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GENERAL BOTHA OLD BOYS' ASSOCIATION

http://www.generalbotha.co.za

FEBRUARY 2019

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 12th March, 1230 for 1300 – Pub lunch, Royal Cape Yacht Club, R60 p.p., partners welcome.
- Saturday 16th March 2019, 1030 for 1100 – Annual General Meeting, Kelvin Grove Club, Camp Ground Road, Newlands, next door to Newlands Cricket Club.
- Saturday 16th March 2019, 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 R300 p.p, please note we maintained same price for past four years, but we are unable to sustain the subsidy. 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 17th March 2019 @ 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. We request that members make a donation towards the Mission to Seafarers at this function.
- Booking for the Commissioning Day Lunch is important, please RSVP by Tuesday 12th March 2019 to:

- Kathy or Jacky or Louise Nicholas: phone 021-788 5957
  - Email: cptchairman@generalbotha.co.za
  - Facsimile: 086 233 6410
- **Pre-payment of R300 p.p. for the Commissioning Day Lunch would be appreciated by our over stressed Treasurer. Payment details in the Slop Chest back page 14.**

FROM THE BRIDGE OF *CAPE TOWN*

The voyage continues unabated, The Legend Lives On!

It is always sad for me to report the passing of Old Salts but on the plus side we are gaining new membership to carry the legend forward into the future. Graduates of your bursary fund are showing a strong interest in the traditions and legacy of our legend, the Bothie. As such, and in accordance with the constitution, we have recently granted membership to two more young gentlemen who have graduated from college with their OOW (theory). Similar to us graduating from the Bothie and embarking on our careers. As Paul Semark GB 1960/61 recently succinctly put it, they are chapter six of the Bothie history.

Your bursary fund remains on course with twelve bursars at Lawhill Maritime Centre and three on tertiary studies. Various extra mural training schedules are run to grow their interest in a maritime career which is very time consuming for us volunteer mentors. Besides myself, Peter Coetzee GB 1960/61 and Blackie Swart 1964, I am pleased to have more mentors recently taking up the challenge, namely; Patrick Knight GB 1971, Jon Klopper GB 1984 and David Main GB 1971.

As you all know your bursary fund was launched in 2011, the first bursaries granted in 2012. The fund has gone from strength to strength over the intervening years, not only with the interest and investment from our membership, but also from a few corporate. Unfortunately due to the recession in the maritime sector such corporate sponsorships are not being renewed. Years of hard work has gone into the fund and the bursars which would be sad to lose. Therefore I am hopeful that members shall support the fund in the intervening period until the maritime economy recovers.

Much water, or is that beer, has flowed under our keel since the last newsletter. Inter alia:

- ✓ Sea Cadet Unit TS *Woltemade* prize giving parade at which the Association was well represented. We were not disappointed the cadets again impressive. Your bursary fund awarded another bursary to another of the unit to attend Lawhill Maritime Centre. This has resulted in much coverage in the media.
- ✓ S.A. Naval College passing out parade. By kind invitation Peter Coetzee, Kieron Cox and I attended this impressive parade and the GBOBA was even mentioned in the OC's speech. Thus The Legend Lives On in Gordon's Bay.
- ✓ Simon's Town School Appreciation Tea to honour supporters of the school of which Lawhill Maritime Centre is a part. Attended by Peter Coetzee and I.
- ✓ Southern quarterly lunch at the Seven Seas Club in Simon's Town still sailing along under the helm of Fred Marais.
- ✓ Group meeting with all of your Lawhill Maritime Centre bursary scholars. History lesson of the GB and the legend she and her cadets have created. Also orientation for the newly joined bursars and mentors.

Lawhill – LtoR – Brian Ingpen, Adair Butchins GB 1950/51, Tim Cowley GB 1960/61, Tony Nicholas 1971

There is more to report I am sure, but space does not permit. All is reported on our Face Book page with accompanying photographs.

With the help of Glen Knox and the Naval Heritage Society many interesting snippets of Bothie history is posted on their and our Face Book pages, sometimes accompanied with appropriate photographs from my archive. Join our Face Book page to keep abreast.

A reminder that without the support of all Old Boys & Girls your association would not continue to exist. Exist it does and continues to be a name in the industry of which you can be proud. Thus I urge your support at the respective AGMs and Commissioning Day celebrations. At our Cape Town events published above we shall be hosting the GB Classes (Terms or Drafts) reunions 1979 & 1969. I have warned the breweries to increase production.

Your support is appreciated.

THE LOG OF THE LAWHILL - extract Monday March 15th 1948:
In the East the Sultans have two or more Eunuchs on guard with drawn swords as they eat. Here we have Mess Man Columbus in his Sea Scout regalia and a huge sheaf knife on his belt on guard between the pantry and mess room.

SCRANBAG

N.C. BROWN 1969 #2362. Following some twenty years as Master on various DAL vessels Neil appears to have swallowed his anchor. Presently sculling around S.A. and we expect to see him at his 50th GB class reunion in March.

J.J. CURRAN 1973 #2434. Never one to lay low Joe has recently volunteered to assist your Bursary Fund for which he is well qualified. Joe served at sea with Safmarine until 1976 when joined S.A. Airways followed by one year in 1980 as a Game Ranger with Sabi Sabi Game Lodge. 1981 joined the computer industry with various companies in various roles including programming, systems analysis, project management and country manager for Software AG South Africa. When living on the coast was actively involved with the N.S.R.I as crew and operations controller.
Semi retired 2018, providing training and coaching services to software development teams moving from traditional to Agile principles and practices.
Previously, specialized for many years in training and consulting of project management in the software development industry, and recently established the mentoring programme which runs today for the Project Management Institute in South Africa.

A.J. FOTHERINGHAM 1976 #2525. Andy and family appears to have driven across the Australasian continent to a new chapter in his career. I know not exactly where and wait to hear from him.

