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GENERAL BOTHA OLD BOYS' ASSOCIATION

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

May 2010

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.

The Joint Newsletter collects news and information of gatherings and activities of individual and groups of Obies from around the world, and it is encouraging to see in this edition reports coming in from the various branches, that there is so much camaraderie and clearly, as our Chairman writes "the legend lives on." At dinner recently with a couple of Old Salts, we were recalling the happier times at sea and the people we met and lasting friendships made, and we reminded ourselves that we all need to write about those memories. Well, many have done just that as we see in all of the past newsletters. Yet we could do with more.

In this edition you will read about some interesting Obies and their careers, and you will be pleased to read that the old Howard Davies is still very much afloat and returning to her original purpose in life – training cadets. There are also interesting developments of the linking of GBOBA branches with other organisations such as Conway and the NOA. Also in this edition the opening of the Lawhill Maritime Centre, and the part that many Obies have played in this initiative.

The 2010 World Cup is upon us in SA, but we don't envisage that preventing our monthly lunches as our Chairman reports in From the Bridge of ss Cape Town.

FORTHCOMING CAPE TOWN EVENTS

Joint Lunch with SOMMSA & SAIMENA

- Venue: Royal Cape Yacht Club, Duncan Road, Table Bay Harbour.
- Date & time: Tuesday 8th June, 1130 for 1200, lunch served at 1300.
- Lunch cost: R50 p.p - Partners welcome
- Subject: "The Reduction of the Wreck of the Barge MARGARET", Captain Kevin Tate
- RSVP: Kathy or Louise or Jacky – phone 021 788 5957
- or email cptchairman@generalbotha.co.za
- by Monday 1200, 7th June.

Please diarise: -

AGM & COMMISSIONING DAY LUNCH
2011 SATURDAY 5TH MARCH

WAR MEMORIAL SERVICE
2011 SUNDAY 6TH MARCH

FROM THE BRIDGE OF ss CAPE TOWN – Chairman Tony Nicholas

GBOBA matters have been relatively quiet following our 79th AGM and that makes the next AGM our 80th. We shall have to mark that special nautical milestone in some manner, your suggestions welcome. Your stoic committee made themselves available for re-election with the addition of Andy Cross who has volunteered to assist with the newsletters. Thanks all. We look forward to another successful year and the 2011 class reunions. Watch these publications for further news on these.

With the FIFA World CUP kick off only a matter of days away the port is re-visiting their security procedures. Their intention is to strictly enforce access to the port to TNPA disc holders only. I have raised our monthly lunches with the TNPA security manager and we appear to have come to an amicable solution. A day or two prior to our monthly lunch at the RCYC I shall inform him in writing of the lunch date that I host and that various members shall be seeking access to the RCYC on that specific date. He in turn shall circulate a notice to his security staff at all the access gates to sensitise them of your visit to RCYC on that day. So all you need to do is inform the gate security that you are attending a planned function at RCYC. However, take note that the Heerengracht gate has been closed. With regards to the soccer match fixtures clashing with our lunch dates; there are no Cape Town matches scheduled on our June & July lunch dates which are the SECOND Tuesday of EVERY month. Look forward to seeing you all there.

ANCHORS AWEIGH

D. JOHNSON 1960/61. Previously Vice Chairman of the SA Sea Cadet Executive, the Chairman of the Royal Naval Association in Port Elizabeth and an ex-SAN Lt Cdr. Derrick sadly passed away 24/04/2010.

J.F. HARTNACK 1954/55. Queen's Gold Medallist on the Bothie. After G.B. Fred sailed as Cadet with British & Commonwealth Mail s.s. and 1959 to 1964 as Third and Second Officer with Ellerman Associated Lines. 1964 - 65 First Officer and Master with Westminster dredging (Thames & Tilbury Dock). 1965 Captain, Royal Australian Army Engineers transportation and served as O.C. Landing Ship Medium. Served in the Vietnam war during 1967/8. 1969 became Harbour Pilot and Assistant Harbour Master in the Port of Launceston Authority, Tasmania. In 1979 joined the Australian Maritime College as Lecturer and Master of their training ship Wyuna. 1982 - 84 served as First Officer with Atlas Offshore, Oil Platform supply and saturation diving support, North Australian Coast and Bass Strait. 1995 Master with North Western Shipping and Towage providing tug operations in Tasmanian Ports. Deceased 20/04/2010.

C.B. ETHERINGTON 1947/48. Bruce was born in Premior Mine in 1932. He finished school at Selborne College in East London and then proceeded to General Botha in 1947. He was Senior Cadet Captain in 1948. He joined Safmarine in 1949 as cadet onboard the SS Morgenster and then sailed on various vessels in the fleet. He left Safmarine and joined the SAR & H in 1957 where he was 'spare' mate in Walvis Bay for 3 yrs. Transferred to Durban and was Mate, Master and Pilot. Off to Richards Bay as Harbour Master/Pilot when the port was in its infancy and was involved in the opening of the port in August 1976. Transferred to PE as Assistant Port Captain in 1984 and then returned to Richards Bay as Port Captain in 1988, retiring in April 1992. He remained in Richards Bay and worked for SAMSA for a short period, finally moving to Port Elizabeth in 2005. Deceased 02/03/2010.

