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GENERAL BOTHA OLD BOYS' ASSOCIATION

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

MAY 2016

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.

GBOBA/SOMMSA JOINT LUNCH

- Tuesday 14th June, 1130 for 1200 – Pub lunch, Royal Cape Yacht Club.
- Speaker: Andrew Walker AIG Marine Regional Loss Control Manager
“Marine Insurance - Managing the Risk of Project Cargo in the Energy Industry”.
- NOTE the earlier start time. Cost R55 per person excluding gratuity.
- Booking for the lunch is important, please RSVP by Sunday 12th June 2016 to:
Kathy Nicholas: Phone 021-788 5957
Email: cptchairman@generalbotha.co.za
Facsimile: 086 233 6410

FROM THE BRIDGE OF ss CAPE TOWN – Tony Nicholas

The first quarter of this year has been an adventurous period including your chairman and a class mate having a very close encounter with a Spitting Cobra in the Cederberg Mountains. More sedate but no less exciting has been the successful *Bothie Weekend* encompassing a number of term reunions, see below. On the subject of reunions the CWPB (Conway/Worcester/Pangbourne/Botha) 2017 reunion in Victoria, Canada is still being planned. I shall post further updates when available on our Face Book page. In the meantime if interested contact the planning committee at cwpb2017@gmail.com

During the proceedings of our AGM Roger Shearar 1960/61 presented his sextant to the association which he won as a Navigation prize. It is a Heath & Co. vernier sextant dated 1943 and has all the original mirrors, telescopes, shades etc. Our grateful thanks to Roger for his generosity, we shall report further on this subject.

Onto a more serious subject, the association's financial sustainability. Cape Town branch incurs high operating overheads in hosting the Annual War Memorial Service and publication of the quarterly newsletters. This was highlighted in detail at our AGM. Durban branch does contribute 50% of the

newsletter cost and this year made a welcome donation towards the annual service. But the fact remains that the Cape Town branch cannot sustain these overheads indefinitely. We still post 182 hard copy newsletters to members internationally. Given that many Old Salts do not have email we are certain that all other members do have email addresses. Thus we AGAIN appeal to members to advise their email addresses to cptchairman@generalbotha.co.za. This would reduce our overheads substantially. This year's annual service cost ZAR15,335.75 which translates into a 13% increase on 2015. Gone are the days when we could host this event for no, or little, cost. In this age we are required to have certain facilities in place as required by the authorities, at a cost. Thus we request innovative suggestions on addressing this situation. Perhaps a company sponsorship from an Old Boy. Over past years Jimmy Cooke 1961/62 has provided welcome logistical support from his company.

SCRANBAG – Tony Nicholas

Galley wireless hums with news that **COLIN JOHNSEN 1971 #2392** is departing to join **JOHN ABERCROMBIE 1969 #2356** in a lecturing post at the Maritime College in Oman. My enquiries to both have not brought any response. Someone please chuck a shackle in their direction.

R.B. SHEARAR 1960/61 #2186. "I was of the '60/'61 intake at Bothie and went from there as an apprentice with Hall Line Ltd., part of the Ellermans group, doing 2nd Mates in London in '64, 3rd Mate with Ellermans until going for my Mates ticket in Cape Town in '67. Then 2½ yrs as Mate on the MV Zeehaan running Rhodesian beef to the Congo. Married Norma in 1968, Masters in Cape Town in 1970, and 4 months with Willem Barentz as 2nd Mate out of Las Palmas then Mate and Master in Marine Diamonds joining the Harbour Service in Cape Town in April 1975 and staying there until retiring as Pilot in 2009. I must confess to loving working on the tugs and more so as pilot!"

J.S. RAUBENHEIMER 1947/48 #1527. Jim resides across the *vlei* from me so perhaps we could establish a Zandvlei GBOBA chapter. In 1948 student at Witwatersrand Technical College, Johannesburg. 1949 started 5 year apprenticeship as an electrical fitter. In 1953 transferred apprenticeship to The English Electric Company of S.A for the final year. In 1954 resigned and travelled to UK and re-joined EE at Stafford Works as a Special Trainee. During the year joined Steel Industries Division and was sent to various steelworks in the UK, and eventually to Norway and Sweden. In 1955 employed by Swedish State steelworks, Lulea, as Maintenance Engineer on loan from EE, to install a system of planned preventative maintenance to improve production performance and output. This system was eventually extended to cover mechanical and harbour iron-ore loading maintenance, and is still in operation today.

1958 resigned and returned to SA to visit mother and re-joined EE SA as Installation and Commissioning engineer (Mines), and completed eleven winder hoists situated between Johannesburg and Kimberley in the year on various gold, coal and diamond mines.

1959 married and was appointed by EE SA Resident Site Engineer, Iscor Works, Vanderbijlpark supervising the installation and commissioning of numerous steelworks plant in Iscor's expansion.

1962 resigned from EE SA and was appointed Works Engineer McWillaw Iron and Steel, Isipingo, Natal. This company also had a ship-breaking yard in Durban Bay, and the steel scrap from these vessels was converted to new steel products.

1963 resigned from McWillaw to take up a Sales Engineering position by invitation from EE SA, at their head office in Johannesburg.

1964 Invited by EE SA to transfer to their Benoni Works as Project Engineer (Traction) to extend the factory and equipment, man and commence production of electric locomotive and passenger train equipment.

1968 appointed General Manager Benoni Works, as well as manager Traction and Large Electric Motors.

1969 resigned due to takeover of EE by GEC, and joined Tube Investments as MD of Flexible Tubing Africa manufacturing all types of hoses and fittings for mining and general industry.

1971 transferred by TI to head office Johannesburg as MD TI Engineering.

1972 appointed Group Corporate Planner TI while still controlling Engineering division.

1973 resigned and joined Marthinusen Industries as MD electrical products.

1974 reassigned to take control of Bonnycan Electric, owned by Anglo-American, on the sudden death of Bonnycan's MD in a car accident. Bonnycan was subsequently purchased by Marthinusen.

1976 resigned and took a partnership and control of Republic Electric in Boksburg handling electrical equipment repairs and maintenance for mining and general industries.

1977 assumed full ownership of Republic Electric.

1981 Republic Electric bought by GEC SA and appointed MD LH Marthinusen, with six branches in SA, and chairman of LHM in Harare, Zimbabwe. Repair contracts were obtained from power, rail and dockyard companies in Taiwan and Hong Kong.

1983 resigned from LHM due to pending sale of the company to Delta Electric, and entered the textile industry through a franchise operation and opened four retail outlets, one in Johannesburg and three in Pretoria.

1984 took over the franchise for SA on approval of the Australian owners and built the franchise to 27 retail stores in SA, sourcing fabric and other items from SA manufacturers and from other parts of the world. A very successful company until bad management in Australia forced the liquidation of the company world-wide in 1994.