C.VAN DYK 1969 #2383. Several years at sea and then ashore into ships agency, chartering, brokering inclusive of eighteen years of his own ships agency business, Meridian Agencies cc, Maritime Agents based in Durban, specialising in attendance to foreign fishing vessels.
2018 working for LBH Southern Africa, Port Operations Department, based in Durban.
Fellow of the Institute of Chartered Ship Brokers (FICS). Diploma Maritime Law University of Kwa-Zulu Natal.

N.A. HAGAN 1978 #2599. Following a long career with De Beers Marine in a senior management position, Nic has recently retired.

I.M. LINDSAY 1963 #2227. Ian reported in recently and is still very active in the marine industry. After G.B. sailed with Safmarine for three years. Then sailed with various British Shipping Companies culminating with the Ben Line. All certificates, including Masters taken in Aberdeen. 1977 - 1993 - Offshore Oil Industry as Master in a variety of offshore vessels. Latter periods with Shell as O.I.S. and O.I.M. 1994 - back in Cape Town - Marine Surveyor with S.G.S. 1995 - set up own Marine Survey and Oilfield Consultancy - IML Marine Surveys cc. 2005 with Noble Denton in Aberdeen, Scotland. 2015 became an Independent Marine Consultant.

D.C. SNOWDOWNE 1958/59 #2126. Galley wireless reports that Dave has relocated from Durban to Cape Town. Still waiting for him to report in though.

D.A. HUNT 1985 #2868. David has only recently informed me that he is in Canada. I still wait to hear what he is doing there and where in Canada?
" I was a cadet with Unicom Lines, and attended "Bothie" in 1985. I left Unicorn Lines in 1988, predicting the future was going to be container vessels, and deciding this was not going to be a good thing for life as a mariner. I joined MSC in Johannesburg, working in client services until 1993, when I decided I needed a change and moved to the UK, where I joined a freight and warehousing company called Icon Carriers, eventually becoming a partner and director, until April 2007. 2008 moved to Canada."

P.J. HEYDENRYCH 1952/53 #1770. Peter recently reported to our UK Hon. Sec. (Ted Fisher prefers the title Secretary to Chairman), he lives somewhere in Tangmere.
Peter served as Cadet with Safmarine before obtaining a degree in Civil Engineering at UCT in 1959. 1960-61 with Clifford Harris as Assistant Engineer on road construction and 1962-63 with Benoni Municipality as Assistant Engineer. In1964 joined S.A.R. & H as Assistant Engineer at the Port of

Cape Town which included the design of the quay walls at Granger Bay, 1965-94 Hill, Kaplan & Scott as Civil Engineer and promoted to Associate, Executive Partner and then Director . 1995/2000 company taken over by Law Gibb Group, continue as Director and Regional Manager. Resigned as Regional Manager in 1996, continued as Senior Technical Director until retirement in September 2000.

R.J.D. DUIGAN 1982 #2759. Ronald has relocated from France to Netherlands, suppose to practise his Afrikaans there. After G.B. sailed with Safmarine until obtaining his Chief Officer's Certificate end 1986. Started studying full time first with UNISA and later at the University of Cape Town on a Mobil Bursary graduating in 1990 with a BSc (Chemical Engineering) with honours. Then worked at the Engen (ex Mobil) Oil Refinery until 1994 when he joined Kinetics Technology International BV, a Dutch company, at their branch office in Johannesburg. Has completed several foreign assignments with them doing design work on chemical plants destined for Poland, India and South Africa.

2003 Divisional General Manager at EnviroServ, Johannesburg.

2007 relocated to UK as Manager of Technology Projects for Shaw Stone & Webster.

2013 left Shaw Group, joined Technip France based in Paris as Vice President Downstream Onshore Business Unit.

2018 Lives in the Netherlands in Bergen op Zoom working for Cargill.

K.A. TATE 1976 #2542. Kevin has recently retired from formal employment but remains active in the marine industry. As a result we see more of him at the Bothie functions and at the yacht club.

Matriculated at Wynberg Boys High School in 1973. After 6 illuminating months at UCT's Michaelis School of Art, joined Safmarine as a Cadet in late 1974. Served on various ship types until transferring to SAFTUG (Safmarine's Special Ships Division) in 1980. Served aboard *John Ross* and *Wolraad Woltemade* until subsidiary company Pentow Marine formed in 1986. Then served aboard various Pentow vessels involved in the offshore oil industry. Obtained Master's Certificate in 1988 and promoted to Master in 1989. Master aboard various offshore support vessels and salvage tugs *John Ross* and *Wolraad Woltemade*. Skippered a 65' schooner *Good News* in 1986 Cape To Rio Race and co-skippered a 54' ketch *New Crusader* in 2000 Cape to Rio Race. Stayed with company as Pentow Marine became SMIT Pentow Marine, then SMIT Marine South Africa. Seconded to *S.A. Agulhas* as Master from 2001 to 2003 after two understudy trips in 2000. Freelanced as Ice Pilot aboard New Zealand's NIWA research vessel *Tangaroa* in Ross Sea in 2004.

Master aboard *Smit Amandla* (ex *John Ross*) from 2003 to 2008 in role of ETV for S.A. Government on S.A. coast. Swallowed the anchor in 2008 after 34 years at sea and joined SMIT Salvage as a Salvage Master. January 2018 retired.

S.P. THEUNISSEN 1973 #2460. Philip stays in regular contact with us, perhaps a hankering for some *boerewors.* "We live on the waterfront in West Vancouver. We have 5 children ages 41 to 30, all married, and 11 grandchildren. One lives in the Vancouver area, one on an island off Vancouver where he is Captain of a BC Ferry, two in Kamloops, a five hour drive inland, and one in Portland Oregon, a six hour drive. My wife Trine, who I met on the SA *Vaal* when I was there for 18 months with Roger Pawley and Rob Whitehead in 1974 /75, visits them all regularly. I still work as a Shipbroker from our apartment and still love the business / have no intention of stopping. We have lived here since 1982, besides a few years in Gearbulk's head office in Bergen Norway , and have no intention of moving anywhere else.

