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GENERAL BOTHA OLD BOYS' ASSOCIATION

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

August 2012

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.

FORTHCOMING CAPE TOWN EVENTS.

- Tuesday 11th September, 1130 for 1200 – Pub lunch, Royal Cape Yacht Club.
- Speaker, JP Arabonis
Jean Pierre Arabonis is the founder and principal oceanographer at Ocean Satellite Imaging Systems (www.osis.co.za), the company specializes in marine weather forecasting and voyage optimization in Southern Africa and worldwide. His presentation will cover the methods and technologies used to generate a modern marine weather forecast and how the forecast is interpreted to identify specific threats to navigational safety.
- NOTE the earlier start time. Cost R50 per person
- Booking for the lunch is important, please RSVP by Sunday 9th September 2012 to:
 - Kathy Nicholas: phone 021-788 5957
 - Email: cptchairman@generalbotha.co.za
 - Facsimile: 086 604 0811

DATES OF FORTHCOMING EVENTS: 2012 & 2013

15 November 2012: MARINE BURSARY GOLF DAY (see details on Page 14)

16 March 2013: AGM and Commissioning Day luncheon (Kelvin Grove confirmed)

17 March 2013: Annual Service of Remembrance and Wreath Laying Ceremony

DATES OF FORTHCOMING EVENTS: 2014

01 March 2014: AGM and Commissioning Day luncheon (Kelvin Grove confirmed)

02 March 2014: Annual Service of Remembrance and Wreath Laying Ceremony

This Newsletter is packed with news of many Obies, enjoy the read. There is growing interest from all branches in linking up with other Training ship associations and recently in particular Old Worcester Association where GBOBA has much in common (Pages 10 & 12). In my recent travels I visited the Cutty Sark, which is very much a part of the Worcester history, in Greenwich. The ship was reopened in April after restoration from the devastating fire about 3 years ago. They have done a wonderful job in preserving the ship and there is an excellent presentation. I highly recommend any opportunity to visit.

Talking of Old Boys' Associations, I came across an interesting organization the other day called "The Goldfish Club" (not that it is necessarily applicable to "old boys" but women are included if they qualify, and that is of course the case with the GBOBA). The rubber company, P B Cow & Co. of London (1833 originally lace & linen products & the first to introduce waterproof tweed commercially), were the manufacturers and suppliers of the Mae West and rubber dinghies. During the 2nd World War Mr. C. A. Robertson (Robbie) was the Chief Draughtsman who was responsible for the Ministry of Aircraft Production Air Sea Rescue Equipment Drawing Office. Many ditched aircrew visited Robbie at the factory to discuss their experiences after ditching and who owed their lives to the Mae West and rubber dinghies produced by P B Cow. Robbie had the idea of forming an official club for Airmen who had survived a successful wartime ditching so that they could meet and exchange experiences. Incredibly the club had 9,000 members by the end of the war which speaks volumes not only for the endurance of the survivors in horrific circumstances, but also for the quality of the survival equipment which, even if there were defects, had spare back-up equipment to help those in distress survive their ordeal. My Uncle was one such survivor who, as a fighter pilot, after being shot down, spent two and half days in a punctured dinghy in the sea off Flamborough Head, Yorkshire before being rescued. I have in my possession the rubber hand pump he used to keep the punctured craft inflated, and the quality of the rubber is still good for use as a pump. You can read about the Club at www.thegoldfishclub.co.uk.

Of particular interest is the introduction to a recently published book called "The Goldfish Club" by Danny Danziger. He writes of Frederick Stanley Mockford, a senior radio officer at Croydon Aerodrome, south London, which was at that time (1923) the busiest and most prestigious airport in the country. It was also the first airport in the world to introduce air traffic control (of interest to our Obies in Aviation, see Scranbag, E G Turner page 4). Mockford was tasked to come up with a word that could be used to indicate an aviation emergency situation, easily understood by ground staff and aircrew alike, no matter the language of the person. As most of the traffic he was controlling came from Le Bourget Airport near Parris, he suggested the word 'MAYDAY' (repeated 3 times) from the French m'aider, which means 'help me'. This word was only to be used for a vessel in the 'most grave and imminent danger' in which loss of life was a strong possibility. The system was promptly adopted by ships as well. For less serious situations he came up with the distress call 'Pan, Pan, Pan' from the French 'panne', meaning breakdown, and 'Securite, Securite, Securite' for the lowest level of danger ('Securite' meaning safety). *Scribe*

From the Bridge of s.s. Cape Town.

The day before writing this was a very special day in Cape Town, a home semi final for the Super Rugby overall log leaders, the Stormers who won 14 of their 16 matches during the tournament. Their opponent was Durban's Sharks. A fantastic game to watch but sadly the Sharks outmatched the Stormers on the day and now I have to endure my Durban colleagues gloating. Much to my dismay I received an email from Niel Brown class 1969 making no apology for being a Shark supporter all the way from USA. Can life get worse?

Most of us have heard of, and watched, UK's Queen Elizabeth II jubilee on TV. The day after the Thames River pageant in appalling English weather our patron, HRH The Duke of Edinburgh, had to be admitted to hospital with some ailment. Not surprising traipsing on the

river in pouring rain at his age. We duly wrote him a *get well* letter which must have worked as soon afterwards his PA wrote back with the good news.

Our Old Boys are still very active in the industry. Besides those serving at sea and ashore around the world the salvage industry is almost saturated with Bothie Boys. The recent MSC Rena casualty off New Zealand was no exception, there being Nic Sloane, Kevin Tate, Pim Zandee and Richard van der Spoel. Recently I attended a Smit Salvage seminar in Cape Town and was again interested to see the high number of Bothie Boys involved. Among others, Okkert Grapow 1953/54, Dave Main 1971, Dave Murray 1981, Kevin Tate 1976, Pim Zandee 1964 to name but a few and I am sure I have overlooked some names. This again highlights that our ex cadets are *Names Among Seafaring Men*. What grieves me on these occasions is their apparent aversion to wear our GBOBA tie, most of us seldom wear ties these days but when we do it would be fantastic to *troop the colours* on such occasions. Well, I live in hope.