1994 to 2009 took a certificated course in nutrition and health, and sold health products and imported domestic water distillers nation-wide.

2009 more or less retired with odd jobs in the advertising industry. Currently [2016] chair of the wine and camera clubs at our retirement village.

K.D. ELLAM 1985 #2863. Until recently Ken was with Swire Salvage and handled a successful oil and ammunition recovery from a WWII wreck off St Helena, of which we still wait to hear from him. He writes;

"I realised that I had better update you with my new contact details to avoid being blacklisted and declared AWOL in the next newsletter.

I have spent the last 13 years with Swire Pacific Offshore, initially sailing as C/O and Master on both anchor handling tugs and supply vessels, the last year of my time at sea was spent offshore Sakhalin on Ice breaking supply vessels (IBSV's) – (I recall that Graeme Spires was also working in the region at the time, I think for shell?)

In 2008 I came ashore and took up a shore posting with Swire and have been based in Singapore since, during this time I have been responsible for the establishment and development of Swire Salvage, this was a stand-alone division of Swire Pacific Offshore and handled all work related to marine salvage, rescue and commercial towage (excluding oil and gas structures, rigs etc that were handled directly by SPO) We completed a significant oil recovery operation off ST Helena last year which I believe you are aware of through the article in Maritime Africa?

Due to various changes, I decided to move on and have taken up a position as General Manager with Solis Marine Consultants in Singapore from March this year. The company provides marine and salvage consultancy as well as naval architects to support various marine operations including salvage and expert witness work. Following my application earlier this year I have also been appointed to the Lloyds panel of SCR's which will hopefully involve me in more casualty work going forward.

I hope this will be of interest and look forward to the next newsletter."

J.C.G. BASSILL 1968 #2326. The galley wireless informs me between static that John has relocated to the Western Cape somewhere. Appears he is unable to read my morse so if anyone has contact with John please let me know.

K.G. STEMMET 1977 #2574. Kyle has recently retired to a country life. "Yes have reached 40 years with the Grindrod Group and feel it's time to explore what we previously have been unable to get to. Carol and I have already sold and have moved into the Langebaan Country Estate. Langebaan itself not short of a whole load of ex-marine staff from all spheres of shipping so have already caught up with some of them. We enjoy fishing as well so in our 16 ft. explorer we plan to at least catch supper and when not doing this we are campers with many sites still to explore. My golf swing is not one to talk about but I have noticed our P&I surveyor Garth Hanson spend many hours on the course and has not yet landed a ball in my garden so will give hacking a go.

In short started with Grindrod (Unicorn Lines) in 1976 spent the next 10 years at sea then in 1977 joined Grindrod Shipping as a cargo superintendent in Durban for 5 years then moved to the Port Elizabeth for a year as a Branch manager which followed by a transfer to the Cape Town agencies of Mitchell Cotts, Grindrod Shipping and King & Sons. For the best part of that time covered the liner and non-liner offices finally spending most of my time with MACS Shipping as Business Unit Manager for King and Sons. My last day being the 31st of March 2016." We look forward to your support of our Marine Industry Golf Day Kyle.

M.V. MCCORMICK 1966 #2284. Reunion research found AWOL Michael reported practising in Pietermaritzburg as a specialist paediatrician.

R.N. ISAACS 1986 #2884. Reunion research found AWOL Rod doing marine insurance cargo claims for JLT in Kwa-Zulu Natal somewhere.

A.A. COMMERFORD 1976 #2524. The 1976 class reunion certainly brought many class mates together. "I sailed with Safmarine from 1975 to 1982, inclusive, before deciding to look for greener pastures ashore. During this time I obtained my 1st Mates & Mates tickets and was probably about 10 months sea time away from being able to write my Masters when I decided to leave the sea.

I enrolled at UCT and did a five year BSc course studying Quantity Surveying. My seagoing experience and qualifications stood me in good stead during these years though as I was able to get an end of year vacation job with Unicorn, in a seagoing capacity, where I earned enough to keep me in beer, cigarettes and rent for another year. Varsity fees were another thing though which kept me in debt for a number of years after graduating.

After UCT I worked for a number of years as a quantity surveyor in a small Cape Town practice before joining Old Mutual Property as a Property Development Manager and I have been here for the past 20 or so years."

A.C. HENRY 1967 #2304. Alastair has recently retired from International Shipping Corporation so hopefully he shall attend his class/term 50th reunion March 2017 in Cape Town. Joined Safmarine in 1968 as a Cadet Officer on the m.v. Tzaneen and progressed through the ranks serving aboard various vessels of the Safmarine Fleet. Later seconded to Safmarine New York as Cargo Superintendent and on completion of that tour of duty returned to Durban and worked ashore in the cargo department. From there was transferred to the Marine Division of Safmarine Head Office in Cape Town for a few years. In February 1992 returned to New York as Marine Manager responsible for all marine operations in North and South America for Safbank Line, promoted to Vice President marine operations USA prior to AP Moller takeover of Safmarine, made redundant shortly after the takeover. Joined International Shipholding Corporation (ISC) in New Orleans in February 2001 as Director of Chartered Vessels, transferred within the company for a short period to their Lash division then within the company to Waterman Steamship operations involved with the three Military Sealift Command ships.

Shortly after "Katrina" in 2005 ISC relocated headquarters to Mobile Alabama, transferred within the company again as Director of Operations - CG Railway a company that runs a rail ferry service carrying approx. 115 rail cars between Mobile and Coatzacoalcos Mexico. (cgrailway.com) 2016 retired.

ANCHORS AWEIGH

L. VAN ROUENDAL 1957/58. Laurentius "Van" passed away 13th April after a serious illness. Born Cape Town 26 Nov 1940. Educated Gill Kollege, Somerset East. Proud and nostalgic about Bothie Training. Failed eyesight test, then enrolled at UP 1959 for B. Arch degree. Practiced as architect in Lichtenburg 1966 to 1999 and in Little Brak River from 2000 onwards.

Married Rita van der Walt (born 16 May 1944) on 14 Dec 1963. Four children (following careers as architect, quantity surveyor, quantity surveyor, dental technician (the three sons practice in Lichtenburg, the only daughter (QS) moved to Brisbane, Australia). Seven grandchildren aged 4 months to 18 years (end 2011). Interests: architecture, art, theology, genealogy, astronomy, sailing, restoring Cape furniture, bird watching, classical baroque music. Collected sea shells from over the world. In the words of Rob van den Berg; "It is with heavy heart that I heard of Van's passing. He will

long be remembered as a valiant Bothie stalwart who established the Garden Route Bothie reunions. He did so much to bring us together regularly for which we thank him profusely."