P.C.P. PREST 1955/56 #1968. Philip resides in a remote part of North Yorkshire Moors where he cares for a small flock (37) of Hardwick Sheep. Enjoying retirement after 40 years at sea. Phillip is the son of the late GB Chief Officer B.B. Prest.

M.H. PICKERSGILL 1974 #2483. Mike together with wife Nadine continues to run a successful pub, The Masons Arms in Gilcrux Cumbria. Understand they have hosted Old Boys who were transiting the area. Mike was at sea and harbour pilot from 1974 to 2006.

K.R. MATTHEWS 1975 #2512. Ken continues as Operations Manager for Zodiac Maritime Services London.

ANCHORS AWEIGH

R.S. LAWRENSON 1938/39 #989. Another of our Botha legends. A regular attendee at our Commissioning Day Dinner and proposer of the toast to "Absent Shipmates", Richard passed away 17th November 2018. A proud Botha Boy, he shall be missed.

With five others Richard and the other class mates were the first Cadets from the Bothie to join the Royal Navy from the Ship in September 1939. During the war served on the Armed Merchant Cruiser Carnarvon Castle, destroyer H.M.S. Sikh (sunk off Toburk), Battleships H.M.S. ??, then H.M.S. Arrow and H.M.S. Bellwort.

Richard Lawrence 1944

Promoted to Sub Lieutenant S.A.N.F., seconded to R.N. Returned to S.A. as First Lieutenant of H.M.S.A.S. Sprindrift. Then demobbed.

After the war joined Tig Survey in Mowbray (Cape Town). In 1958 transferred to Provincial Administration ending his career as Control Survey Officer in 1983.

Deceased 17th November 2018.

Richard was also a member of the MOTH Halifax Shellhole; tribute published in their news bulletin.

On Thursday 15 November 2018, just four days after attending a Remembrance Day Parade, Moth Richard Lawrenson answered the Sunset Call. He was 95 years old. Richard was not only a long-serving Moth, he was also a long-serving member of Admiral Halifax Shellhole. It was indeed a rare occasion for Richard to miss a Shellhole meeting. He always had a smile and a warm greeting for everyone. He began his military career as a naval cadet at the S.A.T.S. *General Botha*. He was then transferred to the Royal Navy where he remained for the duration of World War II. Richard was aboard the AMC *Carnarvon Castle* when she had a five hour running battle with the German auxiliary cruiser *Thor*. The *Carnarvon Castle* suffered heavily in the battle, sustaining 27 hits causing four dead and 27 wounded. Richard also went through the entire Siege of Malta. Twice he was on ships that were torpedoed and he had to be rescued from the water on both occasions. Yet Richard never spoke about his experiences during the war. He was a quiet man, a true gentleman. Richard's passing will leave an empty space in our Shellhole. But I know he will always be there in spirit. We will remember him. I would like to close with a quote from General George S. Patton. "It is foolish and wrong to mourn the men who died. Rather we should thank God that such men lived."

E.G. TURNER 1953/54 #1856. Ted passed away peacefully 8th January 2019.

Eddie Turner was born in Claremont and came to the General Botha via Wynberg Boys' High School. On leaving the Botha he joined Clan Line and served in the Clan Brodie, King Arthur and Umtata.

Eddie left the sea in 1959 and, after marrying Natalie Watt of Bloomfield, New Jersey, immigrated to the USA and joined the US Army. He saw service in New Jersey, Ludwigsburg in Germany and finally Georgia, USA.

In 1964 he attended the National Aviation Academy in St. Petersburg, Florida. Graduating with various flying qualifications, he commenced a career as a general aviation instructor with various flying schools in Florida and California, adding in due course to his commercial/instrument pilot's license by obtaining a Cessna 500 rating, becoming an instructor in that rating as well.

Throughout his two years at the Botha and during his time at sea, he was always known as 'Eddie' but with another 'Eddie' in one of the flying schools his name had been summarily changed to 'Ted'! It stuck; he was known to all and sundry as Ted and that's how we'll refer to him for the remainder of this entry.

In 1968 he joined Western Airlines as a pilot instructor, teaching systems on Boeing 727-200s, Boeing 737-300s and McDonnell Douglas DC 10s. In 1978 Western Airlines merged with Delta and Ted was transferred to Atlanta, Georgia, where he continued training pilots on the Boeings. He then worked on

the McDonnell Douglas MD-11 in Long Beach, California, developing a new computer based training programme for Delta. Appointed Senior Instructor by Delta, he taught and trained other instructors to teach on this aircraft.
He also oversaw the design and development of a flight training device in Montreal; this was incorporated into Delta programs, shortening pilot's training time and later extended to cover training on Boeing 737-800s.
In 2006 Ted and Natalie retired and moved to Englewood, Florida, where he formed a company known as Pixel Maniac, involved in photography and website development. Ted is also actively engaged in spurring economic growth and assisting local businesses in downtown Englewood in the updating of their facilities. Active in his 70s! Ted and Natalie have two sons, Robert and Matthew and two grand-children – all resident in the USA. Their daughter Megan was tragically lost in a motoring accident in 2000. Ted died 8th January 2019.

