

S.A.T.S.

**PO Box 22015,
Glenashley, 4022**

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

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



**PO BOX 4515
CAPE TOWN
8000**

Chairman: Tony Nicholas

cptchairman@generalbotha.co.za

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

GENERAL BOTHA OLD BOYS' ASSOCIATION

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

August 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.

We have done it! South Africa has hosted the FIFA World Cup, and we managed to score the first goal of the series. It was interesting to see the variety of patriotism as most drivers flew the flag/s of the teams of their choice from the aerials and wing mirrors of their cars. So we have a lot to be proud of, and it really was a great effort by everyone. A letter in the Cape Times reminded us of who the real heroes were – the Civil Engineers who built the stadiums in record time, revamped the airports in Johannesburg and Cape Town and built a new one in Durban, not to mention the new Gautrain and upgrades of major access roads to most of the cities. Someone commented how quiet the roads were, and in particular the road between Pollsmoor Prison and Cape Town through Tokai, Constantia and Newlands where there is normally a daily rat-race of prison vehicles and sirens transporting the wretched occupants to and from court. Apparently the court rolls were reduced during the event, and “awaiting trial,” meant a long wait! On the other hand, any miscreant soccer fan was very quickly dealt with in special criminal courts for the purpose. All said and done, it was great month enjoyed by all, including non-soccer people. Now, it is back to reality with all the crime and slime on the front pages, sirens blaring, and all the rogues back in court.

One of the benefits out of the World Cup was the revamping of the Green Point Common in order to accommodate the new stadium. Those Obies who were at Granger Bay will recall the old run down soccer, rugby and cricket fields at Hamiltons and the Met. Golf Course. Well that has all been cleaned up and looking very smart, and the Met has a new course (the stadium has been built on most of the old course), which I am looking forward to playing on later this month. Unfortunately your Cape Town Committee was not able to meet during the soccer, as there was a major security hurdle to access Granger Bay. So we had a break from our duties!

While the City of Cape Town was cleaned up for the great event, we hope and pray that the standard will continue in the future. There does seem to be a move by the authorities to deal with

the anti-social behavior that has been prevalent in the past. In this regard we had a recent report of vagrants abusing the GBOBA Cenotaph on the Foreshore. However, prompt action by our Chairman, Tony Nicholas, who corresponded with the local authorities. The Metropolitan Police Superintendent became involved who immediately “asked” the offenders to clean up their mess before having them removed from the area. The police will be monitoring the area and hopefully it will not happen again. Thanks to Tony the problem was dealt with. We urge Obies who live or visit the various places where we have plaques or memorials (Cape Town City, Simon’s Town Jubilee Square and Gordon’s Bay beach front) to be observant and immediately report any concerns to the appropriate authorities in writing, or bring it the attention of your Committee to take up the matter.

Erata – In the last newsletter (May 2010), “Opening of the Lawhill Maritime Centre” we stated the cost of the centre in excess of 1 million Rand is a donation from the TK Foundation. Sean Day writes: “Thanks for the interesting newsletter, but I would like to correct one item. Your estimate of the cost of the new Lawhill Maritime Center is way low! It was about R 13 million.” We apologise for the incorrect figure.

FORTHCOMING CAPE TOWN EVENTS

- **MONTHLY LUNCH**
 - Venue: Royal Cape Yacht Club, Duncan Road, Table Bay Harbour.
 - Date & time: 2nd Tuesday every month, 12:00 for 1230.
 - Lunch cost: R50 p.p - Partners welcome
 - The next joint lunch with SOMMSA will be a Christmas meal on 14 December
- **Southern Lunch**
 - The next GENERAL BOTHA Southern Lunch will be held on **Tuesday 19 October 2010** at the Seven Seas Club, Simon's Town at 1200 for 1300. Those wishing to attend are requested to telephone **Brad Wallace-Bradley** on **021-786-1957** [Ian Manning will be on vacation in the UK] **before 1700 on Friday 15 October 2010.**
 - Please note that the Seven Seas Club dress code requires shirts worn by members and their guests to have collars [i.e. no T-shirts or sweaters] and shoes to be worn with socks.

AGM & COMMISSIONING DAY DINNER	WAR MEMORIAL SERVICE
2011 SATURDAY 5 TH MARCH	2011 SUNDAY 6 TH MARCH

NOTE – *There will be reunions for the years 1951, 61, 71 & 81 around the AGM, Commissioning Day Dinner and War Memorial Services. You should have been contacted by your respective reunion committee about these plans, but if you have not, then please let us know and we will put you in contact with the organisers.*

KZN BRANCH NEWSLETTER DURBAN - JULY 2010 - Ernest Nellmapius

Ray Walker has recently relocated to Sunwich Port where he purchased the Marlon Holiday resort. They have 50 caravan/camping sites and a number of two and four sleeper log cabins as well as one six sleeper cottage.

Ray and Rose will make all Bothie Old Boys welcome, offering special rates to them and their families.