N.J.G. YOUNG 1939/40. Norman passed away July 2015. Served on HMS Cumberland with T.A. Connock (No. 972 1938/40) for 2 1/2 years and then on "Asturias" until she was torpedoed on 24/07/1943. The Italian submarine which torpedoed the "Asturias" surrendered about a month after and was brought into Durban.

1940 Chief Cadet Captain and awarded the 'Owen Clough Medal for efficiency and quickness off the mark'. November 1940 joined HMS Cumberland as Midshipman in Simon's Town. Extensive war service with the R.N. including Russian convoy duties. January 1944 appointed to intelligence operations, promoted to Lieutenant R.N.R and appointed to First Command, 'Mobile Flotation Unit No 1'. Returned to Rhodesia early 1946 and took up a career in Forestry. 1995 retired and sat on the Board of the Zimbabwean Forestry Commission.

V. R. PARKER 1951/52. After G.B. joined the Royal Air Force, retired as Flight Sergeant. Deceased January 2015.

J.G. MATTHEW 1952/53. Jamie passed away 9th February. Before arriving at the *General Botha* Jamie Matthew lived in Hout Bay and attended Wynberg Boys High School. His father, who was an Australian, served in the South African Naval Forces and was instrumental in fostering the idea of a sea career for Jamie who, after leaving the training ship, joined the Bank Line as an apprentice. This was followed by a spell with C G Smith's Coasters and Durban Lines while he put in his time for his various certificates. It was during this time that he married and came ashore in Port Elizabeth to work in the Vibracrete wall industry. The marriage did not last and Jamie immigrated to Australia where he took a job as a driver of road trains in the outback. He then returned to sea as a full time career and in 1977 was the Marine Superintendent for the Kerr Steamship Company of Vancouver. This was followed by three years as a Steamship Inspector with the Canadian Department of Transport. Tiring of life ashore as a civil servant, he returned to sea in 1980 as a Chief Officer on the Canadian Great Lakes and obtained his command with Misener Shipping a year later, surviving a North Atlantic hurricane while in command of the deep sea bulker *Selkirk Settler*. In 1990 he had another try at coming ashore as a Marine Casualty Investigator with the Canadian Transport Safety Board. This lasted a year before the wanderlust kicked in again and Jamie was appointed Staff Captain of the *Azure Seas* (ex- *Southern Cross*) belonging to Royal Caribbean Cruise Lines of Miami and after that in the cruise liner *Viking Serenade*. From 1992 onwards he sailed in a number of ships and companies as a relieving master, while at the same time running a farm in Duncan, British Columbia. While on leave between ships in 2013 he suffered a serious stroke, which left him physically and mentally impaired and led to a gradual deterioration, which resulted in his death on 9 February 2016. He is survived by his daughter Angela and two grand-daughters in Pretoria. (See *North America News below*)

W.U. STEYN 1958/59 #E21. Bill passed away 5th February 2016. Unfortunately we have no career detail of Bill, any information will be welcomed.

A.P. JUDGE 1964. Andy passed away 12th April 2016 in New Zealand. He worked for Land & Marine on the SBM project off Reunion south of Durban. The Buoy was commissioned in 1969 at this time he joined the Company as Mate on the REITBOK. After a while was promoted to Skipper and remained as Skipper on numerous vessels until he retired, and soon after he immigrated to New Zealand. Prior to joining L&M he was employed by Unicorn, he served his time with Safmarine.

R.G. LINNOW 1954/55. Roy initially joined Shell, obtained Masters F.G. Served with S.A. Navy 1969 to 1979 qualifying as a survey officer, serving in SAS Natal, SAS Haerlem and SAS Protea and subsequently retired from De Beers. Deceased 22nd April 2016.

Our condolences to family and shipmates.

SOS

Michael Nesbitt 1978 has been AWOL since leaving the Bothie.

Patrick Cotter E3 1958/59 has been AWOL since leaving the Bothie.

Michael Hume 1949/50 last known with Gremick Security, Cape Town.

Anyone out there have contact?

John Ridgway 1958/59 is requesting copies of Both Watches 1958 and 1959, photographs of Ship's company 1958 and 1959, boxing team 1958 and the band 1959. I have provided the Ship's company photographs; can anyone assist with the rest?

Australia Branch News – Peter O'Hare

Hi to everyone from Australia. On April 2nd we had our AGM and Commissioning Day Lunch in Sydney. In attendance were: Gordon Maxwell 40-41; Rudi Auer 59-60; Grenville Stevens 60-61 and Suzette; Peter O'Hare 64 and Jenny; Roger and Maura Pike, Pangbourne; Peter Hay Worchester; Allan Du Toit SAN and RAN Hon Member; Gerry Hallock SAN Hon Member; Dick and Libby Pollecutt SA Merchant Marine Hon Member; Hugh and Diana Murray British and Australian Merchant Marine Hon Member. Unfortunately our latest arrivals in Australia, Peter Kroon 69 and Elizabeth could not make it this time. The committee was re-elected.

Recently retired Rear Admiral Allan Du Toit spoke of his experiences including the recent visit to Cape Town when HMAS Anzac was in port.

Our next get together will be a casual pub lunch at the Great Northern Hotel in Chatswood, Sydney at noon on Saturday 6th August.

Regards to all and please get in touch if you are going to be in Sydney

Grenville Stevens (2189 60/61) Chairman

Andy Fotheringham (2525 '76) Vice Chairman

Peter O'Hare (2247 '64) Hon Secretary, itspeterohare@outlook.com Tel. 0417 028809

Gauteng Branch News – Alan Ford & Tom Fraser

The waypoint in our daily lives as Bothie cadets up here on the Highveld called Commissioning Day lunch has come and gone. The 2016 event was again held with the waters lapping gently on the quayside next to the restaurant overlooking Victoria Lake. The view of the water through the full length picture windows of some sailing dinghies on a beautiful warm Autumn Sunday morning was the next best thing to being at the seaside for us sitting there, our position being 234.5 nautical miles due west of the bulk berth in Maputo harbour.

We had a good turnout of the usual suspects, new faces and guests, numbering 36 present and correct at Standby Tables. This was the result of 48 invitational emails going out, receiving 16 positive replies, 19 apologies and 14 non-respondents.

This year's theme had a military flavor, by way of the invited guests who had various historic connections with the topic of the main speaker, who at the very last minute to the surprise of all, was introduced as our own Tom Fraser, No. 2643 of 1979 vintage. Little known by the 1979 Bothie group and staff at that time, and old boys that have known Tom for many years, he was the only cadet amongst the 1979 intake who had done national service in the SADF served prior to joining Safmarine. In 1983 he ended his sea going career and went into a most successful corporate career.

But he also had another parallel career from 1983 to 1998 with related achievements and state recognitions, never spoken about by Tom for some 30 years, until the day of this year's Johannesburg Branch Commissioning Day.

