

S.A.T.S.

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GENERAL BOTHA OLD BOYS' ASSOCIATION

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

NOVEMBER 2002.

JOINT NEWSLETTER

Should your address details change, please send your updated details to:

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Visit our website <http://www.generalbotha.co.za>

For your immediate action & diaries Cape Town & Durban:

Cape Town branch Xmas lunch.

Date & Time: 10th December 2002, 1230 for 1300

Venue: Royal Cape Yacht Club, Duncan Road, Table Bay Harbour.

Dress: Club blazer & GBOBA tie for gentlemen preferred, but not enforced.

Price: R63.50 per person excluding drinks.

Partners: Wives, mistresses, lovers, secretaries, welcome.

To assist with catering please do utmost to book by Friday 6th December 2002. However, will ensure some additional catering is available for those who are able to attend at the last minute. ALL ARE WELCOME!

RSVP: Rose Mliswa, Phone Switchboard 021-4086911, direct 021-4086570, fax 021-4086066, email rmliswa@za.safmarine.com.

There will be some lady guests invited, so we look forward to full support.

Durban Branch 80th Anniversary Xmas lunch:

Place: Durban Club

Date: 11th December 2002

Time: 12:00 for 13:00

Price: R70 per person includes sponsored wine

Booking closes 12:00 on 09th December and all friends are welcome.

Contact Derek McManus on (w) 031 3039563 or (h) 031 7673719

Let's make this one the big bash of the year. I will try and arrange lifts for those who have difficulty with travel arrangements where possible – (above Derek McManus phone number applies).

(The following appeal from Ian Manning and Keith Meyer was omitted from the last Newsletter. Your Scribe apologises for this and hastens to include it in this edition.)

THE GENERAL BOTHA DISPLAY IN THE SA NAVY MUSEUM

The collection of GENERAL BOTHA memorabilia in the newly established display in the South African Naval Museum, Simon's Town is advancing very well indeed. One of the projects is to have on display a series of models of Cadets in various uniforms. Although several display cases for the project have already been manufactured, many items of uniform are still required to dress the models. A few Old Boys have already donated some of their precious items such as a lanyard, a cap badge, buttons and a belt. The Museum has managed to put together a good set of rig No. 8 using Navy white trousers and a donated GB jacket. It looks very good. There is however much more required.

We realize that after so many years there is little chance of someone still having a Bothie blue shirt or heavy serge trousers - or a jumper - but who knows? If you have any item of uniform, which you would like to donate to this worthwhile project, designed to perpetuate the Bothie and its image, it will be much appreciated. The museum is looking for jackets and trousers [heavy and light serge], blue shirts, white shirts and stiff collars, caps, cap covers, cap badges [No. 1 and "monogram"], working jumpers, buttons big and small, Cadet Captains', Badge Cadets' and Senior Cadets' insignia, Cadet Captains' shoulder straps, belts - even braces! **WHATEVER YOU HAVE** will be welcome! If you have Bothie related items other than uniform the museum would like them as well. For instance there is a silver bugle sculling around somewhere...

Anyone in a position to assist in this matter is asked to contact **Keith Meyer** at **021-782-5425** or **Tony da Silva** at **PO Box 2454 Durban 4000**.

"The GBOBA Expects Every OB To Do His Duty".

MESSAGE FROM DURBAN BRANCH CHAIRMAN

I would like to thank those who have regularly supported our monthly luncheons at the RNYC. The numbers are showing a steady increase and we hope to see this trend continue. Not only do we see the traditional supporters of the past but a steady showing of OB's that have been adrift for a while. Let's keep the Bothy spirit alive!

At the October lunch four of the crew of the Victory Ship "Vergelegen" who all sailed together in 1951 were in attendance. Robin Thomson was the Chief Officer, Dave Powell was Fourth Officer, Robin Daniel was Senior Cadet and George Foulis the Junior Cadet. Norman Caseley, who lives in Cowies Hill, was then Second Officer. Captain Dick Gardner and 3rd mate Tony Pearson have since passed over the side.

We have also noted on more than one occasion a number of ex cadets who served in the same year getting together around the table and judging from the comments received, the RNYC meets with the approval of all. This increase has necessitated discussions with the management to cater for our requirements on the first Wednesday of the month. See you there!

The annual dance was held on 28th September 2002 at the Elangeni Hotel and it is pleasing to record that 188 people attended.

With the recent fire and subsequent grounding of the ro/ro vessel "Jolly Rubino", Smit Marine South Africa was appointed as salvage masters. Some Bothy boys involved in this operation include salvage master Ian Carrasco and tug officers Toralf Grapow and Tony da Silva.

In closing may I take this opportunity to wish you all a Merry Christmas and a Prosperous New Year. Kindest regards, Derek McManus, Chairman Durban Branch

NEWS from TONY NICHOLAS, CAPE TOWN BRANCH.

ANCHOR'S AWEIGH:

J.A. WATCHAM 1964 #2257. John passed away on 22 October 2001 as a result of cancer. He was born on 28 January 1945 and after attending King Edward's School served in the "Botha" in 1964. On leaving the Bothie he started his own estate agency in Johannesburg, which he ran until his death.

A.C. BROMLEY 1951/52 #1699. Tony passed away 17th August 2002. No further details available at present.