Contact number for the resort is 039 681 3596 and Ray’s mobile is 092 786 0990. His e-mail address remains the same and the resort e-mail is ray@marlon.co.za

Ray will stay on as vice chairman on our committee and plans to attend meetings every second month when we have them after our monthly luncheon.

The monthly lunches at the RNYC continue to be popular and a good meal and networking are always enjoyed. Recent visitors from afar were Tony da Silva and Dave De Wet. Tony is away at sea again and Dave returned to the Philippines.

Allen Pembroke reported that unfortunately no Bothie Boys pitched up for the Sea Sunday Service on the 18th July 2010.

The mid year dinner/ social held on Friday 16th July was a great success and enjoyed by all. This get together coincided with our chairman, Derek McManus' 70th birthday and we wish him well for many more years.

From the records of previous AGM's, we established that Derek was voted onto the committee at the AGM held in 1986, proposed by Edgar Hubbard and seconded by Jannie Gous. Other committee members that were voted onto the committee at that same AGM were Alan Pembroke, George Foulis, Dave De Wet and Roy Martin. Derek was elected as Vice-Chairman to Gordon Jones in 1987 and served in that capacity until 1992. With the passing of Gordon Jones in 1992, Derek acted as Chairman until the 1993 AGM, where he was duly elected as Chairman. Derek has remained as Chairman until the present, except for a couple of years off in 1999/2000, when Alan Pembroke took the Chair and Derek carried out the Secretary/Treasurer's duties.

During the process of preparing a brief address for the function, a determined and very positive Roy Martin decided to approach our Patrons office at Buckingham Palace and asked for the PA to His Royal Highness, The Duke of Edinburgh. However the PA, Brigadier Sir Miles Hunt-Davis, and the Duke were away in Edinburgh. Roy thus spoke to Mary Inglefield, requesting whether they would consider sending our Durban Branch Chairman a birthday wish on the occasion of his 70th Birthday.

Roy reported as follows, *"I was advised that Prince Philip has to approve all correspondence in his name, so I should send them an e-mail and she would forward it to his personal secretary, but that it was unlikely to be answered in time for the dinner. I duly sent the e-mail and was somewhat surprised to receive a reply back about 2 hours later.*

I then contacted Mary Inglefield again by telephone and requested whether they would consider sending the same message signed and on official letterhead when Prince Philip and Brigadier Sir Hunt-Davis return to London. She advised that she will make that request on our behalf, so if we do receive it, we will have it framed and presented to Derek."

The conclusion of Roy's endeavours was that Derek did receive an official email from our Patron. Whilst Roy was on a roll, he contacted the Office of our State President, Mr Jacob Zuma, with a similar request. Roy sent them an e-mail explaining how the General Botha had come about and explained who the GBOBA were. He received a reply within about two hours, with the promise of a signed version when the President returned to his office.

As can be imagined, Derek was quite amazed by these unexpected wishes from high places as were the rest of the party.

A great evening was had by all who attended the function and it will be a good idea to repeat this social in the winter months of each year. The social enabled us to bring along wives, girlfriends, family and so on and this all helps to promote the Obies and their contributions to the association.

On behalf of the committee and old Obies a big thanks to Derek for all his hard work, dedication to Old Salts and the many hours of phone calls to motivate Obies to attend meetings etc.

FROM THE BRIDGE OF s.s. CAPE TOWN – Tony Nicholas

Springboks loose all three of their Tri Nations Rugby matches in New Zealand and Australia, all our NZ & AU members are celebrating whilst we at home are in mourning. Nevertheless life in the Springbok camp goes on and we shall recover to wipe those smiles off from below your cap peaks. As does activities in the GBOBA continue unabated we look forward to successful events on our calendars. Our monthly pub lunch continues on the SECOND Tuesday of EVERY month and

is generally well attended as is the regular Southern lunch in Simon's Town, please watch this publication for details of these. Our recent joint lunch with the Society of Master Mariner's was most interesting albeit a little lengthy. We do apologise for the poor acoustics but your committee is in the process of addressing this shortcoming. As previously mentioned your committee decided to combine our 2011 AGM with the reunion classes planned dinner/dance function. I am pleased to report that this event is well into the planning stage and promises to be a notable evening, I believe to be reminiscent of bygone years and therefore we look forward to strong support at this prestigious evening. We as your GBOBA committee are however very conscious of the fact that such an evening event could be a little challenging for some of our Senior Old Salts [some days I feel I fit into that bracket as well] and are therefore planning some special means of assisting such members to attend. More detail on this to follow. By the way, Old Boys take note that as we expect our ladies to dress up appropriately for the event many of our ladies have made it very clear that they expect us to dress appropriately. So, travellers please pack your tie. If you do not have a GBOBA tie I have plenty in the slop chest for sale.

On the subject of ties; there are many official events attended by various Old Boys and I have noticed that many do not wear our GBOBA ties, As we have a very powerful presence in the industry, in fact in all aspects of public life, it would be fantastic to see all Old Boys and Old Girls present wear the association's colours. It is not that difficult or expensive, consult our slop chest on our website and let me know what you need. Cheers for now.

