had never entered my head, I was hoping for a thirty odd point gap to raise the spirits before next week against England. We looked seriously outclassed most of the time. I believe I will go trout fishing next Saturday instead of watching rugby, it will never happen though and I will probably enthusiastically take punishment again next week!! It would appear we Springbok fans are closet masochists! Anyway, back to the newsletter." A true Springbok fan.

Cape Town monthly lunch gatherings continue to be well supported at the Royal Cape Yacht Club on the **SECOND TUESDAY OF EVERY MONTH** as well as the regular Southern Lunch hosted at the Seven Seas Club, Simon's Town. We look forward to your continued support at these gatherings.

ANCHORS AWEIGH

H. B. BRIDGMAN #1342 1944/45 Born 02.07.1928 Died 22.12.2010

Basil was born in the Karoo and grew up on the family's citrus farm in the Sunday's River Valley. He attended school at Muir's College (Uitenhage), where he met his future wife, Freda, both of them being 15 at the time. Basil was trained at the General Botha (Red Hill) and joined the Union Castle fruit ship, Rochester for a period of 18 months.

Basil and Freda then got married (aged 21), and shortly after took over the family farm. During severe drought years he supplemented their income with a very successful business, building farm implements with a lifetime guarantee. Together he and Freda cultivated gladioli, cotton and wheat, and harvested honey.

The couple retired to Kenton-on-Sea in 1979 and were actively involved in the community. Then Freda was offered the post as Matron of the newly established Leisure Gardens Retirement Village (Knysna) and Basil became the Maintenance Manager. After 6 years they retired, but returned 8 years later - but this time as residents. They were once again actively involved in the community, and supplied Ouma's Pantry with fudge, crunchies and marmalade. Basil also installed some 150 irrigation spikes on Leisure Island ... as well as for the Anglican Church in Knysna out of his pocket. (Previously he took it upon himself to restore all the graves at the Anglican Church in the Sunday's River Valley).

The couple had 4 children (Roy, Lynne and Faith - the second eldest son having passed away at the age of 19). They have 10 grandchildren and 4 great grandchildren. After 58 years of happily married life Freda passed away in 2008. Basil later married his Freda's sister, and he and Patty were always present whenever the Garden Route GBOB Luncheon Group came together, spoiling everyone present every time with a bag of their famous fudge.

Basil will always be remembered as being extremely generous, charitable, willing to help - a man of the highest integrity and honesty, with endless energy, being most capable in everything he undertook, a hard working man with (as his family puts it) a naughty sense of humour.

R.W.A. THOMSON 1939/40. Reported in "Old Salts" 1947/48. "Was Second Officer on the 'Vergelegen' (Safmarine) on her first voyage under the S.A. flag." Extract from "Safmarine" its 50 year history by Brian Ingpen: *"In a note soon after the decision to appoint Captain Robin Thomson, a Safmarine master for nineteen years, to command the S.A. Oranje, Marmie Marsh wrote: 'I have an idea that Robin Thomson will in due course take his position much further, and I can visualise him as a likely master of the S.A. Vaal, even achieving further honour.' Thomson, who had been staff captain on the S.A. Vaal since early 1971 and master of the S.A. Oranje from 11 January 1973, took command of the flagship (Vaal) in April 1975. On 5 February 1976 he received his commodore's pennant as well as his new epaulettes - a fitting climax to a career spanning 29 years with Safmarine. When the mail service ended in October 1977, Commodore Thomson was on the S.A. Vaal, the last passenger mailship to leave Cape Town for Southampton. Within two months, he was at Dunkerque to stand by the building of the first of the 'Big Whites', the S.A. Helderberg, which he commanded on her maiden voyage and until his retirement in July 1983. Deceased 11/01/2011. Some accolades from the present day Safmarine fleet:*

"I sailed with him on the SA Helderberg in 1982, and have fond memories of him. He was a humble, quiet and above all a pleasant natured man, who inspired others to be like him. I'm glad I sailed with him. Although I was only 3rd mate at the time, I met him again about 17 years later and he remembered me."

"I sailed for a couple years as chief officer on the SA Helderberg when Robin Thomson was Commodore of the Safmarine Fleet in the early 80's. The first time I sailed under him would have been early 1980, somebody you will not forget. A true Safmariner."

Austin Miller 1935/36. Dusty was born 29 July 1920 in Graff Reiniet, South Africa. Joined the SATS General Botha in Simons Town in 1935. Graduated in 1936. Joined Clan Lines as a cadet officer and operated mainly on the India/UK route. During the war his convoy was