M.J. SYMES 1978. Mike sailed with Safmarine before joining the harbour service on their tugs. Thereafter joined ISCOR and then became a director of Bidfreight Port Operations. Deceased 23/02/2010.

DAVID MOREBY (#1475; 46/47) Cadet & officer Shell Tankers 1946-59; Lecturer & Principal Lecturer at Plymouth College of Technology 1959-73; Dean, Faculty of Maritime Studies, Plymouth Polytechnic 1973-86; Professor of Shipping 1986-87; Head of Department, Shipping & Transport, Polytechnic South West 1987-90; Visiting Professor, Australian

Maritime College 1990-94; Emeritus Professor of Shipping, University of Plymouth 1994. On the business side he was Director of Jayship Ltd, owned & operated handy size bulk carriers; and he was MD of Marine Intelligence Ltd, a consulting firm. His qualifications were Master Mariner (FG), extra-Master, and Doctor of Philosophy (Phd). Died April 2010. See *extract from Lloyd's Shipping below page 8.*

SOS

Mail returned from **Henry Walker 1950/51** last known in Montague, Western Cape. I am sure someone out there knows where he is. Please let me know.

SCRANBAG

J.J. COUSENS. 1964 Jon joined Safmarine as cadet. 1973 obtained Master's FG and joined SAR&H as tug mate and later tug master in Port Elizabeth. 1987 promoted to pilot and transferred to Walvis Bay and to Cape Town in 1991. 2002 relocated to United Arab Emirates as harbour pilot at the ports of Dubai and Dubai Drydocks. 2006 relocated to Abu Dhabi as Marine Training Superintendent with IRSHAD [Abu Dhabi National Oil Company, Marine Division]. 2009 retired to Cape Town.

R.N. MC DOUGALL 1958/59 #2116. Robert went AWOL and following a strong response from a number of members he was found again, he writes; "Please accept my apology for being AWOL. We have moved further south to my son's dairy farm in Griqualand East, 28 Km from the town Kokstad Natal Province".

A chance encounter with **CHARLIE MOFFAT 1972** in the pub of Cape Town's Royal Cape Yacht Club, **BOB TERRY 1972** also being in attendance [where else other than a pub?] led to an enquiry of **ALAN RATHBONE 1972**. Following some enquiries via our network of Old Boys and Gals we ascertained that Alan now commutes between South Africa and Australia. I wonder whether that well known phrase *Sout something or other* is applicable to Alan.

JOHN MULLER 1966 #2286. 2000 with Tallships, Durban. 2003 responsible for the operational and commercial aspects of two bulk terminals of African Portland Industrial Holdings. The terminals were Motala Coal Terminal in Mozambique and the Walvis Bay Bulk Terminal, based in Johannesburg. February 2010 retired from Grindrod. John writes; "With **Ken Shirley 1967 & Ron Herman 1966** both in Maputo & probably a bunch of others in this fast developing port, maybe something interesting can be written for you. Lots of development going on as well as huge history. Ron has recently started up his own business there (retired from MPDC recently)". I have repeatedly attempted to contact Ron Herman to no avail. Ron please contact me: cptchairman@generalbotha.co.za

M.J. GIBSON 1981 #2720. 1989 Mike was working for Sealink, a marine supply services company running off port limit launches, a division of Pentow Marine. I did 4 years with Safmarine and came ashore to work in ship' agency, marine surveying, offshore launch services and started a marine services company called BOSSS. We did offshore launch services, marine security, crew transport, lifeboat servicing and certification, life rafts and equipment in Durban, Cape Town and Richards Bay. We also started a branch in Ghana. At present [2010] I have sold my interest in the company and am working as a freelance marine consultant.

H.L. STROEBEL 1981 #2732. 2009 Hilton was appointed Commercial Manager at Unicorn Tankers International. He is now based in London UK.

H.G.Y. LINCOLN 1959/60 #E31. After leaving "General Botha" Harold served an engineering apprenticeship with the South African Railways and Harbours, mainly on the tugs in Table Bay Harbour but also a stint in the mechanical shops at Salt River. Spent some time as engineer officer with SAR Ships and also coasting with Smith's Coasters. From 1965 to 1970 with the Cape Town engineering merchants Malcolm Simpson (Pty) Ltd. During that period studied part time at University of Cape Town to gain some formal knowledge of accounting, commercial law, etc. In 1970 moved to the UK, joined the London based engineering

merchants and contractors George Meller Ltd, becoming Contracts Manager. In 1975 joined the British multi-national specialist engineering company Howden Group PLC. After a period as their General Sales Manager in Johannesburg, appointed Managing Director of one of the two South African sub-groups. Appointed Managing Director of European operations in 1983 based in Oldenzaal, The Netherlands. This appointment included responsibility for mergers and acquisitions, eventually the European Group had operations in The Netherlands, Germany, France, Denmark, Switzerland, Belgium, England, Scotland and Ireland. Appointed to the main Board of Howden Group PLC in 1990. 1993 moved to the USA as Chief Executive with responsibility for operations in the USA, Canada and Mexico. Took early retirement in 1997 when Howden Group was the subject of a hostile take over. Spent the next couple of years as a marketing consultant in South America, mainly Brazil, Chile and Argentina. 2009 fully retired. Became a Rotarian in 1996 and as such have been very involved in humanitarian relief work in Central America, particularly Belize, Honduras, El Salvador, Costa Rica.