SOS

NAME	CLASS	LAST KNOWN ADDRESS
William Walker	1963	Milton, Canada

The returned envelope is marked "party moved in 2005". Five years ago, again I appeal to all members to please keep us updated of your movements and changes to your contact details. Imagine the cost we have incurred mailing newsletters to Canada for the past five years.

ANCHORS AWEIGH

K.J.L. CLIFTON 1941/42. Keith's newsletter was returned marked "deceased". Sadly no information of Keith resides on our records and thus we would welcome any further detail.

D. JOHNSON 1960/61. Derrick's first employment was in engineering and banking 1962 - 1964. Lothead for 5 years, followed by Grindrod/Unicorn for 40 years as Container Depot Manager and Export Manager. Fritz/UPS 5 years as Foreign Export Manager. 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. Deceased 24/04/2010.

C.A. KROON 1936/37. Sadly passed away 7th July, Claude was born in Cape Town in 1922 and at an early age became interested in seafaring, through the tales and experiences of his Uncle Roland Hill. Roland was a 'Master Mariner' and Captain of a very large Tug, the T.S.S. McEwen. During school holidays, Claude spent many happy hours aboard the tug cleaning brass work, etc and decided he wanted to become a 'sailor.' His uncle persuaded Claude's father, to have him trained as an 'officer.' He applied for a 'Bursary' which enabled him to join the South African Training Ship General Botha, as a cadet aged just 13. On completion of this training at age 16, he was appointed a midshipman in the Royal Naval Reserve in Dec 1938. In April 1939 he joined the Ellerman Hall Line as an apprentice officer serving in their lovely ships, 'City's of Sydney, Manila, Shanghai, and Yokohama.

Called up for War Service in the navy, in August 1940, he joined H.M.S. Camito, an Armed Merchant Cruiser, and was torpedoed in the North Atlantic in May 1941. On being rescued, he sent his parents his now famous telegram, 'Sunk, Saved, Claude.' He later served in Destroyers, of the Home and Far Eastern fleets, and on one occasion was in the force that attacked the Sharnhorst, Gneisnau and Prince Eugen, when they passed through the Straits of Dover. He was 'Mentioned in Despatches' for his work as 'Plotting Officer' and was responsible for the 'track'

chart of the attack. This was reproduced in the Destroyer Fighting Manual with a full account of the occasion.

His next experience was escorting a convoy to Russia. Soon after returning, his destroyer led a convoy of 'Landing Ship Tanks', down to the Normandy beach head. After a short period of leave in South Africa, only 18 days, he was ordered to join H.M.S. Racehorse, as Navigation officer and proceeded to Trincomalee Naval base in what was then Ceylon. He took part in the Malaysian landings including leading the first troopship down to Singapore when the Japanese capitulated. Demobilised in 1946, he returned to the Merchant shipping service serving as Third and second officer in 'Shell' tankers, before obtaining his Foreign Going Masters certificate, just before his 25th Birthday.

In 1948, Claude married Leila Jean Price and joined British Railways shipping division, in Southampton and in time they had three lovely daughters, Elizabeth and the identical twins, Marianne and Kathryn.

During the 31 years with British Rail, he served on all their Southern routes and in Dover. He loved being Captain of so many of their wonderful ships and at age 49 was promoted to Marine Superintendent, later Shipping and Port manager at Fishguard. He was also area manager for the great Western Railway section from Haverfordwest to Fishguard, with three stations and staff to look after.

Claude always vowed that as he had started early in life he would retire at age 55 and this he achieved in 1978. This was just after his second marriage to Norma, who is known affectionately as Nannie Norma by their grand children. By this he acquired his two stepchildren Paul and Stephen, and their families.

On retirement Norma and Claude moved to Cornwall and for eight and a half years worked hard on their two and a half acres, before retiring for a second time to the Bungalow 'Prescilli' in Ashton. Two and a half years later they moved up to Devon and eventually settled in 'Melcombe', Offwell.

Claude enjoyed all the many aspects of D.I.Y and gardening and was happiest when swimming with his grandchildren, whom he adored and regarded as his wealth. He wishes you all to have as happy and as good a life as he had.

B.E. HARDING 1938/39. Basil sadly passed away 3rd July. Basil served time in the harbour service as well as the S.A. Navy. He was also a long time committee member of the charitable organization Cape Town Sailors Home, a trust that was very close to his heart. Any further detail of his career welcome.

M. DAMERELL. Madge, wife of Old Salt Bill 1941/42, sadly passed away 6th July. Madge was a life long friend of many Old Boys and assisted Bill and the association in many supportive roles. Madge will be sorely missed.

G.B. THOM 1946/47. George was an apprentice with P&O and later 4th Officer on the Himalay's maiden voyage. Served briefly as 4th Officer with Union Castle before returning to P&O. Spent 4 years as Assistant Dock Superintendent in the Royal Group of Docks based in London. During subject period became a Royal Navy Reservist and eventually retired from the RNR as a Commander RD RNR. Joined Safmarine in November 1971 and served their for 20 years. Commanded 14 Safmarine vessels until retirement in 1991. Thereafter did some relief voyages until late 1992. Deceased 23/06/2010.