Tom started by painting a background of the political history of South Africa leading up to the Border War and the subsequent thinking, planning and exercises which culminated in the battle of Battle of Cuito Cuanavale in 1997/98. The battle was the final decisive event between South Africa and Angolan/Cuban forces which ended in a stale-mate. It also saw the end of the Border war and the start of the Kempton Park talks in Johannesburg a few months later. The outcome of the talks was the first democratic election and adoption of South Africa's first democratic Constitution in 1994.

In the year pre-ceding the battle, much planning took place. Tom was a staff officer in the intelligence and operations environment of the SADF as it was known at the time. With the rank of Major (Lieutenant Commander Navy Equivalent), Tom was deeply involved for many months in the Divisional, Brigade and Battalion levels planning and preparation of the attack on Cuito Caunavale. As the Angolan/Cuban manpower and threat escalated in 1987/1988 to worrying proportions, various planning sessions were taking place at 7 Divisional Headquarters in Kensington, Johannesburg and at

the Military Academy at Saldanha Bay. These saw Tom with a number of top brass doing many military flights between Cape Town and Johannesburg at the time.

At one of the latter planning meetings in which Tom participated, he highlighted to the Divisional Commander and a number of senior officers present, that there was lacking in their deliberations. He pointed out a rather critical fact concerning which way the wind usually blows across the South West African border at the time of the planned attack. His concern was raised about certain enemy air-borne weapons in the enemy's hands, and the confirmed willingness to use them, as reported by our intelligence services that were present at the planning meeting. The issue was that if used, and with the prevailing southbound winds, the weaponry would have a wind-assisted virtually instant devastating impact on human life in southern Angola and Namibian/Angola border region.

The caution raised by Tom turned out to be pivotal in the planning and final battle. In other words it was a show stopper of serious proportions, with Tom's aim being to cause the planning team to relook at its thinking and to re-evaluate the SANDF strategic and tactical options being proposed in the light of this serious threat. Had the attack taken place and these weapons deployed by the enemy, we could have seen a very different outcome. With the battle ending in a stale-mate as acknowledged by all forces and historians, the good news was that these weapons were never used and were later removed from African soil.

For his contribution, which saw the planning process and the battle delayed for some months after which the Battle of Cuito Cuanavale took place, Tom was mentioned in dispatches and shortly thereafter, awarded the Chief of the SADF Commendation Medal for Extraordinary Services of a High Order rendered to the Republic of South Africa. Since 1994 the medal has been known as the MMM (Military Merit Medal).

Since 1988 Tom has never spoken about this to anybody, including close family and friends. With the barrier of military secrecy now expired on many things and events of that era including the Battle of Cuito Cuanavale, Tom shared with us that, as he had now had the opportunity to speak to this, he would not speak about it again. He closed by calling on all to bring their collective focus to be on building a great South Africa.

Sadly on the Friday prior to the event Tony Hunter (53/54) suffered a stroke, and Wim Keirsgieter (58/59) ended up in hospital three days later under sedation for acute pneumonia. Tony has been moved to a rehabilitation home, and Wim is still in a critical condition at the time of writing. Our thoughts and best wishes are with their families.

Dredging through the daily papers not much has shown up as a bright blip on the radar. The usual complaints about the state of the bulk commodities and oil markets abound, none of which are noteworthy enough to appear in the pages of this highly esteemed and world-renowned quarterly publication.



So this time I'm going to ask you to have a look at the picture below, and come up with your best caption, and send it back to me for evaluation. I will include them with acknowledgements it in the next newsletter.

Chief Mate to cadet at after breakfast work briefing "why didn't you finish unblocking those bilge strums yesterday?"

Carry on

Alan alanford@global.co.za WhatsApp on 27 82 320 9224

GBOBA-UNITED KINGDOM BRANCH-Ted Fisher

I was fortunate that, with Barbara, we were able to combine a holiday in the Western/Eastern Cape in time to attend the Cape Town AGM/Commissioning Lunch on Saturday 12 March 2016. The superb venue again, Kelvin Grove Club Newlands where many a sporting clash has taken place over the years. Greetings from all UK Old Boys were conveyed to our Chairman Tony Nicholas and his Committee for their continuing hard work in keeping our organisation afloat!

Tony gave an excellent Chairman's Report on the past year as did the Treasurer Bruce van der Meulen, details of which no doubt are available for those who require the full content.

The GBOBA Bursary Fund was also reported upon by Chairman Keith Burchell. The ongoing excellent work of the fund has really benefitted from generous support of stakeholders, sponsors and donors.

On the subject of donations I was able to report upon the excellent response of our UK Members to the appeal last November for £250 being our contribution toward the refurbishment of the Training Ship Plaques (Conway, Worcester, Pangbourne, Mercury and General Botha) situated in the National Memorial Arboretum in Staffordshire. The rededication ceremony will, hopefully, be early September 2016. The response was overwhelming as, within two months donations reached £1105.00.

The 19 UK Donors to the fund are as listed as follows:

Ian Blaney (39/40), Colin Greenacre (49/50), Alan Bole (49/50), Peter Heydenryck (52/53), Stewart Heath-Edwards (54/55), Ted Fisher (54/55), Roderick Redding (55/56), Philip Prest (55/56) son of late General Botha Chief Officer, Richard Hellyer (56/57), Steve Clark (57/58), Nicholas Cooper (58/59), Harold Lincoln (59/60), Tim Cowley (60/61), Alastair Struthers (60/61), Chris Nash (61/62), Ian Lindsay (1963), Charles Leerar (1974), Ronald Duigan (1982).

As a result of the appeal (a number were indeed very generous) all unanimously agreed the surplus be donated the GBOBA Bursary Fund. The money was transferred and I'm pleased the fund benefitted by a donation of ZAR 17,968.65.

It indicates our Old Boys would wish the preservation of the S.A.T.S. General Botha culture and legacy to be a significant part of South African maritime history. It is a memorial honouring the memory of General Botha Old Boys.

Best wishes to all, Ted Fisher Tel: (+44)1903744400 Mob: (+44)7702635017 tedefisher@aol.com.

Stop Press! North American News – Gerry Stalling

We're too spread out to be too cohesive; however, in our little corner of America at Vancouver Island, we lost Jamie Matthew (52/53). His request for his ashes to be spread at sea was honoured by 4 OBA's, some friends and some wives.

In attendance, Dan Roslee (GPS), Malcolm Clark, (coordinator/organizer) Chums Mike Briant (prayers), and Gerry Stalling (iPhone camera). For information about the "at sea burial site" near Vancouver go to http://www.flyingangel.ca/page/mariners_rest



Bursary Fund Report, May, 2016.