THE GENERAL BOTHA OLD BOYS ANSWERING CALL TO A FOGHORN

Bill Shewell writes.

How do you find your way forward when the avenue seems blocked? This was the dilemma facing Wendy Ivison now retired in an English countryside village with her mind prompting her to find details of a long lost father last seen or heard of when she was of young age. Google search found a small reference to a **Norman Thompson (#777; 34/35)** who trained at the S.A.N.C. General Botha, and it was to the Chairman's address shown on the website that the letter of request found its way. The monthly newsletter seemed the place to put Wendy's email inquiry with Tony's usual plea to any of those seafarer guys who might have known Norman. Yes many of us worked with Norman in the harbour service, Dennis Banks, Roger Layzell, Ian Harvey and yours truly all responded to Wendy. My email response with scan of group picture of Norman as a Pilot in Durban happened to arrive on Valentines Day which in Wendy's own words. "This has been the happiest Valentines Day card I have ever received". With the help of my wife, we hope much has now been conveyed to Wendy of her late Father's character with his work, his passion to help the less fortunate reflecting the strong genes that surely have been passed forward to Wendy and her children. With the amazing help of the Bothie newsletter, the fog in one persons life has lifted to show the beauty of bright sunlight. Thanks Tony for your help.

THE LEGEND LIVES ON – Ian Manning writes.

I am trying to update the list of national and military decorations and medals awarded to GENERAL BOTHA Cadets. The existing list contains only former Cadets who were awarded decorations, medals and other awards in the Second World War. In the ensuing +65 years many former Cadets have received awards that are [arguably] easily the equivalent of several of those mentioned in the original list. The fact that most of these are South African awards and that some others are foreign does not diminish them in any way. South African awards were never just "given away". The requirements for some of them were higher than those of their United Kingdom "counterparts", although there is no real basis for comparison between the awards of different countries. Among others, H. H. Biermann, Glen Syndercombe and Arthur Bluett received South African National decorations and Paul Wijnberg received a French decoration. There have been several Southern Cross Decorations [SD] Southern Cross Medals [SM] and Medals for Military Merit [MMM] and as well as other awards made to former Cadets since the Second World War. They should also be recorded. This is not a major project of mine. I have several which I work on occasionally. For example, I am trying to obtain "biographical notes" on various staff members in GENERAL BOTHA over the years as well lists of those who comprised the staff each year. *Indeed this is valuable research contributing to the history of the ship and those who trained in her. Thanks sir.*

KZN BRANCH NEWSLETTER, DURBAN - Ernest Nellmapius

We continue to enjoy excellent monthly lunches at the RNYC, so Obies come down to the bay on the first Wednesday of every month. There are usually interesting visitors from afar and the lunches are an excellent way of catching up with old friends and general goings on in the maritime world. There are great views of the Port and movements of various craft to enjoy. The AGM and Commissioning Day Dinner, held on Friday evening 19th March 2010, was a great success and enjoyed by all who attended. Seventeen Obies attended and it was nice to see some new faces there. After the meeting a good meal and socialising took place and many jokes and yarns were swapped.

The committee is planning a mid year dinner/ social for all who are interested. This function is for Obies, wives, partners and friends and will provide a chance for some socializing and networking in a pleasant environment with good food, wine etc. This function was discussed as an alternative to an AGM where wives, friends etc could be invited to the dinner. It was decided that a separate function would be more appropriate. It will be endeavoured to have music as background entertainment and for a bit of dancing for those who are willing and able.

The dinner/ social will be on Friday 16th July, 18.30 for 19.00 at the Westville Country Club.

This venue is suitable due to ease of access and parking and, from past experience, the food is good. **The cost will be R110 and the committee will sponsor some wines and port** So come along Obies – bring your wives, partners and friends along for a good dinner and party.

AUSTRALIA BRANCH NEWS – Peter O’Hare

Our Annual Commissioning Day Lunch was held in Sydney on Saturday, 20th of March. Chairman Grenville Stevens was unable to attend as he was cruising on a passenger ship somewhere in the world. Vice Chairman Andy Fotheringham could also not make it as at the last minute a cyclone was rapidly approaching his home in Mackay, North Queensland. Attendees were: -

Stan Damp accompanied by Jennifer Partridge and Hugh Murray; Gordon and Betty Maxwell; John Mc Tavish; Rob Lovell; John Sampson and Mrs. Sampson; Jinnie Parsons and her carer Karen (Charles Parsons was not able to attend); Peter and Jenny O’Hare. All had a good time.