Our newsletters have a wide and interested range of readers: "Hi from London, this email is about **Denis Gourley 1939/40** (I'm his daughter). He was born 20/10/1923. (2 older sisters: Constance died age 91, 2010. Daphne age 89 alive in Johannesburg). He served in the war in Egypt and Italy. He married Millicent early 1950's. They had 8 children, 4 live in England, 4 live in S. Africa. (I am child number 5). Age 36 became Catholic, always went to church every Sunday, never missed. He died age 58 of brain cancer (he was sick one year). He was buried in Grahamstown in the Eastern Cape. His widow Millicent lives in Fish Hoek, Cape Town. He was good at lots of things and fitted a roof rack to the car, made tents, built a canoe, took us on long

road trips and camping holidays 6 weeks at a time, took his family to the Eastern Cape beaches for holidays and about every 2nd weekend. His cousin **Patrick Gourley 1949/50** went to Zimbabwe and moved deep in middle age to East London in South Africa and was a sales rep there. A very pleasant sociable person - I met him a few times. died also." Denis passed away in 1981 and Patrick passed away in 2009. Unfortunately we have no career details of either on our data base. Thus any information would be welcome.

SCRANBAG

L.M. LUYT 1954/55 #1895. After leaving The General Botha, Len returned to his home in Johannesburg where he joined The Shell Company of South Africa as a Marketing Trainee under the auspices of his father, an Executive of that Company.

His father's early death brought to an end what Len believed would have been a lifelong career with Shell. He had enjoyed every minute of a four year long intensive training period, but more as a dare than for any other reason, Len replied to an advertisement in the Sunday Times that called for applications for entry into the Northern Rhodesia Police Force. Six months after the dare, with forms and references from everyone but the Pope (including Captain Gus Legassick), Len found himself at the NRP training college in Lilayi, outside of Lusaka, Northern Rhodesia.

After a thrilling six months training period, Len was posted to Ndola, as an Assistant Inspector, at first carrying out general duties and then, as a patrol car driver. This was at the height of rising anarchy in the Belgium Congo, when the President Elect of the Republic of the Congo, Patrice Lumumba, was assassinated. Len was one of the police officers seconded to the Belgium paratroopers when troops from Belgium (to whom the Congo had belonged), were sent to quell the rioting and pillaging of the country. They were crazy days for a young South African, with excitement every day as Northern Rhodesia and Kenneth Kaunda were on the road to independence from Britain.

Len was very much involved in the political meetings which in those days, were held by UNIP, over weekends, where Kaunda would address thousands of his countrymen, from the top of an anthill (some as high as five meters, and six to eight meters in diameter), in the townships, whilst the Riot Police and the army surrounded those meeting places, armed with rifles, sten guns and even bren guns.

All to no avail of course, because on the 24th of October 1963 the flag of Zambia was raised for the first time, at midnight, in the Dag Hammerschold Stadium, Ndola. Len was there that night.

Not long after, the Zambian government wanted Len to surrender his South African passport, being an officer in the Zambian Government services, and thus ended that chapter of Len's career when he chose to resign and return to South Africa.

Whilst in Bulawayo, Southern Rhodesia, on his way back to South Africa by car, Len responded to a newspaper advertisement for a representative with a very large firm of Manufacturers Representatives, and started work the next day, selling every imaginable product including liquor, confectionary, fancy goods, tobacco lines, groceries, pharmaceuticals, cosmetics, ethical lines and toys.

Len covered every city and town from Beit Bridge to Chirundu and travelled constantly, week after week, and enjoying every minute in representing some of the most famous House Brands from throughout the world.

Four years later Len was transferred to a now very independent Zambia, to the Ndola office of the same Company where he was back again in familiar territory, calling on the well known towns of Chingola, Bancroft, Mufalaru, Luyansha, Broken Hill and Lusaka.

Back once again in South Africa, after enough of all the rumblings of independence now starting in Southern Rhodesia, Len was offered the opportunity to represent the Agents for Omega watches, throughout South Africa, and so, once again, for four years, Len travelled the roads of South Africa, South West, Botswana, until being transferred to Cape Town to open a Regional Office for Omega, and be responsible for the Western and Eastern Cape and the O.F.S.

During those years Len received training in Switzerland, and other major cities of Europe and England, covering every aspect of the appointment of Omega stockists, (some prestigious jewellers waiting as long as twelve years before being appointed as Official Omega stockists !)

Ever evolving progress in the Japanese watch industry caused the downfall of many Swiss watch manufacturers and this eventually caused Len to return to Johannesburg as the National Sales and Marketing Manager for a national chain of up market jewellers.

Len's passion for motor cars eventually caught up with him when he had the opportunity to join the motor industry, first in a management position with Toyota South Africa and then with Nissan South Africa, where, once again he was on the move, transferred back to Cape Town as General Manager responsible for the fleet needs of the entire Sanlam/Sankorp group of companies. It was here, in the automobile industry where Len met his future wife, the Purchasing Manager of a major Insurance Company.

