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GENERAL BOTHA OLD BOYS' ASSOCIATION

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

MAY 2005

JOINT NEWSLETTER

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

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Please send any articles you may wish to be included in the Newsletter to:

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

Scribe – the following is, I think, an extremely interesting paper about the life of a Bothie Boy. Unfortunately it is too long to be included in its entirety, so we will publish it in 2 or 3 Parts. For Part 1 see February newsletter, here is Part 2.

THE FIRST THIRTY YEARS - COMMANDER A. S. POMEROY, D.S.C., R.N.

(Cadet 373 Class of 1927/29. Deceased 03/05/1990.)

Part Two.

We were now sent to Iceland, with orders to join the escort of a convoy (PQ 16) to Murmansk, a Russian port in the Kola Inlet. We did not fare as badly as the following convoy, PQ 17, which was just about annihilated, but still had a very strenuous time, though we arrived with three-quarters of our ships still afloat. In mid-Summer, there is no darkness in those latitudes and we were bombed from Norway continuously for days and nights on end, not to mention the U-Boats.

On the Roll of Honour Board in the "General Botha" is the name A. J. Hay, D.F.C. Let me tell you how I met him in the Arctic. Our station was on the port bow of the leading ship of the port column, the "Empire Lawrence", which was fully loaded with explosives and

ammunition. Mounted on her forecastle was a catapult with a Hurricane fighter aircraft piloted by Alastair Hay. On the first day of intense bombing, he was shot off into the air to engage single-handed the squadrons of Heinkel III and Junkers 88s. Eventually, wounded, he had to bale out, as there was no carrier to land on. I lowered a boat to pick him up, and just as the boat's falls were hooked on again for hoisting, two torpedo-bombers came at us low down from the North. With the boat still only a few inches out of the water and my hair standing on end, I ordered Full Ahead and Hard-a-Starboard to steady course on a course to comb the tracks of the torpedoes, which we could see, one on each quarter. This took us on an exact collision course with the "Empire Lawrence". There was just time to alter to port ahead of the port torpedo, and then both of them struck her and she disintegrated in an immense explosion, just a grating and a few bits of wood left floating. The gallant Alastair was killed later, but I had him safe on board this time. Vice-Admiral Campbell, in his book "The Kola Run", says simply: "Pilot Officer Hay, though wounded, successfully baled out of his aircraft and was picked up by "Volunteer". He goes on: "Empire Lawrence" was sunk by five direct hits from Junkers 88s." However, I think I know better, though possibly it was the second ship in the line which was struck by the torpedoes, and "Empire Lawrence" struck simultaneously by bombs.

In Murmansk I met another Old boy, W. Hogg (now Commander S.A.N.), who was at the time navigator of the "Huzzar", and he came on board seeking medical aid for the survivors of the "Gossamer" which they had rescued.

On return to Rosyth, we paid off "Volunteer" into dockyard hands and dispersed. Rear-Admiral Burnett, who came out to the Cape as C-in-C South Atlantic after the war, was at that time Rear-Admiral, Destroyers, Home Fleet, and I remain very grateful to him for approving no less than eight of my recommendations for awards and mentions for my Ship's Company; and for myself, as their Captain, he recommended the Distinguished Service Cross.

My next appointment was to the destroyer "Walpole", in command again. Based on Harwich, our forces' main object was to provide first warning of a German invasion. We patrolled the Channel and North Sea by night and anchored under shore defences by day. Though in February the previous year, under my predecessor, the ship had taken part in the chase of the "Scharnhorst", "Gniesau" and "Prinz Eugen" up-Channel, mines and enemy torpedo boats (called E-boats) were our main preoccupation in those shallow waters in my time. After a year, to the day, of a war of occasional quick and fleeting skirmishes with the young German captains of the E-boats, I left "Walpole" and reported to Admiral Talbot for duty with Force S, then forming up for the Normandy Invasion. However, before this C-in-C Nore had kindly arranged to have "Walpole" in port for a period while the King was holding an investiture at Buckingham Palace, to enable me to attend. Inside the Palace I met Old Boy O.R. Barr (now Commander R.N. ret'd.) and living near me in Newlands, who was also there to receive the D.S.C.

The task of Force'S' was to land the Third British Division on the left flank of the front for the initial assault. Originally appointed Beachmaster of Sword Beach, I was later made Staff Officer (Operations) of the Support Squadron of Force'S'. I am thankful for this. My relief had his head blown off within half an hour of landing. Our headquarters was the little ship LCH 285 which was fitted with a PPI, very novel then and the first I had seen. We were the leading ship of the assault on Sword Beach. We landed our 3rd Division before Ouistreham and had the River Orne close to the East of us.

This was the left flank of the Allied Assault Area and the Germans massed artillery and mortars on the other bank and let us have it, both in the anchorage and on the beach. We held our own for about three weeks but eventually, on the first of July, we abandoned the position as it had become too hot for us. Just before this, however, one day at about 12.30 p.m., our

LCH 285 struck a mine, laid by aircraft the previous night, when the ship's company were down below having the mid-day meal. She immediately turned over to port on her beam-ends, and all were trapped. The Officers on the bridge, who were dreadfully injured, Commander Currie, and myself, were the only survivors. The Gunboat "Locust" gave us their hospitality for a couple of days and we were then sent back to England for leave, as our job was finished in any case. It had been an anxious and arduous month and I hope never to have another like it. (*To be continued*)

FROM THE BRIDGE OF s.s. CAPE TOWN. (Tony Nicholas, Chairman)

The navy reservist base, SAS Unitie, based in Table Bay Harbour, has for many years been a very strong, and welcome, support base for the association, making their prestigious base available to the association for a fair number of functions of ours. Sadly the S.A. Navy has decided to rationalize their manning structures and have decommissioned all the reserve units around the country. I believe SAS Unitie to be the last reserve unit to have been decommissioned last month but the unit also celebrated their centenary in February 2005. A remarkable achievement and illustrates a unit that has served its country well during those 100 years. Your chairman represented the association at various functions during the month of February celebrating their centenary culminating in their final Sunset and Decommissioning parade. We shall miss their support.

