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GENERAL BOTHA OLD BOYS' ASSOCIATION

http://www.generalbotha.co.za

FEBRUARY 2015

JOINT NEWSLETTER

Has your address changed? Please send your updated details to Tony Nicholas Chairman Cape Town (details above).
Do you have an interesting article for this newsletter? Please send your contributions to Dennis Henwood, dhenwood@iafrica.com Phone: +27 (0)21 6716373. Fax: +27 (0)86 6706710.

Can you read this Newsletter? If not please let us know. We can send you larger print if it is necessary.

FORTHCOMING CAPE TOWN EVENTS

- Tuesday 10th March, 1230 for 1300 – Pub lunch, Royal Cape Yacht Club.
- Saturday 14th March 2015, 1030 for 1100 – Annual General Meeting, Kelvin Grove Club, Camp Ground Road, Newlands, next door to Newlands Cricket Club.
- Saturday 14th March 2015, 1230 for 1300 – Commissioning Day Lunch, Kelvin Grove Club, Camp Ground Road, Newlands, next door to Newlands Cricket Club. Partners welcome. Dress; club blazer and tie preferred or ladies equivalent. Price R265-00 p.p, cash bar. Should any member find difficulty with the price please contact a committee member. What is vitally important to us is that you and your wife attend the function. We look forward to seeing you all there on the day.
- Sunday 15th March 2015 @ 1000 – War Memorial Service, at our cenotaph, corner of Heerengracht and Hertzog Boulevard, Cape Town. The service shall be followed by sumptuous refreshments at the Mission to Seafarers. In case of inclement weather the service shall be held at the Mission to Seafarers, Duncan Road, Table Bay Harbour. Dress; club blazer and tie preferred or lounge suit, with medals, or ladies equivalent.
- Booking for the Commissioning Day Lunch is important, please RSVP by Tuesday 10th March 2015 to:

Kathy or Jacky Nicholas: phone 021-788 5957

- Email: cptchairman@generalbotha.co.za
- Facsimile: 086 233 6410

- **Pre-payment for the Commissioning Day Lunch would be appreciated by our over stressed Treasurer. Payment details in the Slop Chest section of this newsletter.**

PLEASE ALSO NOTE THE OTHER COMMISSIONING DAY FUNCTIONS DETAILS OF DATES & VENUES IN THE RESPECTIVE BRANCH REPORTS IN THE FOLLOWING PAGES.

FROM THE BRIDGE OF s.s. CAPE TOWN

It is time again for the Annual General Meetings in the various branches. Please send in any agenda items to your respective chairman to enable meaningful debate. We look forward to your full support with a memorable attendance. As is the usual practice the AGM shall be followed by our Commissioning Day Function, again we request your attendance at this highlight of our Bothie calendar. Should any member feel financially constrained from attending, please contact a committee member to discuss.

There is much communication on the airwaves, thankfully somewhat faster than semaphore or Morse, of various reunions. Present communication from Doug Wrathmall who is coordinating their GB 1956/57 class for, proposed, 2016. Such reunions also help preserve the legend of our ship and those that trained in her. Thus keep up the good work.

It is most heartening that our GB spirit is alive and upheld by various "sub branches" [for want of a better description] and one such group, the Garden Route, recently collected a sizeable donation from their members attending a lunch. Perhaps the beer and wine contributed a little. Such generosity helps enormously in keeping the association functioning. Thanks all.

Our bursary fund hosted its third Maritime Golf Day fundraiser which again was a huge success, more elsewhere in this publication. However, one email received from a supporter brings much appreciation.

"Hi, just a follow up to the golf day yesterday and to say thank you, I am always amazed and impressed when I see South Africans doing something to improve our country , so many people expend huge amounts of energy on what's wrong in our country , but I find so many South Africans doing what I call country building , contributing to a better future despite the challenges I often relate the story of a young white Afrikaans female , newly qualified as a doctor , being interviewed and asked if she was going to go to Canada etc because of all the problems here , she replied in Afrikaans;

'Sure there are problems here but these are definitely not larger than those faced by our forefathers and they overcame theirs. So I have every confidence we will overcome ours and plan to stay and contribute.'

Thank you for the opportunity to contribute and be part of your effort to make a difference."

We were recently honoured to have member **Stuart McAllister** give a very interesting presentation of the Maribo Maersk, one of the new Triple E Class of vessel, the largest container ships in the world, for now at least. Stuart was recently appointed Master of this colossus, the first South African to command a Danish vessel, a remarkable achievement. Bravo Zulu Stuart. The technology of such huge vessels is remarkable to say the least.