R.C. MINNITT 1966 #2285. Ron joined Safmarine as cadet and later Unicorn Lines and was promoted to Master at age 26. 1975 to 1979 with the S.A. Navy, served on frigates, submarines, torpedo recovery, diving vessels and minesweepers. Decorated for service in the Angolan conflict. Thereafter joined Society General de Surveillance, marine surveying. 1979 to 1984 own business of marine surveying, commercial diving and product sampling. Entered into partnership with McLachlan & Lazar. Shipping slump during 1983 caused closure. Then joined Portnet and served in command of harbour craft, harbour master and pilot in Luderitz, harbour pilot in Richard's Bay and in. 1995, Portnet Training Officer. 1997 became harbour pilot in Dubai and 2000 returned to Saldanha as harbour pilot. Passed away 22nd July 2002.

C.A. REID 1956/57 #2018. Clive passed away 2nd September 2002. No further details available.

K.M. QUIGLEY 1953/54 #1846. Kevin passed away in April 2002, no further details available.

G.T. DOVEY 1929/30 #429. After Bothie George's legal guardian refused him permission to join the navy and he returned to East London, finding employment as an office boy at a furniture shop. He completed five years peacetime training with the Kaffrarian Rifles. During WWII he went north with the KR's after the fall of Tobruk but upon arrival in Egypt he was transferred to the Special Services Battalion with whom he served for the duration of the war. After the war he eventually rose to Production Manager at Glenton & Mitchell from where he retired at the age of 63. Described as a "true Bothie gentleman of note", George passed away 2nd September 2002.

A.C. DUNLOP 1946/47 #1464. Known as "Dunny", Andrew passed away 25th September 2002. No further details available.

JAN JOUBERT. Many Obies will remember Jan Joubert, previously of Durban. Jan was a seafarer and used to take part in Botha activities in Durban prior to moving to Australia. He was from Durban and, due to family circumstances was unable to attend the Botha. He joined the Harbour Service as a deck hand. When war was declared he joined the Aloe and met his wife in Bunbury Western Australia. After also sailing on the Erica he was on the Aloe when she was torpedoed. In 1950 he returned to Western Australia joining Adelaide Steamships and then Australian National Line where he became one of their senior Masters. Passed away 19th July 2002.

Our sincere condolences to family and shipmates of the above Obies.

SOS:

J.A. MULLER 1966 #2286. Although we still have John with Tallships in Durban, I have received a report that he has been transferred to Johannesburg. Would appreciate someone motivating him to correct our records.

W.B. VAN ES 1968 #2351. Wim has gone AWOL and have subsequently had confirmation that he is piloting on the Humber River. So far, my attempts to reach him have not been successful. Appreciate all assistance from the other Humber River pilot Obies to get Wim onto the defaulters parade.

Further mail returned from:

Graeme Harms 1987, last known with De Beers Marine in S.A.

Ryan Braunschweig 1979, last known with De Beers Marine in S.A.

David Ramke 1946/47, last known in Johannesburg with Cable & Ropeway Engineering. Our efforts have failed to contact him.

Alan Brown 1930/31, last known living in George [S.A.]. Appreciate our George/Knysna Obies finding him for us.

Roelof Camminga 1978, last known with Island View Shipping in Richard's Bay.

Would all please assist in locating these AWOLs for us.

G.J. BARTLETT 1957/58 #2035. Shipmate Peter King would like to contact Graeme Bartlett. Word has it that Graeme moved to Australia sometime. Perhaps our Aussie oaks can locate Graeme?

URGENT! Durban branch received a change of address as follows:

"As of 1st August: 5 SANDHURST GARDENS, 31 COPSON CLOSE, CHASE VALLEY, PIETERMARITZBURG, 3201.

As you can see this Obie failed to give his name. Can anybody out there identify him?

SCRANBAG:

X.K. CLARKE 1988. Xanthe was in the industry news recently as the first female tug master [or is that tug mistress] in S.A. Another first for Bothie "Boys". I expect that Xanthe will soon be heading the National Port Authority. Well done.

G. VAN WYK 1992. Our SOS does bring some results, thankfully. "Your SOS in the May GBOBA newsletter refers: Lt. Cdr. G. van Wyk 1992, last known with the S.A. Navy at Simon's Town. I wish to inform you that I have been hunted down by both Charlie Rycroft (Harbour Master, Napier) and Patrick Atwood (Deputy Harbour Master, Wellington) and am very remorseful for not letting you know my whereabouts (keep in mind half my family and friends don't know where I am). I am alive and well and living in Hawke's Bay, New Zealand. I resigned from the navy in Feb 1999 (so please put me on your list as plain old Gus van Wyk 1991/1992) and joined Portnet Cape Town as a trainee tug master and then tug master until April 2000. I moved with my family to NZ in May 2000 and started off doing odd jobs, delivery voyage to Fiji and relieving 3rd Mate on a trans-Tasman Ro-Ro ship. I am permanently employment as 2nd Mate with Strait Shipping who are a three ship company running between the North and South Island of NZ. At some stage in the very near future I will be looking to join a company to get some foreign-going time so I can do the Mate/Master course." Welcome back Gus and well done to our Obies in NZ who paraded Gus on defaulter's parade.

A. AINSWORTH 1986 #2873. Another one found following my SOS call found by Malcolm Hartwell who writes; "Thank you for the recent GBOBA newsletter. It always makes for interesting reading. One of the MIA's you mentioned was Andrew Ainsworth of 1986. Andrew has had a very successful innings with a QS/consulting firm in North Carolina. He has recently joined Nielsen Wurster, one of the biggest (if not the biggest) engineering consultancies in the world and is based in their Virginia office. I understand he will be involved as an expert in their dispute resolution division, but I'm not entirely sure what that entails. It also unfortunately reminds me of that old definition of an expert as being someone who knows more and more about less and less until he knows everything about nothing. Ainsworth is thriving in the US, with 2 houses, a fancy car and a putative yacht on the Chesapeake. His wife Jess has produced two little Ainsworths and allegedly (according to Andrew) leads a life of leisure, but I understand she still works as an ICU sister when needed." Thanks Malcolm.