attacked in the biggest U-boat attack of the war, and his ship, the Doluis, was torpedoed. He was picked up by a Canadian corvette and taken to Newfoundland before being transported back to Britain where he joined another merchant ship of the Blue Funnel line. Married Madge Osborn in England in 1942. In 1945 he was sent to Australia for three years on the Freemantle to Singapore route. Returned to England due to ill health and sat for his Master certificate in London in 1947. He then returned to South Africa. He joined African Coasters (Grindrods) and served as master on the Cecile Mapleson and the Frontier, both coasters on the eastern seaboard route. In 1950 he joined the SAR & H in Durban. Posted to PE in 1952, serving on a dredger. Returned to Durban 1954 as Tug Master until 1960 when he was posted to Cape Town, later on becoming a pilot. Piloted the US aircraft carrier USS Rooseveltd, and the aircraft carrier HMS Eagle in to CT, as well as various high profile ships such as the SS France and Queen Mary 2. He was also responsible in 1969 for bringing in the biggest ship ever to enter Table Bay harbour, the 214,000 ton tanker Aardtaraig. Was promoted to Deputy Port Captain in Durban in 1973, and to Port Captain, Port Elizabeth in 1978, where he remained until his retirement in 1980, when he moved to Cape Town. He served on various voluntary committees, including secretary of the Society of Master Mariners and the General Botha's Old Boys Association. Deceased 6/12/1985.

P.W. HYWOOD 1954/55. 1955 to 1964 Peter sailed with British India Line obtaining Masters 1st April in London. 1964/65 - Worked in Nyasaland/Malawi with Lake Service as Master. 1965/66 - African Coasters. 1966/67 - Durban Lines. 1967 joined S.A.R. & H, [S.A. Harbours]. Served in Durban, Luderitz and Richards Bay. 1995 Assistant Port Captain, Port of Richards Bay. 1999 retired. Deceased 26/11/2010.

K.A. BREWIN 1954/55 #1864. After G.B. Ken went into the Motor Trade but joined the S.A. Navy in June 1956. Qualified as a Diver and Seamanship Instructor and served in various ships and bases. Was also on detached duties to the army to assist in the Formation of the Waterborne Regiment in Langebaan. Returned to the Navy in January 1985 and was posted as Salvage Officer for the S.A. Navy for 3 years. Attained the rank of Warrant Officer 1st Class and one of only four Defence Force personnel ever to be awarded the van Riebeeck Medal [VRM] (Admiral Woodburne received the Van Riebeeck Decoration). This was a very prestigious decoration awarded to Warrant Officers, Senior Ratings and Junior ratings in the Navy as well as to personnel in the other services "for distinguishing himself by outstanding acts of resourcefulness, perseverance or personal courage or by his outstanding leadership or responsibility and personal example against an enemy in the field" - Honour and Duty. September 1989 drafted to Durban as Command Master-at-arms of Naval Command East, retired April 1990. Returned to Simon's Town formed K B Salvage and Fishing CC, purchased a 13m fishing trawler which he worked from Kalk Bay Harbour, sold 1995. In 1996 established a tourist resort in Binga, on Lake Kariba, Zimbabwe.

D.C. ALLDERMAN 1937/38. After G.B. Derrick joined Shell Tankers and when WWII broke out was at sea as a Deck Apprentice in the Shell tanker m.v. Carelia. January 1941 joined the R.A.F. and was selected for Aircrew training. May 1942 awarded his wings and a commission as Pilot Officer. Served in the Middle East and Malta. Latter part of 1943 returned to South Africa and spent the next 18 months flying Ansons at Young's Filed. 1945 flew out to India to become involved in trooping flights between Karachi and Chakulia. Demobilised at the end of WWII and after returning home went fishing for pilchards at Walvis Bay. After selling his boat spent five years with Consolidated Diamond Mines in Oranjemund. Then 26 years with a frozen food business, 17 of which were spent in George. Deceased 09/12/2010. Derrick was awarded the DFC during WWII.

Captain Hubertus (Hub) STOHR, Lecturer 1972 – 2003. Born 14 January 1939, died 19 January 2011. Fondly known as Hub, and more recently as 'Dad' by his Angolan cadets, he was revered by all students who had passed through the GB at Granger Bay and then the Tech and CPUT. Tony Nicholas wrote: "He shall be remembered as one of the best, if not THE best, lecturers on the Bothie of all time. Many a student owe their successful exam

results to his professionalism, dedication, enthusiasm and unreserved interest in the students." A fitting memorial service was held at CPUT Granger Bay, his home from home where he had taught so many, and the place was packed to overflowing with those who came to pay their respects. His wife, Nicole and children Anoushka and Hubert expressed their appreciation to all friends, colleagues and students as well as old students for their support during this difficult and sad time. Messages were read from Obies all over the world.

++++*Our sincere condolences to family and shipmates of the above*++++

SCRANBAG

I.M. LINDSAY 1963 #2227. Ian is still grinding away in Aberdeen as a member of the Shell Brent Field Decommissioning Team.

Pim.C. ZANDEE 964#2259. "I am in Tartous, Syria with a ship casualty that does not want to refloat because it is under-insured!"

Kevin A. TATE 1976 #2542. Sitting on the Hugli River south of Calcutta on a salvage job.

G.K. JOOSTE 1952/53 #1772. Graham has moved to Tarkastad in the Eastern Cape as from middle December 2010. He has promised to advise us of his postal address as soon as it is finalised. If anyone has contact with Graham please remind him to update me.