SCRANBAG

M.J.I. FIMCKEN 1987 #2904. Mike has contacted us recently and reports; "Having sailed with Greenpeace for 19 years and as a master for the past 9 years I have never brought one of their vessels into South Africa. That is about to change. It is a great honour to bring the flag ship, Rainbow Warrior III, into Cape Town on 06 February." Look forward to seeing you Mike.

P.H.C. KROON 1969 #2370. Recent communication had Peter visiting Australia for the welcome addition of his first grandson. Little does he and Liz know now that the little lad shall soon transform into a little terror. Peter and Liz shall move to Australia sometime this year to impart some of their wisdom over to the little lad. Please keep in touch Peter.

D.A.P. PISTOR 1964 #2249. Dieter recently contacted Mike Brown, 1960/61, who in turn contact me and I put them in contact with James Cooke, 1961/62, which hopefully resulted in some business. Dieter was previously a cargo surveyor in Durban. In June 2008 joined Beluga, situated in Bremen, as senior ships planner. When Beluga went into liquidation joined the newly formed company Hansa Heavy Lift as Senior Ships Planner, also based in Bremen. The company subsequently moved to Hamburg. Contract with Hansa Heavy Lift ends May 2015. Then relocating to London where he intends to continue working as a freelance cargo superintendent.

M.G. BROWN 1960/61 #2168. On the subject of Mike, last entry on our database was of Mike & Laura sailing their yacht somewhere around Greece, this was circa 2006. My repeated pleas for an update remains lost in the sea clutter.

S.H.A. MIDDLEMOST 1957/58 #2064. After Bothie Sam sailed with British Shell Tankers. Obtained second mate's in 1962 and joined the Antartic supply vessel "RSA". End of 1963 left the sea to study ministry in Grahamstown thereafter served four years at St John's Parish in Wynberg. 1971 joined the S.A. Navy as a Chaplin and end of 1979 joined the S.A. Army, initially with the S.A. Cape Corps and later six years with Spes-Ops, 32 Batallion. 1991-93 was Chaplin at the Recce HQ and at the Military Police School in Vorrtrekkerhoogte. March 1993 retired from the S.A. Army and continued in the ministry in Cape Town. 2014 immigrated to Australia. I still await your postal address and phone numbers somewhere on that vast continent "down under". Look forward to hearing from you soon.

W.G. DU SAUTOY 1953/54 #1821. Another Bothie Boy on the move. Recent lunch invitation found Bill and Gloria visiting their sons in Australia, Adelaide and Lennox Head. Mentioned that on their return shall be relocating to live in Johannesburg. Please advise your new contact details Bill.

A.E. DUNCAN 1958/59 #2099. Retirement appeals to many, Andrew among the ranks. 1960 - 68 Service with British & Commonwealth and Safmarine: obtained Masters FG. 1969 - 85 Various shore jobs - auditing, accounting, financial management etc. Including a number of years abroad as financial controller of Drew Ameroid International, a major supplier to the Marine Industry. (133 ports worldwide). 1974 - Associate Member - Chartered Institute of Secretaries and administrators. 1981 - Fellow of the above Institute. 1985 - 90 More shore jobs of a consultative nature. Mainly management systems, including computer systems. 1990 - Established Cape Bunkers (Pty) Ltd, a supplier of Marine Bunker Fuels and Lubricants. 2003 - 11 Senior Bunker trader with TRT Bunkers. Worked for over 50 years of which at least 40 were in the Maritime Industry. Now enjoying my hobbies - Philately & online share trading.

L.R. PURCHASE 1981 #2746. Richard is on the move again. Recently joined Singapore based Pacific International Lines as their Mozambique Owner's Representative based in Maputo. Keep a few beers in the fridge for my visit.

R.A. SALMON 1956/57 #2022. Another Richard on the move, from our Free State to Atlanta USA. We wait to hear what he is doing there.

E.M. CAINE 1959/60 #2141. Ted recently found the OBA after a fruitless search by his class mates, welcome aboard mate. "Served my cadetship with British and Commonwealth Shipping. Attended James Watt College in Greenock for my Second Mates Certificate. Worked ashore in Scotland, New Zealand and South Africa for a number of years before resuming my seagoing career in Australia. Mates and Masters Certificates in Sydney and ending my seagoing career as a Torres Strait Pilot. Retired in 2004 and now happily pretending to be a farmer on a 17 acre property in rural northern Tasmania." Our GBOBA Tasmanian contingent now totals three OBIES. A reunion on the horizon?

P.J. HAWKINS 1982 #2780. Another one on the move, albeit locally. Philip is now in Grahamstown as Dealer Principal of Market Square VW. Wonder whether this translates into a discount should we purchase there?