The monthly lunches continue to be popular and well supported. As a reminder to the Old Salts, these are hosted on the second Tuesday of every month at the Royal Cape Yacht Club. Recently a new caterer has taken over at the club and there have been a few rumblings over the quality of the slops served. My, how the Chums have become bold. I am in communication with the management but the inhibiting factor is always the cost. Suggestions for improvement from the membership will be welcomed. However, the important point to remember is that these are designed to be a reunion of sorts enjoyed by all and thus we urge you to maintain your support. The forthcoming June lunch WAS scheduled to be another joint lunch with the Society of Master Mariners', but has been postponed to September (see notice below). An interesting presentation is being arranged, and we look forward to your support.

- On this subject may I take a moment to grumble? The March lunch presentation on a very difficult salvage operation was extremely interesting. The salvage master was our very own Bothie Boy, Nick Sloane 1981, who also gave the talk. Thanks Nick, a very interesting presentation and a Bravo Zulu for yet another successful salvage of yours. But back to the membership. We had 94 persons booked and yet if 80 attended on the day we were fortunate. I must book the attendance with the caterer as well as make seating arrangements etc. If we fall far short of booked numbers the association must pay the balance to the caterer. Please guys, my wife and I put a lot of hard work into your association. Don't embarrass us or let us down.

Joint lunch meeting of SOMSA & GBOBA Cape Town Branch in Sepotember – This was to have been in June but has been postponed to September as follows:

- Date: Tuesday 13th September, 1130 for 1200.
- Presentation: 'Sailor' Malan – the man behind the legend.
- Phone: Kathy Nicholas phone 021-7885957, fax 021 4213250
- Email: cptchairman@generalbotha.co.za
- These meetings have become very popular and thus bookings are ESSENTIAL. Should you not have booked, but find yourself free on the day, every effort will be made to accommodate you [after all, we are an Old Boys' Association] but no guarantee can be given. We look forward to seeing you all there.

PLEASE BOOK!

SLOP CHEST

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

Phone: 021-7885957 fax: 021-4213250

Email: cptchairman@generalbotha.co.za

BADGE	R100
FLAG	R100
TIE [STRIPED]	R60
PLAQUE	R100
PEAK CAP [BASEBALL TYPE]	R60
'n NAAM WAT SEEVAARDERS EER Geskiedenis van die opleiding skip.	DONASIE
A NAME AMONG SEAFARING MEN History of the training ship.	DONATION
FIRST DAY COVER 60 th anniversary of our Old Boys' Association	DONATION
BELT BUCKLE	R100

PLUS PACKAGING AND POSTAGE! Note: some items in the slop chest are available from Durban branch as well.

ANCHORS AWEIGH

J.W. SLEIGH 1931/32. It was reported in "Old Salts" 1947/48; 'Brought the Destroyer (Lieutenant-Commander) H.M.S. 'Wessex' to Simon's Town for Refit'. After G.B. James went to England and joined Shell Tankers, with whom he did three years apprenticeship traveling the world. After a holiday in S.A. (1935/36), returned to London for 2nd Mates Certificate. Returned to Shell Tankers as Third and Second Officer to West Indies. On return to U.K. some time later transferred to the Royal Navy as Sub Lieutenant. Joined fleet air arm, obtained his 'wings' in 1938. James saw extensive war service flying from carriers and awarded decorations DSO, DSC & Mention. On return to S.A. in May 1958 bought a wine farm near Somerset West which he sold after five years. Joined the S.A. Navy and spent the next 20 years in the Hydrographic office as Oceanographer. Retired from S.A. Navy in 1982. Sadly passed away 7th March this year.

B.N. MOYLE 1955/56. Barry sadly passed away following a long illness 2nd March 2005. Barry spent his early years at sea with Safmarine and the coasting companies. Mid 1980's he moved into road transport, initially from the Reef and later from Cape Town with Trans-coast Express in 1989. In 1992 he returned to sea first with Comargo and then Spanfreight out of Mombassa. Thereafter contracts with OSA Pentow Marine and delivery work including in command. Latterly he had been in semi retirement running a small business at the Labia Theatre.

J.F. ALEXANDER 1926/27. Another of our Old Salts that we had unfortunately lost contact with over the past few years; "Alex" passed away 22nd February 2005. After Bothie he was apprenticed to British and Continental [S.A.] Line. In later years we found him a doctor resident in Knysa.

D. GREEN 1940/41. Doug was the Band Cadet Captain in 1941. In 1942 Doug joined the A.M.C. Pretoria Castle in Freetown and his war service is well documented in the book 'War at Sea' by Old Boy Captain C.J. Harris. In 1946 he came ashore as a Temporary Tally Clerk in Port Elizabeth Harbour. He then joined the Railway Police. One month later resigned and joined the Post Office Telegraph School. In 1982 he was promoted to Postmaster, Hermanus, and 1985 retired from the Post Office. Deceased 26th October, 2004.

Midge Jupp, wife of our long serving treasurer, Ted Jupp 1939/40, sadly passed away 10th April. Midge was always very supportive of Ted in all his endeavours, particularly the Old Boys' association frequently welcoming us into their home. Midge will be missed by us all.

CAPT. R.J. DART, 1925/27 #260, passed away in Durban 10th May 2005. Following the Bothie he joined the "Cambian Countess" (British and Continental Line) as an apprentice. The Company went bankrupt in 1929 and he joined the "Egyptian Princess" (Prince Nile).

The ship was chartered to the Royal Navy and acted as a store ship to the Mediterranean fleet. After obtaining his Second Officer's Certificate he returned to S. A. He took a job with a farm implement company until 1932 when he was offered a job with Bank Line as 3rd Mate. He obtained Masters Ticket in 1936 and joined the S. A. Harbour Services as Mate in East London. In 1941 he joined the S. A. Engineering Corps as a Lieutenant and served in Egypt and Libya, promoted to Captain and awarded "Mention in Despatches for meritorious service. In 1944 he was demobilized and returned to the Harbour Service in Durban, and retired in 1971 as Deputy Port Captain.