The current of the year is running rapidly on, and the Fund's bursars find themselves navigating amongst the challenging reefs and shoals of the white water of their second term.

They fared well in term 1, with the new grade ten bursars achieving a group average of 71% in their first set of exams – well done indeed!

Topping his 77% examination aggregate, the highlight of Menelesi Mkhiza's term was his award of the "Spirit of Sail Africa" by Sail Africa. The Committee was represented by Nomkhitha Mbele who formally awarded him our new corporate sponsored bursary, as reported by Sail Africa's Jackie Barnard:

"Saturday 26th February was a special day for young Menelisi. He was flown to Durban to the Sail Africa prize-giving by Smit Amandla, arranged by the wonderful Nomkhitha Mbele (herself a previous recipient of a Lawhill Bursary). Nomkhitha spoke eloquently about both the Fund and Marine Inspirations (Menelisi sailed with MI in 2015). All his family were at the event – and how excited they were! Menelisi received his prestigious "Spirit of Sail Africa" award and his GBOBA Bursary Fund – Master Yachts Scholarship in front of a packed hall. The deputy mayor, the HOD of both the KZN Sport and Recreation Department and the City's Department, the Ethekwini Maritime Cluster officials

as well as South African Sailing Office learners were present. All were impressed with our young man.”

The Fund Committee was also very pleased to congratulate Brian Ingpen of Lawhill on receiving the South African maritime industry’s “Maritime Maestro” award, presented to him in April. It recognises Brian’s outstanding contribution as an ambassador for the maritime industry, as a dedicated and passionate maritime historian, author, and journalist and, above all, educationalist. The Bursary Fund’s close working relationship with Brian has been one of the principal factors in its success to date.

Tony Nicholas took our four new bursars on their first field trip in February:

“On 25th February I took our four new bursars to SAMSA for their eyesight tests; Ntsika James, Avela May, Menelisi Mkhiza (all grade 10) and Nkazimlo Mtshixa (grade 11).

Arriving early I treated them to breakfast.

GBOBA Member Neil Mouton facilitated the eyesight tests at SAMSA which went smoothly and, I’m pleased to report, all successfully.

Firstly Neil gave the students an overview of the procedure and the necessity for the eyesight test. Thereafter we met in the boardroom with Pierre Schultz and Antoinette Keller, senior examiner and deputy principal officer respectively. They gave the students an overview of what their and SAMSA’s responsibilities are.

We then visited Green Point Lighthouse and the Robinson Dry Dock. I provided a fact sheet to each of the bursars.

Finally, on to lunch at the Royal Cape Yacht Club before returning to Lawhill Maritime Centre in time for Nkazimlo to attend a class.

The students conducted themselves with impeccable manners throughout the excursion. There was also a constant barrage of interesting questions from Menelisi and Nkazimlo during the day.

They listened to the SAMSA briefings attentively, and asked individual SAMSA officers questions relating to their presentations.

They are a credit to Lawhill Maritime Centre and Simon’s Town School!”

Our two grade 11 Bursary Fund – Fairship bursars, Soneze Ntingiso and Lukhona Tetyana, were fortunate to gain some practical work insight with Fairship (Pty Ltd) during the school holidays. This is the first example of what the Committee hopes will become a regular practice with sponsoring companies; for the mutual benefit of both sponsors and bursars.

Adelinde Kotze commented as follows:

“Soneze and Lukhona visited our Saldanha office from 29th March to 1st April in order to gain some insight into the daily activities of a shipping agency.

They both showed a great interest in our work, making notes for themselves and assisting in some office tasks.

When asking us questions they showed that they paid attention to the complex interactions and their implications, like international communication, time differences, etc.

We could see that the maritime training they receive at school gives them a fundamental knowledge that they could apply in practice.

Both girls were very respectful and friendly to all staff members. They showed a measure of maturity that we rated above the average for their age group.”

The Committee will be developing this aspect of the mentoring experience for our bursars, in order to harvest the full potential that such positive workplace experiences have for extending their education.

The Fund’s AGM was held after the GBOBA Cape Town Branch AGM in March, as usual.

The Committee was re-elected with the confirmation of our new member Nomkhitha Mbele. We are delighted to welcome Nomkhitha aboard. As an ex Lawhill student, and now Commercial Manager of Smit Amandla, her insights will be very valuable to the Committee. As a start, she has undertaken to co-ordinate the Fund’s ongoing interaction with its past bursars – a role that is a perfect fit for her in every respect.

A first was achieved this year with the completion and tabling of the Fund’s formal annual report at the AGM. This is an unnecessary tight deadline that is very difficult to achieve as the Fund’s financial year

ends at the end of February, so it may not be attempted again. It is available in e-mail version or hard copy.

The Chairman's report to the AGM was well received and the programme for 2016 was endorsed unanimously, so it is "hold the course and full ahead!"

TERM/CLASS REUNIONS – Compiled by Tony Nicholas

Methinks I have been corrected a few times over the use of the word "class"; apparently it should be "term". I do not recall what we used and thus am taking the safe route by using both words.

Many term/class members made their way to Cape Town in March and by all accounts had most enjoyable reunions. Much banter between class mates [or is that term mates?] and the local hospitality industry recorded a marked increase in profit for the week. We had a fantastic attendance at the Commissioning Day celebration, 110 bums on seats, although disappointing support from the 60th reunion terms. Barry Cullen 1953/54 had an amusing, couldn't be hair rising as a bit thin in that area, experience being stuck in the club's lift. But Term Mate Okkert Grapow came to the rescue with a tow rope.

1976 Andy Fotheringham - Got back on Tuesday from our



epic African trip. Thank you to all who made the effort to get out to Cape Town in early March. It made the organisation that much more rewarding to see you all there.



1976 Kevin Tate - Our year 1976 definitely the best represented taking up 2 tables. James Lewer (1986) joined our table. We were amazed to note after standby tables that all the guys at our table had sailed on the "big tugs" WW and JR, namely: Kevin Tate, Simon Atherstone- Reynolds, Andy Fotheringham, Michael Carrington, Justin Barret, James Lewer (1986). Might have been one more, can't remember. Really good day reminiscing.

1966 Andy Cross - In 1966 twenty wet behind the ears cadets gathered at Gordon's Bay for a year of pre sea training at General Botha.

In 2016 some of us again got together for a 50 year reunion in Cape Town. Sadly 5 of our class are no longer with us but fortunately 5 of us were available for the reunion, Ron Herman, Roy Hirst, Dave Chaplin, Dave Reid and Andrew Cross whilst many apologies were received from the remaining classmates.

1966 was one of the unique years in the history of the *General Botha*. We started our year at Gordon's Bay then after 3 months we moved to the new premises at Granger Bay, three months later in July we had our 'Titanic' moment when we watched the *Seafarer* break up whilst assisting on the shore after her grounding.