R.G. GREIG 1977 #2564. Last known to be a Master with Swire Pacific Offshore but recently reported from Baku, Azerbaijan. What are you doing up there?

S.P. THEUNISSEN 1973 #2460. Philip started a new company in Vancouver, Bluesea Chartering Inc. and have also been appointed Noble Chartering' Representative in Vancouver. "Recently had a lovely lunch with classmates Rob Whitehead and Gavin Durell in Strand. I came for a family reunion at Vergelegen which the family owned for 100 years, 1798-1899. The first ancestor arrived at the Cape exactly 250 years ago and bought Vergelegen from Willem Van Der Stel." Pity you did not inherit it as well, we always looking for a new watering hole.

K.D. MURRAY 1976 #2556. Appears they retire them early "Down Under". Ken was known to be the Assistant Habour Master in Melbourne and retired recently. What happens next, Ken?

FIGHTING CATCH

Jerry Hookins 1960/61 recently unearthed a newspaper article, dating back to 1968, which featured his father, **WILLIAM HOOKINS GB 1930/31**, and fellow fisherman, **WILLIAM HILLSTEAD GB 1937/38,** who is mentioned as the "signaler friend" in the article.

“A party of East London anglers, fishing off the Transkei coast last Thursday night, found themselves being challenged by a South African warship, presumably SAS President Pretorius.
It happened like this. Mr. Bill Hookins, one of the party, has a son, Jeremy, who is an officer in the Inkosi, which plies the coast. When the dim outline of a ship appeared close inshore, Mr. Hookins asked one of his friends to call it up in Morse with a torch to see if, by chance, his son was on board.
“What ship?” he asked.
Back came the reply: “South African warship: who are you?”
The anglers explained they were a fishing party.
The warship hove to and asked why they were calling up ships and asking their names. With a certain amount of trepidation Mr. Hookins, via his signaler friend explained.
The warship then asked the name of the officer in the coaster and it was given. There was a delay, presumably while the warship checked with Durban, but the anglers thought the Navy might be sending a party ashore to investigate.
Then with relief they received the message “Good luck – good fishing” and the warship went on its way.

“We invited them to join us at a prawn supper,” said Mr. Hookins yesterday, “but they didn’t wait.”
Another of our legends, perhaps the Captain of the warship was a Bothie Boy as well. Do any of our navy members recall this incident?

JIM LANGRIDGE 1940/41 #1119

The Russian Consulate in Cape Town recently awarded Jim the Medal of Ushakov for personal courage and bravery shown during the Second World War as a participant of the Arctic Convoys.

Jim also received the Arctic Star from the British about 18 months ago. Bravo Zulu Jim, the Legend Lives On.

ANCHORS AWEIGH

W.K. QUAYLE 1953/54. Keith Quayle was a "Vaalie" from Mayfair High School in Johannesburg who was confirmed at the "Botha" by Bishop Lavis. On leaving the "Botha" he joined Safmarine and his first ship was the SOUTH AFRICAN MERCHANT, together with "Barny" Barnardo.
Keith came ashore after 18 months and started an apprenticeship (with the intention of returning to sea) with Otis Elevators and qualified in 1961. He then went to Gilbarco Pumps on the tools and was with them for 19 years, working in most departments and finishing in the position of Materials & Computer Systems Manager. In 1984, he left to join a partner in a small sign company. The partner returned to England in 1988 and in 1991 the business was sold to Modulex SA, whereupon Keith joined them as General Manager. He sold the company to PSM, a manufacturing sign company, in 1999 and became their General Manager. He retired in 2011.
Keith married Margaret Horn in January 1962 and they had two daughters, both now happily married. Margaret passed away in September 2010 after a short illness. Keith passed away 15th January 2015.
M.B. YOUNG 1953/54. For years Barry Young has completely confused the "Botha" records by starting off as Barry Cornish from Maritzburg College in Pietermaritzburg and ending up, through adoption, as Barry Young. In his junior year Barry was confirmed by Bishop Lavis and gained a prize for Progress.
Barry was an outstanding swimmer and in the Gordon’s Bay Regatta he came first in the Junior Mile Open Sea Race, and second in the Senior Mile Open Sea Race. In his senior year, Barry was promoted to Junior Cadet Captain and won a prize for Character. He also came third in the competition for the