Our sincere condolences to family, shipmates and friends.

WILFRED SPENCER 1930/31.

Deceased 13th August 2004.

Members will recall that we reported the sad passing of another of our Old Salts in a recent publication. We are indeed fortunate that Peter O'Hare managed to catch up with Wilfred and reported as follows; "I recently had the pleasure of visiting one of our senior members. Bill (Wilfred) Spencer (526) was on the Bothie in 30/31 after which he joined Shell tankers with shipmate Peter North (517). After four years he swallowed the anchor and chased the high wages on the Transvaal mines. Later he immigrated to Australia and had a service station in Sydney for many years. At the time of meeting, Wilfred was living in a retirement home at Tweed Heads just south of the Gold Coast. He had no contact with our association over all these years until his daughter contacted Tony Nicholas. We had a good chat and I left him his class photo downloaded from the Web. He identified himself immediately and we showed it to the nursing staff with pride. I sent him a copy of "Old Salts Yarns" as he enjoyed a read. He had good memories of his time on the Ship and even thought kindly of his seniors!" Another character of the waterfront weighed his anchor, a sad loss.

SOS

The class of 1965 held a successful reunion in Cape Town this year following an extensive search for their class mates. Unfortunately they have been unable to locate **Dennis Joubert**. Anyone out there have any knowledge of Dennis, please contact us.

An email from our web site has a family member asking for details of **Oswald Alexander Scorgie 1941/42**. Unfortunately we have no details whatsoever of him and request any detail you can recall assisting us in tracing him.

Jan Zwaan 1973, last known address in Ontario, Canada, and in 1997 reportedly with the Canadian Coast Guard. With a name like that he cannot be too difficult to track down.

SCRANBAG

W.R. DERNIER 1967. Until recently of very high office in the SAMSA [S.A. Maritime Safety Authority], Bill has decided to retire. I am sure will still see him involved in some way with our maritime industry out there. Enjoy your self Bill.

D.C. VAN ONSELEN 1984. Following a few years based in Cape Town Clive has been transferred to Singapore with Maersk Sealand. We know not yet what he does there, other than party, and look forward to his log book in due course.

D.R. MCFADYEN 1969. Don has reported in, if only to prove to me that he does read the newsletters. "Presently I am self-employed as a marine surveyor. Most of the jobs are passed on to me by TMC Marine Consultants, a London based company with an office in nearby Chatham. Would prefer sea-going employment, but not much worthwhile around at present, cheap Ruski's are the flavour of the month. Poles use to be, but with Poland having joined the EU their seafarers are being priced out of the job market."

P.J. COWELL 1965. Peter surfaced at their recent class reunion. It was previously known that he was with Iscor based in Saldanha Bay. Now he is still in Saldanha Bay with his own company Atlantic Maritime Services, independent marine consultant and surveyor.

B.D. COQUELLE 1965. Bruce sailed for three years on an ore carrier to Japan, a tanker to the Persian Gulf and a container ship between S.A. and U.K. Then became a salesperson with a company involved in the distribution of STP oil additives. 1975 started his own automotive accessory business which 30 years later is known as Autoquip Group PTY LTD. "After a lot of blood, sweat and heartache my business does approximately R250,000,000 a year and employs some 300 people. It comprises at the moment 11 wheel, tyre and suspension retail shops, a wholesale wheel business, a motor sport business and a wholesale parts business. So, all in all it keeps me busy with lots of overseas travel".

S.S. ATHERSTONE-REYNOLDS 1976. We receive regular reports from Obies in Australia and New Zealand appears they have little else to do other than write letters. Well Simon proves me wrong. "It's that time of the year again for the Brisbane update. Winter is fast approaching with the days getting shorter and the evening temps getting down to a cool 20C!! Besides which, it's the big five o for me on Monday! Nothing special planned, just going out for dinner with a few friends. Work wise, the project that we have been working on went live at the beginning of March. Besides a few minor hiccups in the first couple of days, everything is going smoothly. The users are really happy which certainly makes our job a bit easier! We have had a number of key players leaving the company since the beginning of the year, so don't know how it will effect the floatation of the company in May. My contract has been extended for another year, but I'm in negotiations to become permanent. Anyway, that's enough about work. On the recreational side, I have bought a slalom water ski. The water ski club went down to the Tweed River in NSW for a weekend and we had a great time camping. Only managed one ski for the weekend as I hurt my ribs somehow while skiing!!! I even remembered how to put the tent up, which had not seen the light of day for about 10 years!! I'm doing my advanced diving certificate next week, finishing with a few dives off Straddie on the weekend. I'm doing an underwater photographic course in April, and then off to Hideaway Island in Vanuatu in May for a photographic and dive festival. I am really looking forward to the week of diving. A friend is doing a charity cycle from Rockhampton to the Gold Coast in June, so have been doing some practice cycles on the weekends. The bum certainly gets a bit tender after 60 kms!! The cycle takes place over a week, with the longest day being about 120 kms. Well, I guess that's all for now." I would say that is enough for now Simon. Take a break, take a Kit Kat.

M.P. MELLY 1978. Mike served most of his sea-going years on product tankers. He subsequently gained shore experience initially with Caleb Brett, then with P&I Associates, before founding CALCON under the umbrella of P&I Associates and Pentow Marine, in 1990. Since then, he has been active in the field of Petroleum, Crude oil, Petro-chemical, Dry Cargo, P&I surveying and consulting experience, as well as Road Tanker security and Logistics Management services. He is an accredited DNV Petroleum Services surveyor, having trained in Singapore. He is also a trained Expert Witness and Tanker Claims Consultant, specializing in loss investigation and claims mitigation. Mike is a long-standing member of the Energy Institute, and of the Society of Master Mariners, SA, and serves on the national executive of the South African branch of the International Bunker Industry Association (IBIA). He is the Managing Member of CALCON, and a Director of GAZELLE TESTING SERVICES. I suspect that Mike's wife, Caryl, sent this update in as Mike is obviously far too busy doing all of the above. Thanks Caryl.