B.C. MYRDAL 1967 #2310. Bruce passed away 12th November 2018.
Submitted by GB cadet 2320 Robert Wells:
The last time I saw Bruce was at our 1967 Reunion in 2017. As Far as I know he left Safmarine as a cadet and worked for Lamson Paragon for several years. He became ill in 2011 and beat all the treatment so he was in remission at the time of our reunion. He was an amazing rock star renowned for his band Route 66, circa 2000s, playing all over the Western Cape. I did not have contact with him since then until I saw his obituary on Facebook. He was a very good sportsman and tops at self defense when we had lessons from the Butcher Brothers. Many off duty weekends were spent with him, a Bergvliet boy, when we stayed at Ken Shirley's house in Fish Hoek. I believe he lived on a farm between Philadelphia and Atlantis (Western Cape).
He was a gentle good humoured guy with a tremendous sense of humour. He and Frans Oosthuizen, Doc Hellman, Ken Shirley and I had some good times.
He will be sorely missed by all 29 of us and well remembered for Honour and Integrity.

N.T. CASELEY 1941/42 #1157. Norman passed away 28th October 2018.
Sailed on the four masted barque s.v. *Lawhill*, three voyages including rounding Cape Horn. Thereafter sailed on other vessels including troop transport in 1945. 1947 joined Safmarine and was Third Officer on the S.A. *Vergelegen* on her first voyage under the S.A. Flag. 1955 obtained Extra Master's and then taught for a year at Hull Trinity Navigation School before returning to South Africa to take over the Navigation School in Durban. Thereafter spent two years at the Kalk Bay Bible Institute preparing for missionary work. Worked for Scripture Union and in 1965 joined the S.A.M.N.A. *General Botha* as Senior Lecturer. 1969 moved to Port Elizabeth to run the Youth for Christ and at the same time opened own business as a marine surveyor and compass adjuster. Later joined the Department of Transport and retired in 1990 as Chief Surveyor and Examiner.

A.M. HANSFORD 1969 #2368. Allan joined Safmarine January 1970 as Cadet, obtained 2nd Mates 1972. Sailed 3rd Officer 73-74. Chief Officer's certificate 1974. Sailed 2nd Officer 74-78. Masters FG 1978. Sailed as Training Officer then Chief Officer 79-80.
Joined Harbour Service end of 1980 as First Deck Officer. Spent three years in Port Control, then on various tugs in Cape Town as First Deck Officer. Resigned from the Harbour Service March 1990 and rejoined Safmarine as Chief officer. Final voyage on Maersk Constantia as Chief Officer 05-19th April 2004. Deceased 24/04/2004 following brief illness from 20th April 2004.

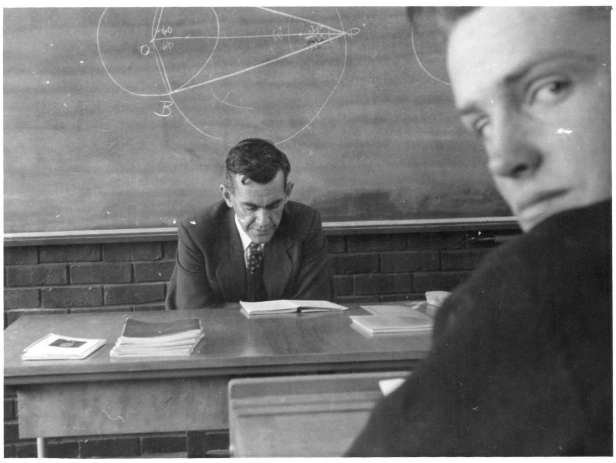
AWOL

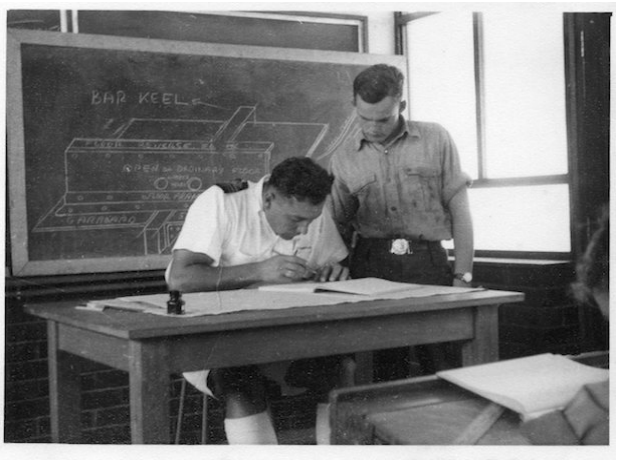
Stuart Lee-Roberts GB 1969, last known address somewhere in Kwa-Zulu Natal.
Michael Linck GB 1941/42, last known address in Isle of Man. Does anyone have contact?
Modern technology is a wonderful aid; check your Face Book etc.

UNITED KINGDOM BRANCH – Ted Fisher

Welcome into Two Zero One Nine, another year has passed, and trust all our Members are set to embrace the year ahead. The November Newsletter had a request for UK Branch Old Boys to kindly update their Home/Telephone/email details. I am delighted to report the response was A1 with the

majority giving an update of changed personal circumstances. Our Chairman Tony Nicholas considers all have stepped up to the challenge as required!
In particular, great to hear from a couple of my own year and indeed, 1955 juniors.
The exercise, hopefully, united two of our Members with their wives to meet aboard the 'Queen Elizabeth' sailing from Southampton early January for Cape Town – their 'swallow trick' south for the winter! I mention Adair Butchins (50/51) and Tim Cowley (60/61) (*see photo page 2 when they visited Lawhill shortly after their landing in Cape Town*). Naturally it was RMS not HMS 'Queen Elizabeth' Britain's new aircraft carrier! No doubt the wine flowed with some reminiscing during the voyage. Other updates feature in SCRANBAG.
Earlier this month Barbara and I met with Harold and Lorraine Lincoln in Southampton. Harold handed me a copy of Ian Manning's latest book 'Gentlemen-The Ship', SATS General Botha in her various configurations from 1884 until 1947. Incredible research and detail with interesting asides---- congratulations Ian and I do have a copy of 'No Reward for Duty' another excellent read.