The Queensland group had a lunch on 18th April.



Australia Branch Lunch 18 April 2010

Our next Sydney lunch will be held on Saturday 24th July at the Great Northern Hotel, corner Mowbray Road West & Pacific Highway, Chatswood from 12 noon.

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, 1976)

Vice Chairman

Peter O’Hare (2247, 1964)

Hon Secretary, peteroh@bigpond.com Tel: 0417 028809

GAUTENG COMMISSIONING DAY LUNCHEON - Ivor Little

The Gauteng Branch held its annual Commissioning Day luncheon on Sunday 28 March. Thirty five ex-cadets, wives and family members attended. The Branch returned to an old favourite restaurant for the occasion and the Harvest Inn responded by producing a top class three-course luncheon that was thoroughly enjoyed by all present and continued until well in to the afternoon.

Two important decisions were made at the luncheon, which also doubles as our AGM. The first was that in view of the strong support that we are getting from our *HMS Worcester* members we would in future refer to the Branch as the *SATS General Botha/HMS Worcester* Old Boys Association (Gauteng Branch). This would also bring us in to line with a similar decision made in Canada. It was also unanimously decided that we would accept the offer of reciprocity made by the Gauteng Branch of the Naval Officers Association, thus effectively amalgamating the two organisations for social functions.

Those ex-cadets who attended were our host Frank Wheeldon who lives in the complex and who, with his wife Shirley, also invited Mary Leader, a fellow resident and the widow of Bill Leader (44/45); Laurie Barnes (46/47); Gordon Cross (47/48); Drummond Terry (50/51); David Jones (OW 51/53), Vic Albert and Mike Crewe (52/53); Tony Hunter, Ivor Little, Eric Moir and Keith Quayle (53/54); Tony Jacquet and John Orrock (54/55); Archie Campbell and Brian Glass (55/56), Brian Watt (56/57), Ian Thurston (OW 1959) and Brian Preiss (1964).

GARDEN ROUTE GB OLD BOYS GROUP – Laurentius van Rouendal

Rita and I often remember the day when Dennis Henwood asked whether a Group of the OB's in this area could not come together once in a while. This has been established and the Group meets regularly (approx every 2 months) and really enjoys the company of other Old Salts. The younger Bothie members do not attend often, since they are still busy to earn their living. It is therefore up to the elder members to get the get-togethers going from strength to strength.

The eldest member is Basil Bridman (#1342; 44/45) and *every time* he spoils everyone that is present with a packet of really delicious home made fudge. He and his darling wife, Patty are the most regular attendants of these luncheons (arriving at the chosen venue before anybody else). Unfortunately the health of John Taylor (#1380; 44/45) and his wife Sylvia makes it difficult for them to regularly attend future luncheons. We all regret that. But in Basil's footsteps follow Capt Gordon Stockley (#1621; 49/50) and his wife, Mary with their contagious laughter and good humour. The other older-than-us Old Salts that always attend are: the calm and relaxed Bernard Horn (#1600; 49/50) with Ann Dodd /our tireless hiker Clyde Louw (#1660; 50/51) with Niki Gerber (most efficient organisers) / as well as the very-much-so equally efficient organiser, Trevor Holmes (#1947; 55/56) and his charming wife Adelaide.

On 16 January we had the first 2010 luncheon at our home. There were, amongst others, as many as **five** 57/58's present, namely Keith Collins (#2077) and John Dugmore (#2045) who came all the way from Cape Town and Somerset-West for the occasion, Peter (#2059) and Anita King who came from Joubertina, Reg (#2085) and Isabel Walters who came from Still Bay, and Laurentius



Garden Route Lunch 16 January 2010
Basil Bridgman, Keith Collins, Peter King,
Van van Rouendal, Reg Walters, John
Dugmore

(#2082) and Rita van Rouendal. We later learned that Hans (#2067) and Marie Oostenbrink from Hermanus would have come as well if they were just aware of the function. What a pity nobody knew beforehand!

The following Garden Route luncheon was undertaken on 20 March 2010 by Francois Oosthuizen (#2311; 67/67) – still at sea, but who managed to be present for the first time during the successful Kingfisher-Restaurant-Mossel Bay-luncheon on 07 November 2009 that was carefully organised by Reg and Isabel Walters. Francois and Sylvia organised a superb get-together at the Kwelanga Lodge outside George. The meal and pudding was above everybody's expectations, and the venue superb. This wonderful place may perhaps prove to be too expensive to go there too often, but everyone agreed that it was a very special occasion. A cheaper meal would also suit all just fine, because ...



Garden Route Lunch 20 March 2010

The most important aspect that ALL agree upon, is that an informal meeting - where all can mingle - prove to be the most popular type of gathering, because the common background and fond incidents that we share with each other are precious memories to take with on life's road.

The legend therefore lives on - alive and well also in South Africa's Garden Route.

Any Obies travelling the Garden Route should check with Van if there is a function to coincide with your schedule. Laurentius & Rita van Rouendal vanrouen@mweb.co.za.