B.D. WEBSTER 1977. Bryan has recently joined the CTS Group based in Ghana. We are still awaiting Bryan to tell us what he actually does there and also to advise his contact details. Look forward to your report, Bryan.

I.M. LINDSAY 1963. "Since we last met I have become a full-time salaried slave with Noble Denton in Aberdeen". Ah well, some of us have to keep the industry afloat, Ian.

GBOPA – UNITED KINGDOM

(TED FISHER Tel: +44(0)1903 744400 e-mail: tedefisher@aol.com)

I was very sorry to have missed the Cape Town AGM & Commissioning Dinner in March, however, we hope to be out in Cape Town again in 2006? The annual Southampton Master Mariners Club Sea Pie Supper was again held at Southampton Guildhall on Friday 4 February. An excellent evening with our table sector organised by Donald Neaves with stalwart Bothie attendees Hugh Scheffer, Donald Neaves, Doug Wrathmall, Rob Myburgh, Ivan Bole and myself. Guests were Alan Garton (Donald) and Capt. Eaglen Sheen ex-British Airways (Ivan). Ex-Conway members John Tubb and Sean Guy completed the party. Not to be outdone, some of the ladies made their own entertainment by gathering at home with Kathleen Neaves for an enjoyable supper! I've been in contact with Johan Tuytens of 54/55 vintage now resident in Mechelen Belgium. We have not met since leaving the college in December 55. Johan is visiting friends in Arundel Sussex early in May so we have arranged to meet!

Through personal circumstances I've been unable to attend Sunday lunches at The Rising Sun Warsash, however, hope to be back on course in June. Best wishes to all. Ted

NEWS FROM GAUTENG. (Ivor Little reports)

Hi Guys! 1. **Gauteng Branch:** The Military History Society of Johannesburg holds a monthly lecture on subjects of military interest at the SA War Museum in Saxonwold. The evening consists of a "curtain raiser" talk of 30 minutes duration followed by the main lecture of an hour. On Thursday, 9th June the curtain raiser will be "Royal Marines 1812 - In the Movies" by Mr Bruce Wentzel and the Main Lecture will be "A Name Amongst Seafaring Men - The Proud Military Legacy of The Training Ship "General Botha" by Capt Ivor Little. The lectures are held in the War Museum Auditorium and commence at 20h00. Admission for non members is R5 per head. Secure parking is provided.

2. **Norman Caseley's reply re the car/elephant incident in last issue.** Is Norman replying through the medium of the newsletter or shall I contact him direct? If the latter, what is his e-mail address please. *(No, Norman did not reply to us. So, what is the secret Norman? Please let us know so that we can pass this on to all the Obies! - Scribe)*

3. **Academy Memories: Young Officers And Their Cars.** - The recent demise of Rover/MG as car manufacturers reminded me, as a former Rover owner, not only of the various occasions in which the car played a central role in my family's life, but also that these marques have been around since our childhood and have been associated with many friends, both past and present. This train of thought led inevitably to the old Cape Town Nautical Academy and the large role cars played in the lives of the young officers studying there. I studied there for all three of my certificates so will blur the three occasions in to one. The constant factor was Phil Nankin, the Principal. He was at that time an ardent motor sport fan and owned one of the first British racing green Morris Mini Minor "Cooper" cars in the country. This was a real "pocket rocket" and, in the days of pre drinking and driving law enforcement, gave rise to some breathtaking adventures, all subsequently related to the suitably impressed students, and no doubt growing in the telling. Suddenly we all became very car conscious and, with the exception of Dave de Wet who stuck bravely to his pedal cycle, the rest of us took enthusiastically to the road. The ex-Shell Tankermen, Gerry Stavides and Bill Leith, blossomed out in an MGB and a top of the range Fiat sedan respectively, but the rest of us were financially constrained to the small British and continental cars available in the '50s and '60s. Ernie Hinterleitner, Mike Dominy, Peter Murray, Andy Morris, Neville Hoffman and Jim Buchanan all purchased Morris Minors, in colours varying from powder blue to dull grey. Some of these were "estate wagons" with large baulks of varnished timber bolted on in strategic positions on the bodywork to give

them a pseudo rustic appearance. These were remarkable cars. Hoffman claimed that he could run his car on 2/6d (one gallon) per week and Andy Morris' *forte* became showing us how to do high speed "hand break turns" on the lawn between the classroom and the sea during "stand-easys", thus rapidly reducing the lawn to the status of a ploughed field. Doug Ward, who drove his mother's Ford Prefect, was singularly unimpressed by all this but became interested when he found that the car had become very sluggish and lacklustre in performance. This received the helpful attention of all the "experts" in the class until the problem was solved the following Saturday morning. Opening her boot to put her shopping away Mrs Ward found it occupied by a large Granger Bay boulder, which showed that using your mother's car was not always a bright idea. In my own case "mom's car" was a two door powder blue Austin A30 sedan. After one particularly "socious" Friday afternoon session on the balcony of the City Hall Hotel, we manhandled Barry Downing into the back seat and had arrived somewhere in the wilds of Maitland on the way home when Barry announced that he was going to be sick. This presented a problem in a small two door car so Barry obligingly got sick in the back ash tray. All the cleaning up in the world could not hide this fact from "Mommy" so I ended up buying my own Austin A50!