H. FOUCHE 1968 #2332. Henri has recently joined Pretoria Technikon as lecturer in the Public Management department, lecturing in policing. That is something we dearly need in S.A.

B.J. SMITH 1974 #2489. Some guys appear unable to communicate but fortunately behind every Obie is a good woman. Hazel writes; "Barry and I have recently moved from Alberta [Canada] to a 39 foot sailboat called "Devonshire Cream" based in Nanaimo on Vancouver Island in British Columbia, Canada. Since I'm a complete and utter sailing rookie, we plan to remain in Nanaimo and explore the wonderful islands around her until I've learnt some of what Barry knows. This could take more than my lifetime! Barry is currently away for a three-month assignment on a container ship. I'll try and convince him to send you an update of what he's been up to when he returns. He certainly enjoys receiving the Newsletters so keep up the good work!" We look forward to continuing news of your progress learning the ropes, Hazel.

G.J. BARKER 1979 #2636. Guy still appears to have itchy feet; "Just to let you know that I have relocated to Mossel Bay to work for Smit Marine as a Loading Master. I am enjoying the challenge of yet another chapter in my life. I parted company with SA Stevedores on good terms at the end of June and started off here almost immediately."

G.G. BROWN 1992. Grant has moved to live in New Zealand and is currently serving as chief officer with Maersk after leaving Safmarine in 1998 to pursue a year of private studies.

R.J. MACKIE 1977 #2591. Appears Richard has relocated to New Zealand although my communications to him have gone unanswered. Most rude, old boy. He provides the following useful advice for those thinking of following; "Here is some info for anybody interested. I did all my emigration process on my own. Everything including necessary forms are available off the internet, NZIS web site. My application was received at the London NZ Office on 19 Nov 2001, and I received my letter of acceptance, which was dated 12 April 2002, QUICK AS THAT! I was accepted on my purely on my qualification and work experience, that gave sufficient points for a pass, which at that time was 24 (now 25). I got an extra 3 points from my brother (family needs to be there 3 years) so that gave me 27 points. They accept Class 1,2, and 3 no problem. I still only have Class 2, and intend to do Class 1 in NZ to enhance job prospects, and income of course. I hear that there is a South African presently studying at college in NZ. I would very much like to contact him if anybody knows how. SO!

It is not necessary to pay some emigration agent R9000 and more to do what one can do oneself very easily.” Anybody know the Jaapie studying in a New Zealand college? Let me know and I will on pass to Richard, providing he reads his email.

M.J. SMITH 1958/59 #E2. The Old Boys’ network certainly performed wonders at times. Cadet E6 Ingenieur Henri de Kock [presently living in Holland] managed to trace and visit a shipmate in Canada, Marius Smith. Marius writes; “My wife and I left SA twenty four years ago to come to Canada. I am an old Safamariner as well. A little bit about myself: After leaving the Bothie as one of the first engineering graduates I did an apprenticeship with the SAR and qualified as a millwright. Not being cutout as one I went to sea with the Union Castle Line and then Safmarine, in my time a great company to work for. I obtained my Chief Engineer's Certificate of Competency followed by the University of Cape Town to obtain my B.Sc. in Mechanical Engineering. I briefly worked for the SAR again in their harbours division before moving to SAA, a wonderful experience. In 1978 we came to Canada and have lived most of the time in Edmonton. (Dry summers and bitterly cold winters) I am a consulting engineer working in the field of electric power station design. Harvie Miller threatened to expose me as well but it looks if Henri beat him to the punch.”

G.D. ROSEVEARE 1977 #2569. Gary sailed with Safmarine until 1981 when joined Tristan Investments running up the African West Coast as far as Gabon, across to St Helena and down to Tristan da Cunha. 1983 left the sea and initially went into sales and in 1984 joined Allied Building Society. Served in various posts including appointment in 1990 as their Regional Network Manager based in Durban. 2001 became a WAN specialist with ABSA. [Whatever WAN may be.]

R. FLACK 1954/55 #1876. This time not the Old Boy network, but a Jaapie accent did the trick; “Recently on an trip to the Isle of Wight from London I heard an announcement on the hovercraft in a South African accent. I tracked the guy down (Doug Wrathmall an OB) and he suggested I 'return to the fold' of the old boys! Since taking a nosedive down a hatch just out of Maputo & severely injuring my leg, I left the "Union Cattle Line" where I'd been sailing as a cadet. As my cabin carpet was rotting with all the photographic chemicals that had fallen into it, I found myself in photography. Recently, I switched to web design & Internet marketing, which brings me up to date. Hopefully I will meet some familiar faces and look forward to an association with yourselves.” Welcome aboard matey. (*See Bill Scott's Website report on page 12 for further news of Robert*).

L.H. TIEDT 1987 #2916. Am informed through the Old Boy network that Lance is now sailing as Master with Tidewater. Our database contains nothing more than that he was with Safmarine seven years ago. Look forward to an update of your career since leaving the Ship without further delay, Lance.

I.D. FAIRLIE 1987 #2902. Following a two-year appointment with Maersk Sealand in Copenhagen, Ian and family has transferred back to Safmarine’s head office in Antwerp as Safmarine’s Global Reefer Development Manager. An exciting and challenging appointment and also a well-deserved promotion. Well done Ian.