UNITED KINGDOM BRANCH –Ted Fisher (May 2010)

Gentlemen.....having waited with bated breath for a response from members as to their suggestions for a possible venue into Surrey/North Hampshire for a Spring Lunch event it is with regret that for the moment nothing has been arranged.....however, I am ever the optimist please watch this space!!!!

On a brighter note, in conversation with Chris Nelson of Conway Solent Branch we shall be joining forces with them again this year in Lyndhurst for the Christmas Lunch on **Sunday 5 December** – A NOTE IN YOUR DIARIES PLEASE.

Conway have, for the past few years held a successful 'Weekend Away' down in Cirencester Glos. With Spring 2011 in mind after Easter, we are considering somewhere in Buckinghamshire, giving access to the Thames Valley area with National Trust Houses to visit together with places such as Marlow, Henley-on-Thames and the like? We believe this could be ideal for our members both GBOBA/CONWAY to gather from farther afield again watch this space and suggestions welcome!!!! Research to be carried out in the meantime.

On a personal note I'm relinquishing the job of Social Secretary of our Probus Club (Chanctonbury) and will take on the role of Club Chairman for 12 months as of next week's AGM 6 May –National Voting Day into the bargain.

"Above Board and Under Cover" by Ivor C Little... a fascinating and interesting read. Ivor was my Old Salt in 1954 and I recall he and Ernie Hinterleitner were pals on 'Bothie'. So many of the names mentioned by Ivor were people I knew. What a career he can look back on. Congratulations Ivor and may I say you were a great Old Salt in my eyes as a little 'Chum'. On that note ATB to all. Ted Fisher, Tel: 01903 744400; Mob: 07702 635017; tedefisher@aol.com

We received the following letter: -

The Howard Davis trains again:

The owners plus the skippers Charles Fenton and Piet Potgieter have kindly agreed to let Cape Windjammers Education Trust use ***Maharani*** (ex-Howard Davis) **for their one day marine environment awareness training programs.**

Capt. Phil Nankin was a life member of Cape Windjammers, and this organisation has for a long time wished to continue his legacy by utilising his brainchild to train young South Africans. Crew training will occur in April 2010 and the first batch of trainees will come aboard 6th of May - history in the making.

Sail Training Ship for South Africa:

The project to acquire a Sail Training Ship for South Africa has taken a leap forward with the donation of a fishing trawler hull and the appointment of KND naval architects. Should the necessary funding be forthcoming it is possible that we will see our very own square rigger under all plain sail in Table Bay in 2011. It might even become a venue for your monthly meetings.

We appeal to any of your members who have the skills and the energy to volunteer for this project to come forward and be a part of what will be a historic moment in maritime training in South Africa - Capt'n Phil would have been proud.

We are starting with a bare hull. So if the association or the trust feel that an active South African training ship would be an appropriate place to locate some of its memorabilia, then please note that we will need a nice big wheel - preferably from a sailing ship, a compass and binnacle, a bell, a walker log, and any such items that can once again have an active life of service to young South African sailors.

Kind regards

Dennis A Stevenson (M.Comm.) President & Founding Trustee, ph/fax: +27(0)866855174
cell: + 27(0)824991537; skipper@capewindjammers.org <mailto:antje@capewindjammers.org>
<http://www.capewindjammers.org/> <http://capewindjammers.blogspot.com> <http://teamsa-tallshipsrace08.blogspot.com/>
The Maharani has since been renamed HOWARD DAVIS, see <http://www.howarddavis.co.za/>

David Moreby: a hero of shipping and of education

Wednesday 5 May 2010 Lloyds List Michael Grey

THE age of the hero is long past, we are told, overtaken by the cult of the celebrity, although it is not a proposition to which I subscribe.

I often think the invisibility of the maritime industry, which most people only realise is there when volcanic ash grounds all the aeroplanes, stems from the fact that we do not have giants like Samuel Cunard, Albert Ballin, YK Pao or Lord Inverforth still stamping about, pushing over buses and making headlines.

Modern maritime corporate folk cling to their anonymity and it is a pity, when heroes are in such short supply.

One of my real maritime industry heroes died last month, after a long life that deserves both celebration and recognition. David Moreby was one of the most inspirational teachers in the shipping world during much of the second half of the 20th century.

After pre-sea training at South Africa's General Botha maritime college, he spent a dozen years at sea on the tankers of the Anglo-Saxon Petroleum Co, (Shell) before coming ashore in 1959 to the School of Navigation in Plymouth. For the rest of his life, Prof Moreby was associated with Plymouth, although his influence as an educator was to spread around the world.