Some of the chaps were more adventurous in their purchases. Mike Duke-Davis seriously investigated a Lanchester sedan but was talked out of buying it. Mike Tinkler bought a *traction avant* Peugeot with yellow headlights sited close together inside the grill. Pride of choice however was Jamie Matthew's Fiat Cub, probably the first two seater car ever to carry four people up the as yet unfinished and unpaved Blue Route to the top of Silvermine. That little car led a dog's life and could be found placed cattercorner across nearby verandahs, perched atop rockeries and in other passing strange locations. Jamie took it all in good part and no harm ever seemed to befall the sturdy little car. Now and again things did turn nasty however. Johan de Villiers was a likeable Afrikaans-speaking lad who lived in Paarl and drove a green Austin Mini Minor. At this stage the Liberal Party had just been launched and was causing a bit of political controversy. Johan, as befitted a good Paarl resident, was particularly vocal in his condemnation of this party and was singularly unamused when he discovered that he was driving around with the back of an old chart taped to his flat boot, on which was written "another happy Liberal" in extremely large letters! Tragedy also entered the picture when for reasons still unknown Pieter van Vreeden gassed himself somewhere in the Karroo in his Borgward Isabella. At the other end of the scale, Don Rowe used his beautiful red Ford Cortina with a black vinyl roof as his wedding car, only finding out during the course of his honeymoon that his ventilation system (pre air-conditioning) had been loaded with confetti, so that turning on the fan produced an instant paper blizzard inside the car!

Eventually Phil Nankin became Captain Superintendent, bought a big Rover, became respectable and took up yachting, thus closing the car era at the Academy. The happy memories of old shipmates and a passing obsession with cars still remain however, and it is strange how the simple announcement of the closing down of a car manufacturer could bring them back.

GAUTENG BRANCH COMMISSIONING DAY FUNCTION - The Gauteng Branch held its Annual Commissioning Day luncheon on Sunday 13 March at the Golden Harvest II Restaurant in Strydom Park, as guests of Frank and Shirley Wheeldon. This is a delightful venue and our hosts had gone out of their way to ensure that we had a private dining room with a blue and white colour scheme carried down to the serviettes and table cloths, and a specially printed white and silver menu with our badge on it. The food was outstanding, particularly the baked alaska dessert, and the company and fellowship was as usual top class. Forty nine people attended and we had nineteen apologies.

A special surprise for all those attending was that on this occasion we had a floor show. One of our members, Tom Fraser, does professional entertaining as a "hobby" and volunteered to share his talents with us. The result was a wonderful free and easy afternoon. Tom sang all the old "over forty" favourites and "Sweet Caroline" and the "Green, Green Grass of Home" had everybody singing along and "rocking". Dedicated to all ex-Safmariners, "New York. New York" almost brought the house down. Alan Ford and Ken van der Walt who were sitting directly in front of the speakers are still wandering around in a state of shock! We even tried a few old "Bothie" traditional songs, but nobody knew anything other than the first lines, so it was left to Ian Thurston of the "Old Worcester" brigade to come forward with an old Norfolk ditty which was hilarious! Frank Wheeldon said Grace and we presented him with a selection of old photographs of his favourite ship, the "Dalia", as a small token of our appreciation for hosting us. Ivor Little read out the apologies and a letter of goodwill from the Cape Town Branch and proposed the toast to "The Ships" (we had "Worcesters" present). The prize for the most senior Old Salt went to James Robinson (39/40) and for the most junior Chum to Tom Fraser (1979). John Driver passed around some photographs of the Bothie in 1961 for all to see.

In answer to a special request, a male voice choir was formed by conscripting one male from each table to join in the singing of the first verse of "For Those In Peril On The Sea", after which, it being time to go home for supper, most of us adjourned although the party did continue on for a bit longer. A jolly good time was had by all. Those ex cadets attending were James Robinson (39/49), Frank Wheeldon (41/42), Bill Leader and Eddie Page (44/45), Laurie Barnes and Gordon Bennett (46/47), Gordon Cross (47/48), Rene Poerner (48/49), Vic Albert, Mike Crewe, Ken van der Walt and Jac van Leeuwen (52/53), Tony Hunter and Ivor Little (53/54), Tony Jacquet (54/55), Archie Campbell (55/56), Alistair Douglas (58/59), Ian Thurston (OW 1959), Frank Pascoe (59/60), John Driver (60/61), Brian Preiss (1964), Alan Ford (1971), and Tom Fraser (1979). (*Well done Guys, you win the prize for the most lively Commissioning Day celebration of ALL the Branches, congratulations and keep it up! - Scribe*) Our next function will be at the Randfontein Club in September and will be hosted by Frank and Mandy Pascoe.

GAUTENG BRANCH GOLF DAY. The Gauteng Branch is busy organising its first golf day. This will be held in September on a date and at a venue yet to be determined by those participating. The organiser is Brian Preiss. Anybody is welcome. If you would like to take part and participate in what should be jolly good fun please contact Brian Preiss at (012) 842-2662 (office) or (012) 460-5765 (home) or on email [at bpreiss@ford.com](mailto:bpreiss@ford.com)

JIMMY (PTI) SMITH. PTI Smith has missed our last couple of Gauteng get togethers and it would appear that he is having a little bit of a battle with his health. As he has said - he "is having his up's and down's". Jimmy is 83 going on 84 and is at present resident in the frail care section of "Edenhaven" Retirement Home at No 2, Van Riebeeck Street, Edenvale. He would love to see some of the local lads but is no longer able to get out and about on his own. If you would like to drop in and see him the best time is for morning tea!

BOTHIE BOYS IN THE NEWS – AS USUAL.

Joe McLoughlin 1975 writes; Independent Surveyors cc opens Office at Port Elizabeth and the Port of Ngqura. (Coega)

Independent Surveyors cc, started operations in January 1994 in Durban. In September 1998 we acquired J.C. Innes and Associates in East London and have now, in January 2005, taken a bold step and opened an Office in Port Elizabeth / Coega. This step has been in response to a perceived need from the Shipping Industry, as surveyors frequently have to travel to the Port from Cape Town, Durban and our own office in East London. Port Elizabeth has relatively little full time representation by surveyors, and various companies travel in from