So we had plenty to reminisce about which started with lunch at the RCYC on Tuesday 8th March, on Wednesday we headed to our old stomping ground of Gordon's Bay for a nostalgic look at the navel collage followed by lunch at a local pub/restaurant in the harbour.

On Thursday some of us took a look at the Titanic exhibition at the Waterfront then it was dinner at the Radisson sponsored by Safmarine. In 1966 all twenty of us were destined to join Safmarine but when the *Seafarer* grounded on the 1st July in front of the Green Point light house we were in prime position to watch her break up which was a bit like watching our careers sink beneath the waves before it had even started!!!! The Radisson hotel was a great choice of venue as it sits on top of what was *General Botha* Granger Bay. Having a glass or two of wine where we used to march around is very satisfying.

Thank you Safmarine for what was an excellent evening of storytelling. We even had the Nankin brothers John and Richard join us for the evening.

On Friday we had a look at the GB museum in Simon's Town followed by a visit to Lawhill Maritime Centre and an insight into what Brian Ingpen and team are doing with these youngsters, our future seafarers. Well done Brian and the team.

Saturday was the GB AGM followed by lunch at Kelvin Grove, Newlands. There was a very impressive turn out with over 110 sitting down for lunch including one old boy from 1939, now that is impressive.

Finally on Sunday we had the memorial service which again was well attended in spite of a very strong wind which did not help the band with their music sheets being blown away.

We were not the only year celebrating during the week and many of the activities above were also attended by old boys from 1955/56/57, 1976, 1986 and even a bunch from 1981 & 1960/61.

A special thanks to Tony Nicholas for his dedication and hard work in setting up these annual reunions. Finally a big thank you to our lady's who joined us as we reminisced.

1966 Roy Hirst - First of all a big thank you to you and Andy and other members of the committee who helped set up our reunion program. Unfortunately I was not able to attend all the functions however the three days that I was able to attend were certainly memorable.

Cheryll and I flew down from Durban early on Wednesday morning the 9th March and hired a car at Cape Town Airport and drove through to Gordon's Bay to attend the visit to the Naval Training College which was our first base for the year of 66. A big thank you to Ian Manning who I believe managed to arrange this visit. It was also good to catch up with the 55/56 GBO's who were attending their 60th reunion. I was impressed that there were a lot more of them than us. Andy Cross, Ron Herman and I reminisced about our time spent there and our partners were most interested in the place where we started our seagoing careers. The Navy is doing a good job in maintaining the facility. Our legacy is cast in stone on the hill above the Training College in that the GB and Anchor stand for General Botha and not Gordon's Bay contrary to popular belief.

Following our tour of the Naval Training College we had a very pleasant lunch of fish and chips and a few bottles of wine at the Harbour Lights Restaurant which is adjacent to the Naval Base. Some interesting tales were told by certain members of 60th reunion party of their time at Gordon's Bay. They had more stories to tell as they spent two years there as opposed to our three months before we moved to the new facility at Granger Bay.

After lunch we drove through to Cape Town to the Victoria and Alfred Hotel on the Waterfront where we had booked in for two nights. We spent a quiet evening sampling the delights of the Waterfront restaurants. The next morning Thursday 10th March we were joined by Andy, Mary and Ron for a leisurely breakfast at the hotel. This was followed by a visit to the Titanic Exhibition which proved to be most interesting. Afterwards we stopped off at Ferryman's for a light beverage before going our separate ways to prepare for our reunion dinner at 1830 hosted by Safmarine.

We were met by Dirk Hoffman the Managing Director of Safmarine at the Radisson Blue Hotel. The hotel stands on the site of the old General Botha College at the head of the breakwater. The views from the hotel are spectacular. Dirk entertained us royally. We started off with drinks in the bar overlooking the sea and then moved to a private function room overlooking the small craft harbour for our dinner. Andy had arranged an overhead slide presentation of the wreck of the *Seafarer* to run concurrently with our dinner. This was our Titanic moment at the Bothie as we were at Granger Bay when the grounding and subsequent loss of the *Seafarer* took place and we were called out to assist with the rescue of the passengers and crew. Ron Herman said grace and those shipmates who are no longer with us were remembered. Dinner was a sumptuous affair with a three course meal backed up with some excellent wine and festivities continued until quite late in the evening. Toasts were raised to absent friends. We cannot thank Dirk Hoffman and Safmarine enough for making this a special occasion.

On Friday the 11th March we went through to Simon's Town to visit the *General Botha* exhibit at the SA Navy Museum where all the old memorabilia is set out in a very impressive display. Then on to the Lawhill Maritime Centre where the GBOBA provides bursaries for students keen on following a maritime based career. The college is attached to the Simon's Town School and provides boarding

facilities for students, many of which are from underprivileged backgrounds, who wish to complete



their matric with a nautical influence. This was a most moving experience for us and an example to other South Africans what can be achieved. Hats off to Brian Ingpen, the staff of Lawhill and to the GBOBA for all the hard work, effort and monetary assistance put into this project. I am sure it will grow from strength to strength with the continued support of the GBOBA. This ended my participation in the reunion events. What a wonderful occasion. To those of you who missed it hopefully I will see you at the 60th.

1956/57 John James - I will take this opportunity to say thanks to all those who attended our re-union, it was great to see how we had progressed (and regressed) in life, we have all had varied and interesting lives, it was good to chat about old times and share a few beers---go well and remember these moments----

1956/57 Brian Watt - Dear Class Mates. Having attended the 60th reunion in Cape Town I would like to thank all those involved with the arrangements especially Doug Wrathmall who did a sterling job from afar. It was a great pity that more of the class mates did not attend all the functions which had been arranged. The programme was very relaxed so all the functions could have been attended with ease. It was great to see old faces again and catch up on what had happened since the 50th reunion 10 years ago. I hope that everyone travelled home safely and I wish you all well into the future.

1955/56 Rijk van der Krol - 60 Years on The class of 56 not to be outdone, decided that if we were ever going to have a reunion it was now or never. A sixty year reunion meant that the average age of the class was around 77.



We all met outside the gate of the “South African Naval College Gordon’s Bay”. This was followed by a leisurely walk around what used to be the ‘SANC *GENERAL BOTHA*’

The actual physical building of the college stretched over some 5 years or more and was completed during our senior year in 1956.

Apart from the addition of a sick bay very little has changed in the intervening sixty years the buildings look as good as the day we left in December of 1956. The anecdotes that were exchanged were hilarious and a good time was had by all. The tales doing the rounds showed a predilection for not only where we used to hide out to smoke, but there were also a few stories about imbibing a bit too much alcohol.

Upon completion of our visit we made our way to the Harbour Lights restaurant where we proceeded to tuck into lunch and some liquid refreshments. The lunch was enlivened with the telling of a few more anecdotes.