D.C. van ONSELEN 1984 #2849. Also following a two-year appointment Maersk Sealand in Copenhagen, Clive has transferred back to Safmarine in Cape Town responsible for equipment management and terminals in their Africa Region, covering the entire continent of Africa. Welcome home Clive.

T.B. SCHMIDT 1945/46 #1434. Since visiting us in Cape Town a few months ago on board his yacht, Tom has had a spot of bother; “You will remember our passing through Cape Town early last year aboard Jananna on our voyage round the world? Regret to report we never made it, after four years of uneventful sailing I managed to put the boat on a sand bank on the Colombian coast 50 miles North of Cartehenga, not very clever and only myself to blame, but these things do happen. We are now back in New Zealand getting on with our lives.” Well, we are sure that it will not be long before Jananna II is on the water.

D. WEST 1952/53 #1799. Donald is another of those successful Bothie Boys who just will not give up, he writes; “After leaving the Bothy went to Sea with British India and Thesens and then applied to Safmarine to go to Sea with them. As they had no vacancies at the time (1959) Captain Donald Thorpe, suggested that as George Fullerton (then Safmarine's Freight Manager) was looking for a Marketing Rep that I apply. I got the job in December 1959 based in Cape Town and 26 years later after holding the dubious honour of being the most transferred man in the company, ended up as their Executive Manager (Northbound Sales) at head office. In 1984 I left Safmarine at the invitation of Sanko to open up a South African office and traveled extensively to Japan and the United States, until the news of their impending collapse. At which time I, together with Norman Stobart (ex Bulk Charters), formed States Africa Line with three chartered vessels and began operating a Liner service between the States and South Africa. That operated relatively well until it too went bankrupt following sanctions. I then formed another company, which we called Vacsim and attempted to introduce a new method

of coal loading in South Africa and Mozambique, which was ultimately sold to Mozambican and British interests. Back in to shipping, I joined Mediterranean Shipping as Marketing Director for a year but was unhappy and decided to change the course of my life completely and go farming in Zimbabwe. Together with my wife, Elizabeth, I then started up a Hand Knitting project in Zimbabwe, which became the largest employer of rural women in the country, at its peak 7,000 women, exporting jerseys to the UK, States and Ireland. I was elected Businessman of the Year on two successive occasions in 1994 and 1995, and was the last white man to receive this honour in Zimbabwe. Last year the business was taken over by the Government of Zimbabwe, as were my Farms. We managed to get out by the skin of our teeth, having lost everything!!!! Now living in a rented house in the tiny town of Smithfield in the Free State. But with the determination of an "Old" Bothy boy, which was engrained into us, and which I value enormously in my life, we have started up the same business in South Africa, this time with Government support. My address is 20 Wessels Street, Smithfield, telephone numbers are: 051 6830432 or 082 341 4873 and my email donwest@lantic.net, if anyone would like to contact me. There is always an open bottle of Scotch and a comfortable bed available to anyone passing." Welcome back Donald and sometime will take up your offer, thanks.

B.M. ROWE 1979 #2657. One of these days the Aussie membership will rival that of S.A. Bernard writes from down under; "Just to let you know that I enjoy receiving the Bothie newsletters from you in SA, and your efforts in keeping the association alive are much appreciated. Just to let you know what this old sea dog is up to. I left the sea in about 1985 (ex Unicorn Lines) and then went farming in Natal, and then established a farm machinery repair business in Dargle, Natal. Then went on to textile manufacturing in the Western Cape, and then immigrated to Australia in 1990. Worked on a cotton farm in New South Wales until 1992, and then started a textile business in nearby Dubbo (400km inland from Sydney). Now have a wife, 2 kids, 2 dogs and a mortgage, and enjoy life in rural Australia. Tony, if you ever find yourself in Australia please give me a call." I will mate and look forward to quaffing a few crates of Fosters together.

P.M. TISSINK 1977 #2575. Again the Old Boys network informed us that Peter had joined our Jaapie enclave in Qatar, today confirmed by brother Hans. Await Peter's response to my email to learn what he is doing up there, besides driving a 4x4 in the desert.

R.G. TERRY 1972 #2462. Bob has been seconded from Safmarine to Unifeeder as their Regional Executive, West Region, based in Cape Town. Bob has even found the time to attend one of our monthly lunches but suspect that soon he will be too busy with this new appointment. Well done Bob and see ya at the next lunch.

G. ABRAHAM 1944/45 #1337. I believe it was our museum display in Simon's Town that reeled George in. He was previously a Commander [Engineer] in the S.A Navy and later joined the mining industry. Now retired in Fish Hoek and regularly entertains us at our monthly lunch meeting.

B.R. WATT 1956/57 #2025. Brian has recently retired from the position of CEO of the S.A. Maritime Safety Authority and has established his own consultancy company. Any needing a maritime consultant give Brian a call.

HONOUR AND DUTY:

Ever wonder how our Ship's crest found itself onto the dry dock wall in Simon's Town? **Cadet 579 of class 1931/32 Aubrey Phelps**, had the honour of painting the badge on that dry dock wall. Our badge shares this honour with many famous and historical naval vessels. Thanks Aubrey.

AN OLD BOY'S LIFE IN THE PHILLIPINES

Following four months [which has stretched to nine months at time of publication] in Subic Bay, **Colin Johnson 1971 #2392** writes to give us an insight into happening there.