Queen's Gold Medal. He added to this by playing the side drum in the band. He enjoyed the "Botha" so much that he stayed for a third year and was Drum Major in the band.
On leaving the "Botha" Barry went to the British India Line, staying with them right through the formative stages of his career. He wrote his Second Mate's Foreign-Going examination at Warsash, together with Mike Briant, followed by CNO, Master's and Extra Master's, all at the same college. During this time, he met and married Suzanne Olier, a French nurse from the south of France who was working in London.
Barry obtained his Extra Master's Certificate at the age of 27 and then bought a small yacht in which he, Suzanne and their three month old daughter sailed out to South Africa. He then obtained a job with African Coasters as Master of the NAHOON, before becoming Marine Superintendent with them. After three years Barry returned to sea with Zapata Oil, working as Master in their oil field supply vessels. He then moved to ODECO, a drilling rig company, taking command of the OCEAN PROSPECTOR, the world's first self-propelled semi-submersible oil rig.
In 1975 Barry moved to New Zealand to take up a teaching post with the New Zealand Maritime School in Auckland, finally retiring from that post in 1990. He then set up his own school, the "City of Sails Maritime School" in Auckland and was still actively running it, plus doing contract lecturing for the New Zealand Maritime School.
Barry was a keen competitive swimmer, swimming every day, and was the only New Zealander in the Masters Section of the International Swimming Hall of Fame in Fort Lauderdale, Florida. He held several FINA world masters records. He and Suzanne were living in Auckland and have three children and three grandchildren, all living in Auckland.

SOS

Richard Shaw 1954/55, has gone AWOL. His email address has been failing for about three years and we have been going to great expense posting his newsletters to Queensland, Australia. Word is that Richard is in Europe somewhere.
Ian Bosman 1969 has also gone AWOL. Last known address was Protea Valley, Cape Town , and, 1999 - Chief Officer of the Fisheries Research vessel, Africana. Phone number 021 913 4757 remains unanswered for months.
Edmund van der Merwe 1978 has disappeared of the radar screen. I have spoken to him once on the phone, last November and since then, phones remain unanswered.
Someone please find them.

AUSTRALIA BRANCH NEWS

Hi to everyone from Australia.
We hope you all had a great Christmas and wish you a happy and healthy New Year.
The Queensland group had a Christmas lunch in Brisbane on 16th November.
Attendees were Al Snyders 72, Simon Reynolds 76 and John and Cynthia, son and daughter of the late Ian De Villiers 36/37.
The Sydney Christmas Lunch was held on Saturday 22nd November.
In attendance were:

Gordon Maxwell	40/41	
Stan Damp	47/48	and Jennifer
Michael Pomfret	51/52	
Rudi Auer	59/60	
Grenville Stevens	60/61	and Suzette with guests Lyn and Bobby Hex
John Baxter	61/62	and sons Alex and Kim
Peter O'Hare	64	
Andy Fotheringham	76	and guest John Cardelli, a Barrier Reef Pilot
Ken Downie	87	and Nalini
Hugh Murray	Hon Member	

John Mc Tavish 51/52 remains in the sick bay. His son Bill informed us that "Dad enjoyed his Christmas and is in high spirits. He is well cared for."
We have set the date for the **AGM and Commissioning Day Lunch for Saturday 7th March 2015** in Sydney were we have as a guest Captain Howard Cook, a retired Scottish Master from Mearsk. He will tell us something of his experiences. He now lives in Spain and is very involved with the World Ship Society. He sailed in Blue Star with Peter O'Hare in the late 60's and they have kept in touch.
The venue will be:

Delima Indonesian Restaurant, 1 Dixon Street, Sydney.

We have arranged an Indonesian banquet.
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,
		Email peteroh@bigpond.com, Tel 0417 028809

GAUTENG BRANCH NEWSLETTER

January saw the passing of one of our long serving Gauteng Branch members, Keith Quayle, 1845 '53/'54 (*see Anchors Aweigh, Page 4*). Keith had been in poor health for some time, and passed away on 15 January after undergoing major surgery. The Old Boys Association was represented at a memorial service by his fellow cadets Ivor Little and Tony Hunter as well as myself.
Apart from this sad occurrence, very little really bad news has come my way of other members; so one must assume that no news is relatively good news in this day and age.
Further to my thoughts on preserving Bothie history in the last newsletter of 2014, I was very much reminded of my own inadequacies in this respect…. talk about the pot calling the kettle black!!!
In early January a nasty big cloud snuck up from behind the koppie while we were out, and shed some of its static electrical charge way too close to my house, to a degree that anything which resembled an electrical device was instantly converted into recyclable material for the insurance company to deal with.
Through the expertise of my local computer store technicians the data from my hard discs was recovered, and backed up to a removable drive. A lesson finally learned the hard way. So next time your family is in a quandary as to what can they possible give to someone for a birthday or Christmas who they think already has everything, and you are tired of socks and handkerchiefs, tell them to buy you a Terra-bit backup storage device. It's no bigger than an old Mills Cigarette case, and can fit into your top pocket.
This fantastic present should only be accepted if it comes with a service level agreement which should clearly state that it's their responsibility to take backups for you at a regular interval. In the event of you being unfortunately torpedoed, they will have a wonderful memory of you and that part of your nautical history which Ian Manning is so anxious to get his hands on. This is of course assuming that you have already done your duty and scanned and had all your information into electronic format.
I thought of donating one of my old lightening casualty flat screen CRT TV sets to Titan Salvage. Our Captain Sloane may have been able to use it as an anchor on his next salvage job, but transporting it to wherever it was needed may not have been cost effective.
I'm still trying to get my mind around the fact that the replacement device, beautiful, thin and feather light, not only can display a television picture, but can for a small fee, become a serious player on the InterWeb. The salesman told me this is vitally important today, but did not have a convincing answer to my question "why".
When next time the great god Thor passes over your abode and strikes down the new thin lightweight television, instead of it being thrown away, you can continue to use it in your lounge as a lap tray for TV dinners.