Now semi retired, Len and his wife, who herself retired in June 2010, are both very keen motor enthusiasts, and very much involved with almost all motor manufactures and their dealers and are fortunate enough to attend the launch of almost every new vehicle model onto the South African market, throughout the country, and which keep the adrenaline flowing for both Len and his wife. Whilst cars are Len's first passion, ships are his second, and he has never stopped regretting that at the time of leaving the Bothie, Len did not have the opportunity to go to sea.

By the way, that crazy, "laugh a minute", lovable character who was at the Bothie as Len's senior, and who spent many years at sea, was none other than Barry Downing, Len's cousin.

J.J. COUSENS. 1964 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 Dry Docks. 2006 relocated to Abu Dhabi as Marine Training Superintendent with IRSHAD [Abu Dhabi National Oil Company, Marine Division]. 2009 retired to Cape Town

S.R. DICKASON 1975 #2515. On this day of writing Steve has left for Esperance, Australia, to take up the position of Assistant Harbour Master & Pilot. We look forward to further news Steve.

S.A. BLOOMFIELD 1954/55 #1863. Stewart served four years with Ellerman & Bucknall before coming ashore to Southern Rhodesia (now Zimbabwe). Became a Trainee Estates superintendent that involved forestry, sugarcane planting, cattle management and trout farming. Mid 1962 joined British Motor Corp, in Mutare as a Production Trainee. Mid 60-'s moved to General Motors in Port Elizabeth and subsequently worked for several big name companies. Retired 2003 having served for 20 years as Industrial Engineering Manager with Defy Applications in Durban. 2010 relocated to England.

K.A. BREWIN 1954 #1864. I spent the first half of the mid year semester on the Bellville Rifle Range with my eldest brother's father-in-law who was the range warden there at the time. Whilst there, his son, a motor mechanic, came to work on a motor car. He asked me to give him a hand with the repairs and I enjoyed getting my hands dirty. When I got home I told my dad, Capt H Brewin, that I did not want to further my studies at the G.B. the following year. He was very annoyed, as he had taken a lot of trouble to get me into the G.B. He said that he would let the necessary people know what my decision was and I left it at that. The following year I joined Holmes Motor Company in Cape Town, but after approximately 18 months I decided I didn't like it so joined the S A Navy, once again disappointing my father. I joined the Navy in June 1956 and had a very successful career as a diver, but still regret not completing my training at the G.B. especially now that I'm getting the Joint Newsletter on a regular basis and read of my classmates and other students' successes. Jimmy Cooke, Atlatech, who was a student of mine for about a year, was mentioned in the last letter. I didn't know that he was a student of the G.B. He and I are very good friends and I look him up every time I get to C.T. I also do not remember Cdr Bob Hind being at the G.B. in the same year and class as myself. Elaine, my wife, and I immigrated to Zimbabwe in 1997 to set up a tourist lodge and bought a houseboat with the idea of taking

tourists on Lake Kariba for a couple of days at a time for fishing and to see the wildlife. It worked fairly well for a time, but then things went pear-shaped up here and we could not get building materials, victuals or fuel, so we put the project on hold, as it still is at the moment, so I'm afraid I will have to withdraw my invitation for Obies to come out on the houseboat with us. But, if they are willing to "rough it" they will be made most welcome at "Ambush Alley".

R.M. GARDNER 1983 #2798. Having been in Cape Town since 1989 Robbie has now been promoted within the Grindrod Group to General Manager for Africa. This position is based in Durban to where Robbie has recently relocated. Rob comments: "which will mean a fair bit of travelling around and looking for opportunities for the group's agency section to develop north of here. Should be fun."

R.C. SHAW 1954/55 #1907. Richard was unable to attend the Australian branch mid year function as he was sailing their boat home with crew from Borneo via Iran, Jaya and Penang. Sounds fun.

B. LEASK 1977. A phone call from Kevin Tate somewhere out on our West Coast put me in contact with Butch who fell off my radar a little while back, he comments: "As mentioned during our brief conversation I have been working for POSH SEMCO since December 2007 a Singapore based company doing mainly long distance towing with some positioning and some supply work. We have also been living out here [Riebeek West] since about March 2008 so if you and Kathy are at a loose end come out here for lunch one day, spare beds available on request." Be prepared for our visit Butch & Jane.

S.P. LISIEKI 1971 #2395. The recent Gulf oil spill has drawn Simon out of retirement. "BP has drafted me to help out. I'm running a flock of scientists on three research vessels doing deep water sampling and analysis. It been stressful but dare I say it fun? I do two weeks on and two off and had to suspend Wooden Boat School." Appears the problem is in capable hands.

T.J. PURDON 1971 #2402. After a varied and successful career Terry recently achieved his 60th birthday and retired from Safmarine. I do not know how he is presently filling his days but suspect a HUGE black computer has something to do with it.