Picture Archive from my 1955 album is Mathematics Lesson with Mr Bissett (Cadet B Fort?) Ship-Construction with Mr Sanderoff (Cadet K Dennett)

It remains for me, on behalf of UK-Branch members, to thank our Chairman Tony Nicholas, his Committee and indeed Bursary Fund Committee for all their continued hard work and dedication to our Association. We must, all of us, be proud to have attended the General Botha and to note how the Bursary Fund continues to support trainees for a future in an ever fast changing shipping industry.
All the best for the year ahead. Best regards, Ted Fisher.

Gauteng Branch Newsletter – Alan Ford

The Christmas and New Year party boat is now hull down over the transom as we steam on full speed ahead for whatever the rest of 2019 may choose to set off an alarm in our AIS guard band.
Commissioning Day celebrations are now fine on the Port bow and Gauteng Branch is planning to have them on the beam by Sunday 24th March 2019. Rene and Karen Poerner have again very kindly offered their home as a venue for this year's long lazy lunch. Bring your own tipple broached from the bonded store and for a small Tender award fee of R160 per head, payable at the door preferably, you may take part in the Sunday afternoons stately and dignified activities as performed by officers and gentlemen and their ladies. I will be sending out email invitations to the Gauteng Branch list one of these fine days, and hopefully I won't have to chivvy up the majority for a response as is usually the case. So take a big red wax crayon and circle the date on your calendars, start putting away some spare change in an old beer can, and Be Prepared! All other members from far and wide are welcome, provided their passports are in order and they have a visa for North of the Vaal River.
Thankfully at the time of writing we have nothing else to report regarding headcount, so the medical profession seems to be doing a good job on all the long out of warranty cadets who generally now require extensive maintenance and repair. It's a good thing we are not subject to IMO regulations, otherwise we would have long since been run up on Alang Beach for knackering.

2019 Seems to have got off to a bad start with numerous marine casualties with in the first few weeks. Fire seems to be a common thread so far. The reasons are numerous and a source of ongoing research in many fields. Somehow it seems to me that a job on a bulk iron ore carrier is going to become sought after for those whose nerves are shot. Setting alight a big pile of stones is significantly more difficult than igniting a gas leak on a LNG tanker.

Even though the international powers that be try to regulate and legislate safety on board ships to reduce the possibility of catastrophes caused by human error, they are finding it very hard to stay ahead of the curve when it comes to dealing with people who are Hell bent on willfully causing problems for the dear old mariner.

Between January 2016 and December 2017, more than 250,000 incidences of disruption, whether accidental or intentional, were detected by Strike3, an EU-funded project for tracking disruptions to GPS and other satellite-based systems. Outside of military circles, experts say, there is little awareness that a GPS signal can be lost or misdirected. "What we have generally seen [is] that disruption is getting more frequent, and the disruption devices are getting more sophisticated," says Dana Goward, President of the Resilient Navigation and Timing Foundation.

How the maritime Skunk Works geeks propose to get around this problem when it comes to unmanned ships will be interesting. Perhaps they will have to look sideways again at the airline industry which still employ inertial navigational systems as a major component in their navigation technology suites. The Aeronautical Bubble sextant may well be something which will never be of practical use again, but there is no reason why the modern mariner cannot still adequately utilize a well-thumbed and grubby set of Nories or Burtons Tables, an Almanac and the BBC time signal and a plastic sextant to find out where he is, more or less.

With respect to future breakthroughs to non-GPS based navigation systems, I know for a sure there is one of our '71 class techno whizz kids who has the North Atlantic very close to his house, who has spent many sleepless hours thinking about how to use a smartphone or IPad type thingy as a celestial body observation tool. It **will** happen one day, mark my words, when you can order a clip-on attachment for your phone, down load an app, and take sun or star sights by waving your phone in the general direction of the Sun.

Alan Ford alanford@global.co.za.

Durban Branch News

Due to the increased support for our last AGM we have decided to follow in a similar vein and hold it at our monthly lunch on the first Wednesday in April this year. I appeal to members to make an extra effort and even if this is your annual commitment to the OBA - who knows, you may just bump into someone you have lost contact with over the years.

Venue:	The Royal Natal Yacht Club
Date:	Wednesday 3rd April 2019
Time:	12h00 for 12h30 meeting
Meeting:	12h30 to 13h00
Lunch:	13h00
Bookings:	Howard on email address: jacksonmoss@telkomsa.net or cell: 083 300 9891

All drinks will be thanks to sponsors and wine and port will be served as usual.

This is the 50th Anniversary of the 1969 intake and if anyone of that vintage is around, we'd like to see you there.

Twenty five attended our Christmas Lunch and it opened with a talk by Mike Melly on the need to support the Lawhill Fund followed by a rundown by Nomkitha with a more in depth look at its workings. Jacky Barnard from Sail Africa also attended who along with Nomkitha are the Fund's representatives in KZN.

Looking forward to your attendance at the AGM – Please make the effort.

Regards, D. McManus Natal Branch

Australia Branch News January 2019.

A casual pre-Christmas lunch was held at the Chatswood RSL Club in Sydney on Saturday 1st August. Attendees were: - Gordon Maxwell 40/41, Stan Damp 47/48, Rudie Auer 59/60, Grenville Stevens 60/61, Peter & Jenny O'Hare 64, Peter Kroon 69, Alistair Tiddy 71, Ken & Nalini Downie 87. Please note of interest, there were one from The Ship, one from Redhill, three from Gordons Bay and three from Granger Bay. All bases represented!