other cities, and we hope to service businesses that particularly require the skills of a Master Mariner, without our clients needing to cover the additional costs of flying a surveyor to the Port. We are also keen to service existing industry that may have a need for independent survey or inspection work, particularly those looking for a dedicated company such as ours, to meet their needs. Our Port Elizabeth / Coega office is situated at Bluewater Bay, conveniently situated between the new and old ports, with easy access to the industrial areas between Port Elizabeth and Uitenhage. This office is being run and serviced by Siegfried Duwe [1977], who obtained his Masters Certificate of Competency in 1989. Siegfried [Ziggy] served at sea with Safmarine in all capacities from Cadet to Chief Officer for twelve years, sailing on general cargo vessels, reefer ships, bulk carriers and container vessels. He was also chosen by the company to represent owner's interests at a shipyard in Japan, together with a Chief Engineer, to oversee the conversion of a bulk carrier to a multi-purpose carrier. Siegfried, his wife Jenny, and two children Mieke and Micaela, spent some fulfilling years in Port Elizabeth, successfully setting up a family crisis centre, while Siegfried also served as a Pastor. After some years in Durban, the family was keen to relocate to Port Elizabeth, and have taken up the challenge of starting up our Office there. Siegfried has spent the last few months in our Durban offices attending various vessels in the Port and acquainting him with the various types of survey work undertaken by our company, and is keen to get the Port Elizabeth branch started. The Office has been set up, is fully equipped and stocked, and is ready for work. Our services can be tailored to your needs and requirements and offer the following: Loading and discharge surveys; Cargo and ship damage surveys; Accident and injury investigations; Bunker surveys; Cargo lashing; Draft and deadweight surveys; Quantity and Quality surveys; Sampling; Cleanliness; On and Off Hire surveys; re-purchase and condition surveys of ships, yachts and other vessels; Container packing, unpacking and damage surveys. As Independent Surveyors we undertake work for all parties whether Shippers, Receivers, Charterers, Owners, P & I Clubs, Flag State, Insurers, Factories, Warehouses, Storage Companies and other Survey Companies. We also cover the Ports of Richards Bay and Mossel Bay when required and are prepared to travel. Our East London office is managed by Bruce Graham [1958/59].

Port of Ngqura

The Coega IDZ is being developed alongside the most modern deepwater harbour in the Southern Hemisphere, the deepwater Port of Ngqura. The port can accommodate vessels of up to 80 000 tons deadweight, and a draught of up to 23 meters. The depth of the channel and its location in the protected Algoa Bay make it one of the best positioned deepwater harbours on the South African coast. Algoa Bay, which is protected from the prevailing south-westerly winds by a spit of land, has 330 anchor days a year. Ngqura is mid-way between the Ports of Durban (384 nautical miles north-east) and Cape Town (423 nautical miles west). It is on Longitude 25° 39'E, Latitude 33° 48'S. Workers moved on site at the deepwater port of Ngqura in September 2002, and the first commercial ships are due to dock in the port in late 2005. The \$457-million port of Ngqura is being developed along with the Coega Industrial Development Zone. Phase 1 of the construction of Ngqura will accommodate five purpose-built berths. One berth will cater for liquid bulk, two for dry bulk, and two for containers.

SAFMARINERS MARINATING.

A note from honorary member, Cliff Bragg ex Pangbourne 1946/49. "Having just received the GBOBA Newsletter, I thought it would be a good idea to send you a note with news from an ex shore based Safmariner (retired since 1996). When I left Safmarine I managed a Stevedore Company in PE for Macrae Marine, which eventually became P&O Ports

Stevedoring. I finally retired in 2000, did a bit of cargo surveying for a while and settled down to full R&R. I see OB Ted Fisher 1954/55 (UK) when he passes through PE on his visits; he was a cadet on one of the Union Castle vessels when I was 2nd Mate. I recently had the pleasure of having Capt and Mrs. John McCauley, retired Safmariner, stay with my wife and I during his visit from Belfast. It was great to have a small braai at home with old mates from the locality. Those present were Capt Paddy Ramsden, Ian Simpson, Rodney Chalk and their ladies. We certainly 'threw a few heaving lines' around, enquiring of former maritime friends etc. I certainly enjoy the Newsletter as having lived in SA since 1963 I have known many OBs. My wife's brother is Peter Bush [1956/57] and he is coming out to attend the 50 year reunion of his class next year." Dennis Henwood [1972] replies; "Your mention Rodney Chalk reminds me of Commodore Sowden on the S.A. Vaal who had a thing about Pilots. On arrival PE he would start a guessing game on the bridge - "Is it chalk or is it white?" - the alternate being Pilot White. Sowden was a character. I recall in Las Palmas he would always try to get the ship alongside the berth before the pilot reached the bridge. When the Pilot came on the bridge he would greet him as the postman and instruct him to place the mail on the chart table and thank him for that. He never found much use for the pilots there other than the mail. I sailed with John McCauley and Beth (always along for the trip) on the S.A. Helderberg when he was C/O, and have fond memories of them."

WHERE ARE THEY NOW? - C. SEAN DAY 1967 #2297.

Teekay boss fondly recalls his roots as an ordinary seafarer - The magical attraction of the seagoing life he first experienced as a schoolboy in Knysna, a coastal village in South Africa, was rekindled for C Sean Day when he was named as CMA Commodore for 2005. As his initial aversion to the unaccustomed spotlight fell away, so did the façade the man had been wearing of late. Suddenly, he was no longer the chairman of Teekay Shipping, the biggest, and arguably most successful, stock-listed pure shipping company in the world. He was an ordinary seafarer, who took to the sea after being inspired by the daily columns of George Young, the veteran Cape Times shipping journalist who died last year. At his Cape Town boarding school, Mr Day recalls, he would rush downstairs every day to get to the copy of the Cape Times, and would read Mr Young's column "as avidly as other boys read the sports pages". Mr Day went to sea as a 17-year-old cadet in the South African merchant marine and ended up on a Navy destroyer. A subsequent Rhodes scholarship led on to Oxford University and an international shipping career par excellence. Today, he is seen as Connecticut's own - a local maritime hero, as CMA president Peter Drakos describes him. Despite his low profile and an enduring reluctance to meet the press, the details of Mr Day's career are well known. After starting commercial life in Hong Kong with Scottish trader Jardine Matheson, Mr Day went on to Fednav in Montreal. Marriage brought him to New York. In 1982, he was drafted in as part of a team to reorganise Greenwich, Connecticut-based Navios Corporation, which Fednav had acquired in a joint venture with US Steel. He subsequently worked in the private equity business in New York, before orchestrating a management buyout of Navios in 1988, returning as chief executive. He left the company in 1998, after a decade in which Navios went through another transition in its core business, and launched a successful freelance career which includes his current role as Teekay chairman. So much for the genesis of his Connecticut connection. On the awards night, Mr Day says, he would rather start at the beginning. "Having begun my career as a lowly seafarer, I have always had huge sympathy and empathy for those at sea," Mr Day tells Lloyd's List. His keynote address at CMA will highlight this issue, he promises. "Seafarers are our core resource, but this is often overlooked by ship owners. There has been such pressure on costs for the past 25 years that many training programmes have been cut back or eliminated. Now we have 'good times' financially again, and it is time for the industry to work much harder at