"The people are extremely friendly and helpful and I've really been made to feel most welcome. The job of Training Manager here at IDESS in beautiful Subic Bay has been interesting so far; in as much as I've had to deal with personnel hassles more than any technical problems. This short course-training centre has a throughput of about 100 students per week, below capacity now that most have qualified in STCW 95 courses, but this keeps our 14 instructors busy. Our focus is tanker training but we also run courses for the offshore and leisure industries and, between scheduled instructions, members of our development team work hard at R & D of new ideas and client requests. Although our percentage of the entire Philippine maritime training industry is small at about 2% we are recognized by most European ship owners as a quality institution and many of the top tanker companies support us. The Philippine manning agencies, on the other hand, only support us at their

principal's insistence, as we are not in the business of kickbacks and shady deals. It's a tough existence here as the training centres (65 at last count) keep trying to steal course material and copy our ideas. The bird life is very interesting. There are many different colour kingfishers, hornbills, parakeets and lots of crows. The little (pigeon size but with longer legs) roadrunners dart across the road at high speed, and the locals call them ticklish. There are huge fruit bats (flying foxes) which hang in the trees in one area called Cubi. Each evening around 1800 they start circling overhead until all have joined them and then the whole bunch, possibly 1000, head off across the bay to feed for the night. I've seen this phenomenon many times and it is quite a sight. The local version of SA's notorious minibus taxi is the Jeepney; a hybrid stretched jeep with a smoke-belching Isuzu diesel. The passengers climb in through a wide opening at the rear and sit along side benches. The drivers must have been secretly trained in Gauteng because they employ the same tactics, however there are no taxi wars and they sensibly don't shoot their passengers."

WHERE ARE THEY NOW?

ERIC EBELTHITE 1928/29 #397. (Born 28th December 1913 in Durban).

Attended Umgeni Road Infant and Primary School (now the Provincial Licensing Bureau) in Percy Osborne Road until 1927. Spent two years (1928 and 1929) in the Training ship "General Botha" at Simon's Town and then went to sea and served an apprenticeship of four years in Andrew Weir's Indian-African Line ship "Luxmi," a motor ship 384 feet long with a speed of ten knots. Traded at regular three-month intervals between South and East African ports and Bay of Bengal ports from Colombo to Rangoon with cargoes of gold, coal, coke and wattle bark northwards and gunnies (bags) of rice, tea, teak, coconut oil, wax and gramophone records southwards. This went on for four years after which I obtained my 2nd Mate's Certificate at Durban in 1934. Nearly two years was then spent in another of Andrew Weir's ships the "Tinhov" which traded to the Far East, Singapore, Hong Kong, Saigon (Ho Chi Minh) from Durban and Lourenco Marques (now Maputo) via Madagascar, Reunion and Mauritius in the Indian Ocean. Cargoes were coal northwards and rice, clothing, fireworks, timber and matches southwards. During this time duties as 3rd Mate were carried out. Passed certificate for Mate at the end of this period at Durban in 1936 and then spent six months in the "Incomati" (also Andrew Weir) which was a new ship built for the trade between South Africa and India. Her sister ships were the "Isipingo" and the "Inchanga". Next ship was the "Saint Dunstan" owned by William Cotts of London. Here about a year was spent as 2nd Mate trading with a bulk cargo of scrap (South Africa via Mauritius to Japan). Then with a cargo of bagged sugar from Cirebon in Java to Casablanca in Morocco and from there with phosphates back home to Durban. Many coal voyages followed on the S.A Coast, Durban and Lourenco Marques to Cape Town and after about a year in another Wm Cotts vessel the "Saint Agnes" to Mombasa, Dar Es Salaam and Port Sudan. I passed for Master (Foreign going) in March 1939. The day after war (1939 - 45) was declared in September joined one of Elder Dempster's ships the "Cochrane" as 2nd Mate. She took me to many West African ports from Doula to Freetown and across the Atlantic to Bermuda, Philadelphia, New York, Sydney, Nova Scotia and Montreal. Cargoes of sugar (to America and Canada), dynamite to the Gold Coast and many other South African products, wines, tinned fruit and jam, beer and a lot of foodstuffs. All of which was in short supply on the West African coast because the ships normally trading there were now employed in the war effort to other ports. Our southwards cargoes from Montreal were mostly general with regular shipments (about 1000 tons each voyage) of dynamite to the Gold Coast. The ship also made regular voyages to Great Britain, all of which were in convoy. However, she was a very lucky ship and was never subjected to any bombing and only once sighted a German submarine. Although the convoy was attacked on this occasion and several ships were sunk, the "Cochrane" escaped. I left her in August 1942. Her good luck continued throughout the war and in 1946 she was back on the West African trade, now oil-fired. Six months was spent in the South African Air Force in 1942 and 1943 but this service did not profit the SAAF (although I enjoyed it) and in April of that year I transferred to the Harbour Service of the SAR& H (now the National Port Authority) and started my career as a Harbour Marine officer. Service was performed in many of Durban's harbour craft - tugs, hoppers and dredgers and in 1951 promotion came and I was moved to Cape Town as Master of a grab dredger, the "Springbok". She was about 180ft long, fitted with two cranes, which worked the grabs. These were lowered to the bottom of the harbour and grabbed up mud and sand where the bottom was too shallow and dropped into the hopper. When the dredger was loaded she was steamed out into deep water and the doors in the bottom of the ship opened and the spoil allowed to slide out. After a year in Cape Town we transferred to Port Elizabeth for a year. Next promotion was to Durban as Master of the tug

