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GENERAL BOTHA OLD BOYS' ASSOCIATION

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

November 2011 **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

END OF 2011 YEAR LUNCH

- Venue: Royal Cape Yacht Club, Duncan Road, Table Bay Harbour.
- Date & time: Tuesday 13th December, 1230 for 1300.
- Lunch cost: R170 p.p - Partners welcome
- RSVP: Kathy or Jacky – phone 021 788 5957

2012 DATES TO DIARISE

**AGM & COMMISSIONING DAY
LUNCH**

2012 SATURDAY 24TH MARCH

WAR MEMORIAL SERVICE

2012 SUNDAY 25TH MARCH

FORTHCOMING KZN EVENTS

The KZN Christmas lunch 2011 is booked for
Thursday 8th December at the **Westville Club** TIME: 1200 for 1230.

This is the same venue as last year where we enjoyed a very good lunch with easy access and parking.

The **COST** will be **R110**. The GBOBA KZN will provide wine

Please BOOK if you would like to attend the lunch. Contact either the secretary at ernestn@saol.com or call Derek McManus at home on 031 7673719.

The **AGM** and Commissioning Day dinner, **in KZN 2012, will be on Friday 16 March.** Venue TBC

The next **General Botha Southern Lunch** will be held at the Seven Seas Club, Simon's Town on Tuesday 17 January 2012 at 1200 for 1300. Those wishing to attend are requested to telephone Brad Wallace-Bradley on 021-786-1957 or Ian Manning on 021-782-1559 **before** 1700 on Friday 13 January 2012 to make reservations.

KZN BRANCH NEWSLETTER - NOVEMBER 2011

We continue to enjoy excellent monthly lunches at the RNYC. Please note that the cost of lunch is going up to R70.

There will NOT be a monthly lunch in December as our Christmas lunch is on the 8th December.

The **first lunch in 2012** will be on Wednesday 4th **January**, 1230 for 1300 at Royal Natal Yacht Club.

At the October get together there were 18 Obies present for lunch and much chatting and catching up took place. It was good to see Roy Martin at lunch on 2 November and he is able to drive himself now and is back at his work too. Looking back at last year's newsletter for November I see Roy was then in hospital and still in a coma so thankfully that difficult time is well in the past.

Tony da Silva is at present aboard the Svitzer vessels in East London preparing them for the ISM Audit. *Ernest Nellmapius*, KZN.

From the Bridge of s.s. Cape Town – Chairman Tony Nicholas

Much activity has taken place over the past few months including my taking three weeks leave to drive the wilds of Namibia, period during which I neglected the GBOBA particularly the email. My apology but I had a great time and returned refreshed to take on the GBOBA mantle again. During my leave of absence South Africa bowed out of the Rugby World Cup and the best team lost the final by ONE point only. Appears I did not miss much after all. On the subject of rugby Neil Brown 1969 keeps in contact from his bridge, see this edition of Scranbag. The recent visit of Peter O'Hare 1964 to our shores and their class reunion during his visit has not brought a report from them but has prompted Gordon Bain to establish a class 1964 website. So if you have not heard from Gordon yet please contact him on gbain@telkomsa.net or phone 27 41 583 3228. Please keep me informed of your progress Gordon. In addition class mate Otto Peetoom circulated a very humorous newsletter to his 1964 class mates. We look forward to your further editions Otto.

I continue to receive a few notices of maritime vacancies around the globe but one presently available and needs to be filled urgently is from our Cape Peninsular University of Technology [CPUT] and reads as follows. "Our DMS vacancy was advertised in the Sunday Times recently. Please visit our website www.cput.ac.za for more information and to apply on line." We need to fill such posts to ensure the future South African seafarers remain the best in the best tradition of the Bothie.

Many of you shall recall our Antarctic supply vessel RSA that in later years was replaced by the then modern S.A. Agulhas. Presently a new "Agulhas" is under construction somewhere in China and the CEO of our local safety authority [SAMSA] has publically announced that the present S.A. Agulhas shall be used as a cadet training ship. A welcome move and no doubt there shall soon be officer's berths available to fill. SAMSA is also sponsoring cadet training at sea which Andy MacLennan (1974) and his team at SAMTRA manage. Thus it appears our local cadet training is in sound health but cadets' berths with shipping companies are still scarce. Therefore if anyone can assist in this regard please contact Andy MacLennan at amaclelennan@samtra.co.za or phone 27 21 7868425.

Various year end functions are approaching all advertised on Page 1. In Cape Town we shall again invite *our* widows as guests to the December lunch so members attending may find themselves escorted to the table by a fine lady eager to learn more of her late husband's days at the Bothie. Also of interest is that a team in the UK has recently captured one million 20th century Merchant Navy Seamen records on a website. This website is subscription based but if you are interested contact our local historian Guy Barker (1979) at gjbarker@iafrica.com or phone 27 83 254 8609 for assistance.

Some previous employees of Safmarine and Safman may not have received their funds from the old pension fund when this was discontinued and a provident fund established in the company. If you suspect you may have been short changed contact Old Mutual; **Cader Noor** cnoor@oldmutual.com or phone 27 21 509 3715.