providing proper training and career development.” Teekay Shipping’s Scope initiative is recognised as groundbreaking in this regard. This was formalised last month, when the company won the Lloyd’s List training award. The example is significant since it reflects the “meeting of minds” between Mr Day on the one hand, and Teekay, under the guidance of chief executive Bjorn Moller, on the other. Mr Day is based full-time in Connecticut and works in an independent office. He is not a Teekay employee. Mr Day is also chairman of the holding companies that control the founding Karlshoej family’s investment in Teekay and a portfolio of private non-shipping companies. To that extent, his role on the board is a dual one. However, none of these factors matters in the day-to-day management of the firm, he says. He shares an excellent rapport with Mr Moller, which enables Teekay to “combine being a well-governed public company with the entrepreneurial flair needed to succeed”. Tony Whitworth, chief executive of Navios and an old friend and colleague of Mr Day, says there are two attributes that distinguish him from his peers. “Sean is a great strategic thinker,” Mr Whitworth says. “Not all top executives are like that. With the other management of Teekay in place, it is in fact the perfect scenario for him as chairman.” The other attribute Mr Whitworth says he admires in Mr Day is his integrity, which has left an imprint on Navios and which shapes Navios’ operations to this day. Integrity, of course, cannot be earned; it has to be inherent. It is evident in Mr Day’s empathy for seafarers. This aspect of his persona also surfaces when he talks about another passion - getting the younger generation involved in shipping. “Part of the reason why I was drawn to shipping as a boy was that in Cape Town, it was easy to get near the industry,” he says. “Local tugs took us on joyrides. School children could board visiting merchant ships. Shipping was part of the local culture. Nowadays, at least in the US, kids cannot get near a port, let alone on a ship. However, the problem is deeper than that. We as an industry have done precious little to ‘hook’ kids on shipping.” Mr Day has done his part. As father of four daughters, aged 13 to 21, he has had an opportunity to go in as a “guest teacher” of a sixth grade girls’ school maths class in Connecticut. He used the opportunity to “cost out” a typical Teekay voyage, explaining to the students how revenues and costs play off, and how voyage accounting is handled. Teekay Shipping keeps him extremely busy. He has already had a glorious innings in shipping. But together with advocating the rights of seafarers, says Mr Day, he would very much like to contribute what he can to nurture the interest of younger people in shipping.

Father and Son Rendezvous in Ras Laffan (Rob de Koning writes in ...)

Here is an article that appeared in our monthly in house magazine in Ras Laffan:

“At one minute past midnight on Tuesday 7th December 2004, Ras Laffan Pilot Robert de Koning boarded the VLCC Alrehab, inbound from Singapore to load a cargo of North Field Condensate. Just another ship in the life of Ras Laffan one might say, but this was no ordinary ship because Robert’s son, Marco, was the Chief Officer on the Alrehab. After Robert had safely piloted the 335 metre long vessel into the port, the loading arms were connected and loading commenced. Once Marco was satisfied that loading operations were running smoothly he was able to catch up on the family news with his father. Although the family have enjoyed numerous reunions over the 6 years that Robert has been working in Ras Laffan, this is the first time that they have rendezvoused in the environs of Ras Laffan, and it is certainly the first time that father has brought his son’s ship into the port. Simply Raslaffantastic!”

(and you might add a fantastic Bothie story as well. Unfortunately we could not include the photo of them – Scribe).

I was certainly very proud of the occasion. Marco is at this very moment loading in the North Field, just 60 miles from Ras Laffan. This was the first time in 6 years that it happened. The ship has been here before but then Marco was not on board. Marco did his maritime studies in

Durban at the technicon with Alan Parkinson. Then he did his cadet seetime with Unicorn and Safmarine. Did his second mates or class 3 in Durban, went back to sea as 3rd Mate on the Stena King. After that there was no shortage of jobs in the tanker world. He studied for his class 2 and 1 in South Shields in the U.K. He is now employed by IMT (Exxon Mobil) and is the permanent chief officer on The Alrehab a 300 000 tonne VLCC. He resides in Durban.

As far as Ras Laffan is concerned it is bursting at the seams. The port is growing at a phenomenal rate. In 2004 we berthed 400 LNG tankers and condensate tankers. In 2008 we will receive 2000 tankers and LNG tankers. This is tankers only. All the material for the projects that are building come in with cargo ships. In 2010 we will be reaching 3000 ships. This is due to extra LNG sales and GTL plants being built and refineries. We have 2 LNG export jetties at the moment and will end up with 10. Tanker berths there are 2 at the moment and we will end up with 14. A dry dock of Dubai proportions will also be built. Qatar has established a shipping company and will end up with a fleet of 70 LNG ships. It is nice to be where so much development is taking place. So we are getting very busy at the moment and will have to expand with the pilots soon and start to renew our tugs and double them as 4 is not enough. So we are alive and well here in Doha. Regards, Robert de Koning.

