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GENERAL BOTHA OLD BOYS' ASSOCIATION

http://www.generalbotha.co.za

May 2014

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 8th JULY, 1130 for 1200 – Pub lunch, Royal Cape Yacht Club.
- Speaker, Michael Boer, Staff Captain with Holland America Line on the subject of Super Yachts.
- NOTE the earlier start time. Cost R50 per person excluding gratuity.
- Booking for the lunch is important, please RSVP by Sunday 6th July 2014 to:
  Kathy or Jacky Nicholas: phone 021-788 5957
  Email: cptchairman@generalbotha.co.za
  Facsimile: 086 233 6410

MARINE BURSARY GOLF DAY

Venue: Rondebosch Golf Club

Date: Thursday 20th November 2014

Note: Further information to be advised – Watch this space! In the mean time please diarise and plan.

Appealing to all ex cadets of S.A.M.N.A General Botha Granger Bay. We have fantastic collection of footage covering The Ship, Red Hill and Gordon's Bay but nothing of our Granger Bay Bothie. Here an appeal to all who have photographs of our Granger Bay Bothie, please send to me. Not necessarily of your class mates and friends but of the Bothie itself, the life and training of a Granger Bay cadet.
I need these rather urgently please.
Cheers. Tony Nicholas, Chairman, S.A.T.S. General Botha Old Boys' Association

FROM THE BRIDGE OF s.s. CAPE TOWN

Some members may notice that I have little to say about our current Super Rugby tournament, reason being my team is the bottom feeder. But am sure Old Boy Niel Brown shall be chortling in his beer as his team, Sharks, is devouring all other teams.

It has been an eventful first quarter in The Fairest Cape; successfully weathered our annual *Bothie Weekend* [AGM Commissioning Day Dinner and memorial service, plus no less than three reunion groups, classes 1974, 1964 & 1953/54, many of whom travelled from overseas or north of our border. All three reunions highly successful by all accounts.

I was invited to the 1964 opening function, a merry cocktail evening at which many salty legends were aired. At this function, attended by our Australian branch secretary Peter O'Hare 1964, I was handed a handsome donation from the Australian members. Our sincere thanks to the Australian branch and be assured such donations keep the association afloat.

The following Monday Kathy and I were invited to attend the 1953/54 Reunion Dinner held at their alma mater, formerly our Gordon's Bay Bothie but now the South African Navy College. The reunion group maintained the legend throughout the, very late, evening with even more salty stories. It appeared to be never ending and very amusing.

I am unable to account for the 1974 class activities but did note that most of them closed their eyes during our AGM. So, a great time was had by all.

We are aware that the class of 1980 is arranging their 35-year reunion for March 2015. In addition I have sent class details and motivation to classes 1985, 1975, 1965 & 1954/55. Hope to see these reunion classes March 2015.

A further activity was a brunch held at Lawhill Maritime Centre by our bursary fund. The objective was to expose members and corporate sponsors to the students there. An auction of maritime memorabilia was also held, not only to raise some funds for the bursary fund but also to make it a fun event. The occasion was successful and many were inspired by the students.

On matters of lunches and donations, Stuart McAllister writes: "Back at sea again on the good vessel "Maersk La Paz" (just cleared China Coast overnight) after a frantic end to my leave, including a very successful Garden Route OBA Luncheon put ably together by Van and Rita, attended by, I think, 14 - including Brian Watt down from Pretoria, plus Gordon Stockley from Knysna. Sheila and I were happy to provide the whole lot - there seems to be a tradition of "passing the Bothie Old Boy's Cap" in the aftermath, to help hosts defray expenses. In our case, I asked the assembled group to be generous - whatever we collected, then Sheila and I would double the amount collected and pay it to the Bursary Fund. In the event I found a very handsome (and quite humbling) R950 very kindly donated by our guests, so I made that up to R2000 and paid it via EFT to the Bursary Fund. So, we would all be grateful if you would just check that the Fund "managers" know from whence some additional 'dosh' arrived!