Past curator of the S.A. Naval museum in Simon's Town, at which our memorabilia is housed, recently handed us a photograph of the 1966 SAMNA *General Botha* class that came into his possession. It is in good condition, mounted but not framed. The mounting board is a bit "foxed" with brown spots but otherwise it is in very good condition for its age. Any offers?

Of particular note is the change of date for our CAPE TOWN 2012 *Bothie Weekend* as advertised on Page 1. Although we plan two years in advance the advent of two class reunions [1952/53 & 1961/62] necessitated a larger venue. We could only secure this by amending the date. We are reviewing the particular week in March during which to hold our Cape Town activities and shall advertise the future dates soon, particularly the 2013 dates.

All for now other than to wish you all a blessed Christmas and a lucrative happy new year - *Tony*.

SOS

Only one reported AWOL since last newsletter; Ron McClintock 1942/43, last known address Jukskei Park, Gauteng. Any leads welcome.

ANCHORS AWEIGH

Mrs Sue Anne Evans, granddaughter of our Ship's donor T.B.F. Davis. Sadly passed away 31st October. Sue Anne and her daughter have been supportive of all initiatives established by T.B.F. Davis including the GBOBA. Indeed the family has laid a wreath at our annual service in memory of the great T.B.F. Davis. A platoon of Sea Cadets from T.S. Woltamade attended her funeral, a gesture greatly appreciated by the family.

C.J.D. JACKSON 1935/36. Cecil, nicknamed Jacko, passed away in October. He passed Bothie in 1936, but failed eyesight test. 1937 Rhodesia and joined the mines. 1939 joined the Rhodesian Army. 1940 attested into British Army, served in Palestine, Cypress and Libya. Jan 1941 to July 1943, SGT with the tough Long Range Desert Group [LRDG] in Libya. Awarded the M.M and mentioned in Dispatches. August 1943, entered A.C.T.I. in Palestine. Nov 1943, Commissioned 2 L/T, returned to L.R.D.G. Feb 1944 to June 1945, led a 10-man patrol in Albania & Yugoslavia, Liaison with the Partisans. April 1945 awarded MBE. Towards the end of War II he was a founder member of the Special Air Service [SAS] of the British Army. A few months ago DSTV aired a documentary on their History channel titled "The Originals". This featured the originator of the well known SAS, David Stirling, as well as a number of his troops that served with him as LRDG and later SAS. This included Jacko, our very own Bothie "Original". Jan 1945, Rhodesia, demobbed, returned to mining. Jan 1947, tyre retreading. July 1965 New Zealand, still in tyre business. 1975 Johannesburg with Mastertreads. Feb 1991, retired.

W.G. BRODERICK 1944/45. Bill served 18 months with Union Castle on the Roslin Castle and Richmond Castle. He returned ashore and served an apprenticeship as a motor mechanic. Had his own business which he sold before joining Leyland Motors in 1956, was manager Northern Natal and Zululand. 1981 joined MAN truck and bus as manager in Ermelo before retiring from there in 1992. 1997 built a factory for his son and continued to work for his son in the reinforcing business. Deceased 13/09/2011.

J.C. FERRIS 1943/44. John served in the R.N.R. and Royal Navy in ranks Midshipman to Lieutenant from 1945 to 1953. H.M. Ships - Jasmine, Gozo, Melita, Fir, Polaris, Niger, ML 583, Niveria, Hogue, Kempenfelt. Then 1951 to 1982 - S.A. Navy in ranks Lieutenant to Commodore, S.A.N. ships - Simon van der Stel, Good Hope, Vrystaat, Johannesburg, President Kruger, Kimberly, Mosselbaai, Port Elizabeth. This followed by staff appointments - Staff Officer Navigation and Direction, Staff Officer Operations and overseas appointments - Armed Forces Attaché, Argentine, Chile, Bolivia, Uruguay. Decoration - Southern Cross Medal. Deceased

R.K. BEAMISH 1964. Rory passed away 31st August. All I know of him is that he was the owner of Beambug which I think had something to do with building the body of the beach buggies mounted on a VW Beetle platform. A summary of his career would be appreciated.

H.C. PEARCE 1935/36. After G.B. Harry was turned down by the navy on account of poor eyesight. Joined the army, S.A. Signal Corps (Bert Costick's Training). Taken prisoner of war at the Battle of Chuisi. Retired from the Daily News Newspaper after 43 years. Deceased 27/02/2010.

H. WHEELOCK 1940/41. Harry passed away 3rd August this year. Unfortunately we have no record of his career and any information will be welcome.

C.W. VEITCH 1945/46. Colin passed away 31st March 2011. All we have on record is that in 1950 he was sailing on an Anglo-Saxon Petroleum Company tanker. Any further information appreciated.