H.W. SCHEFFER 1971 #2403. Hugh is unable to join his class 40th reunion in Cape Town as Unicorn Shipped is transferring their London operation to Singapore and along with that goes Hugh. Ah well, shall have to wait another ten years for the next reunion.

I.E. PEDDLE 1960/61 #2184. Iain grew up in Simon's Town before going to Berlin, Germany during the Blockade 1947-52, Simon's Town again and then to Oudtshoorn before going to Bothie on Gordon's Bay. Joined Shell Tankers as they had very nice brochure about the Far East which caught my fancy, and the fact that most South Africans in Shell all ended up there. Instead, for my sins, I ended up in the North Atlantic and Baltic for most of my time there. After finishing my time with Shell, did a bit of boating for six months on Lake Tanganyika before getting my 2nd Mates in Cape Town. Joined Safmarine and after a spell in the Head Office (which I did not like), did an enjoyable year on the UK / Europe run. The ship (SA Shipper) was then nominated to do the second Safmarine cargo ship run out to the Far East. It was a very interesting trip indeed. Thereafter I left them and joined Unicorn. Joined Unicorn's Cape Town office as Second Mate on the Intombi. For the next few years trundled up and down the West Coast and South Coast in a variety of other ships. At one time on the Pondo Coast (the oldest ship in Unicorn, built 1923), we were sent off to Durban at 6 knots. On the way there one night, one of Safmarine's newest came tearing past and cheekily asked if we would like a tow. While on leave at one stage I got my Private Pilots License in Walvis Bay, and had many pleasant hours of flying at the various ports around the country. Once, while in Port Elizabeth, I had to deliver a parcel to a Pilot in East London. I checked with the Weather Office, (which every long lived Pilot does), they promised wonderful weather for the day. After flying there in the morning, the weather turned ugly, and I was stuck there for three days. Luckily the Captain, Morgan Williams, who was very understanding, and stood in for me till I managed to get a lift back.

Got to know all the funny little West Coast ports quite well, and then eventually was offered command of the Swazi. After being there for a while, went to Grainger Bay to get my Masters FG and went back there again. Meantime I had married Diane and she was agitating for me to settle down, so I eventually joined the Harbour Service. I was given a choice of Port Nolloth or East London. I naturally chose East London.

Went there as First Deck Officer on the tugs, during which time besides normal tugging, we went out on a couple of towing jobs, of which the most interesting was to the aptly named Dodo 1 which drifting from port to port and then having to be towed into each one. Also acted as Assistant Master and Acting Master on various dredgers and as Master on the various Pilot Boats. During the time there I had most unfortunately to give up flying, as I couldn't keep a wife, two children, two cars and a house on a FDO's salary.

Then after 4½ years in the small town pretending to be a city, was transferred on promotion as Master to Walvis Bay where I happily spent the next four and a bit years. We travelled around quite a bit there and really enjoyed our stay there. In between travelling around, did some compass adjusting, tows to and from Cape Town and got a Pilots License. After a year or so, someone from the hospital discovered that Diane was a qualified Radiographer and roped her in to work there, as, for the previous number of years there had been no qualified Radiographer there. All X-rays being done by the Dark Room Assistant. As I was starting to get a bit bored, I applied for, and got the job of Nautical Assistant to the Nautical Advisor in Johannesburg. Talk about a 'Culture Shock', my two sons had never been on an escalator before, and were absolutely entranced with these 'moving stairs'. Had a most interesting time there and Dave Powell the NA, encouraged me to do all sorts of things which I had never had the chance to do or thought of doing before. Managed to do a lot of hiking well. In 1988 transferred down to Cape Town as Pilot. Became Pilot Manager for a couple of years, till I resigned from that post after a serious argument with a couple of our new 'Know it alls' from HQ in Johannesburg. Stayed on piloting until I retired in 2006 as Senior Pilot. Spent a couple of years thereafter mentoring Trainee Pilots. After my contract with the 'School of Ports' ran out, I sculled around for a while. Am now making a lot of models, doing a bit of teaching at the Lawhill Academy in Simon's Town, and taking long, off-road birding holidays around the country. Di is still working to keep me in the style I'm accustomed to. And the boys, the eldest is a qualified Actuary and New Developments Manager at Discovery Health with two boys, while the other is a successful self employed Graphic Designer / Photographer.

F. KRONHOLM 1987 #2910. From 2003 to 2006 Finn flew with the Greater Manchester Police. 2007 Ground and Simulator Instructor with Flight Safety Farnborough. 2008 to present [2010]: TAG Aviation, flying the larger corporate jets. TAG Aviation is a management company with its head office in Geneva, but with offices in Farnborough and Madrid. We are the up market end of the corporate market. At least we try to be. Can't really say who the clients are but they are normally wealthy individuals or corporations. At present [2010] back in the States training hard on a new aircraft.

G.D. ROUSE 1981 #2748. I last knew of Greg based in Durban with Safmarine me thinks, now he is in England somewhere. Please let us know what you are doing these days, Greg.