Electronic communications have brought a new modern curse, SPAM email, which has replaced the junk post formerly received in your post box. Over the years the GB email address has attracted huge volume of daily spam mail, a very unwelcome burden on our electronic infrastructure and an extremely serious risk of a virus invading our systems. Therefore we shall shortly implement a protection procedure to reduce, hopefully eliminate, spam email and protect our equipment and database against viruses. This shall be done towards the end of August. Once we have launched this, when addressing your next email to our GB address, you shall be prompted to log into a specific website and copy a verification code which is provided to you on said website. This procedure then verifies that you are indeed human and your email address is then authorized forever to communicate with our GB email address. I am assured that this procedure takes a few seconds to complete and needs to be performed only once. Your understanding and cooperation of this matter is highly appreciated.

REUNIONS

Behind the screens much hard work is being put into planning various class reunions of which we are extremely pleased. These reunions really bring ex classmates together with fond, perhaps some not so fond and amusing anecdotes. But more importantly these contribute hugely towards the preservation of the history of our ship.

The Class 1953/54 is being driven by Barry Cullen who recently described this to me as a *full time job until 2014*. Barry, I know. Ivor Little is busily compiling and updating the history detail of all their classmates, a mammoth task of its own on which Ivor is enjoying huge success. All these updates are on our website as space does not allow for all of them to be published in this edition. Most importantly to me is that Ivor has managed to locate two AWOL class members for us on whom I have reported in Scranbag. Well done chaps.

Following a very successful 50-year reunion, the Class of 1957/58 is holding their 55th class reunion next year. Various class members are involved in the planning, principally Laurentius "Van" Van Rourendal, forgive me if I have omitted someone. (*See Page 12*)

Us younger members are no exception. Peter Blackett of class 1974 has initiated their 40th reunion scheduled for 2014. So class of 1953/54 shall be in good company, or is it the other way round? Again Peter has already located a few AWOL of his class, which I also report in Scranbag. Well done all, we look forward to meeting you all at the respective *Bothie Weekends*.

SCRANBAG

P.F. BLACKETT 1974 #2465 As mentioned, Peter has launched their class reunion scheduled for 2014 and reports as follows. "**Ian Carrasco**: He got back to me from Soyo in Angola, where he is the Marine Safety Advisor for Angola LNG. He has been there since May,

working on a month on/month off basis. *Cracks* is one of two Extra Masters in our year, **Dave Colly** being the other.

As I mentioned in an earlier mail, I have located **Rod Wills** who you have no info on in your muster list. [Peter, I am still waiting for his contact details.]

Chris Murch, through the wonders of Google, I have located as the owner of a Pick and Pay supermarket in Scottburgh. I know that he is a P&P man because he used to manage the Hypermarket in Durban North when I was living in Durban. There are no email contact details there for him but in time I am confident I will get a message to him.

Peter Finch I have located through Linked In and Facebook. He is living in New Zealand. I have left a message on FB for him but have had no reply. I have also left a message with Parky [**Alan Parkinson** 1965] on FB for Johan Juselius as I recall that JJ was going out, or was married to Parky's sister-in-law. Nothing has come back on that either. [Come on chaps, please respond. Peter, I do not have JJ on my mailing either.]

However, I will update you as I go along. I am just trying to find 26 people, you are searching for a lot more than that and I admire your dedication.

Finally, I think I should give you an update on my status. Sailed with Safmarine from 1973 to 1983. After obtaining my Masters certificate I joined the Harbour Service in Durban where I worked for 15 years in various positions, starting on the tugs as a Deck Officer and then later Tugmaster and finally as a Pilot. In 1998 I joined Pentow Marine where I worked as a Discharge Advisor at the Durban SBM, with a brief secondment to the Marsha Bashayer Terminal in Sudan as a Load Master/Mooring Master. In 2000 I joined Qatar Petroleum as Senior Port Supervisor/Pilot in the Port of Ras Laffan. In August 2005 I was promoted to the position of Harbour Master in Ras Laffan, which is now the world's biggest LNG export terminal. This position I still hold today."

E.G. TURNER 1953/54 #1856. As mentioned elsewhere in this publication *Ted* is one of those AWOL that Ivor Little has located, he writes; "Many thanks for your email and the bunch of newsletters that arrived in the mail. There was a bunch of reading to get caught up with. I have also received emails from Barry Cullens, Bill Cope and, of course, Ivor Little. As the years pass memories fade and it is good to get news from the past that get the brain in motion. 1955 - 1959 with Clan Line Steamers- Clan Brodie, King Line- King Arthur & Umtata. 1960 - 1963 U.S. Army - New Jersey, Ludwigsburg (Germany) and Georgia. 1964 Attended National Aviation Academy in St. Petersburg, Florida. Obtained Commercial / Instrument - Airplane - Single and Multi-Engine Land Certificate. In addition obtained a Ground Instructor Certificate - Advanced and Instrument Certificate. 1964 - 1968 General Aviation Instructor with various flight schools in Florida and California. Added to my Commercial / Instrument Pilot Certificate a Cessna Citation 500 rating and developed and taught the program to pilots obtaining their ratings. 1968 - 1978 Pilot Instructor with Western Airlines teaching systems on Boeing 727 -200, Boeing 737 - 200 & 300's and McDonnell Douglas DC-10's. 1978 - 2006 Western Airlines merged with Delta Air Lines and the training department moved to Atlanta, Georgia. Trained airline pilots on Boeing 737 - 300's and 500's. After training on the new McDonnell Douglas MD-11 in Long Beach, developed a new Computer Based Training (CBT) program for Delta and as Senior Instructor on the aircraft taught and trained a group of Instructors how to teach on this aircraft. Along with the Senior Flight Instructor on the MD-11 we oversaw the design and development of the Flight Training Device (FTD) in Montreal, Canada. Incorporated the FTD into the program, which allowed Ground Instructors to train the pilot's and shorten their Full Flight Simulator time, thus reducing expenses to Delta. Using the same principles, developed and taught pilots on the Boeing 737-800. Mid 2006 to end 2006, retired from aviation and moved to Englewood. 2007 to present [2012]. Formed a one man company, Pixel Maniac, involved in photography and website development. Produce a website <http://www.inglewoodfl.us> which is designed to spur economic growth and development, especially in the downtown area (which is basically unchanged in 40 years.)