And on to international topics… with the current oil price scenario spare a thought for those officers who find themselves posted to jobs on many of the VLCC tankers which were up until now slowly and economically ploughing their way around the world. Many of these ships are now being sent to anchorages around the world where they are going to hang on to the end of a bleed'in pick for a long time to come, acting as floating oil storage containers until the price recovers and speculators make good pocket money. Wonderful work as a cadet if you can get it, but after a month or two the novelty will have worn off.
Because a lot of the big ships are now out of the charter market, many smaller tankers are having to pick up the long distance charters which will extend their lives for a while before they are sent to the beach.
Employment for merchant seamen in the oil service industry is going to experience a bottleneck as the call for service vessels becomes less and less as investment slows and costs are cut. I suspect the super yacht industry is going to find a lot more career applicants knocking on their doors. I suppose for those lads the upside is prettier cabins, nicer food, better quality onboard beverages, and a lot more stewardesses, but the down side is having to put up with the prima donna charter guests. Catching them in the alleyway with a bottle screw is not considered as good career move as on the old merchant ships.

I have of late come across You Tube channels set up by bored crews who have to express their creative acting talents in some way. The Scots are very funny in their Billy Connolly style humour.

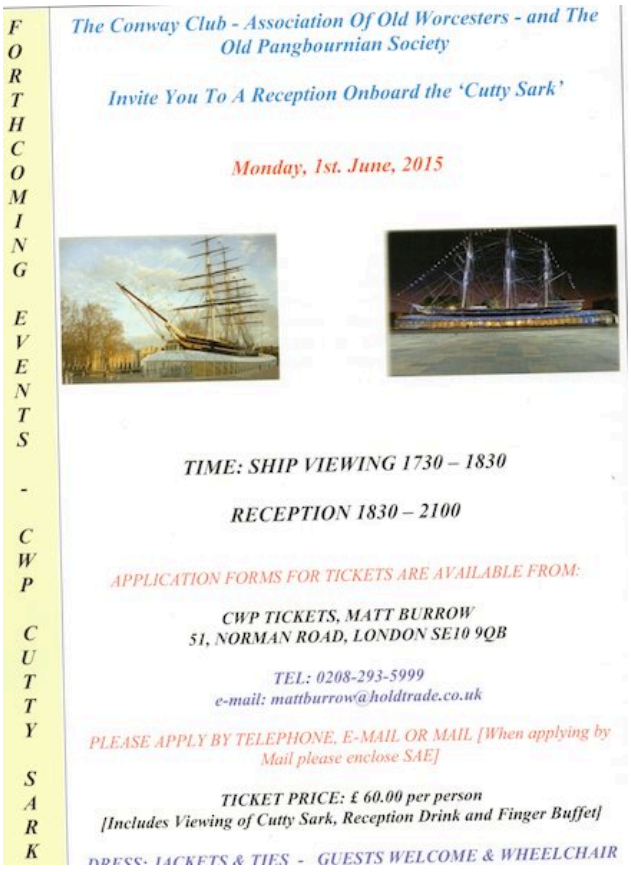
Nautical headlines in Gauteng are that today the local GBOBA branch illuminati have given blessing to the plan for the **93rd Commissioning Day celebrations**.
They are to take place at the same venue which has hosted us for the past two years, namely the **Victoria Lake Club in Germiston on Sunday 29th March 2015**. At a modest price of R140 per head which is a small increase on last year, a buffet 3-course meal similar to previous functions will be offered by the new caterers who are taking over the dining venue from this month. Any Old Boys who may be visiting Gauteng's big smoke on the day are welcome to grace us with their presence and lively conversations.
As always a sponsor or sponsors for a few bottles of wine will be treated with great reverence and appreciation. Custom dictates that its pay at the door, but **please** confirm and commit to your attendance at least 7 days before, when a final headcount will be supplied to the caterer. No-shows on the day will be put on Captains Report and will have tuck money confiscated by the Purser.
A local branch Email notice will go out in due course, and even if you can't attend please RSVP me in whatever communication mode is most easy and available to you, except message in a bottle, as it takes too long.