G. WALSH 1984 #2853. July 1982 Gary joined Unicorn Lines as Cadet. 1984 attended General Botha. October 1990 to June 1991 joined De Beers Marine (Undersea Diamond Recovery), then returned to Unicorn as Chief Officer. Later promoted Master. 1998 joined the S.A. Maritime Safety Authority in Cape Town and in 2001 joined Safmarine as Marine Manager. 2010 left Safmarine and now an independent marine surveyor.

C.P. COURT 1983 #2792. Chris recently wrote in from Middlesex [that sounds rude]: "Hope all is well in the Southern Hemisphere. Alas never go there these days been 17 years since I was last in Africa. Manager for an IACS Classification Society Project Department for Europe, African and the Middle East (European Division) which deal with new buildings and major conversions in both the Marine and Offshore Sectors. All the best."

THE LEGEND LIVES ON - COLIN HARWOOD 1958/59 #2108

During a recent visit to our shores Ian Manning and I pressed Colin for detail of his prestigious awards which Colin has now shared with us. After Bothie Colin studied medicine and eventually joined the S.A. Defence Force, which included service in Angola during the S.A. border war. Colin later moved to Canada where his successful career continued retiring in 2007.

Colin Harwood - ORDER and MEDALS in sequence:

International and Canadian:

1. Most Venerable Order of the Hospital of St John of Jerusalem, Commander Grade (worn around the neck). Awarded ± 1999, for 23 years of dedicated volunteer service to the St John Ambulance Brigade.
2. Special Service Medal with Humanitas Bar, for service with the Canadian Forces in Rwanda, 1994.

3. Queens 50th Jubilee Medal for volunteer service as National Medical Officer and National Commissioner, St John Ambulance, awarded 2003.

South African:

4. Southern Cross Medal for exceptionally meritorious service and particular devotion to duty in Angola (Oct 1976).

5. Pro Patria Medal with Cunene Bar for service in defence of the republic for the suppression of terrorism (Apr 1977). Cunene bar for Angola service against the communist forces.

6. SADF Good Service Medal (Silver) for 20 years good service in the SADF.

7. SADF Good Service Medal (Bronze) for 10 years good service in the SADF.

8. Chief of the SADF Medal for 'service above and beyond....' during the 1980-1981 cholera epidemic in Zululand.

9. St John Ambulance Service Medal with 2 bars for 22 years of service in St John Ambulance Brigade (last bar 2009).

THE LEGEND LIVES ON - DEREK McMANUS 1956/57 #2013.

Derek has been almost a life long member of our Durban Branch committee taking over the Chair in 1992 and recently celebrated his 70th birthday with family and friends, a strong presence of Old Boys included. Well wishes not only came from Old Boys worldwide but also from our Patron HRH Prince Philip and President Jacob Zuma. What is noticeable in those well wishes was their commendation of Derek's long service to others, his dedication to Old Boys and the preservation of our Ship's legend and history. Derek, we thank and salute you. Bravo Zulu. (*see KZN Branch News Page 2 & 3*)

NEWS FROM THE GAUTENG BRANCH. - Ivor Little

A small group of ex cadets, Old Worcester's and their wives took advantage of an invitation by the Naval Officers Association (NOA) to spend an evening with them on 18 June at the SA Museum of Military History.

The group was given a guided tour of the Museum by Mr. Alan Sinclair, a senior curator, while the NOA held their AGM, and then joined the NOA in the Museum lecture theatre for a most interesting talk. This was given by a senior engineer involved in the construction of the World Cup Soccer Stadium in Durban. He gave us a detailed explanation of the building of the Moses Madiba stadium and how the various engineering problems involved were overcome, particularly with the now famous arch.

At the conclusion of his talk he gave as his considered opinion the fact that, with the completion of the stadium and the existing sporting infrastructure in its vicinity, Durban was in a position to even hold the Olympic Games, if the city so wished. Two weeks later it was announced in the Press that Durban was prepared to bid for the 2020 Olympic Games! - Inside knowledge or professional foresight?

The Gauteng Spring function will be held at Harvest Inn, Golden Harvest II Village, corner of Tin Street and C R Swart Drive, Strydom Park, at 1230 for 1300 on **Sunday, 5 September 2010**. Cost will be R100 per person, bring your own bottle. Visitors to Gauteng are welcome. Please contact Ivor Little at 012-660-3243 or e-mail ivorandanne@mweb.co.za for further details.

Australia Branch News – Peter O'Hare

We would like to congratulate all in South Africa for the wonderful World Cup spectacular.

Our mid year lunch was held in Sydney on 24th July. Attendees were: John Fisher (35/37) and Wendy who flew in for the day from Adelaide. They used a better airline this time and arrived as scheduled. Jock Cameron (47/48), John McTavish (51/51) and Annette, Grenville Stevens (60/61) and Suzette, Peter O'Hare (64) and Jenny, Roger Pike (Pangbourne) and Maura, Peter Hay (Worcester), Gerry Hallock (ex SAN) and Helen.

The Queensland group under the control of Vice Chairman Andy Fotheringham is thriving and we are promoting the establishment of a group in Western Australia and in New Zealand. The Queensland group have agreed to host our AGM and Annual Commissioning Day lunch in Brisbane on Saturday 19th March, 2011 at a venue to be decided.