“Sir David Hunter” in 1953. A further promotion as Master was to East London with the family this time two years later in 1955 to the Special Class dredger “Rietbok”. This was South Africa’s largest (at that time) suction dredger. She had a huge pipe about 3 ½ feet in diameter in her bow connected to a pump, which worked exactly like a vacuum cleaner. This pipe was lowered to the bottom of the sea (usually outside the harbour) and sand sucked up into a hopper as in the small dredger with a grab crane. In 1956 promotion came as Pilot at East London and in 1958 we transferred back to Durban and have remained here ever since. Successive steps up the ladder followed to Assistant Port Captain when I spent many shifts in the Port Control office controlling shipping in and out of the harbour from 1967 to 1973 and then as Deputy Port Captain and Port Captain until retirement came at the end of 1976. After a year at home I was re-employed in the harbour again as a casual Mate acting as Master of the hopper “Eland” working with the dredger “Steenbok” in Durban, Richards Bay (twice) and Port Elizabeth. Five years of this brought me to the end of my association with the Harbours in 1982. Since 1982 I have been really retired except for an active life maintaining the two houses I have owned and several cars. Now we are in Durban North, as “Caretakers” in a unit owed by our son, Roger, now a Marine Pilot in Dubai, UAE.

INNOCENT BLOOD :

We recently wrote of a book written and published by old boy, **Graham Jooste 1952/53**, titled “So Het Hulle Gesterf”. New Africa Publishing of Cape Town titled, Innocent Blood has now published an English version. The book deals with executions of Boers during the Anglo Boer War of 1899-1902. So, for you history buffs.

A FAIR COP :

Alan Bole 1949/50 had an interesting encounter recently. He writes;

“While attending the funeral of a colleague, I mentioned to a friend who had recently retired to a cottage on the banks of the Menai Straits in Anglesey, that I would be visiting his area later in the month. My wife and I had booked for a concert by Ladysmith Black Mombazo who would be starting their UK tour in Llandudno. We also planned to visit a couple of ‘Stately Homes’ owned by the National Trust. The friend lived alongside one of the properties and suggested that we drop in for a coffee – which we did. While chatting, the friend [he is writing the Sailing Directions for the Menai Straits in Welsh] mentioned that in the course of his travels, he had met a chap on a boat in Caernarfon who was an ex Bothie cadet and who thought he might know me. Unfortunately he had not taken a note of the chap’s name. I asked him to obtain details. In spite of enquiries around the berths and anchorage’s, he was not able to trace the South African. Then, one day they met in Victoria Dock at Caernarfon and the details were passed on to me. I rang the number I was given and found myself speaking to a police inspector in Wigan. Yes, he was an Obie and no, he didn’t know me but knew **Ivan Bole 1951/52** – my younger brother. The elusive Obie is **Ian Meikle 1954/55.**”

After all that detective work Alan failed to provide us with Ian’s contact details. Alan/Ivan, please contact me urgently with Ian’s details, postal address, email address, phone numbers, or just one of these will suffice to recruit Ian onto our mailing list.

AUSTRALIAN BRANCH NEWS

Our year-end social Braai is to take place on 14th November with a good attendance expected. We believe Alan Bole from the U.K. and family will be with us and we will report in the next newsletter.

A group of Old Boy’s on the Sunshine Coast of Queensland will also be getting together on 10th November for lunch. We hope to encourage similar grouping around the country and believe Perth may be our next target. All we need is a local organizer. How about a volunteer?

There are 48 known Bothy Old Boys in Australia and the numbers are growing.

We organize an annual Commissioning Day Dinner each March and a Braai in November. Whilst we are spread throughout the country the events are in Sydney. If anyone is visiting from overseas please let us know, as we will organize a night at the pub at short notice.

We wish you all a Merry Christmas and a Happy New Year.

Peter O’Hare, Hon. Secretary / Treasurer, Australian Branch.

(I am sorry Peter that this will not make your 14 November deadline – Scribe)

GBOBA – UNITED KINGDOM BRANCH NEWS

Greetings from Storrington West Sussex, Ted Fisher.

We started our autumn with **Sunday 3 November** Pub Lunch at **The Rising Sun Warsash Southampton** – a particular watering hole for Walkers and Yachtsmen and the venue would have memories for the many Obies who spent time at the School of Navigation studying (sic) for their various tickets! Very pleased to see the following attendees:

Donald Neaves (GB71) plus Kathleen – Donald in Wightlink Ferries as Mate.

Doug Wrathmall (GB56/57) also in Wightlink Ferries as Mate.

Peter Allen (GB68) in Red Funnel Ferries as Master Southampton-Cowes IOW

Keith Collins (GB57/58) plus daughter Emma (age 7) from their yacht 'Hippocampus' (Legend 326) berthed at Chichester Marina.

John Shone (GB43/44) see 'Shining Example below' - John's wife Sheila struck down with a cold so confined to Sick Bay for the day!!

Chris Nash (GB62/63) still Director with Turner Facilities Management Ltd.

Peter Heydenrych (GB52/53) plus Norma both have just returned from holiday in Australia & Cape Town.

Graham Petrie (GB38/39 **No 1000**) plus Joy together with daughter, granddaughter and son –in –law David Ranger the longest serving RN officer in charge of reserves at Portsmouth Dockyard!!

Finally yours truly (GB54/55) plus Caroline who is coming to terms with a husband in semi-retirement!!

This venue is the monthly gathering for the Solent Branch of the Old Conway Club and some 9 attended including their wives, all in all a very convivial lunch.