Also recently opened <http://mobilebizwiz.com> helping local businesses become aware of the modern tools available to them using mobile devices.”

W.R. BOWLES 1953/54 #1810. As mentioned elsewhere Ivor Little has actively been pursuing his AWOL class mates and Bill Bowles was one of those. After much research, ably assisted by Van van Rouendal, we were about to *declare* when by sheer coincidence Chum Pedro Velida 1954/55 came across Bill in a shop in Port Elizabeth. Bill Bowles exchanged the strict Brothers of St Joseph's College, Rondebosch (Marist Brothers) for the rigours of the General Botha, where he won the Senior Certificate Prize for English. On leaving the General Botha, Bill married his childhood sweetheart, Betty Docherty, and took a job with the Cape Times Ltd in the printing and lithograph section. He was the fifth generation of his family to follow this line of work. His career with Cape Times Limited took him to Johannesburg and then to Japan and Hong Kong. On returning to South Africa Bill decided to open his own business in Mossel Bay and ran it until his retirement.”

D.S. OLIVER 1953/54 #1844. Another communication from the reunion group. “Dear Barry and All, this is the silent one. But I have been reading all the e-mails about 2013 [methinks should be 2014 Don] and looking forward to seeing you all again, particularly those who will be travelling long distances. It sounds like I'm the only one still gainfully employed, and very busy at that. Retirement isn't for me. In the last couple of months I have been doing work in South Sudan in connection with transit damage to an X-ray machinery for the new airport at Juba. It was in a container that was involved in a head-on collision just over the border from Uganda. And in Dar Es Salaam I have a continuing interest in a container that was stolen from the Port. It contained laptops given by an UN agency called One Laptop per Child to the children in Rwanda. Six people have been arrested but I am still trying to find the laptops worth US\$1,4 million.”

A.F. DA SILVA 1972 #2415. A mutual friend sent a birthday wish to Rony recently and he wrote back. “Thanks for the birthday wishes. I worked all day but in the evening > my boss took me & a few from the office to dinner at the hotel. So had a pleasant birthday 60th yesterday, can you believe it! I am in Soyo in northern Angola. I am working in an office as Compliance Officer for Svitzer. It is a gas terminal & we have 12 vessels here with 1 still to come. Thus am pretty busy. Been here 6 weeks already & probably for another couple of months. Enjoying the work. Great to work normal hours, even though in one helluva place! Greetings to all in CT at the next GB do.”

M.G. GREENEN 1963 #2224. Gerry wrote to say that he has *taken the liberty* of updating his details. Liberty? I wish all Obies would do so regularly. 1964-1987 Served as Cadet and Fourth Officer with Blue Star Line, Third Officer with Bank Line, Second Officer with Denholm's, Chief Officer with Safmarine before joining the S.A. Harbour Service in East London. 1987 served as Chief Officer and Master in North Sea Supply/Stand-by rescue vessels. 1988 Senior Sea Survival Instructor and Senior Research Officer for RGIT Offshore Survival centre in Aberdeen. 1992 awarded fellowship of the Nautical Institute in for his work in rigid inflatable boat operations. 1993 joined the Staff of the Nautical College in Fraserburgh "Driving" the Radar Simulator, teaching Class 1 + 2 Deck Officer (Fishing) and Officer of the Watch and Chief Mate Candidates 1994 retained as visiting tutor to Brunel University and Imperial College, both of London, as Marine Design Consultant tutor to post-graduate industrial design students. 1998 appointed as author for Lloyds of London Diploma in Marine Surveying. 2003 Curriculum Leader of Maritime Studies at Banff & Buchan College Fraserburgh Scotland. 2005 Sector Manager Nautical Studies at Banff & Buchan College Fraserburgh Scotland. 2010 retired (semi) - 2012 retained as supply lecturer in Health & Safety course delivery (including NEBOSH and IOSH).

H. WESTER 1982 #2772. Still being in employment sometimes has its rewards, an article in an industry magazine recent led to finding Henk in Mozambique. “I have been with the same Company since 1999, The National Shipping Company of Saudi Arabia, sailing RoRo vessels

from the Gulf to East Coast USA, and started here in Maputo as Harbour Master on 14th May 2012." What were you doing prior 1999 Henk?

B.G. NELSON 1985 #2871. Barry is yet another defaulter who failed to update us of his movements, his class mate George Byron reported; "By pure accident I ran into one of my class mates Barry Nelson in Sandton City. He is working for Gearbulk in Australia as Commercial Manager." Thanks George.