Our next New South Wales informal and pre Christmas lunch will be on Saturday November 27 in Newcastle NSW.

Regards to all and please get in touch if you are going to be "Down Under".

Grenville Stevens	(2189 '60/61)	Chairman	
Andy Fotheringham	(2525 '76)	Vice Chairman	
Peter O'Hare	(2247 '64)	Hon Sec.	peteroh@bigpond.com Tel.0417 028809

UNITED KINGDOM BRANCH – Ted Fisher

Gentlemen... a change in activity planning for the future. In past newsletters I've been trying to rally support/ideas for suggestions from Obies, however, as expected none have been forthcoming.

So, as Conway Solent Branch with active participants dwindling away to low numbers through reasons of apathy, infirmity and cost it is now impractical to organise lunches/dinners/events with any degree of certainty. Venues require confirmation of numbers well in advance so as to negotiate prices. There will thus be **NO** Xmas function this year. Thoughts of a spring event 2011 have been abandoned. Rising costs = a downgrading of venue= unacceptable!

With Obies scattered throughout the UK it is probably best in the long term that local functions are undertaken and advertised through the newsletters by any member who so wishes to do.

I'm more than happy to continue as your UK Scribe and Contact Link with members. I shall continue to provide an article for the newsletter and hopefully Obies will assist by providing *snippets* of information. Alan Bole, as an example, has sent the extract below on Captain Derrick Kemp, please also refer to the GB website under Gallery - Scranbag - Capt.Derrick Kemp completes 50 years as sea...read all about his long and distinguished career.

I trust all members worldwide are enjoying their summer/winter wherever they are, we in the UK have been fortunate in having an excellent summer period so far, despite the need for rain.

Once again on the above note ATB to all.

Ted Fisher tele.01903 744400 and mobile 0702635017, email tedfisher@aol.com

UK Obies - All Obies in the (NW) UK have a standing invite to join the Old Conways for their lunches at the Liverpool Marina. Recently Capt.Derrick Kemp (1957/58#2058), Master of the Cruise Liner, MV Discovery, was invited to attend a lunch by a number of the Old Conways who had sailed as passengers in the ship. Derrick-married to a Liverpool girl- Bernadette and living in Formby (a suburb of Liverpool), at home on leave, was the Guest of Honour at a lunch in March. In return, Derrick invited some 40 local Conways to hold their monthly lunch aboard Discovery when she called at Liverpool in the summer.

On the 26th June, Derrick brought the Discovery into the New Passenger Terminal on the Mersey. It was a warm summer's day and the 'visitors' enjoyed a fine lunch in very nautical surroundings, overlooked by the Famous Liver Birds.

Two Regulars at the lunches are Alan Bole (1949/50#1588) and Keith Lindsay (1960/61#2180) but Keith was away at the time and so missed out.

ROBBEN ISLAND GUNS

I recently circulated the below request by email and the response from members was overwhelming. Jerry Hookins appeared to have found a new calling in life as he trawled the Internet and other publications. Thanks to all who responded, the information I found to be very interesting and of value to the enquirer. For those not on email here is the request for any information you may be able to contribute.

“Reading the latest this morning it struck me that your members might be able to provide me with some information. I have been tasked by Public Works to prepare a military history of Robben Island as part of the few million Rand renovations of the old military structures on the Island, including the very well preserved three 9.2-inch guns (South Africa has 12 of these guns, more than the rest of the world put together of 103 listed as at 1 January 1945). One of my problems is how did the authorities get the 28 ton barrels of the guns (quite apart from the almost equally heavy mountings) to Robben Island and then get them ashore? The only info I have at the moment is that the SAR&H in early 1940 were building a special barge to carry equipment to the Island and the other tit bit is that a tractor pulled the barrel up the beach on rollers. If there is any wise old Harbour Master or Pilot of those days, he would probably be in his late 90s now, who remembers this, I would be extremely grateful.”



Nigel Hobbs & Harvey Millar

One such reply from **Richard Cousens** was as follows:

“Good Day Tony - sorry I can't help you on the how and where these guns were landed, but on a light note, verifying the weight, attached is a photo of **Nigel Hobbs** and **Harvey Millar** attempting (unsuccessfully) to lift one of these barrels up at the battery on Red Hill (disused and derelict, sadly). This was after the reunion of the '59/60 Bothy Boys in March. Regards – Richard”

Ron's First Prize - Sidney Paint-In 2020

Obie Ron Wilson (#2027 '56/57) is doing exceptionally well as an artist in Canada. Those who have access to the Internet, go to <http://www.artistwilson.com/PeninsulaNewsReview.htm> and view his canvas entitled “The Boondocks” for which he won first prize. You may also view his other masterpieces at <http://www.artistwilson.com>.

Did I Read it correctly?

Notice in an office: “After tea break, the staff should empty the teapot and stand upside down on the draining board.”

Notice in a farmer's field: “The farmer allows walkers to cross the field for free but the bull charges.”

Notice on a repair shop door: We can repair anything. (Please knock hard on the door, the bell doesn't work.)”