Sterkte! And say Hi to Kathy too please." *Indeed, our thanks to the Garden Route OBA members. THE LEGEND LIVES ON.*

ANCHORS AWEIGH

G.L. WHITE 1953/54. Geoff sadly passed away 16th April. Godfrey White, a Capetonian, left Sea Point Boys' High School to start his sea-going career at the "General Botha". On leaving the "General Botha" he joined the Clan Line and served in a large number of their ships. He wrote his Second and Chief Navigation Officer's examinations in Cape Town while employed by Clan Line.

When Springbok Lines was formed, he was transferred across from Clan Line to them and when Springbok and Safmarine merged he was absorbed into the Safmarine fleet, sailing on a number of their ships. On obtaining his Master Foreign Going Certificate he joined the Harbour Service in Cape Town where, after one year and the Suez crisis, he rejoined Safmarine as a Chief Officer and served on a number of their ships. He then joined the Sea Fisheries as Chief Officer and Master on the "Africana II", after which he took up a stevedoring position with Grindrod Cotts in Port Elizabeth. During this period he became involved in marine surveying, taking over Norman Caseley's Marine Surveying

business in Port Elizabeth, placing it under his own name and running it for 8 years. He then left Port Elizabeth to take up a marine surveying position with Rennie Murray in East London.
Having developed the taste for surveying, Godfrey then took a position as a Marine Surveyor and Examiner with the Department of Transport in Durban, rising through the ranks to Principal Ship Surveyor and Examiner. He was then transferred to Cape Town with the Department and later when it became the South African Maritime Safety Authority, serving as Surveyor, Principal Officer and as a Senior Examiner for Master and Mates, until his retirement.
Since retiring Godfrey had been involved in lecturing in nautical subjects at Northlink College Maritime Campus until Northlink closed the Maritime Campus. In 2012 he was lecturing part time, assisting deck officers to prepare for the SAMSA oral examinations.
Godfrey married Eileen Manthey, a local Port Elizabethan, in that city in 1967. They have two children, and four grand children. His son has followed the family tradition and is serving in the South African Navy.
A.J. GEDDES 1945/46. Andy sadly passed away 18th March.

Served on various merchant service vessels as an officer cadet and third officer from 1947-51. Commissioned with the Royal Canadian Navy (RCN) in 1951 and retired in 1975 as a Lieutenant Commander. Joined the Canadian Coast Guard and retired in 1996 after extensive service as an advisor with the Canadian government delegation to the International Maritime Organization (IMO).
D.A.L. HOWARD 1954/55. Dave sadly passed away 5th April. Dave served his apprenticeship at sea with Ellerman's Hall Line, did his certificates in Cape Town and served at various times with Safmarine and Durban Lines. On achieving his Master's he came ashore and after a spell as a wattle farmer in George he took over the family estate agency of Howard and Currie in Johannesburg.
He was a keen amateur yachtsman and enjoyed ocean sailing amongst the islands of the Indian Ocean. His ashes were scattered at sea and he is survived by a son in the USA.
M.B. WILLMAN 1956/57. Bruce passed away end of January at his home in Spain. Bruce wrote to us recently. "I retired in 1960 having completed a 10 year stint as a lecturer with Saudi Aramco Marine Department. Apart from a 10 year period in chemical tankers, VLCC & ULCC the highlight of my career was the appointment to the Safmarine Tug Division when Wolraad Woltemade and John Ross were still on the drawing board."
N.F. WISE 1952/53. Passed away 22nd February. Norman joined the S.A. Navy, originally as a deck Midshipman and in 1957 transferred to the Engineering branch. Spent 5 years training at the Royal Naval Engineering College HMS Thunderer. On return to SA served at sea for 9 years as Engineering Officer on the Frigates. Various shore appointments and promotions followed until appointed Director of Naval Engineering at Naval HQ in 1979 in Pretoria. Promoted to Commodore in 1980 and appointed Chief of Naval Logistics with a seat on the Naval Board. Returned to Simon's Town in 1984 as OC Naval Logistics Command and in 1987 appointed OC SAN Dockyard from which he retired from the navy in 1990. During this last spell in the Dockyard was appointed by the Minister of Defense as a town councilor for Simon's Town and on retirement was elected a Town Councilor for Simon's Town until 1996.
L.O. TIMM 1940/41. Leslie's daughter kindly provided details recently. "Deceased 03/01/1991. After the General Botha he joined up for the Naval Services. Simon's Town, Robben Island and Saldanha Bay were places he often spoke about. His work during the war was to lay under water cables and the "Spindrift" was the boat that they worked on. The name has been carried down the line and their house in Port Alfred, his son's fishing boat and his daughter's B + B in Kleinemonde have all been named the "Spindrift".
Married in 1947 then he joined his father to farm in the Trappe's Valley area near Port Alfred. A few years later he bought a coastal farm in the Peddie district, (Eastern Cape).
In 1979 his farm was bought off him to form part of the Ciskei and he very sadly was forced into early semi-retirement and moved to Port Alfred until his death. My dad had very fond memories of his days on the General Botha and wore his blazer with enormous pride all his life."