P. VAN GYSEN 1976 #2558. "Bothie Old Boys find themselves in strange locations [indeed]. I am in Astrakhan, Russia, on the banks of the Volga River as part of a team piecing together a Le Tourneau 116 jack up rig which will be used in the Caspian Sea. It has been shipped in from the the UAE in sections, the heaviest being 850 tonnes. The sections are loaded onto a heavy lift ship in Sharjah, shipped to Mariupol in Ukraine and then by barge from there. From there it goes to Rostov via rivers and canals for a change of tugs from puller to pusher, and then onto Astrakhan. It is really interesting work but the facilities and systems are rather archaic. The team consists of a Hollander, an Englishman, a Scot, a Bulgarian, a Ukrainian, two Russians and two South Africans. The rig is being assembled on two barges joined together with flotation tanks fitted to the decks. We are using a sheer legs of 1600 tonne capacity. Once the rig is complete, the barges will be submerged and the rig floated off." We look forward to your update Pete.

G.P. STEPHAN 1978 #2613. Many members will be aware by now that the A.P. Moller Group finally closed Safmarine as a company, all that remains afloat are a few vessels in Safmarine's livery. Graeme was formally in Safmarine's Antwerp based head office. "Thought I would bring you up to speed on the latest in my career. The decision to move the management of Safmarine from Antwerp to Copenhagen meant that after a 35 year career with Safmarine (more than half the time of the companies existence) I had my last day on the 29th February 2012. Prior to that I had spent 9 years in Antwerp firstly heading up the Growth and Development department and ending in the Fleet department. They were exciting times as Safmarine was operating as an independent shipping company within the AP Moller Group. During this time we entered many new services and completely renewed our fleet giving us the youngest containership fleet of any top 20 shipping company in the world. During this time we increased our loadings from around 180,000 TEU per annum to over 1.7 million TEU! Not to be forgotten we continued with break-bulk and were the only part of the Group involved in this business. Here too we completely renewed our fleet through new build charters and recently through own vessel projects. I am proud to have been a major part of these successes. Since February I have been busy setting up a new venture together with 3 colleges from Safmarine and as from early May our new company Antwerp Ship Partners has been in operation. Our main focus is working with partners on new efficient vessel design, management and chartering and I look forward to a new career working for myself. Should anyone like to contact us my e-mail address is Graeme@antwerpshippartners.com Good luck Graeme.

R.P. REUVERS 1968 #2343. "Hi Again meant to tell you that I am retired now. Back to St Francis Bay, South Africa."

R.D. WATKINS 1976 #2560. In between flights Rod wrote in. "I should have updated my details for the Scranbag earlier and again I apologize. After flying for the Dorbyl group and Rembrandt as one of their Captains I joined SAA as a 'boy' pilot or junior first officer in 1987. My very first trip I was on the crew that handed the 'Helderberg' or SA 294/295 to the crew who unfortunately didn't make it to Mauritius from Taipei. I gained command in 1997 and have been fortunate to have flown the Boeing 737-200 and -800 as well as the Boeing 747 and Airbus 340-600 and -300 where I am currently a captain. We have to retire at 63 so I have a max 8 years left. Here's hoping that I can maintain my medical and sim checks as it is a great industry to be involved in. Doc Ashley Stoner whom most of you know has a lot to do with the first requirement. Several guys that I sailed with have flown with me over the years, especially when I was a domestic pilot and it was great to catch up with them. My wife's name is Sharon

and we have been married for 28 years and have two grown up daughters. We travel on the Queen Mary 2 from Southampton to New York in July and I shall be wearing my 'Bothy' tie. My first trip to sea since I left 'The Vergie' as 2nd Mate in 1981. I hope the captain isn't Italian but also hope that they perhaps recognize a Bothy boy's tie. I get to do trips to all of our long haul destinations and whilst they are fairly short these days I hope that I can catch up with the Carrington's and Atherstone-Reynolds and Le Seures out there some time."

F.M. VERHEIJ 1966 #2577. Frank recently went AWOL but I am pleased to say that our Old Boys network still operates. "Oops! Since 1st March been piloting in Sohar, Oman."

C.H. SHEARD 1976 #2557. Ken Downie class 1987 recently informed us; "Not sure if you know already but I've recently learned that Clive Sheard is moving from Dubai to Perth to take up a "Head of Marine Consulting" role for his current employer, GL Noble Denton." Negative, we have not heard. Would Clive or Ken please contact me with relevant details soonest?

M.C. MARWICK 1955/56 #1957. Mike's son recently wrote to us. "Despite approaching his 73rd birthday (in September), Mike is still gainfully employed as the master of a supply/rescue vessel in the Persian Gulf, where he works 8 weeks on and 8 weeks off. After finishing at the Bothie in 1956, he went to sea for a number of years before temporarily swallowing the anchor and enrolling at Durban University in 1964, eventually completing a BSc, but only after enjoying a colourful few years as the varsity cheerleader and rabble-rouser in chief! He worked ashore for a few years, got married, but returned to sea in 1977 with Unicorn Lines and thereafter Safmarine, earning his master's ticket in the process. More land-based work ensued (during which time he obtained an MBA and remarried), but he returned to sea in the 1990s in various capacities, working locally as well as in the Azores and in the Gulf. He is married to Cheryl and has three children, Natasha (42), Matthew (41) and Rebecca (20), and is the doting "Cap" or "Papa" to four grand-children. A couple of years ago, his children presented him with a surprise birthday present – a rather luxurious photo album that celebrated his old school, the Bothie, and his two years there, after receiving much clandestine support from various Bothie Old Boys from that time. All Mike's school photos had been destroyed by fire in 1960, when his parents' farmhouse burned down." Again, the family's thanks to all class mates that assisted to replace those priceless photographs of Mike's Bothie days.

M.A. ROWE 1977 #2572. Mike recently transferred to Port Hedland somewhere in Australia. What he is doing there we know not and I shall not repeat how he describes this place.