And lastly an in depth report has been published by Crowley Marine giving a lot more background technical detail to the Costa Concordia salvage operation. It can be down loaded to read on your screens from
http://digital.nexsitepublishing.com/i/438320
or in PDF format (20 Mb) from
http://gcaptain.com/wp-content/uploads/2015/01/438320-Costa-Concordi.pdf
Alan Ford alanford@global.co.za

UNITED KINGDOM BRANCH NEWS

In the November 2014 Newsletter I made mention of a proposal from a member that we attempt a March lunch to coincide with the AGM Saturday 14 March 2015 thus placing us in line with our other branches. However, surprise, surprise I've received comment to this idea from less than half dozen members so, it has been 'kicked into touch' certainly for this year.

We shall, subject to interest, hold the **September Lunch**, however, due to circumstances it has been altered to **Sunday 20th** again the venue **Gatwick Airport Sofitel Hotel** has been reserved. Easy location, parking at a fixed rate and close for rail or car travel. There has been an overwhelming confirmation this venue be retained rather than finding a Pub somewhere with added complications. It is hoped a 'purpose' for the lunch will be identified so please gentlemen in your wisdom come up with ideas/suggestions for consideration



The Conway Club, The Association of Old Worcesters, The Old Pangbournian Society are holding a Tour and Reception on board *CUTTY SARK* Greenwich Monday 1 June 2015. Ship Visit 1730-1830, Reception 1830-2100. Ticket Application and further details of CWP from Matt Burrow Tel: +44(0) 0208 293 5999 or email**:** **mattburrow@holdtrade.co.uk**. I've been in contact with Matt Burrow who is (Vice President Conway Club) expressing an interest on behalf of GBOBA-UK. Perhaps our members close within the London/Surrey/Kent would wish to attend. Cost £60.00 per person for a Finger Buffet. Over to you chaps, please let me know any positive decisions!

Good to learn from our own Captain Derrick Kemp (Retd) (GB 57/58) who, with his other activities is very much keeping the Bothy Flag flying up on Mersyside. Derrick is Chairman of the Friends of

Conway Trust and also an Honouree member of the Conway Club and naturally is invited to all their functions. A busy man, as he is also Chairman of the Liverpool Merchant Navy Day Committee and I understand the wreath laying is 6th September 2015. A note for the diaries of local GBOBA members.
Saddened to learn the recent passing of two of my Old Salts Barry Young and Keith Quayle (*see Anchors Aweigh, Page 4*). We are ageing chaps but just do not think about it!!
All the best to one and all for 2015.
Ted Fisher email: tedefisher@aol.com Tel: +44(0) 1903 744400 Mob: +(44) 7702 635017

DURBAN BRANCH

We had a most successful December lunch at RNYC and it is always heartening to see members who support this event. In fact those who are unable to support the monthly luncheons seem to creep out of the woodwork in December.
Once again our AGM is scheduled for the Friday 20th March at RNYC. However we are awaiting confirmation of the venue and may have to move it to Friday 27th March - Members will be advised accordingly.
The passing of Lionel Attwell (*see November 2014 Newsletter*) a few months back brought back memories of my time at the Bothie. Lionel was destined to follow a path not connected with the sea. While a cadet he wrote a book about life in a nautical college, a bit of a romance included. That was scarce at the time. I recall him sending about ten exercise books off to a Durban publisher and received a reply that his work had merit and encouraged him to keep at it. This course was set and he went on to be the main contributor for the Sunday Times, always on the front page and digging into the politics of the time. No doubt things got too hot to bear and he departed for the UK where he took up his career with another publication. Missing off the radar for many years Doug Wrathmall tracked him down and he changed his name to Ezekiel when he took up the Jewish faith. Lionel was one of a kind.
Another cadet was Alan Goodwin whose spare time was spent playing pool or the guitar. Rumor has it that he started a band in JHB - that is long ago and never tracked down - I think he came from Rhodesia as it was then known -maybe someone in the music industry may have crossed his path at some time or other.
Hoping to see many of you with wives or partners at the AGM, and all going we hope to have an interesting presentation to round off the evening.
Regards from, Derek McManus, CHAIRMAN, DURBAN BRANCH.

GBOBA BURSARY FUND.