Spotted in a safari park: Elephants please stay in your car.”

Notice outside a laundry: “You can drop your trousers here.”

With greetings from the Scribe dhenwood@iafrica.com

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

"A cloudy day is no match for a sunny disposition." (William Arthur Ward)

"In nature there are neither rewards nor punishments; there are consequences." (Robert Green Ingersoll)

The New Day – By Mike Briant “The stuff that posterity is made of”

-1-

The day has started,
The Skippers farted,
He’s found his teeth and put them in and scratched his nuts,
Over his brimming coffee mug he scowls,
Patterned with cheerful teddy bears,
This coffee’s cold again he growls,
The Tiger stands and dutifully stares,
‘Aye true,’ says he, ‘as like as not,
‘Alf hour ago t’was pipin’ ‘ot,
When you was called.’ He turns away,
For duty calls in this new day.

**

-2-

The Chief’ in monstrous slumber stirs,
Scratching beneath his grey and greasy vest,
Subconsciously his mind avers,
‘A poppet valve a mite distressed’,
Locates the distant sound with an all-seeking ear,
Beseeching imperceptibly,
Upon the incumbent engineer,
To practice some integrity,
‘The I.P. cylinder.’ Old Chiefy doth unerringly assert,
Mumbling to his pillow, sleepily he confides,
‘Wants but a wee an’ timely squirt,
I’ll flay yon worthless greaser’s manky hide,
And,’ comes the grim and oft-repeated threat,
‘I’ll have yon feckless Fourth debollocked yet.’

**

-4-

The bo’sun, like a behemoth’
Descends upon the foc’sle door,
Propels it aside with booted foot,
Rousing the hands with a deep-throated roar,
Turning half-clad, they peer with bleak and oystery eyes,
Murmuring foul remonstrance into the gloom,
Like furtive troglodytes surprised,
Skulking in some fetid forgotten tomb,
He stoops, one blue-veined tattooed arm upon one knee,
One hoof upon the greasy weatherstep,
And spits, a sidelong parabolic curve into the lee,
Growling hoarse imprecations round his cigarette,
This fug-hole fer Gawd’s sake, is their home, they love it
well’

Prettied with lacy pin-ups, hung with socks,
‘Tis their domain, they wish his soul to hell,
And to his genitals a most malignant pox,
His shadow at their threshold is a sin,
But worse, the cold fresh air he’s letting in,
‘Some git’s ‘alf-inched me trahsis, ‘ere an Bert,
I’ll thank ee, get yer thievin’ mud’ooks orf me shirt,’
He bids them ‘MOVE’, he’ll see the last ‘n out,
Not one but he could lick with one hand tied,
Tear up fer arse paper too, as like as not,
His war on rust no longer be denied,
‘Some muvvers ‘ave ‘em, right enough.’ They mumble,
‘Sure ‘tis sad,’

The whoreson surely never knew ‘is dad.

**

-3-

In beauty bless’d the new-born day,
Lights the East horizon of the sea,
The Mate upon the bridge wing blows his nose,
Belches and swills his mug of morning tea,
Returns his sextant to mahogany repose,
To practice his rustic trigonometry,
Truly the man so loves his little stars,
They are his dawning challenge, his evening tryst,
Would he could keep a clutch of them in little jars,
Were they not far, so very far, beyond his reach,
A pot of Pleiades, a box of tricks,
A bottle of Betelgeuse or Bellatrix,
Albeit so, he plots them with manipulative care,
Acrux and bright Capella and Altair,
Whistles a cheerful dirge and gives his pants a hitch,
‘And Venus too this morning, naked again the bitch.’

**

-5-

Their daily rote begun, the vessel’s rats and crew,
Whiffle alike the promise upon the morning air
Of bacon, lightly burnt and rich burgoo,
Wafted upon the trade wind following fair,
Indifferent to mannish fears of passing night,
She reels beneath her ribbon of noisome smoke,
A loose-riveted argosy bathed in blossoming light,
Lugging her precious cargo of furnace coke,
A bounty in bones, well-bagged and delicately salted hides,
What noble share of commerce to enrich the few,
Anon, less cash advances, fines and ‘slops’, she’ll yet
provide,
Remuneration for this motley crew,
The means whereby these sweat-rag Argonauts,
Their most inelegant pleasures may pursue,
And while some distant woman may spare a sometime
thought,
Others, wrapped in shore-bound smug inconstancy,
Will little care, nor hardly wish to know,
These dissolute philosophers of the sea,
From rock and tempest then, and fire and foe,
Good Lord, we pray, protect them where so’er they go.

‘The Junkman.’

SLOP CHEST

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

Phone: 021-7885957 fax: 086 604 0811

Email: cptchairman@generalbotha.co.za

BADGE	R100
FLAG	R100
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'n NAAM WAT SEEVAARDERS EER Geskiedenis van die opleiding skip.	DONASIE
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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
- Branch: Thibault Square, Cape Town
- Branch code: 02 09 09
- Account name: General Botha Old Boys' Association
- Account number: 070835128