P.A.F. KNIGHT 1971 #2393. Appears Patrick is still experiencing his mid life crisis although he must have passed 60 by now, having bought a very fancy cabin cruiser somewhere up north. "She is lying in Zwartsluis in Holland. Will winter her there and get cruising next year. Will start by doing Holland before heading to France in 2014. See you all back in SA in October."

SOS

I am pleased to report that all members that went AWOL since our May newsletter have been located. Thanks to all your assistance, the Old Boys Network still operates efficiently.

ANCHORS AWEIGH

J.J. BEKKER 1961/62. Having been close friends with Jan and Carol I find it very difficult to translate his passing into words that celebrates the man. I only met Jan sometime in the 80s when we were doing a *ticket* together and studied at our Granger Bay Bothie. We became good friends there and again illustrates the camaraderie of The Ship. It is only a few months ago that Jan was diagnosed with a *dread* disease that proved to be incurable. However, his class 50th reunion was planned and Jan was determined to attend, and attend he did. After the reunion Jan and Carol decided to stay in Cape Town where he sadly passed away 18th June. After Bothie Jan joined Safmarine and later with Durban Lines as second mate followed by chief officer with Unicorn. 1970 Jan decided to come ashore and managed stores for

Greatermans and Checkers and later acquired a Wimpy Bar restaurant of his own. During this period he also served as tug master in Cape Town and owned a fishing vessel operating out of Kalk Bay. 1995 he joined Fawley Terminal, Southampton, as tug master and although maintained property in South Africa he and Carol lived in Spain. He and Carol travelled *home* regularly and never missed a *Bothie Weekend*. Jan is survived by his wife, Carol & daughters Yvette, Nikita & Gene, son in law & 3 grandchildren. He shall be missed.

P.J. COX 1942/43. Peter was a Junior Cadet Captain and runner up for the King's Gold Medal. Sailed as Cadet in the m.v. Sealandia, a Danish war prize run by the S.A. government as a troopship, thereafter in the S.A.R. & H. ships, Agulhas, Erica, Dahlia, and Hangklip. Joined the harbour service after obtaining Master's in 1952. Started in Walvis Bay and served in all ports, except Port Elizabeth, in various capacities. Was a harbour pilot in Durban during the hectic days of the Suez crisis in 1967. Appointed Port Captain and opened up Richard's Bay in 1976 and piloted the first ship into the harbour, S.A. Vaal. Promoted from there to Port Captain of Cape Town in 1982 and very shortly afterwards appointed Port Director Durban, being the first marine officer to be given this post which was in overall charge of the port's total operation. Retired October 1986 and then completed a B.Com. Deceased July 2012.

R.B.F. KROS 1947/48. Born in Cape Town 28th April 1931, went to school at Boys High and CBC in Kimberly, after which he spent his two years at the S.A.T.S. General Botha. From there Ray joined the British East India Steam Navigation Company as a cadet and later as a third officer. On his return to Kimberley, he worked at De Beers Head Office and then as a mine surveyor and a shift boss. Latterly owner of BE Safe Paramedical, a medical equipment supply company based in Cape Town. Deceased 30th June 2012.

G. CROSS 1947/48. Passed away 13th June. Gordon Cross was born in Durban and educated in Krugersdorp, before reporting to the *General Botha*. On completion of his two years he joined P&O and served in the *Shillong*. Chronic asthma forced him to give up the sea and he came ashore to work for Wispeco and the Rhodesian Select Trust, in the former Rhodesia. In 1956 he married June Murcutt and together they moved to Zambia to continue with Rhodesia Select Trust. Gordon was then offered and accepted a job with Goldfields South Africa in Johannesburg, moving on from there to the Carlton Centre and then finally to the Old Mutual, from which firm he retired in 1966.

He was a staunch *General Botha* OBA supporter in Gauteng and until he became ill never missed a meeting. He passed away after a short battle with Alzheimers and a serious spinal injury, caused by a horse riding accident. He is survived by his wife June, his son Kevin and daughter-in-law Cornelle and grandson Warwick. A number of ex-cadets attended his memorial service and he will be sorely missed at future Gauteng get-togethers. [Submitted by Ivor Little.]

D.J. MC PHAIL 1939/40. Born in 07/11/1923, deceased 19th September 2011. After the General Botha Desmond served in the army in the mechanical division went into Africa and ended in Italy before the war ended. He then went straight to Southern Rhodesia [now Zimbabwe] where he met his future wife. He was engaged for 2 years then married Angie in 1948. At that time he started work at Shell. He rose through the ranks and retired for the first time after 30 years service. He got bored so started at the GST dept in Rhodesia worked for about 7 years and retired for the "2nd time". Left the then Rhodesia to come to Cape Town when the problems started in Rhodesia. He started a pensioner job at the then Perm Building Society for 2 years, but left because he was offered a better job at a company called Mercedes Office Equipment also for about 2 years. Once again someone heard about him and offered him a job at Sales Tax Dept Cape Town where he worked for another 10 years and retired for the 3rd and final time. This was at approximately age 76. And then joined the vintage club touring Africa and getting into mischief in his caravan and his 1967 Chevrolet Impala. He was a true gentleman, husband and friend. He is very sadly missed by many people.

D.P. POWELL 1943/44. Another good friend passed away recently. 1945 Dave joined as Midshipman Royal Naval Reserve. 1947 promoted to Sub Lieutenant. 03/1948 demobilized and then spent a few months with African Coasters and Southern Steamships. 09/1949 joined Safmarine, served as 4th, 3rd, 2nd and Chief Officer. 01/1954 joined S.A.R. & H. as Chief Officer. Served in all ports and on all types of vessels, promoted Pilot, April 1966. 1973 went overseas to investigate various tug propulsion systems and transferred to Johannesburg Head Office to coordinate the Harbour Tug Replacement Program. 12/1979 appointed S.A.R. & H Nautical Advisor and Head of the Harbours Marine Service. 12/1987 appointed as Director Marine Services. 12/1988 retired. 1956 - 1992 S.A. Navy Citizen Force, retired with rank of Captain. Chief Examiner, S.A. Cruising Association, 1990 - 1992 Maritime Industry Training Board. Deceased 09/05/2012.