Our next meeting will be the Commissioning Day lunch details as follows:

Date	Saturday 23rd March, 2019
Time	From 1200 – Lunch at 1300
Venue	Chit Chats Bistro, Ground Floor, Chatswood RSL Club 446 Victoria Avenue, Chatswood.(adjacent to the railway station) Sydney
Cost.	Order and pay for your own meals and drinks
Dress	Smart Casual. Bothie Blazer and tie preferred
RSVP	Please advise attendance by Monday 11th March Peter O'Hare, Hon Secretary/Treasurer 3 San Giorgio Circuit, Castle Hill, NSW 2154 Telephone 0417028809, Email itspeterohare@outlook.com

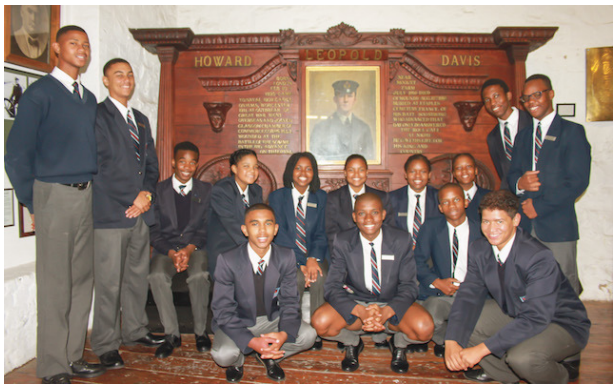
Please let us know if you are visiting Australia.

Austarlia Branch - Grenville Stevens, Chairman; Andy Fotheringham, Vice Chairman; Peter O'Hare, Hon. Sec. Treasurer, itspeterohare@outlook.com.

PS: Andy Fotheringham will be organising a similar **function in Western Australia on 23 March**, venue and details to be sent separately.

GBOBA Bursary Fund News

Extracts "From the Bridge" January 2019



At the start at every year, the students return to the S.A.T.S *General Botha* Museum for a proper bursary fund welcome. The students are orientated to the motto of Honour and Duty through story and ceremony. Paul Seamark, Peter Coetzee and Tony Nicholas share their memories of their own training days and the expectations that come with the comradery and brethren of the Old Boys' Association. The orientation is especially important for the grade 10 students who are new to Lawhill Maritime Centre and the GBOBA bursary fund. The bursary fund wishes Busang Tsukulu, Jody Muleshi, Sifundu Sithole and Luyanda Dlamini a successful seafaring career.

The bursary fund strives to run a practical training and mentoring program alongside the students' theoretical training. You can read the full overview for the 2019 program here. The practical training has begun with swimming instruction for the upcoming National Sea Rescue Institute (NSRI) pre-sea training on the 13th and 14th of March. After a very short break home, the grade 11 and 12 students will meet in St Helena Bay at the Sea Safety Training Group (SSTG) base. With the instruction and support of the NSRI trainers and GBOBA BF mentors, 12 participants will work towards Category E Skippers' tickets and Sarah and Bruce Sandman, NSRI, are photographed with the grade 10, 11 and 12 students participating in the 2019 practical training program. Thank you to SAMTRA for the support in facilitating the swimming lessons at the Simon's Town navy pool and to SAIMI for sponsoring the GBOBA BF mentoring

program. The bursary fund would also like to thank SSTG for the support of the practical training program and the use of their facilities.

Practical work experience is considered essential to students about to enter the last stages of qualification for their future careers. The fund encourages its student sponsors to allow the opportunity to gain workplace experience. Grindrod's in Durban gave holiday work experience to Smangaliso Dlamini (third year, DUT) and Sabelo Mthimkhulu (Matric, Lawhill Maritime Centre). SA Bunker and Trading also invited fund bursars, Menelisi Mkhize and Avela May to work shadow (prior to their joining the OOW course in SSTG Academy). They have since joined the OOW Course. The Tertiary Sub Committee met with the students to provide advice on the expectations on conduct during interactions with the fund, the academy, its tutors and their house mother.

Tony Nicholas in his capacity as Chairman of the S.A.T.S. *General Botha* OBA, visited our recent graduates from the SSTG Academy to award membership to the OBA. The students were presented with books detailing the history of the S.A.T.S. *General Botha* in its many forms and in recognition of their achievement. Nkazimlo Mtshixa has recently attended a Tanker Orientation Course in Durban and is in the process of being posted to a vessel. Loyiso Jantjies is the process of attending interviews prior to acquiring a sea-going berth. Both Students achieved excellent marks and between them achieved many distinctions. They will in due course be the students testing the SSTG developed and fund promoted Digital Cadet Training Book, which we believe will be a world first, once it is completed in the very near future.

We appreciate and thank all of our Fund sponsors and supporters for your ongoing support in nurturing sea fever and suggest that you, together with us, watch and enjoy these bursars and other students as they grow and prosper and as a result of our programme. Follow and "Like" us on the bursary fund and GBOBA Facebook page.

We are also using bulk mailing systems to send news and other such information regarding maritime education and Fund matters to our sponsors and supporters all over the world. Please contact the administrator should you wish to subscribe. If you are not receiving these publications or have other difficulties in this respect please contact the Administrator at administrator@generalbotha.co.za.

What am I Reading off my Bookshelf? *Scribe*

*So, how many readers know what a "Brassbounder" is? If you are an Old Salt, then you should know. If you really want to know, then I recommend you purchase and read "GENTLEMEN – THE SHIP" by Captain Ian Manning SM MMM SAN (Tet), Cadet No. 1956; 1955/56 (**See the Slopchest page 15**). It arrived on my bookshelf very shortly after publication. I have since learnt a lot more about The Ship, its background, history and construction. Of particular interest to me is the early history of the Ship with background to the magnanimous donation T. B. F. Davis made. The various Appendices include interesting exerts about, for example the different flags flown on the ship. There are three different accounts of her passage from Sheerness to Cape Town by Captain F. B. Renouf, his daughter and Cadet H. G. Brewin.*

Peter D Rogers, Cadet No. 2020, 1956/57 has written the following review -

REVIEW: GENTLEMEN-THE SHIP!