D.G. HAYHOW 1947/48. Dennis was a Junior Cadet Captain and Drum Major on the Bothie. 1949 joined S.A.R. & H. Dahlia, transferred to Agulhas in 1950. 1952 took Apprenticeship with Brakpan Mines and in 1954 went to work on Northern Rhodesia Copper Mines, Chilbuluma and Nkana. Served 8 years with the N.R. Police Reserve, Rank of Senior Inspector. Also did hydroplane racing on the Copper belt, raced for Northern Rhodesia. 1964 returned to S.A. and started own business of steel erecting. 1968 joined Barens Shipbuilding. 1970 joined Toyota Manufacturing at Prespecton. 1993 upgraded to Plant Engineer (Services) until retirement in August 1995. Took up flying and received his wings in May 1975, on single engine aircraft. 1997 working 2 days a week at Durban High School as a handyman. During leisure time did a bit of D.T.P on his computer for friends and family. Deceased July 2011.

Our sincere condolences to family and shipmates.

SCRANBAG

R.G. TERRY 1972 #2426. Breaking news, Bob has just retired after celebrating his 60th birthday. After G.B. Bob joined Safmarine as Cadet, obtained Masters Certificate and rank of Chief Officer. Seconded ashore to Safmarine's Container Vessel stowage office (MARSCC) and later as Cargo Superintendent with the SAECS/Transatlantic joint RORO Service. Promoted to Manager of the RORO Office and another promotion saw him as the Safari (Far East Trade Conference) Management Office Operations Manager. September 1995 - Transferred to the Safbank Office (USA Trade) as Operations Manager, later promoted to Trade Operations General Manager followed in 2001 to Trade Executive. October 2002 appointed Regional Executive for Unifeeder renamed United Africa Container Lines in 2004 and following further mergers to Ocean Africa Container Line. Unfortunately Bob appears to be so busy in retirement he cannot find the time to arrange a 1972 class reunion March 2012. Anyone of class 1972 volunteer?

Eric Hurner 1972 #2417 Although I have little time to keep in touch, and sometimes don't get the time to fully read through the newsletter, I am always grateful to receive it and it always brings back memories of our year together at the Bothie in 1972. Can you believe it; I never actually knew that Mr Stohr's name was Hub! Nor that he had just joined the College when I arrived. I think this must be because he seemed to take on so much of the responsibility for us that it seemed to me he must be amongst the most senior. I still have a vivid recollection of him, and am glad of the connection to you all to be informed of such a thing as his passing. It would be great to be able to be in South Africa next year for a reunion, but I am not sure if that is going to be possible as it is more likely that I shall be in Haiti during this time. But I am glad that you are doing what you are and that the bonds that grew at the time, and have obviously deepened for many of you that went on to work together at sea, have remained constant. The situation with me has not changed that much since I last made my presence known to you about 7 or so years ago. I still live in Switzerland, occasionally get to South Africa, but almost always to projects that are far off the beaten track, and with a tight time schedule. But this last bit of news has awakened the desire for some contact the next time I come to South Africa, so I shall make this known when I organise it. All the best to you and thank you for all your efforts in keeping this community together.

R.K. McCLELLAND 1974 #2479. Ross has recently left RTT Port Elizabeth but has failed to inform us where he is presently gainfully employed. Look forward to hearing from you Ross.

T.W. FRASER 1979 #2643. Tom's email address recently failed but we managed to nab him again. "For your info, I was head hunted out of London in February 2010 and after very successful and rewarding 12 year career as a Murray & Roberts Group Executive, I joined Bateman Engineering N.V., a global Group focused on the mining and minerals sectors, on the Group's Excom as Group Brand Executive in March last year."

E.R. HINTERLEITNER 1953/54 #1827. After G.B. Ernie commenced his sea career in the President Brand with Ivor Little as his fellow cadet. After obtaining second mate's certificate he joined SAR Ships as third officer of the Hangklip and when she was sold he joined Safmarine and served as third officer in the South African Merchant and Vanguard. On obtaining his Chief Officer's certificate he sailed as second officer in the S.A. Pioneer and Tzaneen. After obtaining Master FG he was appointed

to Safmarine H.O. as assistant cargo superintendent and later returned to sea as Chief Officer in the S.A. Venture followed in succession by the S.A. Hexriver, Zebedelia, Trader and Alphen. This followed by appointment as Master in the S.A. Merchant, Letaba, Sugela, Nederburg and Huguenot. After six years as Master he joined the SAR Harbour Service. Retired in 1997 but returned to work the following day as a tug master before finally retiring in 2001. During his sea going career Ernie was only aground once and in a collision once, both times as a cadet in the President Brand [the Master was obviously not a Bothie Boy]. Ernie always maintained that “a collision at sea can ruin your entire day.” Indeed.