A comment was made that soon after we left the “Bothie”, it ceased to be a training establishment for the Merchant Navy.

It was during our year that the members of parliament were invited to come and see for themselves the important work of equipping youngsters for a career in the merchant navy. Unfortunately the visit backfired. The *General Botha* was seen as a training ground for the British Merchant Navy and of no value to South Africa. It was the beginning of the end of an era.

And that brings us to my visit to the “Lawhill Maritime Centre”. I believe I was by myself with perhaps Dan Barbier. Anyway, I was blown away by what I saw. I last visited the “Lawhill” in around 1998 when it was still in its infancy. It consisted of a few containers donated by Safmarine. The containers were used for dormitories and lectures.

In the intervening years through to 2016, the head of the Maritime Centre Brian Ingpen has performed absolute miracles. From a few containers the Centre has morphed into an outstanding building that

houses up to 50 boarder scholars in double rooms. Lecture rooms, recreational areas and a dining room. A further 50 day scholars are also catered for.

The centre does incredible work in providing the previously disadvantaged with the opportunity to get a head start towards following a maritime career. All of this is due to the dedication and enthusiasm of one man BRIAN INGPEN, if anyone is deserving of being singled out as deserving a meritorious award it surely must be Brian. Perhaps he deserves a mention in "SOUTH AFRICAN HEROES" (A feature frequently seen on ECTV).

Bearing in mind what was proposed at the AGM. That is extending membership of the G.B.O.B.A. to graduates of the Lawhill. I am of the view that the 'LAWHILL MARITIME CENTRE' is unique. It deserves of all the support us as the G.B.O.B.A can possibly give.

But it is not the "Bothie" or a continuation of the "Bothie". In conclusion: I would support the G.B.O.B.A assisting the graduates in setting up their own Alma Mater.



A recent inquiry on our Face Book page from a member about the origin and meaning of the mountain adornment prompted me to post an abridged history on our Face Book page. A more detailed history is recorded elsewhere in this publication. But first an anecdote as relayed to me.

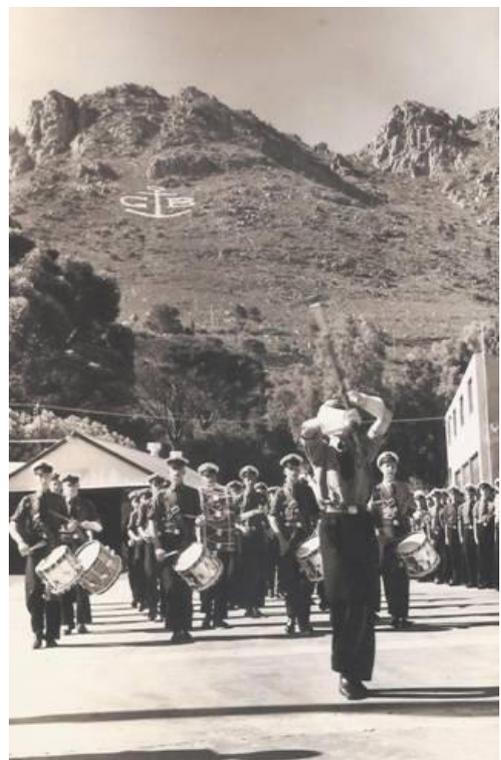
Who would have guessed that the class of 1966 went AWOL on their last night on board before transferring from Gordon's Bay to Granger Bay? They made their way to the large WHITE GB on the mountain with vast quantities of RED paint but there was nowhere near enough paint and to their dismay the next morning the white GB was a delicate shade of PINK. Nobody apparently noticed. What the 1966 class did notice though was the navy boys trying to trash their dormitory whilst they were up the mountain. No doubt a very healthy spirit existed between the two services as is traditional.

THE ANCHOR ON THE MOUNTAIN - Ian Manning (No.1956; 1955/56)

About 280 meters above the town of Gordon's Bay, on the slopes of the Hottentots-Holland Mountains, is a large emblem comprising a white anchor with the letters G and B, one on each side of the anchor. It is visible for a considerable distance, although not in detail. It can be seen from as far away as Fish Hoek, across False Bay. It was built in November 1949 to mark the position of the South African Nautical College (SANC) *General Botha* directly below. Contrary to what some may think and others have claimed, the letters stand for *General Botha* and decidedly *not* for the town of Gordon's Bay!

Commander G.V. Legassick DSC RD Royal Naval Reserve, the then Captain-Superintendent of SANC *General Botha*, devised the G-anchor-B symbol. It is repeated in every airbrick in the College buildings and appeared on the Cadet's crockery as well as in many other places within the College.

Working under the supervision of the College's Chief Executive Instructor Mr. A. Costick, a former British Navy signals specialist, 14 SANC *General Botha* Senior Cadets cleared the site and carried large rocks from nearby to build the anchor. The mountain group was guided by instructions sent by semaphore from the Quarterdeck of the College below. There was also a signals party on the mountainside. Those on the Quarterdeck supervised the design and construction of the anchor and the letters because they had a far better perspective and could correct the shapes of the components much more effectively than those Cadets working on the mountain.



It is not clear whether the Senior Cadets worked in watches of about fourteen or whether there were only fourteen Cadets involved in the construction task. A document at the South African Naval College states: "The anchor on the mountain above the Naval College was completed in 61 hours by the under mentioned Senior Cadets working." Only 14 Cadets are named. All were in the 1948-1949 term. They were:

#1563 K.H.O. Muhlenberg	#1547 F.G. Dickson	#1501 L.L. Boltman
#1561 M.J. Lerwick	#1545 R.B. Colman	#1566 P.R.C. Rogers
#1571 G. Syndercombe	#1556 R.N. Hovelmeier	#1562 P.V.A. Medcalf
#1572 E.R. Webber	#1543 P.M. Bolton	#1546 P.W. Cook
#1540 J.C. Bishop	#1550 J.R. Hall	

With Mr. Bert Costick supervising from the quarterdeck, the Cadets worked for the 61 hours digging ditches and planting rocks to form the anchor. Finally they white-washed the rocks to ensure optimal visibility. Some of the rocks were so large that one person could not lift them. The Cadets encountered many snakes and scorpions on the anchor site.

The late former Chief of the SA Navy, Vice-Admiral Glen Syndercombe SSAS SD SOE SM SA Navy, *General Botha* Cadet No. 1571, (1948-1949 term), was first on Red Hill and then from 25 April 1948, at Gordon's Bay. He was a member of the group on the mountain which built the anchor. He told the writer:

"Cadets of my term built the GB Anchor in November 1949. You can imagine the conditions under which it was built. November was pretty damn hot, and we had to drag water from the little stream a few hundred yards to the right of the anchor, in order to mix the white-wash. Not to mention the dragging of rocks from all over the place to build the anchor. Of course, up there on the mountainside, it was impossible to "see" what the anchor looked like. In order to overcome this problem, the Captain armed himself with a pair of binoculars and stationed himself on the parade ground with Bert Costick the signals instructor. He then had instructions signaled to whoever happened to be in charge of the "Anchor Detail" at the time.