South African Training Ship General Botha in her various configurations from 1884 until 1947

By

Captain Ian Manning SM MMM South African Navy [Ret]

The title of the book *Gentlemen-The Ship!* may seem an odd choice, but it is an expression still heard when "Bothie Boys" gather and drink a toast to their *alma mater*. In this book, Ian Manning has meticulously researched the history of the former Mersey class cruiser *HMS Thames*, which was launched in 1885 and in 1922 became the South African Training Ship *General Botha*.

The text is logically divided into two distinct parts. The first part, titled The Life of a Ship is, as the author explains, a "Biography" of the ship from launch to her demise by coast gunfire in 1947. The second part, The Anatomy of the Ship, covers her physical appearance and abilities and how these evolved over the course of her life.

Part 1 provides an interesting account of an unlikely, yet fortunate chain of events in 1918, that was triggered by the sudden closure of the local Sea Cadet base and the chance stop-over in Cape Town of a Durban-based businessman, Mr T. B. F. Davis on his way to England. The author describes the circumstances which led to Mr Davis purchasing a redundant Royal Naval Cruiser *HMS Thames* and donating her to South Africa "for training the lads of South Africa for the merchant service". This generous donation was in remembrance of his son Howard, who had died in July 1916 from wounds sustained during his battalion's advance on Thiepval during the Battle of the Somme.

The ship was renamed *General Botha* after the first Prime Minister of the Union of South Africa and was moored in Simon's Bay. The first intake of Cadets commenced their training in March 1922.

The first part of this book also contains a fascinating overview of the development of the late 18th century steam-driven cruisers such as *Thames,* in their evolution from sail to steam, which ensured that Britannia ruled the waves during the height of the British Empire.

Part 2 contains a wealth of fascinating information on the actual design, deck layout, boilers and engines, boats and associated equipment of the ship. Wisely, the author has kept the text largely free of pedantic detail concerning historical facts and technical aspects. This information is, however, available to those with a thirst for detail in the comprehensive Appendices.

Gentlemen-The Ship! is a worthy complement to Ian Manning's earlier work: *No Reward for Duty* which chronicles the life of Captain G. V. Legassick, the renowned former Captain Superintendent of the *General Botha* whose tireless endeavours placed the "Bothie" firmly amongst the leaders in maritime training and inspired Wilhelm Grütter to title his history of this training ship: "*A name amongst seafaring men"*.

Almost three thousand young men completed the two year course aboard the ship and thereafter in her three "stone frigate" successors on Red Hill, in Gordon's Bay and finally Granger Bay. The ship had a profound influence on the Cadets, inculcating in them integrity, duty and service, valued traits which enabled many of them to contribute substantially to the development of South Africa's shipping industry and to the South African Navy.

This book is a must read for those with an interest in South Africa's maritime history as it chronicles the evolution of a humble former warship into an institution which became a byword for excellence in maritime training, serving the needs for deck officers during the heyday of the great Commonwealth shipping lines which ran the literally thousands of passenger liners, tankers, freighters, tramps and coasters that were plying the global shipping routes.

Peter D Rogers, Cadet No. 2020, 1956/57 term, Tokai, January 2019

New Role for the Iconic Vessel ex-RMS St HELENA

Ship owners in these hard times need to be innovative in finding remunerative employment for their vessels. No more so than for the new owners of that iconic passenger ship well known to the Port of Cape Town and the Atlantic Islanders, the ex- *RMS St Helena*. A report in Bairdmarine website, Trevor Hollingsbee reports that the 6,800 Tonne passenger cargo ship had originally been sold last year to the maritime security company MNG, for use as a floating armoury for anti-piracy guards serving merchant ships transiting the Red Sea region.

Her security stint was, however, brief, and late 2018 the *St Helena* was sold on to other interests with a view to convert her to a luxury yacht. January 2019 the *St Helena* was seen in London as the venue for an event to promote an innovative series of off-road races for "electrically-driven, specially constructed, sports utility vehicles." The races, to be known as "Extreme E-Series" scheduled to commence in 2021 at locations in the Himalaya, Sahara, Amazon, Arctic and Indian Ocean islands.

St Helena is to be converted into a "floating paddock" for the race series. The refit will entail conversion of some internal spaces into workshops and garages. According to sources within the shipping industry, the work will be done by A&P in Falmouth, Cornwall, and Manor Marine in

Portland, Dorset. *I wonder if they will have a large Scalextric track on board for some entertainment? Scribe*

Giant LNG Carrier is named after a Bothie Old Boy, Sean Day GB 2297, 1967.

"Departing from the Hyundai shipyard in Mokpo, Korea, on Monday this week (*December 2018*), the new 295m gas carrier ***Sean Spirit*** is heading for the Panama Canal on her maiden voyage, en-route to Point Fortin, Trinidad." So begins Brian Ingpen's weekly column in the Cape Times last December when he wrote about his school mate and life long friend, Sean Day. Written with pride and compassion, Brian has every reason to headline Sean and his achievements, and particularly the story of a LNG vessel having been named in honour of his friend. They were at school together, SACS in Cape Town the oldest school in the country, and they both had many interests in common, of which the sea and ships apparently took priority.

Sean's interesting career and great achievements are summarised on our Muster List which I urge you to read in parallel with this. At the peak of his career, as Chairman of Teekay Corporation, he has shown a compassion for seaman and the company's most valuable asset, its people. Ingpen writes further "…This energetic chairman and his highly professional colleagues combined to form a formidable team, expanding Teekay from tanker ownership to become a leader in several oil-related fields, including playing a vital role in the Norwegian oil industry, the LNG and offshore installations. With Day I visited a Teekay tanker anchored in Table Bay. The crew, he discovered, had not been ashore for weeks as she had been at anchor or at the oil platform off the southern Cape coast. When I passed the harbour the next day, she was alongside, enabling the crew to enjoy shore leave, a move orchestrated by the company's thoughtful chairman who remembers his own days at sea. He also remembers his South African roots. Through his personal involvement – and that of his wife and daughters – in various educational projects, including bursary schemes, he does much to encourage young South Africans to reach their potential."