Shining Example from '*Touchline*' The Journal of Tabard RFC, Oct 2002

After shining for 64 seasons, Tabards 'Peter Pan' of Rugby, John Shone, has finally hung up his boots. John was prominent at Tabard in the fifties, sixties and seventies before moving to Chichester where he eventually took up refereeing. Finally, in spring last year he decided to hang up his boots- they were surprised he managed to find the hook after so long!!

Conway Club's next social event is a Christmas Evening again at The Rising Sun Warsash on **Saturday 30 November** Tickets £12.00 for three course meal. We are welcome to join in, however, for catering arrangements and numbers please contact asap John Tubb on 023 9238 9800 (Portchester) or e-mail: - johnwilliamtubb@btopenworld.com - a few of us are hoping to attend.

Master Mariner's Sea Pie Supper – Friday 7 Feb 2003 - Southampton Guildhall

Tickets £30 Black Tie. Don Neaves maybe able to arrange tickets, which go on sale on 19th November, if interested contact myself or Donald e-mail: Dkp.Neaves@btinternet.com

News of Obies – via Don Neaves, **Doug Peel (GB71)** now with a firm of Surveyors in Mobile Alabama USA. **Hugh Scheffer (GB71)** now in London with Unicorn (contact details to follow?)

My thanks to the stalwarts who kindly notified apologies for last Sunday, however, I shall be pleased to hear from all other Obies in the UK for any event suggestions or venues, **please, please** get in contact with your e-mail addresses or telephone me on 01903 744400.

Note my new E-Mail address; tedefisher@aol.com.

Here's to the next time.

GAUTENG BRANCH SPRING FUNCTION

The Gauteng Branch held its spring function on Heritage Day, 24 September. The function was held in the Centenary Room at the Randfontein Golf and Country Club and took the form of a luncheon for ex-cadets and their partners. Sixty people attended, of whom 31 were ex-cadets.

The luncheon was hosted by Frank and Mandy Pascoe, who met each couple on arrival, an event which was also photographed and video taped. Complimentary drinks were served in the bar until all were present, after which lunch was announced.

Grace was said by Alistair Douglas, after which Tony Turner, the previous Gauteng convenor, handed over the "Bothie" flag for display in the hall. This was promptly done and the guests settled down to make the most of the excellent carvery and top class wines provided.

Ivor Little proposed the toast to the ship; Ray Schooling, who had come from Cape Town to be with us, proposed the toast to absent friends and then PTI Jimmy Smith entertained those present for a few minutes with anecdotes from the General Botha as he recalled them.

A special surprise was an eight-minute video of the General Botha in Gordon's Bay in 1969. There is no doubt about it; those cadets on parade were darned smart! There were scenes from Stal Plein; Prize Day and of Gordon's Bay which brought back many memories. The official function ended with a group photo of all the old salts present, after which guests were able to linger as long as they liked over a few quiet drinks with their buddies.

The whole day was made possible by Alistair Douglas and Frank Pascoe, who generously sponsored and arranged the event as a gesture of good will from the engineering cadets to their mates, a gesture which was heartily appreciated by all who attended.

The following ex-cadets attended:

"Obie" Oberholzer (33/34); Pat Birch (40/41); John Burt (41/42); Ron McClintock (42/43); John Galloway and Tony Turner (43/44); Ray Schooling (44/45); Laurie Barnes and Rex Chambers (46/47), Mervyn Legg (48/49); Drummond Terry (50/51); Bob Slatter (51/52); Mike Crewe, Graham Jooste, Jack van Leeuwen and Ken van der Walt (52/53); Ivor Little (53/54); Archie Campbell and Brian Glass (55/56); Alistair Douglas (58/59); Frank Pascoe (59/60); John Driver (60/61); Dan "Kito" Holze, Fred Marais and Gerald Meyer (61/62); Brian Preiss (64); Alan Ford (71); Joe Birtles (73) and Peter Carelse (82).

A further 27 apologies were received from ex-cadets who were unable to make it to the function. Good wishes were also received from Alf "Skull" Petters (42/43) in Durban and Mike Neill (58/59) in Australia. The day was a highly successful one and we look forward to our next function in March.

We would also like to hear the experiences of any of the departing guests who might have a tale to tell about the massive roadblock set up a kilometer down the road! This was the grandmamma of all roadblocks and although on looking back on it some of the experiences may in retrospect be funny, we would hate to think that somebody's day may have been completely ruined by not carrying his license or in finding out that his new car was in fact a stolen one! Murphy's law - if Bothie boys are having a good time, sooner or later the cops are bound to get involved!

Ivor

Bothie Web Site. From Bill Scott.

Personal Histories:

The recording of personal histories of OB's have now been completed and included on the web site in the files: Muster List, Cadet Lists, Alphabetical, and Engineers. This task was completed in a relatively short space of time due to the efforts of our willing volunteers, who were, in order of seniority, Norman Caseley 1941-42 # 1157, Jane Galloway, wife of John Galloway 1943-44 # 1292, Elaine Fotheringham, wife of Andy Fotheringham 1976 # 2525, Gary Rosevere 1977 # 2569 and Kevin Denning 1978 # 2625. The response has been immediate with a lot of interest being shown in this project. Many updates and new histories have been submitted to our historian Tony Nicholas, and we are now in the process of updating the site with the new information.

Class Photos:

Thanks to Captain Ian Manning (OB#1956) and Commander Eddie Wesselo of the S A Navy Museum in Simon's Town, who digitally photographed every one of the class photos in their safe keeping. Thanks to their donation of a CD to the OBA, we have been able to include these historical photographs on the web site. See how you and your mates looked as eager youths by going to Muster List > Cadet Lists > Intake Year, where you will find a link at the top of the page.