THE FORGOTTEN 13 - Reunion of 1965 Cadets. (Alan Parkinson reports in ...)
"IT WAS THE BEST OF TIMES AND IT WAS THE WORST OF TIMES". 1965 Was, as the title suggests, a unique year, a mixture of joy and sorrow, adversity and strength in adversity, frustration, anger and a lot of fun. Yes, a year of great highs and great lows. When the group of 13 arrived at Gordon's Bay we were initially unaware of the in/out fighting, bitterness and politics that preceded the move to Grainger Bay, the following year and that we would be the last group to graduate from there. Unfortunately we became the victims of the above, resulting in our treatment ranging from being ignored to outright bias and negativity. The plus side was that I had the privilege of spending a year with 12 amazing, strong, fun loving guys. Adversity, I have found bonds men together and brings out the best in them. In my opinion we began as an eclectic, motley bunch. We were told that we, the smallest intake yet, were the result of meticulous selection and screening of 120 applicants. It wasn't long before, after getting to know the group and viewing my own scholastic achievements, I came to the conclusion that those other 107 okes must have been REALLY BAD!! I am glad to say that the plusses of learning, growing and getting up to mischief with this bunch far outweighed the negatives. Unfortunately, one of the negative results was/is that I have never in my heart felt that I attended "The General Botha." I have also never officially joined the association.

I joined the group on Saturday morning at Gordon's Bay. There were six of us. I had maintained contact with 3. Meeting the other two it was as if we had never been apart for so long. We went on a nostalgic tour. We were all rather disappointed about the lack of atmosphere and nautical tradition. Admittedly, there were no trainees there but it was as if, when the Bothie left, it took all with it.

Personally, it resembled a low price holiday resort. We were rather raucous. Alastair Christinson, in his bumptious and bombastic manner (he still seems to get away with it) even ordered a Lt. Cdr. to come and take photographs. To make matters worse (although, I must say, the officer did not seem to notice) while the photographs were being taken he addressed this fellow as a Blue Funnel chief officer would have addressed a first day cadet. Anyway the rest of the visit was wonderful and continually punctuated with words such as "Do you remember the time/incident/place/person."

The thing with our group was that although we did not fully appreciate or even understand at the time, our strength was actually because of our small number. We had rapidly developed a

very tight knit team, who to the frustration and chagrin of some navy people, as well as the amazement and wonder of our own officers plus ourselves proceeded to defeat all comers in tasks involving physical and mental abilities (some of these included rowing and "initiative tests"). Considering that the top decks were the top rugby players [+ 65] in the navy and that the deck next to us was comprised of the future stalwarts of the navy. Just one example of our treatment was that, although we won the last "Initiative Test", we were disqualified for using "too much initiative".

Contributing to most of nostalgia were memories of our misdeeds and mischief which, as a direct result of our bonding, frustration and rebellion, were varied and numerous. I am proud to say that with the exception of "The Flying Koe-Koe Pan" incident, which resulted in numerous chickens being killed and 3 districts' water supply being cut off, we were never caught.

After our tour we had lunch in the harbour. Thank goodness all of us realised our limitations and bearing in mind the evening to come, we all went home and caught some shut eye. That evening we met at the Empty Your Wallet, Credit Card, Sell Your House, Car and Send Wife on the Streets Hotel and the ambience of the morning continued. When someone mentioned the price of wine I thought we were buying it by the case. Still it was a wonderful evening for all.

Rob Fulton managed to organise, for no charge, the Mayor of Cape Town's cottage at Buffelsbaai, in the Cape Nature Reserve. We were there from Sunday to Wednesday. Words cannot describe the time spent there. I can however say how glad I was to have come and that friendships were strengthened.

It was with a heavy heart that two of us flew back to Durban.

I am sure that I can speak on behalf of the 1965 Cadets and give the late Len Ellis a huge thank you for taking us under his wing, his friendship, mentorship, interceder, not to mention the fun and generally helping us through the year. I would also like to thank Tony Nicholas for his hard work and Rob Fulton for doing so much for our group. AP.

From the Cape Times 19/4/05 a caption to a photo of Gordon's Bay and the GB anchor above the harbour – "NO STONE UNTURNED." **Oh Boy:** Gordon's Bay residents are baffled over the defacing of their beloved landmark, the white anchor reading "GB", the initials of the General Botha Naval College and the name of the village. Pranksters changed the sign on the mountain above the Gordon's Bay harbour to "OB", possibly an oblique reference to a blend of sherry popular among students. Ratepayers have asked the naval college to change the sign back to its original form. *(Parky! Did you and your "Forgotten 13" have anything to do with this?! I note the photo was taken by a RIC WILSON, not an Obie by any remote chance?? – Scribe).*

DONATIONS

The Treasurer and the Committee of the Cape Town Branch acknowledge with thanks donations from the following during the period 1 October 2004 to 31 March 2005: - I. Anderson, I. Appleton, D.S. Arbuckle, J. Binos, P. Birch, G. Bowers, M. Briant, A.C. Campbell, L. Cole, J.E. Cooke, J.B. Cullen, A.F. da Silva, G. Fenn, M. Finken, T. Fraser, GBOBA Australia, W.F. Goldsmith, J. Gous, I. Harvey, E. Hodes, M. Hoffman, R. Hogg, J. Hussey, H. James, D.G. Jupp, E.W. Jupp, C.A. Kroon, R.W. Lambert, N. Lawson, G.C. Leale, C.R. Macleod, S. Middlemost, E.S. Page, C.L. Phillips, D. Powell, P. Prest, W.W.L. Scott, G. Thom, J. Tulley, J. Tuytens, A. Viljoen, J. Warren, L.E. Weston, D. Wrathmall.

Stop Press - NEWS FROM DURBAN BRANCH Our Annual General Meeting and commissioning day dinner was held on 18th March at the Point Yacht Club. 20 Obies attended and enjoyed a very pleasant evening of fellowship. The outgoing committee was again voted in and we are pleased to welcome one new committee member in Alastair Snyders. A big thanks to Candy, Ray Walkers secretary, for putting documentation together and to Colin Knowler for helping to secure a good venue with nice grub. Sick Bay - **Bill Bottom** recently had an op and he is home and recovering. **Dave Freeman** had an op and is currently (20 May) recuperating in hospital

and we wish him a speedy recovery. Monthly lunches continue to be popular and we recently enjoyed the company of Ted Fisher and a couple of his pals from Australia.