Our condolences to family and shipmates.

KZN BRANCH NEWSLETTER DURBAN - JULY 2012

General Botha Old Boy Jerry Hookins coordinated a visit of two KZN bursary holders namely, Tsoso Hanong and Zusiphe Mzotho, on a visit to our region. They had a very busy time visiting various things of maritime interest. Jerry brought them to the June lunch and each did a short talk on their backgrounds and experiences so far. Jerry briefly discussed the bursary fund and some of their activities. The Obies were very impressed with the two young cadets and their progress at the Lawhill. The KZN Committee made a useful donation to help cover the travel costs of the two cadets.

In an extract from a letter of thanks, Jerry said the following re their lunch visit –

“...our young friends were a little overwhelmed to be in such august company, but the genuine friendliness and interest shown by yourself and all members attending soon put that aside. I can honestly say that both really enjoyed their visit, and felt honoured to be able to make their presentation to you all. They were also pleased and grateful to receive your gift of the book *“A Name Among Seafaring Men”*.”

Brian Ingpen, the Head of Lawhill Maritime Centre, has also requested that his thanks be conveyed to you for what you all have done for the students, and may do in the future.”

Obies please note that the lunch costs will now be R65 plus R5 tip – total R70 – still very good value.

The tax issue with SARS has been resolved. GBOBA Natal will consolidate its financials with the Cape branch who will submit returns to SARS. Thanks to the Cape Branch for all their hard work to sort out all the paperwork re our organisation and its tax status.

For those Old Salts who spent some time cruising in the trades this may bring back some good memories.

Song of the Trade Wind

"Oh, I am the wind the seamen love –
I am steady, and strong, and true;
They follow my track by the clouds above,
O'er the fathomless tropic blue.

Through daylight and dark I follow the bark
I keep like a hound on her trail;
I'm strongest at noon, yet under the moon,
I stiffen the bunt of her sail." *Jack London "The Sea Wolf" 1904*

Ernest Nellmapius KZN branch.

GAUTENG BRANCH

The Gauteng Branch will be holding its **Annual Spring Function on Sunday, 30 September 2012**. This date is at present provisional, as we still have to settle on a venue at a price that

will keep all our members happy. Gauteng members will be advised individually of further details as soon as they are available. Ivor Little.

Australia Branch News

Our mid year lunch was held on Saturday 28th July at the Customs House in Newcastle. For those from Sydney it was a pleasant train journey and very inexpensive as most of us are Seniors. In attendance were: Gordon Maxwell 40/41 and Bettie; Stan Damp 47/48 and Jennifer; John Mc Tavish 51/52; Grenville Stevens 60/61 and Suzette; Peter O'Hare 64 and Jenny; David Rowden Old Worcester; Tony Maskell Old Worcester and Mary; Robyn Bowen (widow of Des). A special thanks to John Mc Tavish for organizing the venue. We also celebrated Gordon Maxwell's 88th Birthday.

We are talking to Old Worcesters about some combined functions in the near future including Conway and Pangbourne.

We are holding a **pre-Christmas GBOBA lunch in Sydney on Saturday 8th December**. Venue will be the Great Northern Hotel, cnr. Mowbray Road West & Pacific Highway, Chatswood.

The Queensland Group will be asked to host the AGM and Commissioning Day Lunch in Brisbane on Saturday 16th March, 2013.

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

Grenville Stevens (2189 60/61) Chairman

Andy Fothringham (2525 '76) Vice Chairman

Peter O'Hare (2247 '64) Hon Secretary, Australia Branch.

Email peteroh@bigpond.com Telephone 0417 028809

UNITED KINGDOM GBOBA – Ted Fisher

The Worcester Connection: I was delighted to be invited with Barbara to represent the GBOBA at The Association of Old Worcester's Portsmouth 2012 Reunion Dinner in Portsmouth Guildhall on Thursday 21st June in the presence of HRH The Princess Royal. Also attending, as guests were representatives of Old Conway, Pangbourne and TS Mercury. We arrived in the morning in time to view the Worcester Memorabilia Exhibition in the Nelson Room of The Royal Maritime Club....included in this magnificent display were silver trophies, paintings, photographs together with other items loaned by OW'S.....amazing how Training Ships Daily Routines all followed an almost identical pattern, juniors naturally enjoying at times, a certain degree of discomfort as we 'chums' did!! A buffet lunch followed in Boathouse 7 in The Historic Dockyard.

The Formal Reunion Dinner was held in the impressive Portsmouth Guildhall attended by almost 600 OW's, wives, partners and guests. Principal being HRH who regaled those present with a most illuminating and humorous speech in response to Colin Steere President of OW's.

Friday 22nd morning saw us attend a service in Portsmouth Cathedral to celebrate the 150th Anniversary of the establishment of the Training Ship and to remember OW's past and present. On conclusion of the service I was able to present on behalf of our Association a GBOBA plaque (right) to Clive Bradbury- Chairman Portsmouth2012 Reunion.



Our Cape Town Chairman Tony Nicholas had of course sent his own letter of congratulations to Colin Steere in advance of the reunion gathering. It was good to see Doug Wrathmall (56/57) join in on the Friday service and final gathering at the Royal Navy and Albert Yacht Club.