Congratulations to all our bursars, past and present!
Our two ex-bursars, Tsoso Hanong and Zusiphe Mzotho, passed their S1 and S2 examinations at the Cape Peninsula University of Technology (CAPUT) with distinctions, Tsoso with distinctions in all subjects, and they are now sailing ahead with their S3 and S4 programmes. We wish them a fair wind and smooth passage.
Our five bursars in grades 10 and 11 at Lawhill all passed satisfactorily and have had their bursaries extended for 2015. The key subjects of mathematics and physical science continue to present challenges for the students, so the provision of appropriate extra coaching will remain a priority in the bursar mentoring programme as they tackle grades 11 and 12.
Nicky Mkhulisi passed his grade 12 examinations with matriculation exemption. He will now be considered for a further Fund bursary to continue his tertiary-level maritime studies at CPUT.
The first quarter of every year is a busy period for the Fund administration. Individual review and forward planning mentoring sessions are held with all current bursars at the start of the first term, and the selection process for potential new bursars is completed during February. Simultaneously, the proposed annual activity programme and its budget are prepared for presentation to the GBOBA AGM in early March for ratification. The Fund's financial year closes at the end of February, initiating the preparation of the final financial statement and the Fund's annual report.
Thanks to the hard work done by the organising committee, the generosity of the sponsors and donors, and the great enthusiasm of the participants, the golf day was a marvellous success in November (each

organisation getting R61,000), making a vital contribution to the Fund's financial strength. This, in combination with the ongoing support from our corporate and individual donors, has enabled the Committee to tackle an ambitious programme for 2015.
The additional funding of two corporate bursars by Fairship (Pty) Ltd could bring the total number of students administered and mentored by the Committee to 10 for 2015, with the award of 4 new bursaries for grade 10 and 1 new bursary for grade 11.
Unfortunately, Peter Coetzee is no longer able to continue as a committee member this year. His valuable contribution will be sorely missed. The Committee has now to explore ways to ensure extra administrative support for the Fund as the workload increases with the Fund's ongoing success.
The course is set and it's full-speed ahead!

KEITH QUAYLE, 53/54

The following contribution from Barry Cullen. (*see Anchors Aweigh, Page 4*)

Front: Chris Copeland, Rob Rundle, Clive Douglas, David Bell, Barry Cullen, Keith Quayle.
Back: Barry Young, George Yaldwin, Ivor Hartnack *(top)*
and 'Barney' Barnado *(below)*.

26th September 1953 – descending the Steenbras
River Gorge towards the Coastal Road.
(Photo and captions as appearing in Both Watches 2014)

Life at the *Bothie* wasn't all parades, uniforms and living Under the thrall of our old salts! With the 'up-country' cadets being able to only proceed home on leave for the long July and December breaks and where a lucky few were invited to local homes for Easter and September, most of us took the wonderful option of the six day camp at the Steenbras Nature Reserve, high up in the mountains.

'59-'60 Reunion Tasmania

Ted Caine, Errol Hunter and Rudolf Auer January 2015

COINCIDENCES

COINCIDENCES.—In January, 1944, three youngsters reported to the training ship "Botha." They soon made friends, and later found that they had been born on the same day, January 21, 1928. They also found that they were the same height, and the same weight. All three, too, are on the quarterdeck and their numbers are respectively 1378, 1379 and 1380. They are (from left to right): Schooling, of Durban; Shaw, of Cape Town; and Taylor, of Harrismith.

First to Visit Japan – 1949 - *Extract from Renfreight Divisional News*

A little bit of historical interest involving **Ron Wigley (GB 1946/47, No.1497)** of Renfreight Cape Town appeared on the editor's desk recently in the form of a cutting from the Cape Argus of 30 December 1949 which reads as follows: -

> "The first South African ships to visit Japan since the war, and possibly the first ever, will be the Cape Town Liberty steamers 'President Steyn' and 'President Kruger', owned by Southern Steamships of Johannesburg.
>
> They have been chartered to take 9 500 to 10 200 tons each of heavy grain from the River Plate to Japan in late December or early January at a freight rate of 61s a ton.
>
> A 'President' steamer has just been chartered to bring 9 600 to 10 400 tons of phosphates from Morocco to the Cape next month at a freight rate of 34s 6d a ton. At the same, time charterers agreed to pay two Italian ships – the 'Zeneiza' and the 'Punta Amica' – 36s a ton to bring 9 600 and 9 100 tons respectively to Cape Town, with late November loading. All three ships will get an extra 1s 6d a ton if they discharge at Durban."