Today, we are thinking about the so-called human element a great deal, but when Prof Moreby started to teach it was barely recognised, although human error was seen as a

panacea for any sort of accident that could not be blamed on the machinery. Unusually, he saw people as the most crucial contribution to successful ship operation, to the development of worthwhile marine industry careers and, of course, to marine safety. He regarded the natural qualities of the seafarer — tolerance, an ability to anticipate and then tackle adversity, humour and adaptability — as a foundation that could be built on to empower genuine industrial leaders. Get the right people, with the right attitudes, and provide them with the knowledge they need and bingo: commerce and technology mesh in an unbeatable combination. In the world of maritime education, Prof Moreby was something of a one-off, establishing close ties with the industry itself and offering a lot more than training for ship drivers. His was the impetus behind the famous Galbraith's Shipping Course, which put intellectual rigour into industry education long before the business school or the MBA was even recognised by those who ran shipping companies. When Plymouth moved out of the certificate training for ships' officers, maritime studies remained a hugely strong faculty, providing higher education for mariners and non-mariners alike. Prof Moreby — irreverent, impatient of the establishment way of doing things — made people throughout the maritime industry think. I interviewed him on a number of occasions, writing down his words with a smoking pen and scarcely having to say anything at all. He was invariably kind and helpful. He put across ideas about the way you could make the seafarer's life at sea more worthwhile, becoming more closely attuned to the commercial criteria surrounding a ship — effectively "on-board ship managers". He had such important things to say about the things that were going on during the 1970s, 1980s and 1990s, with the disappearance of so much of the UK fleet and the emergence of new shipping forces in the world. He made friends easily with people from every country and culture. He said such important and wise things about the way shipping companies were run, the way that ships were crewed. "Everyone panics in his own language," was a Morebyism that has come down through the years and is as apposite today as it was when it appeared in his comments on polyglot crewing of ships and the need to approach this with a certain common sense. It was his ability to link human nature to the way people behave aboard ship and in shipping company offices that made Prof Moreby such a one-off. He had boundless curiosity about the maritime and business worlds. He was years ahead of the pack in his ideas about human behaviour and personnel management, and he influenced many top-flight students, and indeed others, in the industry who went on to great things. He was also one of the most courageous people, cheerfully shrugging off the frightful medical calamities that he was to encounter over many years as if they were little more than common colds. Cancer of the larynx, numerous heart attacks, further cancers, the amputation of both legs — these life-threatening conditions were something to be laughed about. David Moreby was a hero for our times and our industry, and we will not see his like again.

SHORESIDE TRAVELLERS – Mike Lundy writes.

My latest book goes to the printers. After eight books on hiking (five as author & three as co-author) the title of the latest one rather gives away my encroaching age! "Scenic Day Drives from Cape Town" hits the shelves in mid April (just in time for World Cup). Hopefully it will be of use to OB's visiting the Cape.

DURING THE WEEK THAT WAS

Patrick Atwood writes from Wellington New Zealand.

There may be some OBs who will remember seeing the latest remake of the King Kong Movie which was released in 2005. I had a bit to do with one of the film's props. Since I issue hot

work permits which allow ships to do welding and gas cutting in the harbour, I was fortunate to see the ship that appeared in the movie being completely transformed into the look that was required for the film. After the movie, I saw her being gradually reduced to a hulk. Once nobody had any use left for her, and the attempts to have her become a dive site or scrapped fell through, I was allocated the task of getting her ready for scuttling. Over the past few months I oversaw her being cleaned out, and I prepared the sink plan. Last week, once she had been towed to her final destination, a colleague and I went on board to carry out the final deed which sent her to the bottom, ending my five-year involvement with this vessel. Video footage can be viewed via the following links:

<http://www.stuff.co.nz/national/3309041/King-Kong-ship-meets-watery-grave>

<http://www.3news.co.nz/King-Kong-ship-scuttled-on-Cook-Strait/tabid/303/articleID/140849/Default.aspx>

This is now the 5th time I've been so closely involved in a ship's scuttling. I have also played a more minor role in the scuttling of a couple of others, and have provided advice for a few more. I suspect some of my past Bothie lecturers will perish at the thought that they trained someone who would one day be so involved in sinking ships!

Opening of LAWHILL MARITIME CENTRE – Scribe

Wednesday 17 March 2010 was another milestone in the history of Simon's Town High School and its Department of Maritime Studies. It was the opening of the new Centre, which houses not only the dormitory accommodation for the Learners, but also their classrooms. This complex replaces the old hostel built from retired freight containers donated by Safmarine, which was rapidly deteriorating after more than 10 years of heavy use and suffering the exposure to the Cape storms.



What a fine building is standing there now as a double story on the steep hillside above the main school and looking out over False Bay and the Dockyard. This is the successful initiative of the Head of Maritime Studies, Brian Ingpen, whose passion for teaching and preparing young South Africans, boys & girls, from all over the country to pick up careers in the shipping industry both ashore and at sea. This Wednesday was also a memorable day for shipping South Africa as well as for education. The occasion demonstrated that there is commitment to the education and training of Seafarers and to the inclusion of such curriculum in our schools. We were encouraged to see not only the support of the shipping companies and leaders in the industry, but also to have as guest speaker the Premier of the Western Cape, Helen Zille, who spoke of bringing to the attention of the Government the needs of both education and shipping.