K.W. LINDSAY 1960/61 #2180. Doctor Keith William Lindsay was a Nautical Lecturer at SAMNA GENERAL BOTHA from 1975 until 1978. He joined SANC GENERAL BOTHA as Cadet No. 2180 in the 1960 – 1961 term. He was Chief Cadet Captain in 1961. He was previously at Cambridge Boys' High School, East London. After leaving SANC GENERAL BOTHA at the end of 1961, he worked for the Ellerman & Bucknall Steamship Co. Ltd. between 1962 and 1966, first as a Cadet and later as a Third Officer. He then joined Unicorn Lines as a Chief Officer for three years. Leaving Unicorn Lines, he joined the South African Railways & Harbours for a short period. He then read economics and psychology for a BA degree at the University of Cape Town. Keith joined SAMNA GENERAL BOTHA as a Nautical Lecturer and taught Physics, Meteorology and Shipmaster's Business between January 1975 and April 1978. From there he went to Liverpool as a Senior Lecturer in the Department of Maritime Studies where he taught Shipping Business and Human Factors in Ship Operations. His research was done in the Marine Operations Research Unit with former GENERAL BOTHA Cadet Alan Bole Cadet No. 1588 (1949 - 1950 term). In 1985 Keith Lindsay was awarded a Doctor of Philosophy degree for his thesis entitled *Secondary Radar, Collision Avoidance and Ship-to-Ship Communication*. In 1989 he transferred to the Liverpool Business School of John Moores University as Principal lecturer in Operations Management. In 1997 he was Assistant Director for Undergraduate Programmes. Dr. Lindsay retired as Deputy Director in September 2005 and settled in Birkenhead near Liverpool, England.

D.D. MAC CULLUM 1957/58 #2063. Dave was Senior Cadet Captain while at Bothie. "I left Bothie and joined the SABC - 3 Yrs - (Electronics always fascinated me). Worked at Burroughs Machines - 3 Yrs. - (Not sufficient Electronics). Joined K. Baker Assoc - supplying

electronic equipment - 10 Yrs. (Electronics paradise - crazy environment - lots of fun). Worked at Datakor - supplying Computer Systems - 3 Yrs (Involved in developing - first PC to be supplied in SA - even more fun). Was with CICS Computer Bureau - 3 Yrs (Had to get to the bottom of how these Accounting Systems are designed) Started Focus Information Systems - in 1981 - Computer Software for Industry (the ultimate in fun - still boxing on for my sins).

P.K. van OS 1978 #2618. Although his family is still living in Dar-es-Salaam Paul is working in Doha in the good company of a number of other Botha Boys. "Presently staff Surveyor with Noble Denton (GL-Noble Denton as it now is) doing a mix of Warranty (second man) and some hands on (principal) rig moving, together with the MWS for construction and offshore installations, routine vessel inspections, towage approvals and some insurance / casualty work. All in all interesting and varied and good bunch of lads with a nice wide spread of expertise covering most of the bases so makes life interesting."

W.A. WALKER 1963 #2232. After much searching for the AWOL Will, Keith Lindsay came to the rescue. "Will and his wife Madeleine work for a church in Ontario. They have three married children and travel quite a lot with their work which involved counselling sick people. A great couple who are doing marvellous work with people in distress."

P.M. SEMARK 1960/61 E55. 1962 to 1967 Paul was apprentice fitter and turner in power stations in Port Elizabeth. 1968 to 1971 Studied for B.Sc in mechanical engineering at the University of Cape Town and worked at Salt River Power Station during vacations. 1972 to 1993 with Eskom in many roles including two years in France studying nuclear engineering. BA Degree in economics and sociology, studied management at Harvard University and chairman of various companies. Retired early as an executive director on the Eskom board. 1994 to 1999 Full time senior lecturer at the University of the Witwatersrand Business School. Master's degree in Management. 2000 Part time and visiting lecturer for the Wits Business School and private consultant.

BRIAN GEORGESON 1957/58 #2049 Brian writes: "Have just returned from Kilimanjaro where apparently it very rare indeed for someone of my vintage to summit. The guides accordingly informed me I had been given a Swahili name out of respect, it being 'babu'. On enquiring on the meaning thereof was informed 'grandfather' !!!" *Congratulations Brian.*

SOS

NAME	CLASS	LAST KNOWN LOCATION
John Burns	Tech – unknown	SAMTRA, Simon's Town
Michael Field	1948/49	Sea Point, Cape Town

I have exhausted my sources, All, please make an effort to locate these AWOL.

KZN BRANCH NEWSLETTER DURBAN - JANUARY 2011

Welcome to another year for General Botha Obies and all of the best for a very good one. We continue to enjoy excellent monthly lunches at the RNYC so Obies come down to the bay on the first Wednesday of every month catch up with old friends and the general goings on in the maritime world.

Towards the end of last year Roy Martin was involved in a bad accident and was unconscious for a long time. Obies from all over phoned and sent e-mails of support to Roy and his family. Thankfully Roy slowly recovered and is now doing well.

The Christmas lunch held on 8th December at the Westville Country Club was a wonderful get together with 42 Obies and friends in attendance. This was about 10 more than last year. Roy and Gwen Martin attended and it was great to have them there for the happy occasion. We enjoyed an excellent meal and afterwards were able to network and many old friends caught up for the first time in many years. Thanks a lot to Derek for organising the venue and the many phone calls he made to advertise the event and encourage Obies to attend.