N.C. BROWN 1969 #2362. News from Neil albeit received late August. “Anchored off Malaga at 0230 this morning (Sunday). As we were out of cell phone range I missed the rugby yesterday. Caught all of last week’s games (and the Currie Cup games) as we were in port. Immediately after anchoring went online to get the rugby score - I did not really expect anything to cheer about, however miracles DO still happen! [The Springboks won their only game of the Tri Nations tournament.] Maybe, just maybe a good omen for the world cup? After that great news opened my email to find the GBOBA newsletter. Could not have had a better surprise - the Boks win AND the newsletter - I am overwhelmed. Now 0320, will crack a beer and enjoy the Newsletter! You have no idea how much I look forward to and appreciate the newsletter. I am sure that I speak for hundreds of others out there in thanking you all for the work that is put into it. Expect a few days at anchor as it is Ramadan, and cement is a slow seller at this time of the year in Algeria. The mackerel are running here at present and some of my diehards Filipino crew are already hauling them in, so fresh fish for breakfast! I love being at sea!” Look forward to the next edition, cheers.

G.M. BYROM 1985 #2858. George is one of those few that report their movements, which makes my task of managing the database so much easier. “Just to update you I left Kenya/Tanzania middle of last year and spent four months in Dubai with MUR Shipping Ltd. I am now in Johannesburg with MUR Shipping RSA Ltd/ Shipping Branch of Macsteel International as Port Captain/Planning. It’s very exciting as we own 11 Ships which are named African Eagle/Falcon all birds and we have about 40 ships on charter worldwide at any one time. Would appreciate if you can let the Guys know.” Thanks George.

Charles Reid 1981. Charles is undergoing a series of operations after suffering multiple injuries from a bike accident in Cape Town on Friday 11 November.

THE LEGEND LIVES ON

Have received a communication from a gent that is in the process of researching South African pilots who were involved in the Battle of Britain during 1940. “The well known Sailor Malan as you know trained on the General Botha. I came across J.W. Sleigh who apparently was also on the GB during 1931/32. Can you confirm this [yes] and also whether there were any other South Africans who took part in the BOB who may have trained on the GB? I am attempting to trace family members to ascertain where the men trained, how they travelled to the UK before the war broke out in 1939 and any information regarding their part in the BOB. It seems that Jimmy Sleigh was part of 805 Squadron at the end of 1940 and possibly flew in the BOB. I have been working with Bruce Harrison of the RAF Officers’ Club in JHB who has been very helpful in assisting me with my research.” I have been requested to cross reference a number of names provided by this chap, which shall take some time. In the meantime if any of you can think of someone who flew during WWII, particularly in the Battle of Britain, please let me know.

Scribe’s Note - A quick research in the history of the GB, “A Name Among Seafaring Men” by Wilhelm Grutter, pages 161 – 173 details those on the Roll of Honour, and the List of Distinctions (deceased & survivors of WW II). Of interest:

- 25 out of 83 names on the Roll of Honour (RoH) died in service in the RAF, SAAF or Fleet Air Arm (FAA).
- The List of Distinctions (noted as incomplete) totals 62 names, of which 19 (includes 4 deceased also listed in the RoH) served in the RAF, SAAF or the FAA. These names include amongst others – H.R. Graham, Group Capt RAF, DSO, DFC, Czech MC; J. Hamlyn FO RAF, DFC; L.A. Lynn, Group Capt. RAF, DSO, DFC & Bar; A.G. Malan, Group Capt, DSO & Bar, DFC

& Bar, Belgian Croix de Guerre; E.J. Morris Wing-Commander RAF, DSO; J.D. Nettleton, Wing-Commander RAF, VC, Mention; J.W. Sleigh Lieut.-Commander, FAA, DSO DSC mention; C.R. Taylor Group Captain RAF, OBE Mention twice.

GAUTENG ANNUAL SPRING FUNCTION – Ivor Little

The Gauteng Branch held its annual Spring Function on Sunday, 16 October, slightly later than usual. The venue was “Golden Harvest II” restaurant in Strydom Park and, as usual, we were made most welcome with a blue and white table décor and commemorative menus. Thirty-three people sat down to a most sociable three-course Sunday lunch and the toast to “Our Ships” was given by ex-Worcester cadet, Ian Thurston.

Ex-cadets attending were: Frank Wheeldon (1940/41) who was awarded the prize for the senior Old Boy present; Laurie Barnes and Gordon Bennett (1946/7); Gordon Cross (1948/49); Mike Crewe, Vic Albert and Ken van der Walt (1952/53); Tony Hunter, Ivor Little, Keith Quayle (1953/54); Tony Jaquet and John Orrock (1954/55); Archie Campbell (1955/56); Wim Keirsgietter (1958/59); Ian Thurston (OW 1959); Alan Ford (1971) and Dave Sharrock (1974).

Apologies were received from Rene Poerner (1948/49); Drummond Terry (1950/51); Colin Knowler and Hugh Lendrum (1954/55); Brian Glass (1955/56); Trevor Kilburn and Brian Watt (1956/57); David Jones (OW); Clive Bromfield (1957/58); Peter Syndercombe (1958/59); Fred Marais and Tony Proudfoot (1961/62); Henri Fouche (1968); Tom Fraser (1979) and George Byron (1985).