The new Centre, which has cost in excess of 1million Rand, is a donation from the TK Foundation in the USA. This generous gift was through the connection of one of our Obies, Sean Day (Chairman, TEEKAY Corporation). Sean who values his own education at SACS, at the GB and University of Cape Town recognises the need for other South African youngsters to have a similar learning opportunity. Teekay Corporation <http://www.teekay.com>, based in the USA, owns and operates a large fleet of tankers. The Company



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founder, the late Mr. Torben Karlshoej of Danish origin, bequeathed his money to the TK Foundation for use in appropriate maritime training and organisations. The Chairlady of the foundation is his daughter, Ms Susie Karlshoej, who was present on the day, together with Sean, and a number of staff from their Californian office, for the opening of the centre and to see the results of their donation. An extract from their website <http://www.thetkfoundation.com> states:

“At The TK Foundation, we believe in helping people help themselves. We are a philanthropic grant making organization striving to be a positive force of change by: Providing disadvantaged youth with access to career paths through education, vocational training and employment; promoting the health, safety and welfare of seafarers; promoting Knowledge and education in matters relating to the seas and oceans. Founded in 2002, The TK Foundation supports programs in these areas globally.”

The centre of course takes on the name of the sailing ship “*LAWHILL*” built in 1892 by WB Thompson & Company, Dundee, for Charles Barrie. In 1918 she was bought by Gustav Eriksen, the famous sailing ship owner based at Mariehamn, Finland. In July 1941, flying the Finnish flag and under the command of Captain Arthur Soderland, she was intercepted by HMSAS *Babiana* off East London and ordered to enter the port. In September 1941, now under the South African flag she sailed for Australia to load grain and railway sleepers. In 1942 she was officially declared a war prize by the Cape Town Supreme Court. Four South African cadets from SATS General Botha joined her for a six-month voyage from East London to Australia, returning via Cape Horn. There were other SA officers and cadets that sailed in her during her time under the SA flag. In 1947 she was sold to a Cape Town syndicate that included H. Olthaver and T. Woker, who traded her with coal from Durban to South America. One coastal voyage to Durban from Cape Town took 26 days due to adverse winds. In 1948 she was bought by Mario da Silva acting for an Indian merchant in Lourenco Marques, and she made her last voyage to that port from Durban. *Lawhill* lay at anchor off Lourenco Marques for about ten years before being scrapped.

Present at the opening of the centre in 2010 were three Obies who had sailed on the *Lawhill*. They were Joe Brownless, Dutchy van Dyl and Paul Staples. A fourth who was unable to attend was Bill Damerell – The Legend Lives on!

As I sat in that hall and listened and met all those prominent people, including Obies, and I watched the enthusiastic youngsters singing in their choir as they entertained us, and I listen to the Head Boy, Doctor Dlamini (Doctor is his name), respond to Premier Zille’s address with such pride and enthusiasm typical of his peers, I think of the GBOBA. Yes, the GB was a great training ground for us, but, to my mind, what has consolidated that training and empowered Obies all over the world to use that training and education to be individuals of influence in all spheres, has been the Old Boys Association and the network it has provided. And it is through that network that Old Boys are able to bring about and contribute to the success of initiatives such as the maritime studies at Simon’s Town High School and the Lawhill Centre. The thought struck me that these youngsters were the start of potentially another great institute in South Africa, and that amongst them, hopefully, they will see the potential of an Old Boys/Girls association to continue to keep them together as we have seen in our own association.

Not only was this a milestone in the school, but also it was a great day for South African education and the maritime industry.

Cape Town Branch Commissioning Day Weekend

Once again we had another great weekend of reunions and celebrations, as well as a good AGM with a healthy turn out. We have found that the 50-year reunions and gathering of Chums and Old Salts has boosted the numbers and made it a success.

The AGM and lunch at the Kelvin Grove Club has been enjoyed by Obies and their wives and partners. The AGM was in itself well supported and discussions contributed by all.

The Sunday Memorial service and wreath laying ceremony, as well as the gathering afterwards at the Seafarers' Mission was well supported, and the larger family of the descendents of General Louis Botha and Mr. TBF Davis included.

Mention must be made of two Obies in particular who contributed to the organisation and logistical support and smooth running of the Memorial service. They were Peter Coetzee and Jimmy Cooke. Peter coordinates the service and refreshments afterwards at the Mission, and this takes a lot of work with correspondence and bureaucratic permission and procedures with the City of Cape Town, the Mayor as well as the SAN and other bodies. It is a minefield that he methodically negotiates and successfully comes through – Thank you Peter.

Jimmy Cooke quietly gets on and does whatever tasks we ask of him, the Memorial service being one of them. As the Navy is not easily available to support us as in the past, we find that we have to rely on other people, and Jimmy and his company, ATLATECH, come to the fore with logistical support. Not only that, but he sees to it that the cenotaph and surrounds are clean and presentable for the occasion. This is no mean task considering the abuse the area has with city vagrants and construction works around it. On a previous year he had his staff out cleaning the memorial of graffiti.

Jimmy needs mention on another good deed. Recently the Navy arranged to have all the ships' crests in the Selbourne Dock cleaned up and repainted. Jimmy organised his staff to repaint and rejuvenate the General Botha crest in the dock. Thank you Jim and ATLATECH.