The Teekay website describes in its fleet list a particular class of vessels, "The Legacy Class – a salute to the key people who have driven Teekay's success over our 45+ history." The site goes on to explain:

> "In October 2018, we had a combined naming ceremony for two LNG Carriers, *Sean Spirit* and *Yamal Spirit*, at Hyundai Samho Heavy Industry in Korea.
>
> Teekay already has the *Torben Spirit*, named after our founder Torben Karlshoej. We also have the *Axel Spirit*, named after Torben's brother and long-time Teekay Board member, Axel Karlshoej.
>
> Now we have *Sean Spirit*, the third in the Legacy Class of vessels that rightly salutes key people who have driven Teekay's success over our 45-year history. When 17-year old Sean Day went to sea as a cadet, he surely didn't believe that one day a company would name a ship after him … Congratulations to Sean Day, Teekay Emeritus, and his family who attended the event."

We are proud of you Sean, the Legend Lives on!

ACTION STATIONS
SEA CADETS GIVE A LESSON IN INTEGRITY

By Able Seaman Clayton Cornelius, TS Woltemade with help from a fairy godfather.

Annually the world celebrates international world clean-up day and the South African Sea Cadets at TS Woltemade always participate in making their difference in repairing the damage done by uncaring planet inhabitants.

On the day the Sea Cadets reported to the unit as per normal, unaware of the special occasion that was being celebrated all over the world. The Officer Commanding, Lt Cdr (SCC) Paul Jacobs, informed the Sea Cadets that this day would be special and that all training would be suspended.

The Sea Cadets were detailed off and walked in groups from the unit in Lakeside to Muizenberg with instructions to pick up every piece of litter and bag it. The area covered the vlei as well as Muizenberg beach and occupied the Sea Cadets for the full day.

During the "chicken parade" two Sea Cadets, Sea Arend and Sea Nkcitha, located an iPhone cell phone. As one would expect with youngsters they first argued over who had found it until the older one

recalled the Sea Cadets Code of Conduct and an inspiring lecture they had received from Charissa Bloomberg, celebrity psychologist and Integrity leadership trainer.
Sea Nkcitha challenged Sea Arend by asking him “do you remember what integrity is?" Arend’s at that stage had a lapse of memory and was reminded that integrity is doing the right thing even when no one is watching. Both then agreed to do what was expected of each Sea Cadet in keeping with their Code of Conduct.
Earlier in the year two TS Woltemade Sea Cadets had been invited by the Honourable Speaker of the Western Cape Parliament, Sharna Fernandez, and Charissa Bloomberg, celebrity psychologist and integrity leadership training specialist, to attend an Integrity and Ethics Dialogue. This formed part of a commemorating a centenary of Nelson Mandela and Albertina Sisulu. In attendance was Prof / Adv Thuli Madonsela, Social Justice Chair at University of Stellenbosch and others who made an impact on them.
As a result Charissa Bloomberg was invited to address the ship’s company on integrity and how this could be applied in their daily lives. It is the “hidden dimension”, doing what is right while no one is watching and being one’s own conscience. Another aspect covered was to recognise bullying when it occurred and to call out the behaviour. At the end of the discussion the ship’s company recited the Sea Cadets Code of Conduct under the direction of the Officer Commanding, Lt Cdr (SCC) Paul Jacobs.
“Through Honour and Skill, I shall diligently strive to uphold the core Values of Integrity, Excellence and Service of the South African sea Cadets, all of which are embody Honesty, Morality, Loyalty, Responsibility, Accountability, Self-Respect, Discipline and Obedience.
Thus by my actions and words will I strive to encourage valuable personal attributes and high standards of conduct both within myself and in my fellow Officers, Instructors and Cadets and any other persons with whom I interact.”
When arriving back at the Unit they handed the IPhone to the OC who tracked down the owner, Rene Jan, who was abroad on holiday. She collected her IPhone upon return and promised to “make good” with the two Sea Cadets.
As a result of putting the Sea Cadets Code of Conduct, reinforced by Charissa Bloomberg’s Integrity discussion, into practice both Sea Nkcitha and Sea Arend were awarded with good conduct badges.
These were awarded on a parade in front of the Unit to ensure that their good deeds were recognised and that all members of the ship’s company follow in their example.
I hope that these Sea Cadets will act as an example to others in society to do what is right while no one is watching.
With appreciation for the contribution of this article by: Glenn von Zeil: Lt Cdr., South African Sea Cadets - Area Officer Western Cape.

Physicians’’ Opinion of Brexit

Physicians were unable to reach a consensus: Should Brexit take place?
The Allergists were in favour of scratching it, but the Dermatologists advised not to make any rash moves.
The Gastroenterologists had sort of a gut feeling about it, but the Neurologists thought the Brexiters had a lot of nerve.
Meanwhile, Obstetricians felt certain everyone was labouring under a misconception, while the Ophthalmologists considered the idea shortsighted.
Pathologists yelled, "Over my dead body!" while the Paediatricians said, "Oh, grow up!"
The Psychiatrists thought the whole idea was madness, while the Radiologists could see right through it.
Surgeons decided to wash their hands of the whole thing and the Internists claimed it would indeed be a bitter pill to swallow.
The Plastic Surgeons opined that May’s proposal would "put a whole new face on the matter."
The Podiatrists thought it was a step forward, but the Urologists were pissed off at the whole idea.
Anaesthesiologists though it was all a gas, and those lofty Cardiologists didn't have the heart to say no.
In the end, the Proctologists won out, leaving the entire decision up to the assholes in Parliament.

"A cloudy day is no match for a sunny disposition." (William Arthur Ward)
"Sunshine is delicious, rain is refreshing, wind braces us up, snow is exhilarating;
there is really no such thing as bad weather, only different kinds of good weather". -John Ruskin

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

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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