Four *General Botha* ex-cadets recently attended the quarterly luncheon of the Johannesburg branch of the Naval Officers Association. They were John Muller (1966), Alistair Christison (1965), Ivor Little and Tony Hunter (53/54). The guest speaker, RAdm Ivan Visee, gave an entertaining and amusing talk entitled “The Experiences of a Flag Lieutenant” during the course of which he mentioned a number of senior naval officers that he had served with. It was a role call of ex-Bothie boys – H.H. Biermann, Terry-Lloyd, Cousins, Kincaid-Weeks and Ted Jupp. It is amazing to look back now and see how Bothie boys were at one time the backbone of the SA Navy. How times have changed.

United Kingdom Branch News – Ted Fisher

Our Christmas Lunch with Conway Solent Branch is well on track for **Sunday 4 December at The Crown Hotel Lyndhurst**. I’m heartened at the response from members who replied to the invitation. Though they are unable to attend for various reasons their greetings and Best Wishes are appreciated. Appears we shall have a GBOBA ‘turnout’ of eight with wives/partners plus a couple possibles? Delighted to enjoy in company of Messrs Neaves, Garton, Heydenryck & Nelson(Conway) a social during the September visit to Lymington of Harold & Lorraine Lincoln over from the US of A.....perhaps they too may make the Xmas doo?

On the news front, Rob Foster (65) reported in from his canal (narrowboat) onto which they have moved cruising our inland waterways.....appear to be enjoying a brilliant life!! Hope they can join in with our group sometime in the future.

Through Alan Bole (49/50) heard that Colin Greenacre (49/50) had very recently moved up from Mevagissey Cornwall to Lymington Hants...introduced myself to Colin last week.....Colin from all a warm welcome to the area.

Also news that Alwyn Christie (46/47) is not enjoying the best of health at the present time, our thoughts are with you Alwyn and hope we shall see you around & about into the New Year.



UK Social Cowplain Portsmouth Sept 2011
From L-R Norma Heydenryck, Harold Lincoln, Kath Neaves, Ted Fisher, Barbara, Donald Neaves, Peter Heydenryck. Loraine Lincoln obscured.

Earlier this week Chris Nash (61/62) joined with me in a round of golf at Goodwood Golf & Country Club, we had a most enjoyable round almost avoiding some heavy showers on the 10th hole! But, as we all know it never rains on the golf course!

Through the network via our Cape Town Chairman Tony Nicholas and Ian Thurston an Old Worcester (AOW) in Cape Town, resulted in David Thurston Immediate Past Chairman of the Association of Old Worcester's (AOW) making contact with me with a view to establishing closer links with GBOBA in UK as they have with Conway, Pangbourne & Mercury earlier this year.....David & I are meeting shortly to discuss further. Coincidence in that he only lives a 20 minute drive from my home in Storrington.....more news anon!

Finally, The National Memorial Aboretum situated in Alrewas Nr Derby has our General Botha Plaque together with the other Training Ships & MN companies. I'm given to understand that all plaques are now, after some ten years in all weather require a little TLC! In principle it would appear £200 could be the agreed figure per Association....more news & update on circumstances in due course.

In closing, may I wish a Very Happy Christmas & Prosperous New Year to everyone and do please get in touch if you have any information on members or whatever.

Ted Fisher Hon Sec, UK Branch tedfisher@aol.com Tel 01903 744400.

AUSTRALIA BRANCH NEWS – Peter O'Hare

Our next **Sydney Christmas Lunch will be held on Saturday, 3rd December** at the Great Northern Hotel, corner Mowbray Road West & Pacific Highway, Chatswood from 12 noon.

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

Grenville Stevens (2189 60/61) Chairman

Andy Fotheringham (2525 '76) Vice Chairman

Peter O'Hare (2247 '64) Hon Secretary, peteroh@bigpond.com Telephone 0417 028809

GARDEN ROUTE GBOBA – Niki Gerber & Clyde Louw

The Garden Route section of the GBOBA held a Memorial Service of the fallen in the World Wars at Mossel Bay Point on Sunday 13 November 2011 followed by lunch at the Mossel Bay Yacht Club.

The **final year luncheon meeting** of the Obies between George/Knysna/Plett/Oudtshoorn/Uniondale will be held at Clyde Louw's residence in George on **Sunday 10 December 2011 at 1130**. Bring your own bottle. All and sundry passing by are welcome to join us. Phone Niki – 044-871-1849 / 083 460 5430 or Clyde 072 986 5568. Regards, *Niki Gerber & Clyde Louw*.

GBOBA BURSARY FUND – Keith Burchell (Chairman)

The funds registration as a Public Benefit Organisation (PBO) with SARS has been completed. A number of donations have been received during the last two months, and 90% of those who committed to make donations have been received. A big thanks to all. As of 21 October 2011 the Fund totaled R80,498.

The management committee's budget was tabled based on the promised donation commitments made and projected to 2021. The committee expressed concern that sustainability of the fund and the amount of the awards going forward are very dependent on the promised commitments for 2012 onwards. Our Treasurer Peter Coetzee has been tasked to follow up with donors in this regard to enable him to update and confirm these projections and for the Committee to then confirm the Budget for the next 5 years.

Agreement in principle has been reached with the Society of Master Mariners (SOMMSA) that, depending on performance, the GBOBA bursary students will get priority consideration for the SOMMSA higher education bursary award (S1 & S2) either at DUT or CPUT (2014) on graduation from Grade 12 in 2013 at Lawhill Maritime Centre.