This is what we can expect when our Branch Secretary looses his notes: -

Sorry, no minutes arrived this week. Instead we'll make do with the records of another meeting that took place in the wash room at the airport.

I was barely sitting down at the airport washroom, when I heard a voice from the other stall saying, "Hi, how are you?"

I'm not the type to start a conversation in the restroom but I don't know what got into me, so I answered, somewhat embarrassed, "Doin' just fine!"

And the other person says, "So what are you up to?"

What kind of question is that? At that point, I'm thinking this is too bizarre so I say:

"Uhhh, I'm like you, just traveling!"

At this point I am just trying to get out as fast as I can when I hear another question.

"Can I come over?"

Ok, this question is just too weird for me but I figured I could just be polite and end the conversation. I tell them "No . . . I'm a little busy right now!!!"

Then I hear the person say nervously, "Listen, I'll have to call you back. There's an idiot in the other stall who keeps trying to talk to me."

With the greatest respect to Hugh James!

HERE TODAY AND GONE TOMORROW.

By the Late Mother, Anne Cowen, of OBIE Bill Shewell

My first long sea voyage took place when I was seventeen years old and treated to a voyage by sea from Vancouver, Canada to England, stopping off at San Francisco on route, passing through the Panama Canal.

Arriving on board, in 1928, I was dismayed at meeting twelve lady passengers travelling on the freight ship of Furness Withy Lines which was to carry us to Europe, and not a single male in sight at first, except a few – to me –very elderly ship's officers.

However, I had enjoyed the sea journey quite happily without a junior officer in sight until I caught the eye of a good-looking young third officer and my journey suddenly came to life.

The voyage became filled with romance; star-filled evenings and music from the local gramophone filled my moments with romance, to say nothing of visits to the radio cabin in the company of other junior officers.

We talked, we danced, we sang whenever we could in the moonlit nights, and I hadn't a

thought in my head except to enjoy myself as the ship rolled on towards, for me, an unknown world; an unknown world about which I knew nothing.....But I learnt.

The evening finally arrived after three wonderful weeks at sea, and we packed ready to go ashore the following morning, my heart beating with anticipation as to the further excitement laying ahead

We stood together in the moonlight, saying goodbye for the time being, and as he looked at me, holding my hand, I heard him telling me that this had to be good-bye.

No, he explained gently, he would not be leaving the ship and this had to be good-bye. His girl friend would be arriving shortly, and yes, he was sorry to say good-bye to me, it had been a good trip and everything, hadn't it—and he'd never forget me.

My Aunt had already reached the dock and was waiting patiently for me, as she had been waiting patiently for me all through the voyage. I stood, gazing up at him. Then suddenly I remembered a saying I had learnt at school. "Here today and gone tomorrow."

Then I turned and ran down the companionway to my waiting Aunt.

Barrie Sanderson Evenden (#861; 1936/37)

We received an interesting email from Dr Robin Pelteret, who had noticed the incorrect spelling of Barrie Evenden's name on the Muster List. We thanked him for pointing this out and have corrected the error. In fact BS Evenden is one of the cadets listed on the Roll of Honour, and in the book *A Name Among Seafaring Men* his name is spelt correctly. Evenden was 4/O on Clan Line's *Empire Song* when she was struck by a mine in the Mediterranean on 9 May 1941, and he was reported missing, presumed lost as the result of enemy action.

The interesting thing about this correspondence was that Dr. Pelteret wrote –

His father, Charles Alfred EVENDEN, conceived of the M.O.T.H.S. movement, still extant to this day; and in one of his books "Like a Little Candle" (written in response to his son's death) spells his son's name BARRIE.

Intrigued by this I googled Charles Evenden and the M.O.T.H.S. to discover that Charles was in fact the founder of the Order of the Tin Hat which began in South Africa and spread world wide. The candle is part and parcel of the Tin Hat that must have been very much symbol of the memory of his lost son, a cadet out of the Bothie. From Wikipedia the following –

...one night in 1927 after he (Evenden) and the editor of *The Natal Mercury*, RJ Kingston Russell, had seen a war film, Evenden was persuaded to draw a cartoon on 'remembrance'. According to the Dictionary, "The cartoon showed a tin helmet surmounted by a burning candle. Around the flames of the candle were six words – *True Comradeship – Mutual Help – Sound Memory*".

Charles Evenden was amongst other professions in his career, a cartoonist and worked on the *Natal Mercury*. From Wikipedia –

...under the nom-de-plume of EVO. He remained with this paper from 1924 until 1953. With the startling simplicity of his ideas he soon made a name for himself. To emphasise his attitude towards politicians and bureaucrats he created two characters 'Dr Mug' and 'Mr Wump'. His brand of Cockney humour had a special appeal for the newspaper's readers.

Final thought:

The Pessimist complains about the wind, the Optimist expects it to change and the Realist adjusts his sails.

With greetings from the Scribe dhenwood@iafrica.com

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

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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
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