GBOBA/Conway Solent Christmas Lunch, in The Silver Fern Warsash on Sunday 2 December. Cost is £13.00 per person. I'm sure many will recall The Fern in late 50'/60's as a watering hole after lessons! I would be grateful for some indication of attendance, which will be of assistance to Chris Nelson in his planning.

We also now meet on the First Sunday of the month at The Rising Sun at Warsash for a family pub lunch all welcome.

Brian Georgeson (57/58) made contact last week. On one of his walks a 4 day doing the Thames Path from source down through to Cookham Berks...very, very muddy!! He had been up in Norway earlier, however, had to curtail walking due to the heavy snow. Great to hear from George and hopefully his next planned visit will coincide with a meeting!

Best to all and please do get in touch when in transit

Ted Fisher email: tedefisher@aol.com Tel:44(0)1903 744400 Mob:44(0)7702635017

Southern Lunch at Simon's Town

The next **General Botha Southern Lunch** will be held at the Seven Seas Club, Simon's Town on Tuesday 16 October 2012 at 1200 for 1300. Those wishing to attend are requested to telephone **Brad Wallace-Bradley on 021-786-1957** before 1700 on Friday 12 October 2012.

GBOB Jazz Icon in the Johannesburg Walk of Fame - Vic Albert 52/53 #1747

Johannesburg now hosts a Walk of Fame, which is a tribute to past jazz icons, and prominent amongst them is our own Obie **Chris Mc Gregor 52/53 #1778**. The son of Obie Andrew Murray Mc Gregor 24/25 #146, Chris was born in Somerset West and raised in the Transkei at Blythswood where his father was headmaster of a mission institution. This was the beginning of his musical appreciation, hearing and being exposed to the complicated Xhosa music environment. Chris's talent and ability slowly improved until he arrived at the GB, yet he survived developing the ability to play a multitude of instruments and excelling on the piano for both years, often adding glitz to what could have been drab occasions. Leaving the Bothie he had to get a matric before he could consider further studies, therefore he went to Paarl Boys High to qualify, he then enrolled in the College of Music where he studied for four years. During the day he had the accepted classical influences and at night he visited the local jazz clubs in District Six joining in and playing with our local musicians. It was during this time that he became musical arranger, bandleader and pianist in the theatre band for the musical "Mr Paljas" which was released by Gallotone records. His friends and he developed a mixture of South African black traditional music and black American jazz and formed a group to perform at the Soweto Jazz festival in 1962. They took 2nd prize, which led to the birth of the Blue Notes. It was at this time that Chris arranged six tracks of compositions by yet unknown musicians who would become internationally known in jazz circles. Now shortage of money forced the group to try raising funds by touring the country in an old Combi to gigs arranged by Maxine who had initially joined the group to arrange gigs and became road manager. Chris and Maxine eventually married and she became a part of his life. Money, money, money became a problem for the sextet, and they toured S.A. playing anywhere they were accepted, remembering the deep dark days when mixed groups, and mixed audiences were taboo. They toured mainly to raise money to go to Europe where they believed they would be accepted. Also they had to wait for exit permits for the five black members of the band. At last in 1964 they received the necessary paperwork and left for a musical festival in Antibes where they had been invited to play. Hoping for a really good blast they were only given 20 minutes, but this was sufficient to get them on the road to becoming a giant in the jazz world, being

responsible for integrating African rhythm with American jazz. Forming the Brotherhood of Breath they played all over Europe and England including Ronnie Scotts review with very high praise from the jazz fraternity. As always money raised it ugly head and the group eventually disbanded after leaving England to live on a small farm in France. He remained a major force in the music world releasing a number of solo piano albums, and contributing in a number of musical releases over the next few years. Known as a South African jazz pioneer he continued until 26 May 1990 when he passed away. There are numerous mentions on the Internet under Chris McGregor and Maxine also wrote the book "Chris McGregor and the Brotherhood of Breath: my life with a South African jazz pioneer", published by Bamberger Books. If we had lived in different times, he would have become a world renowned musician.

IN REMEMBRANCE OF A CADET WHO LEFT IN 1912

(An extract from The Dog Watch, May 2012 - Old Worcester magazine)

Howard Leopold DAVIS (1910 - 12), of Durban, Natal, was born on 10th. February, 1895, at West Ham, London, son of Thomas B.F. Davis a stevedore, his family then went to Natal, South Africa in 1902, where they made their fortune. He joined the ship in the Michaelmas term and left in the Summer term 1912, to join Clan Line. He served two years sailing on 'Clan Graham' when he had to leave at the outbreak of WW1 to join the Highland Light Infantry. Sadly he was wounded at the Battle of the Somme in the big advance on Thiepval near Moquet Farm in July 1916 and Howard died of his wounds on 12th August 1916 and is buried at Etaples, France in their Military Cemetery. Of his battalion of 800 strong who advanced that day, only 36 answered the roll call that night.

On the Memorial Board at the SATS 'General Botha' reads: Howard Leopold Davis. Born London February 10th 1895. Came to Natal 1902. Cadet on HMS 'Worcester' 1910. **His name is NOT on the Memorial at All Hallows. Howard was never decorated!** In 1920 his father, in memory of Howard, bought the South African Training Ship 'General Botha'

The THREE INTAKES REUNION – March 2013, Mossel Bay

The planning for the Reunion of the '56, '57, '58 Intakes of the SANC General Botha is just about complete, although very welcome late inputs are making the whole Reunion **better and better** every day. The activities will take place over three days, namely on the 12th, 13th and 14th March 2013.

The Reunion Dinner on Thursday Evening 14th March 2013 will be the gala event of the Get Together of General Botha Old Boys who all trained under Capt Legassick in Gordon's Bay. As far as this sit-down Dinner in the Hotel's fantastic "Starlight Room" goes, even the decorations bought or personally made by Rita v R., and are *ready*.