The Selection committee consisting of Keith Burchell, Paul Semark, Peter Coetzee and Neil Lawson undertook a selection process, between August and October for the 2012 Bursaries which consisted of:

- An assessment of the submissions from 6 candidates consisting of a letter, CV, references and reports for Terms 1 & 2.

- An interview of all the candidates that passed the submission analysis stage (5) which was held on the 14th of October at Lawhill.

The Management committee endorsed the selection of two candidates, and agreed that each would be awarded a bursary of R12, 000 for the year 2012. Their names will be announced at the Lawhill Maritime Centre Awards Ceremony on Wednesday 23 November 2011.

Mentoring is considered vital to the success of our bursary scheme and we encourage all members willing to assist to contact the committee.

Management Committee's activities going forward a 5-year Strategic Plan which will include the following:

- A Marketing and Fundraising plan; A Financial Budget; An award program; A Bursar Mentoring program

The Committee is open to suggestions on the above, and encourages other GBOBA Year-groups to become actively involved. *Any Volunteers? Keith Burchell, Chairman*

THE MISSION to SEAFARERS, CAPE TOWN

The Mission To Seafarers is presently and for the first time in its 116th year suffering major financial difficulties. There are many and various reasons for this situation that are all beyond our repair. To make matters worse, our lease with National Ports Authority, which expires in 2014, has prompted them to warn us that market rentals will be applied with any new lease. The rental would be raised from a R8000 pm to R40,000pm post 2014.

In an effort to save the MTS from closure, we have retrenched 80% of the staff and will be conducting a reduced operation from October 2011. In addition, we are negotiating with all other missionaries in the port to join with us in an ecumenical Seafarers Center, and by so doing share the costs involved.

Seafarers have one of the loneliest and toughest jobs in the world, and we rely on them for the import and export of over 90% of our daily goods and services. Every day thousands of ships sail the world's oceans, operated by a small number of crew who spend months away from those they love.

The Mission To Seafarers in Cape Town has been caring for seafarers for over 116 years. We ensure a "Home away from Home" environment at our center, irrespective of race or religion. Facilities include Internet Café, Snack Bar, Shop, Pub, Money Exchange, Spiritual Guidance and also trauma counseling when necessary. The Mission To Seafarers also steps in wherever ill justice occurs and where practical assistance is needed most. None of our work is possible without your support.

PLEASE LEAVE US A GIFT IN YOUR WILL

Contact us at PO Box 1614 Cape Town 8000, or, +27-21- 4193117, or, mts.cpt@eject.co.za. Yours truly, Keith Meyer.

Reply to Colin Johnson's Appeal

In response to Colin Johnson's appeal in the August 2011 Newsletter titled "HISTORY OF MARITIME STUDIES DEPT. DUT", Brad Wallace-Bradley responded to Colin with the following letter:

I refer to your appeal, in the August 2011 *General Botha* Newsletter, for information on the 1953 to 1970 period of the Nautical Academy in Durban. I know that in the February/March/April of 1956, in a room on the top floor of the Merchant Navy Officers' MEMORIAL Club in Gardiner Street, four of us 1951 – 1952 's were tutored by Derrick Makkink [1939–1940] for 2nd Mates, to be examined by Captain Dick Gardiner. Ayles, Bole [I.V.], Bolton and Bradley – we all passed. "Frenchy" a Mauritian, was studying for 1st Mates. Mike Jackson had elected to study in the UK. The same exam papers were used at each exam throughout Britain and the Commonwealth. I don't remember whether Derrick Makkink was running the school as a private concern and whether we paid fees directly to him. We all went back to sea, to our respective companies and I don't know how long more Derrick

Makkink continued. I heard that he subsequently understudied Examiners in the UK before being posted as Principal Officer in East London.

Note: Derrick Makkink (1939/40) passed away in July 2010, see Obituaries in the August 2011 Newsletter.

SASKATCHEWAN COW

Gerry Stalling sent in this bit of nonsense with the suggestion that it could be substituted with some "favourite ZA names". Well Gerry, some may find a suitable substitute, but nothing can beat this Saskatchewan Cow, unless the cowherd happens to be the ZA President!

The only cow in a small town in Nova Scotia stopped giving milk. The people did some research and found they could buy a cow in Saskatchewan for \$200.00. They bought the cow from Saskatchewan and the cow was wonderful. It produced milk all of the time, and the people were pleased and very happy. They decided to acquire a bull to mate with the cow and produce more cows like it. They would never have to worry about their milk supply again.

They bought a bull and put it in the pasture with their beloved cow. However whenever the bull came close to the cow, the cow would move away. No matter what approach the bull tried, the cow would move away from the bull and he could not succeed in his quest.

The people were very upset and decided to ask the Vet, who was very wise, what to do. They told the Vet what was happening:

"Whenever the bull approaches our cow, she moves away. If he approaches from the back, she moves forward. When he approaches her from the front, she backs off. An approach from the side and she walks away to the other side."