The South African Sea Cadets were once again assisted with a donation.

Recently Obies were saddened to hear of the illness and subsequent passing over the side of Commodore Robin Thomson. Robin stayed at the same establishment as George and Wendy Foulis and they provided much support to him. Thanks for your efforts George and Wendy. It has been confirmed that Robin's funeral will take place at the Holy Trinity Roman Catholic Church, 210 Musgrave Road, Berea, Durban (+27 31 201 1288) on Wednesday 16 February 2011 at 11h00. Father M P Biancalani, who knew Robin and Helené well, will conduct the funeral.

We believe Dennis Cowley is returning to South Africa and will be present at the AGM. Hopefully he will meet up with many of his old shipmates there.

2011 is the 80th year since the first GBOBA AGM was held. To celebrate this milestone a lunch on Sunday 5th June will be held. The venue and further details will be circulated nearer the time.

AUSTRALIA BRANCH NEWS

Our pre Christmas lunch was held on Saturday November 27 in Newcastle NSW. Charles Parsons, Robin Fisher, Stan Damp, John McTavish, Rudie Auer, Grenville Stevens and Peter O'Hare plus wives/partners attended. It was great to see Charles and Jinnie Parsons attend as they had not been well. Regards to all and please get in touch if you are going to be "Down Under". Grenville Stevens (2189 60/61) Chairman

Andy Fotheringham (2525 '76) Vice Chairman

Peter O'Hare (2247 '64) Hon Sec, Australia peteroh@bigpond.com Tel 0417 028809

UNITED KINGDOM BRANCH – Ted Fisher

Obviously, very sad to learn of the passing of Captain Hub Stohr. Certainly a well remembered gentleman within the Cape seafaring community. I only had the pleasure of meeting him once a few years back and came away with a long lasting impression of someone well versed and dedicated to assisting students with whom he came in contact. I'm sure all the UK Members who knew Hub will join me in offering our condolences to all his family at this sad time.

We are very much looking forward to our visit in February/March and being able to attend and represent the UK Branch Members at the AGM/Dinner in Cape Town on 5 March...be quite an experience meeting up with ex-cadets after many a long year. No doubt there will be a few attendees from the UK!

On the local news front, Barbara and I met with Peter and Norma Heydenryck at Goodwood Country Club upon their return in December from Perth Australia. They found it a serious business the change from temperatures in the thirties and sunshine to those well below freezing coupled with thick snow!! It is good to see them back here again, now house hunting in the Chichester area. I believe they have found a property to their liking. Howard Lincoln has been in contact to say he likely to be out in the Cape area so could find time to attend the AGM, will also be back on UK soil in April/May time.

Hugh Scheffer (1971) has informed that, with Unicorn Tankers relocating to Singapore he together with family will also be on the move and departs these shores on 13 February for said City. Hugh will continue to be responsible for the Unicorn Shipping Tanker Fleet wherever it maybe so, our congratulations to Hugh yet another 'Bothy Boy' doing well. Sorry to see him go as Hugh has supported out past events when time allowed.

On the social scene no events in the pipeline, possibly something in the May/June period could be arranged. Once again I appeal not so much for ideas but importantly just a confirmation that members within a couple of hours travel would be prepared to support a social which would include an invitation to Ex-Conway members as before.

That's it, all the best, Ted e-mail tedefisher@aol.com Tel: +44 1903 744400 & Mobile: +44 7702 635017

AN INTERESTING LINK BETWEEN BOER POWs AND BOTHIE CADETS.

George MacRobert 1941/42 #1188

Like Michael Linck, I read the note in the August Newsletter requesting details of Keith Clifton's past history but I have been remiss about doing so. However, I fully endorse all that Michael Linck wrote about Keith Clifton in the November Newsletter and would now like to add the following:

I also came from the Kimberly area and was General Botha 1941/42 and a midshipman RNR. With Keith Clifton and Hugh Underwood (both now Anchor's Aweigh). I served in the AMC Queen of Bermuda. After escorting convoys and carrying troops in the Indian Ocean the Queen of Bermuda was sent to the U.K. to be paid off in April 1943. After receiving further training in the U.K., Clifton, Underwood and I were appointed to the cruiser Ceylon and sent out to Trincomalee on the east coast of Ceylon (now Sri Lanka), which was the base of the Britain Eastern Fleet under Sir James Somerville. At that time the Eastern Fleet was mainly engaged in combined air and sea operations off the coast of Sumatra and Java. On being transferred to the Kilindini Escort Group in November 1944 I saw no more of Keith Clifton or Hugh Underwood, who probably continued to serve in the Ceylon in the newly formed Pacific Fleet. An interesting interlude from the Naval operations with the Fleet in the East India's occurred in April 1944 when the Ceylon was in dry dock in Colombo. Half the ship's company at the time was sent to a Rest Camp at Diyatilawa situated in the hills some 4000 feet above sea level. This made a pleasant change from the humid conditions of the coast. This rest camp had been the site of a Prisoner of War Camp during the Boer War, it having been the policy of Lord Kitchener to send the Boer P.O.W.s as far from South Africa as possible. Some of the Boer soldiers died whilst in Camp and were buried in a cemetery nearby. The inscriptions of the head stones of the graves with the names, dates of birth and places of origin of the soldiers buried there were of interest to the midshipmen from South Africa and a poignant reminder of home. A shop at the camp contained a number of souvenirs and artefacts, said to have been made by P.O.W.s in order to relieve boredom and to earn a little pocket money, a somewhat different souvenir shop from the conventional one for tourists.