The 5th to 7th floors of the Diaz Hotel, Mossel Bay have been blocked for Reunion Goers that wish to overnight where the biggest rally of long-ago Old Salts, Peers and Chums will be residing. Part of the group will be staying with friends or family, but all will come together at the Diaz Hotel for meet and greet in the Bahia Vacqueros' Restaurant (at 17.00, on the 12th) and for meat and eat in the Art's Cafe (Braai at 17.00, @ R135 p.p. on the 13th) and for the formal Dinner in the Starlight Room (at 19.00 @ R200 p.p. on the 11th Floor on the 14th).

Back to the 4-Star Hotel's rooms: Each room has two single beds made up as a King Size bed, but the beds can also be pushed apart to sleep two per room with own bathroom with bath, shower, toilet and 2 basins. We need to know beforehand how many double beds and how many twin beds will be needed by the married couples and by OB's who may wish to share and save R65 p.p. per night, or require their own room. Please contact Laurentius van Rouendal ("Van") vanrouen@mweb.co.za with your preferences. Each room also has a private balcony from where the more than 180° most remarkable view over the Town, Harbour, Bay, Beach, Seal Island and the blue Outeniqua Mountains can be enjoyed.

On the first evening (12th) all are encouraged – but it is not compulsory – to have Supper at Diaz for all to get acquainted once more. The next evening there will be a BRAAI for which '58 OB Mike Neill from Cairns in Australia offered to buy all the meat!! Great of him **J**, not so!! Being a Vegetarian, the Diaz promised to make Mike (and others, who must just please let us

know) special vegetarian dishes. The Braai will also offer homemade bread, farm butter, a variety of jams, and cheeses.

Diaz has to prepare all dishes and braai the meat (by Law). We will also have a power point presentation by '56 OB Bruce Joubert in the same Art's Cafe, as well as an Elvis performance by '58 OB Gerard Marais from Bothie days. All can sing along – the wording will be provided! During the days everyone is free to visit any of the many site seeing attractions in and around Mossel Bay and even further afield. The circular letters that are being sent to all on Van's mailing list contain the details. And talking of the Mailing List ... if there are any '56s,'57s,'58s who do not receive the circulars, PLEASE contact Laurentius ("Van") and send in your email address. You will receive all relevant circulars without delay.

Monies are being received by '57 OB Hannes Smit, and the details of the 2013 Reunion Account are: G.J.Smit // Acc #.927 001 9151 // Bank's code: 632 005 // Absa's Swift Code: ABSAZAJJ. Potential Reunion Goers are already paying in their fees to ensure their places and seats.

The Starlight Room can seat 64 people. There are very almost as many people who said that they wish to attend, but the first 64 people whose monies have been received by Hannes Smit, will be sure of their places and of a most wonderful "last" Reunion for many of the General Botha's '56s, '57s and '58s Old Boys. Don't snooze and lose, Guys ... come and enjoy the Bothie Boys and Keep the Legend Alive!!

SLOP CHEST

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

Phone: 021-7885957; fax: 086 604 0811; Email: cptchairman@generalbotha.co.za

| | |
|---|---|
| BADGE | R100 |
| TIE [STRIPED] | R60 |
| PLAQUE | R150 |
| PEAK CAP [BASEBALL TYPE] | R100 |
| 'n NAAM WAT SEEVAARDERS EER Geskiedenis van die opleiding skip. | DONASIE |
| A NAME AMONG SEAFARING MEN History of the training ship. | DONATION |
| FIRST DAY COVER 60 th anniversary of our Old Boys' Association | DONATION |
| BELT BUCKLE | R170 |
| DVD "THE SHIP" Filmed on board during the thirties. | R40 |
| DVD "RED HILL 1946/47" Collection of Rex Chamber's photographs with titles and accompanying music. | R45 |
| DVD "SOUTH AFRICAN NAUTICAL COLLEGE GENERAL BOTHA 1954". Filmed by Barry Cullen and Chris Copeland. | R40 |
| NO REWARD FOR DUTY A Biographical Note on the life and career of Captain G.V. Legassick DSC RD RNR | R129 incl. packaging & postage R227 overseas airmail |

PLUS PACKAGING AND POSTAGE! 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

THE GENERAL BOTHA OBA & SOCIETY OF MASTER MARINERS



Invite you to participate in our



(Sponsor name) **MARINE BURSARY GOLF DAY**



Venue: Rondebosch Golf Club

Date: Thursday 15th November 2012

Tee-off between 11h30 and 13h30

The event is being hosted by the GBOBA Bursary Fund and the SOMMSA Benevolent Fund in support of their marine bursary programs for disadvantaged learners and students studying towards school and university marine qualifications. All profits from the golf day will be split equally between these two funds.

The competition will be a 4-Ball Alliance with 2 scores to count.

Cost: R1,600 per 4-Ball

(Includes Half-way House vouchers and Prize Giving snacks)

SPONSORSHIP OPPORTUNITIES

Naming rights for the Golf Day – R15,000

Sponsored holes: 1st, 2nd, 6th, 10th, 14th – R5,000 per hole

All other holes available for R1,500 per hole

Prizes for winning 4-Balls, “Nearest the Pin” & Longest Drives are required and will be sought from sponsors.

To book 4-Balls and/or become a sponsor please contact us on our email address: mastermariners@icon.co.za or contact one of the following organisers:

Hole Sponsorship

Bruce van der Meulen
082 381 9363

Booking 4-Balls

Neil Lawson
083365950
or Peter Coetzee
021 7127982

Other Sponsorship

Keith Burchell
0832824928 or 021 7129167
or Rob Whitehead
083 627 1684