The changes of venue, officers, instructors and teachers, and uniforms through the years are a fascinating reflection of the Bothie's history.

Search Engine Ranking:

A few months ago we received an e-mail from OB Robert Flack 1954-55 # 1876, who had just heard about our web site while chatting to an OB on the Isle of Wight ferry. Robert runs an Internet marketing and photography business in the UK. One of the services he offers is the improvement of search engine positioning for web sites. He has very generously offered his technical advice, and to run such a service for the Bothie site, gratis, for which we are most grateful. The first two months results are to hand and for those who are technically minded, we are happy to be able to claim that due to his efforts we have achieved the following:

- 1) Using keywords "generalbotha.co.za" we are now listed by 93 search engines – 84 of them in the top ten, and 77 in first position.
- 2) Using keywords "S A Training Ship" we are listed by 61 search engines – 53 in the top ten, and 38 in first position.
- 3) Using keywords "General Botha" we are listed by 77 search engines – 73 in the top ten, and 53 in first position.

Robert predicts further improvement over time. He can be contacted at rfmarketing@btinternet.com if you would like to discuss your own web site's potential rankings. He also has a web site at <http://www.rfmarketing.btinternet.co.uk>

Gauting Spring Function

Photos taken at this function on Heritage Day, can be seen on our site at: Gallery > Activities > Heritage Day.

REPORT TO MEMBERSHIP BY THE CHAIRMAN OF THE GB TRUST

1. Financial

At present the funds being held by the Cape Technikon on our behalf total +/- R 580,000. This is made up of 2 funds, namely:

The Consolidated Fund amounting to +/- R 543 850.

The TB Davis Memorial Sailing Trust amounting to +/-R 36 150.

The current account of the GB Trust with ABSA stands at R 12 641.

2. Ship Models

The several ship models under the care of the Trust and presently displayed on the premises of the Cape Technikon Department of Maritime Studies, are in the process of being restored in succession.

3. Memorabilia

The GB Collection is now being displayed at the Naval Museum in Simon's Town. However, it will be moved to a new position in the Museum in the near future, as the present area is not considered ideal. The situation has been improved recently by the concentration of the GB Collection into a smaller area of the large space allocated to it.

The majority of the remaining copies of "A Name Among Seafaring Men" have just been transferred from the Maritime Museum to the Naval Museum. They will be on sale at the Naval Museum. A small number have been left with the Maritime Museum for sale in their shop.

Outstanding is the transfer of the two ship figureheads and a small number of items making up a display of navigational instruments (Chronometer, Sextant, Octant, Station Pointer, astrolabe etc). It is hoped to have these moved to the Naval Museum during the course of next year.

Because of concerns regarding the security of the King's and Queen's Gold medals when on display, the Trust committee has had replicas made, that will be exhibited in place of the originals at the Simon's Town and Naval Museums.

A final, jointly agreed list of items composing the General Botha Collection has yet to be produced. It is hoped that this will be achieved before the end of the year.

4. Applications for Study Bursaries

This is the field where the majority of the interest from the Trust's funds will be applied. The GB Trust committee has completed drawing up the necessary documents and laying down the procedures for applications for bursaries. The trust is thus now able to accept applications for bursaries for Maritime studies for consideration.

5. Applications for Assistance

The GB Trust committee has just completed a proposed form for the application process for requests for the allocation of funds, for purposes other than study bursaries (e.g. sponsoring the printing and mailing of the GBOBA newsletter). This should be completed early next year.

Yours aye, Glen Syndercombe.

NEWS FROM THE MIDLANDS CHAPTER.

Midlands' chapter, 14th. October 2002. The get together was held at Henley Midmar Yacht Club premises. We all met at 12 noon for a bring-and-braai. Members present Capt. G.B.Thom (1488) and Mrs. Sara Thom, R.A. Beavitt (1024) and Mrs. Pam Beavitt. Friends present Mr. and Mrs. John Hughes, Mr. and Mrs. Dave Christie, Mr. George Duffin and Mr. and Mrs. Jim Edwards.

The next meeting will be 11th Nov. 2002 (always second Monday of each month). Any visitors to our area always welcome - please phone either Capt. Thom 033- 347 1463, or Reg. Beavitt 033- 330 3022 for venue.

From Phil Edwards :jimphil@futurenet.co.za.

1st September.

Spring & Fathers' Day.

D' Spring is sprung,

D' grass is riz,

Oi wunder where dem boidies is,

D' boids am on d' wing,

But dats oibsoid,

D' wings am on d' boid,

Boy o boy, am I poitoib'd.

SPRING,

When a young man's fancy

Turns to what a damsel has had in mind

All WINTER.

Hence,

FATHERS' DAY.

Salutations to all the MOTHERS of the world,

Without them,

There would be no FATHERS!

Totsiens, Gordon Maxwell 1121 1940/41

Thanks for that Gordon. Spring has come and gone, but here in Cape Town the South Easter is still persisting, which, in theory means Spring is still with us!

According to the philosophy of Confucious, "When you discover a job that you really enjoy, you may never have to work again." Now that is an ambition to think about!

On that note I must close. I bring you greetings from the Obies Committee wishing you all, and your families, a peaceful and blessed Christmas and best wishes for the New Year. Thank you for your contributions to the newsletter this year, and please keep sending them next year. I apologise to those who have sent something that I have not included. They are not ignored, and there are still a few articles stacking up ready to be squeezed in at the next opportunity that space permits. Thank you, too, to all those who respond to the letter with appreciation and comments.

Scribe – dhenwood@iafrica.com.