THE LEGEND LIVES ON

Gijs Henri de Kock 1958-1959 #E6

The item THE LEGEND LIVES ON in the afore-last newsletter has prompted me to comment on the remarkable fact that two Bothie Boys of the years 1958-1959 are in possession of the St. Johns Cross. Although I received the St. Johns Cross under different circumstances than Colin Harwood, I am proud to be in possession of this distinction. The St. Johns Cross, in Dutch the 'Johanniter Kruis' is an eight-pointed cross worn around the neck, refer the photo on the website of the 50th Reunion General Botha 1957-1958 Old Boys of March 2008. Photo shows my wife assisting with placing the St. Johns Cross around my neck at a formal occasion. In 1984 I was invited to join the 'Nederlandse Tak van de Aloude Ridderlijke Orde van Het Hospitaal van Sint-Jan te Jeruzalem' (Johanniter Orde in short). In English: Netherlands section of the Most Venerable Order of the Hospital of St. John of Jerusalem. The Order is also to be found in a few other EU countries. This meant that I would become a knight within the Order under a few of the following conditions:- be of noble birth and titled; practise the protestant faith; assist in a range of voluntary social activities when and where possible; make yearly financial contributions according to one's own discretion.

Most activities take place in the Netherlands but sometimes we work together with other EU countries. My wife Dorothee (Doke), a Dame within the Order of St. John, is Regional Representative for the Province of Utrecht, in which we live. The actual ceremony of being knighted into the Order is a highly formal and very impressive occasion. The ceremony took place in the Hall of Knights in The Hague, similar to Westminster Abbey in London. The Hall was filled with the nobility of the Netherlands and invited nobility from other EU countries.

There were twelve new knights and dames to be installed during this ceremony. We were all individually asked to promise to keep to the required conditions of the Order. Then we were individually called up to approach the Commander-in-Chief (Landcommandeur) of the Order, the late Prince Bernhard - consort of our former Queen Juliana, and kneel before him. He tapped me three times on the shoulders with the ceremonial sword stating my title and name and accepting me into the Order. The St. Johns Cross was then placed around my neck. Dames usually wear the St. Johns Cross on the breast, but also around the neck if preferred. It is difficult to make an exact comparison of my hereditary title of 'Jonkheer' with other countries as practically every country has its own rules concerning the status of nobility. We were reinstated into the nobility when the Netherlands became a kingdom. Before that it was in bits and pieces, some sovereign. As family we prefer to use the title of baronet for explanation and comparison to the British. Our family-eldest is Henri Markus Baron de Kock, the 6th baron.

My reason for writing this article is that it is remarkable that two Bothie Boys of the same year have received the St John's Cross, although on different merit. I have tried to explain the main conditions of the Order, as the conditions of the British Order differ slightly from the European Orders. We for instance don't have an Ambulance Brigade, but then again in Germany they have the 'Johanniter Hilfe' ambulance services. Then there is also the affiliated order, The Maltese Order, they are Roman Catholics, we are Protestant, the British are Anglican. It all started with the Hospital of St John in Jerusalem during the Crusades for sick and wounded crusaders and also included their enemies and the local population.

Old Boy - Samuel Ethelwald Agatos ELLMAN (Class 1935) Cadet # 843

An urgent request for a Bothie cap from our slop chest via a friend of a friend of a friend etc led me to discover that the cap was destined for Saudi Arabia. Not knowing of any Obies based there aroused my curiosity and I finally made contact with Sam's son who writes:

"There isn't much else I can tell you about my father. He was on a Merchantman " Scientist" which was the first ship taken and sunk, by the German Raider "Atlantis", the "Scientist" was from the Harrison Line out of Liverpool. They were treated moderately well by the Captain and Crew of the Raider Atlantis. They were handed over to a Yugoslav Salt Ship to be transported to Somalia, and an Italian POW Camp. On the Yugoslav ship they were very badly treated, kept on salt in the holds with very little water, in tropical heat, and an aggressive regime inflicted on them by the crew. The Italian camp was chaotic and one morning they woke up to find that the Italians had slipped away in the night because the British Eighth Army was about to arrive. From there he joined the Royal Navy. Once commissioned he volunteered for Commando Training and became a Beachmaster. As I told you he did the landings in Sicily (Op Husky) and Salerno, after which he was decorated for swimming the Volturno River, in flood, at night, as part of the relief assault to get those trapped in Anzio, out. He then went out to the Far East to run river landings in Burma and there he took command of His Majesty's Survey Yacht (HMSY) Virginia. After the war he took my mother, whom he had met before the war in Liverpool up to Northern Rhodesia, to the copper mines, where I was born. On retirement he settled in Port Alfred, where he had a wonderful life, painting and playing golf. There, at the Royal Port Alfred Golf Club is the only memorial to him that would very much be to his liking. It is a carved out section of the bar top, inlaid in brass and it is called Sam's Elbow. He would hang out there with his pals and was highly regarded by all, as he was a true gentleman and a man of substance. He wanted neither funeral nor ceremony, when he left, some twenty years ago. I look forward to attending the long overdue dedication of The Combined Operations Memorial, which should be completed in the next year or so, in the UK. This long overdue memorial will be to those who were the forerunners of all Special Forces. Thank you for asking about my father, he was proud to have been a Botha Boy, and the experience definitely influenced the man he became. I am not sure who else he was with on the Botha, but he had been a shipmate of Boozy Biermann, later Chief of the South African