The Vet thinks about this for a minute and asked, "Did you buy this cow in Saskatchewan?"

The people were dumbfounded, since they had never mentioned where they bought the cow.

"You are truly a wise Vet," they said. "How did you know we got the cow in Saskatchewan?"

The Vet replied with a distant look in his eye, "My wife is from Saskatchewan."

THE WORCESTER CONNECTION – from Ivor Little

The *General Botha* has a long connection with the UK training ship *HMS Worcester*. A number of Captain Superintendants as well as staff members were Old Worcesters – Captain Legassick springs immediately to mind – and a large number of us have sailed with ex *Worcester* cadets. The Canadian West Coast Branch of the GBOBA has for a long time been part of a combined *Conway*, *Worcester* and *Pangbourne* Association and, with this as an example, the Gauteng Branch has tried to include local Old Worcester and ex *Conway* cadets in our activities. (We are not aware of any *Pangbourne* men in our vicinity). Although the *Conway* lads up here have steadfastly resisted all our blandishments, we have had success with the *Worcester*. We have gained two very keen members – Ian Thurston and David Jones – with a third lined up. Ian, in particular, is very keen and on a recent visit to his old ship's annual reunion conveyed the best wishes of our branch to them. In the latest issue of *The Dog Watch*, the Old Worcesters Newsletter there are three items pertinent to our own association. The first is an obituary for Captain Peter J. Ady who served with *Safmarine* in the 1950s. The second is also an obituary, in this case for Captain Philip A. Chubb who joined *Safmarine* in 1954 and served with them for a number of years thereafter. I wonder if there are any ex-*Safmariners* from the 50s who remember these two officers, who obviously sailed with the company in its early three ship years?

This sort of connection, plus those already mentioned, might have influenced some of the discussion at a meeting of representatives of the Merchant Navy Training Colleges in Southampton on 7 March 2011. It was attended by representatives of the *TS Mercury* Old Boys Association, the Old Pangbournian Society, the *Conway* Club and the Association of Old Worcesters. At the close of the meeting it was decided to pay particular attention to:

Wider promotion regarding joint overseas functions;

A sharing of costs to improve the Merchant Navy Training College plaques at the National Memorial Arboretum (where the *General Botha* also has a plaque), as these are now somewhat worn and in need of attention;

A possible collective gathering of former nautical college members in London in the spring of 2012.

Establishing contacts with *General Botha*, the former South African training college.

As all the establishments mentioned above have dwindling membership because of the march of time, it makes sense that with ex-cadets scattered in small pockets all over the world we should pool our resources and encourage this move to bring us all closer to people with the same training and seafaring background as ourselves. I note that another Old Worcester has signed up with Cape Town. Vancouver and Gauteng are also already engaged in this common effort. Is this not a challenge for our own GBOBAs in Australia, New Zealand and, in particular, the UK to approach their opposite numbers and get together with them on a regular basis? It could have very beneficial and interesting results!

Ivor Little (refer to *Ted Fisher's UK Branch report on Page 6 & 7 above*).

Bothie Memories 3 – Alastair Tiddy 1971

Who can forget the early morning whaler 'pulls' for both watches every day – even through the harsh Cape winters? I still remember my hands freezing onto the wooden ash oar as the motor cutter towed us out into Table Bay before rowing the 8 cables back to the Bothie. By the time that we got back, we had well and truly warmed up. It was on such occasion after one of those big Cape winter storms had rolled through, that the whaler crews of both watches were out for the daily training session. The Starboard Watch whaler crew, with Alan Ford as coxswain, was pulling back under tough conditions as the big 3+ meter Cape rollers came sweeping around Mouille Point into the Bay. One minute the whaler was going 'balls-out-for-Baghdad' as we surfed down the front of the swell – the next minute 5 Bothie cadets were cursing the air blue as we strained our backsides off rowing up the back of the swell as it passed us. As we rounded the Bothie breakwater a really big Cape Roller rose up and the crest began to break. As Alan was facing us from the usual coxswain's position on the tiller, he had his back to the swell and so was blissfully unaware of what danger was so close to us. As we began the turn to starboard around the end of the breakwater, those of us straining on the oars just saw this huge grey-green wall of water bearing down on us. Our screams of panic and alarm alerted our coxswain to the approaching danger and when he saw the size and proximity of the wall of water; his eyes were as big as dog's balls. As the wave broke over the stern of the whaler, it soaked Alan from the waist down and completely soaked the stroke oarsman (me). It was touch-and-go as Alan kept the whaler from broaching to or going arse-over-tip in what were decidedly cold and treacherous seas for a small craft. In hindsight, I doubt if we were in any real danger, for Joe Almond, as always, had us under his ever-watchful eye from his vantage point on the breakwater and would have had the Motor Cutter pick us up very quickly. Very little got past Joe as he had seen far too many Bothie cadets over the years, and knew all the things that cadets got up to.