Ron Wigley was a cadet on the training ship 'General Botha' from January 1946 to December 1947 and an apprentice deck officer aboard the ss 'President Steyn' from January 1948 to January 1951. This possibly makes Ron one of the first 'General Botha' old boys to visit Japan on a South African merchant vessel. Ron says that the entire voyage from Rosario on the River Plate to Yokohama, with a four-hour stop in Cape Town for bunkers, took 66 days!

Ron came to the Rennies Group through Dart & Howes, which he joined in 1973, working as imports administration controller. He took early retirement last year, but returned at the company's request to work half-days for Commercial Services doing import/export quotations.

Application for Employment – A Bit of Initiative

A hand written note by Anon.

"I refer to the recent death of the Technical Manager at your Company and here by apply for the replacement of the deceased manager.

"Each time I apply for a job, I get a reply that there is no vacancy but in this case I have caught you red-handed and you have no excuse because I even ~~attendended~~ attended the funeral to be sure that he was truly dead and buried before applying.

"Attached to my letter is a copy of my C.V. and his death certificate."

A Tap on the Shoulder

A true story from the pages of the Manchester Evening Times .....

Last Wednesday a passenger in a taxi heading for Stafford station leaned over to ask the driver a question and gently tapped him on the shoulder to get his attention. The driver screamed, lost control of the cab, nearly hit a bus, drove up over the curb and stopped just inches from a large plate glass window. For a few moments everything was silent in the cab.

Then the shaking driver said "Are you OK? I'm so sorry, but you scared the daylights out of me."

The badly shaken passenger apologized to the driver and said, "I didn't realize that a mere tap on the shoulder would startle someone so badly."

The driver replied, "No, no, I'm the one who is sorry, it's entirely my fault. Today is my very first day driving a cab; I've been driving a hearse for 25 years."

Why is English so hard to learn?

Why English is so hard to learn? The bandage was wound around the wound. The farm was used to produce produce. The dump was so full that it had to refuse more refuse. We must polish the Polish furniture. He could lead if he would get the lead out. The soldier decided to desert his dessert in the desert. Since there is no time like the present, he thought it was time to present the present. I did not object to the object. There was a row among the oarsmen about how to row. They were too close to the door to close it. Upon seeing the tear in the painting I shed a tear. How can I intimate this to my most intimate friend?

Let's face it - English is a crazy language. There is no egg in eggplant, nor ham in hamburger; neither apple nor pine in pineapple. English muffins weren't invented in England or French fries in France. Sweetmeats are candies while sweetbreads, which aren't sweet, are meat.

We take English for granted. But if we explore its paradoxes, we find that quicksand can work slowly, boxing rings are square and a guinea pig is neither from Guinea nor is it a pig.

And why is it that writers write but fingers don't fing, grocers don't groce and hammers don't ham? If the plural of tooth is teeth, why isn't the plural of booth beeth? One goose, 2 geese. So one moose, 2 meese? One index, 2 indices? If teachers taught, why didn't preachers praught? If a vegetarian eats vegetables, what does a humanitarian eat? In what language do people recite at a play and play at a recital? We ship by truck and send cargo by ship? Have noses that run and feet that smell? How can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites?

You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down, in which you fill in a form by filling it out and in which an alarm goes off by going on. English was invented by people, not computers, and it reflects the creativity of the human race (which, of course, isn't a race at all). That is why, when the stars are out, they are visible, but when the lights are out, they are invisible. And finally, how about when you want to shut down your computer you have to hit "START"?

Which brings me to the closing point – Can anyone tell me where the Panama hat comes from, and why it is called a Panama hat?

You can send your answers to the Scribe, dhenwood@iafrica.com.

SLOP CHEST

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

Phone: 021-7885957 fax: 086 233 6410 Email: cptchairman@generalbotha.co.za

TIE [STRIPED]	**R60**
PLAQUE	**R150**
PEAK CAP [BASEBALL TYPE]	**R115**
'n NAAM WAT SEEVAARDERS EER Geskiedenis van die opleiding skip.	**DONASIE**
A NAME AMONG SEAFARING MEN History of the training ship.	**DONATION**
FIRST DAY COVER 60th anniversary of our Old Boys' Association	**DONATION**
BELT BUCKLE	**R250**
DVD "THE SHIP" Filmed on board during the thirties.	**R40**
DVD "RED HILL 1946/47" Collection of Rex Chamber's photographs with titles and accompanying music.	**R45**
DVD "SOUTH AFRICAN NAUTICAL COLLEGE GENERAL BOTHA 1954". Filmed by Barry Cullen and Chris Copeland.	**R40**
DVD "THE BARQUE LAWHILL – ON WINGS OF THE WIND" A film by V.J. Penso	**R40**

PLUS PACKAGING AND POSTAGE!

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

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

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

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