Navy. Thank you for the great service you do, in keeping the memories of the General Botha, and the boys it turned into men of substance.”

TABLE MOUNTAIN - RON WILSON 1956/57

Ron, as many of you know, is a prominent artist living in Canada, he has recently completed a painting of our heritage mountain. “South Africa’s greatest icon. I can’t explain the painting but I can talk about what it means to me; the rocks of the foreground are the immediate issues facing the country but the tide, like life’s ups and downs, ebbs and flows. Troubles come and go. The middle distance sea is calming, and the Cape Doctor spreads a mysterious futuristic cloth over the mountain. All highly symbolic for a dreamer like me, saying great things are possible now and in the future. This is the view from Blaauwberg, similar to what Mr. Nelson must have seen on Robben Island. The mountain speaks not of politics, not of the Koi inhabitants, not of Van Riebeeck nor of Parliament – it speaks of all these and yet not of any one of them in particular. Like wisps of Time, we have spread our various cultures before it. I first painted Table Mountain nearly fifty years ago, and several weeks ago Yvonne Katzin sent me her photo, making it possible for me to paint an up-to-date version in oil as regards the foreshore as it is now, and the ship approaching harbour. We are still arriving. My Table Mountain is on stretched canvas, 24 x 30 inches, unframed. Basic price 1440 Canadian dollars, shipping is extra. I’d be grateful if you would forward the link below to anyone who may be interested in buying the painting. Home from home.” See Table Mountain at <http://artist-ron-wilson.blogspot.com>

ANOTHER LEGEND LIVES ON

The venerable Steam Tug Alwyn Vintcent has been saved for Heritage! Until recently, it belonged to an Australian businessman, but it has been bought by the Villiersdorp Branch of the West Cape Tractor & Engine club. Their plan is to transport her by road to a dry-land resting place in Villiersdorp, very much in the public view. Initial plans are to dismantle the superstructure and remove the boiler. If this can be done and the load is less than 4.5 meters high, then it should clear the telephone and electricity lines. The task at the beginning of 2011 is to dismantle with care the internal and external pipe work, wiring and controls, along the proposed cut line. This is hard work, requiring careful marking and reference to the original drawings that we very luckily have. So far, we have had the Cormorants removed by SANCCOB, we have washed the vessel and covered her with shade netting, which so far seems to be discouraging the cormorants from coming back to nest. The Management of the V&A Waterfront are being extremely helpful. The move by road is scheduled for April 2011. The route will have to be via Hermon, Wolseley and Rawsonville on account of sharp turns on other approach roads. The vessel will initially stand in the yard of Dennis Viljoen Engineering in Villiersdorp while the reassembly and restoration takes place, after which a decision will be made where she will stand. The plan is to bring her back to steaming condition on dry land. At this stage, the costs involved in restoring her back to seaworthiness are prohibitive, but nothing will be done to the vessel that would prevent that from happening in the future. The planned unveiling is August 2013, at which stage our Club will be 21 years old. Further interesting details available on www.alwynvintcent.co.za

LAWHILL MARITIME CENTRE, CAPE TOWN

We reported in an earlier publication of the new “stone frigate” [this time built of real brick and mortar] facility behind the Simon’s Town School that houses the boarders as well as the class rooms for the Maritime Studies courses run at the school. We recently attended the students’ awards evening [passing out parade] and were again very impressed with the youngsters there, all extremely polite, well mannered and well dressed. The course has achieved its 15-year milestone, truly remarkable. Many Botha Boys have been, and still are, actively involved in contributing to the students maritime education there, one recent recruit is Iain Peddle

1060/61. The winner of our GBOBA prize last year was the worthy student Doctor Dlamini, no he is not [yet] a real doctor, that is his real first name. We expect to one day meet him on the bridge of his own vessel. Well done to all involved who contributes so much to the future of these youngsters.