As to the number of Cadets involved, I think the number of 14 is probably most likely. It also accords more with my somewhat hazy memories of those far off days. I have an idea that the anchor detail was not composed of exactly the same Cadets every day. After all there were nearly 60 of us "Old Salts" waiting for our freedom day to dawn; it would make sense to rotate the chore to some extent at least. It is quite on the cards that the composition of the anchor detail varied from day to day.

I am unable to throw any light on the strange figure of 4,461 square feet for the area covered. Your guess is as good as mine. Personally, I think that if you do a calculation based on the actual ground area covered by the white washed rock of the whole anchor and its accompanying G and B, you will come to a figure not too far removed from the 4,461.

All I remember is that it was indeed back-breaking toil, in blazing heat. There was no shelter or shade and spring water and lime juice was all that was to be had. Still, with the prospect of joining my first ship in only a few weeks uppermost in my mind, nothing seemed too bad at that time."

S.A.N.C. *General Botha* no longer exists but it occupied the site at Gordon's Bay from 1948 until 1966. The South African Naval College now occupies its buildings. There, all officers entering the South African Navy receive their training. The Naval College now maintains the Anchor on the Mountain. Either through ignorance or design, Gordon's Bay town officials was at one time claiming that the anchor was built by the town's workers to mark its position and that the G and B stand for Gordon's Bay. This "fact" appeared in their tourist leaflets issued in the 1980s and in at least one tourist book. At what is now the S.A. Naval College, in the boardroom which was formerly the *General Botha's* Library, there is a framed diagram of the anchor showing its dimensions. It is not known who drew the diagram as the signature is not legible but it was executed in 1972, probably by a S.A. Naval College staff member.

It states that dimensions of the anchor when constructed were:

Length [crown to top of shank] 193 feet	Diameter of ring [shackle] 14 feet	Thickness of letters 5 feet
Length of stock 69 feet	Width of stock 4 feet	Overall length [crown to shackle] 220 feet
Width of letters 5 feet	Total area covered 4,461 square feet	Height of letters 63 feet
Width of shank 5 feet	Mean breadth of arms 7 feet	
Diameter of bar forming the ring 3 feet		

These dimensions may have changed slightly over the years. The University of Stellenbosch's students have several times vandalized the anchor as part of their "rag" pranks and altered the letters. As a result the shape of the letters has been changed slightly during repairs carried out by S.A. Naval College personnel.

References:

- Vice-Admiral G. Syndercombe
- The Cape Times* of 9th December 1949
- The Stellenbosch District Mail* of 30th December 1949
- A document held at the S.A. Naval College [The original is at Gordon's Bay Municipal offices].

Footnote:

In recent years the SATS *General Botha* Old Boys Association committee has corrected the misconception that the G and the B stand for Gordon's Bay. The Gordon's Bay Municipality and (hopefully) the local tourist organizations are now well aware that the letters stand for *General Botha*. In addition, most of the local maps have been corrected to depict *General Botha* as a result of GBOBA intervention. The committee also erected a plaque on the Gordon's Bay beachfront to this effect. The wording was provided by the writer of this article.



SOUTH AFRICAN MARITIME INDUSTRY AWARDS

Celebrate excellence and acknowledge achievements

The awards ceremony was held in Cape Town, March 2016, with a number of highlights. Captain Zetta Gous-Conradie won the Seafarer of the Year category for her professional handling of a pirate attack incident off Nigeria. Pictured below, Zetta, flanked by her husband Chief Engineer François and her father Bothie Old Boy Captain Jannie Gous. Past bursar of our GBOBA Bursary Fund, Tsoso Hanong, was joint winner of the Maritime Student category. He recently completed his S4 at CPUT with distinctions. Smit Admandla Marine, headed by Bothie Old Boy Dave Murray, won the Maritime Employer category. The Maritime Maestro was awarded to Brian Ingpen [more detail on our Face Book page] with Bothie Old Boy Nic Sloane a finalist in this category. Our congratulations to these worthy and notable recipients. Thanks to all who submitted their nominations.



From the Scribe

This has been a bumper issue of your Newsletter, loaded to the gunwales with 16 pages instead of the usual 14 (our economic postal limit). We tried to get dispensation to go to Tropical Marks but that was a No-No out of Cape Town. However, a last minute deck cargo of timber out of North America justified us loading to the Timber Loadline. Good to have their news, albeit a sad occasion. But, it is appropriate that the Obies are always there in far off places to facilitate an honourable closure for another Old Boy.

My apologies and thanks to those who submitted some very amusing fillers, which I have filed for another issue one day, but as you can see there are a lot of very valuable and interesting contributions

which I have had to prioritise. The reunions bring more and more snippets of our history, for example the grounding of the Seafarer and the 1966 Cadets involvement recalled by Andy Cross and Roy Hirst, make this newsletter so interesting for me to compile, and I hope of great interest to you the reader. The history of the GB anchor above Gordon's Bay is another example. Thank you Ian Manning for your research. The Cape Town Committee and Peter Coetzee in particular, worked very hard at establishing the plaque and explanation about the anchor a few years ago. They continue to monitor this asset.

It is not often that I get to add my "tail piece" in these days, but thanks to the dispensation received, I take the opportunity to trim to an even keel on the LS mark, and we are ready for the printers and Internet to pilot this newsletter out of the Port of Cape Town to all corners of the earth. Safe sailing,
The Scribe

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

SLOP CHEST

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

Phone: 021-7885957 fax: 086 233 6410

Email: cptchairman@generalbotha.co.za

TIE [STRIPED]	R60
PLAQUE	On application
PEAK CAP [BASEBALL TYPE]	R125
'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
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DVD "THE SHIP" Filmed on board during the thirties.	R40
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DVD "SOUTH AFRICAN NAUTICAL COLLEGE GENERAL BOTHA 1954". Filmed by Barry Cullen and Chris Copeland.	R40
DVD "THE BARQUE LAWHILL – ON WINGS OF THE WIND" A film by V.J. Penso	R40
MAGNETIC BADGE	R30
BLAZER WIRE BADGE	R100

PLUS PACKAGING AND POSTAGE!

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

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

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

- Bank: Standard Bank
- Branch: Thibault Square, Cape Town
- Branch code: 02 09 09
- Account name: General Botha Old Boys' Association
- Account number: 070835128
- SWIFT: SBZA ZA JJ