BOOK REVIEW – “ATLANTIC” A Vast Ocean of a Million Stories - *Scribe*

Author is Simon Winchester who also wrote “Krakatoa” and “The River At The Centre Of The World”. The latter I have read and so I did not hesitate when I spotted “Atlantic” in a second-hand bookshop recently. I am now on the lookout for “Krakatoa” and others by the same author.

“Atlantic” is an epic narrative of the geology, history, politics, trade and resources of this ocean. There is a balanced scholarship and storytelling way about his writing that neither speaks down nor assumes specific knowledge. It is a narrative of an entire ocean and humankind's relationship with it from the beginning of time. There is to be found in this book the origin of the geological split of continents and the formation of the ocean; the currents, weather and geography; the great discoveries and explorations into the unknown; the discovery of continents and trade routes and the advantages of the Gulf Stream; the controversies of pirates, brigands and slavers, and in answer to those problems the formation of disciplined navies and the battles and contests that have gone on since; the law of the ocean dating back to the Hanseatic League to protect the trade and food resources of the ocean; and there are the human stories throughout.

But there was something else that caught my eye when I picked up the book. On the inside cover the Author had inscribed “*This is for Setsuko and in memory of Angus Campbell Macintyre First Mate of the South African Harbour Board Tug the ‘Sir Charles Elliott’ who died in 1942, trying to save lives and whose body lies unfound somewhere in the Atlantic Ocean.*” Winchester’s study of the Atlantic goes to great lengths of understanding and feeling for the human element and the spirit of seafarers to the extent that he travels to the ends of the world to collect and understand the subject of his writings. He drove a hazardous trip up the Skeleton Coast to Rocky Point and the sight of the grave of Matthias Koraseb and the memorial of the never-found Angus Macintyre who died in a failed attempt to rescue the survivors of the SS “*Dunedin Star*” in 1942. He wrote a note, which simply said “*Thank You For Trying. Now Rest in Peace*”, and placed it in a bottle tucked into the grave’s pile of stones and whalebones. He writes further – “*... But on this occasion, and is so often true, the advantage had been with the sea: the wild ocean currents had swept mankind away as if he were no more than spindrift and foam. The man has gone; his ship has almost gone; in time the grave will be submerged by the ocean’s rising waters, and all solid memory of the small event will have been washed away. I hope the dedication of this book to his memory will serve as something, to someone.*” It strikes me that this is a large tribute to a small speck on the vast coastlines of the Atlantic Ocean and all its history.

In another chapter he writes of the last of the many sea battles in the Atlantic, the Falklands 1982, and the sinking of the HMS “*Sheffield*” by an Argentinean aircraft. At the time Winchester was locked up on a trumped up charge of espionage in the grim sub-Andean town of Ushuaia, southern Tierra del Fuego. The Argentinean Naval Officer in command came to his cell and in jubilation told him “*... we Agintinians have sunk a Royal Navy Ship! You are going to loose this war.*” Many years later the same Navy Officer, now a changed man, tracked Winchester down and invited him back to Ushuaia as he had something to say. He spoke of his countries justification for the right to the *las Islas Malvinas*, that the war had been wrong and should have been settled in negotiation, but most of all that the sinking of the *Sheffield* was terribly wrong. He went on to say to his former prisoner – “*Even though the British at the time were his enemies, ... no sailor should ever take the kind of delight that he had taken ... in the foundering of another ship. ... For it was his certain belief that to die alone at sea, in the emptiness of the wilderness of cold water, was just a terrible, terrible thing. ...*”

Scribe – Dennis Henwood

NO REWARD FOR DUTY

A Biographical Note on the life and career of Captain G.V. Legassick DSC RD RNR

Old Boy Ian Manning 1955/56 has done extensive research on one of our Ship’s respected Captain-Superintendent’s and has produced a book on the subject. The Naval Heritage Trust has undertaken the publishing of Ian Manning’s really excellent book on the life of Captain Legassick and is presently with the publisher. Although we realise that, initially at least, the main source of interest in this book will be the members of the General Botha Old Boys Association, having now worked on the book to get it ready the NHT sincerely believes that it will attract a far greater interest in the wider maritime community of South Africa and possibly also internationally amongst maritime historians. The NHT is publishing this with the aim to make available to the public research that is of great importance to our naval heritage. The book has received many positive reviews and is a valuable historical record. The book is now available and Tony and Kathy shall shortly commence posting copies to those who placed an order with us. If you have already obtained a copy in the interim please let us know to avoid duplication and incurring costs. Cost of book is a discounted price of R120 plus packaging and postage. Therefore total cost R129 local and R227 overseas airmail. Once received please pay promptly, if by EFT identify the deposit with your surname and *book*. Tony Nicholas

*Wishing you all a happy Christmas and safe festive season, with greetings from the Scribe dhenwood@iafrica.com
The Pessimist complains about the wind, the Optimist expects it to change and the Realist adjusts his sails. (William Arthur Ward)*

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

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NO REWARD FOR DUTY A Biographical Note on the life and career of Captain G.V. Legassick DSC RD RNR	R129 incl. packageing & postage R227 overseas airmail

PLUS PACKAGING AND POSTAGE!

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

BANKING:

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

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

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

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

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