SEA CADETS, T.S. WOLTEMADE, CAPE TOWN

The annual prize giving parade at T.S.Woltemade took place on Saturday, 27th November 2010. at Sandvlei. It was well attended by invited Guests and Parents. One is always impressed by the keen participation shown by the Cadets on parade. One of the highlights of the parade was a display of precision marching and rifle handling by the Drill Platoon. This platoon comprises of 26 Cadets who were fresh from participation on a daily basis at the Military Tattoo that took place at the Castle during November. They were rewarded by being the Guard-of-Honour for Defense Minister Lindiswe Sisulu on one of the evenings.

The Cape Town Sailors Home Dining Hall was officially opened after the Ceremony This particular project entailed the roofing of 600m² and includes galley, laundry and lecture areas. Guests were also able to observe the newly completed concrete boat launching way that would greatly facilitate the movement of boats and boat cradles to and from the slipway. Both these projects were funded by the Cape Town Sailors Home. Of particular interest was the acquisition by T.S.Woltemade of two three-pounder field guns from Gauteng. These guns were originally landed off a British warship in Durban probably around 1899/1900 and transported overland to the Mafeking area where they saw action. One of the guns was able to be restored in time for the parade and was fired at the end of the Ceremony.

DAWN LESSON IN GOOD PILOTAGE

The Cape Times November 11th 1970. George Young.

It was worth while sleeping the night in a 7-m cabin cruiser in order to watch the superlative exercise which Chief Pilot WILLY ROWE (**WILLIAM ARTHUR ROWE 1931/32 #588**, reported in *Anchors Aweigh Nov. 2010 Newsletter*) effected with QUEEN ELIZABETH 2 in the gale across the Duncan Dock soon after dawn yesterday.

The high-sided ship was as much as three tugs could contain, and at one time Pilot Rowe must have doubted the wisdom of bringing the big ship into the windswept dock basin.

Without the ability to trust at any angle like the Voith-Schneider propulsion process, local tugs are hardly effective if they cannot hold a 90 degree position to a ship, and in yesterday's wind they were having to screw to keep themselves on station. Even Old Smoky participated in the exercise.

The Queen Elizabeth 2 turned to wind as soon as she entered the dock, but wind prevented a tug getting a cant wire up to tow the liner to her wharf. So the high-sided fell off the wind, down towards the Eastern Mole and she required all available tug power to hold her.

** Pilot Rowe, in control of this ticklish manoeuvre with a R60m. charge in the south-east gale, was characteristically cool. On my small-craft VHF, his voice talking to the tugs revealed no stress or strain whatever, and he even apologized to a tugmaster for putting him in a difficult position.

**In an age when personality problems afflict some men in their jobs, Willy Rowe enjoys the perfect poise and aptitude for the task, and Cunard have reason to be highly satisfied.

THE ALTERNATIVE

Had Pilot Rowe turned the job down on grounds of wind velocity, delay to the big ship could be calculated in a loss running to five figures a day, and her schedule for the rest of the cruise would be upset. But he decided to "give it a go", and with the sparkling repartee of CAPTAIN BILL WARWICK over his shoulder, he eventually muled the big ship to her desired haven where she is securely moored until sailing time to-morrow. Getting her out may not be so difficult although had conditions allowed mooring port side to the quay, it would have been easier.

Yesterday's dawn manoeuvre was in the best pilotage tradition, and confirms that successive generations still produce their handful of peers. It brought back memories of the 1934 epic of Pilot Dick Robinson, who took the 22 000 ton Asturias to South Arm 1 in a 60-knot South – Easter gale to avoid delaying her. He came through the dock entrance at 10 knots, and went full astern right into his berth where two tugs waited to hold the ship up, Superb!

MECHANICS

Strolling through the palatial public rooms and successive living zones in QE2 yesterday, it struck me what an enormous responsibility rested with the Chief Engineer and his 29 assistants. The whole ship is a machine, a veritable power station, automated to the 9th degree, and if anything goes wrong down in the works, the outfit is rendered helpless. In my stroll I spotted one engineer only, and he could have been the Chief according to insignia. But the mechanical brains in these ships are usually modest, and they leave all the glamour to their deck colleagues who press buttons and make things work which engineers keep oiled and operational. It is not easy manning a ship like QE2 these days, and technical staff have to be much more than drop-out motor mechanics and sewing machine repairers.

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

BADGE	R100
TIE [STRIPED]	R60
PLAQUE	R150
PEAK CAP [BASEBALL TYPE]	R100
'n NAAM WAT SEEVAARDERS EER Geskiedenis van die opleiding skip.	DONASIE
A NAME AMONG SEAFARING MEN History of the training ship.	DONATION
FIRST DAY COVER 60 th anniversary of our Old Boys' Association	DONATION
BELT BUCKLE	R170
DVD "THE SHIP" Filmed on board during the thirties.	R40
DVD "RED HILL 1946/47" Collection of Rex Chamber's photographs with titles and accompanying music.	R45
DVD "SOUTH AFRICAN NAUTICAL COLLEGE GENERAL BOTHA 1954" Filmed by Barry Cullen and Chris Copeland.	R40

PLUS PACKAGING AND POSTAGE!

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

BANKING:

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
- Branch: Thibault Square, Cape Town
- Branch code: 02 09 09
- Account name: General Botha Old Boys' Association
- Account number: 070835128