E.L. PARSONS 1959/60. Deceased 24/01/2014. After Bothie Eddie decided on fishing as a career, joined I&J [Irvin & Johnson] on their fishing fleet and eventually promoted to Skipper. Later went into a partnership on his own fishing vessel Donna Maria.

P.M.D. DAVIS 1953/54. Mike Davis came from St. George's Grammar School in Cape Town and, on completion of his time at the General Botha, went away to sea in the Union-Castle Mail Steamship Company. He wrote his Second Mate's Examination in Cape Town and then joined Thesen's. During a port call in Walvis Bay he met a fisherman who invited him to join him in the next fishing season. This Mike did and found it a great experience. Then a boat delivery from Walvis Bay to Mossel Bay and stayed on at the latter port, fishing in small trawlers before joining African Coasters, running between Durban and Walvis Bay. While he was in Durban he met Helen Wylie from Pretoria, a nurse at Addington Hospital. They were married in 1960 in the Missions to Seamen in Durban. In 1961, in Cape Town, Mike bought an old boat, 'Susanah' which had been built in the famous Nieswand yard in Luderitz. He fixed her up and went crayfishing until it became illegal to dive for crayfish commercially and then moved to Hermanus diving for abalone and where his three sons were born. In 1966/67 Mike worked briefly for de Beers Marine, before emigrating to Canada and British Columbia. Unfortunately, at that time, his South African certificates were not valid in Canada, but after doing odd jobs, Mike finally managed to get a berth as a cook/deckhand on a coastal tug. He re-qualified and then spent some very pleasant years towing log booms and barges on the British Columbia coast. In the process he moved to the Queen Charlotte Islands, in sight of the south coast of Alaska. Mike gave up his seafaring life to be with his children while they grew up and "pre-empted" some Crown land, living in a tent while he built a log cabin. He then did beach-combing, as part of a sophisticated enterprise salvaging logs which had escaped from log booms or fallen off log barges. The logs were gathered up by heavy mobile machines called "skiddies", dragged below the tide line, barged and towed away with a tug. (The tide in the region could reach 19' above datum.) He also did some prospecting; claim-staking; carpentry; logging; felling trees and worked in a sawmill. By 1979 Mike's marriage was in distress so he took his sons to Vancouver to finish their schooling, as living in the wild limited their choices for the future. There he worked in the building trade as a finishing carpenter. 1982 brought major problems to the construction sector, because of soaring interest rates and inflation, so he left and secured a berth on a small supply ship in the Western Arctic. At the end of the navigational season the owners, Dome Petroleum, asked him to upgrade his South African Radar Certificate so, with this in mind, he went to Halifax. While there he got another job on supply tugs operating out of Newfoundland and Nova Scotia. In 1985 all the crews were laid off, because of a change in Government policy, but Mike had acquired the steel-hull of a 190-metre Dutch yacht which he fixed up, junk-rigged her and lived aboard. He then enjoyed the great life by hobo-ing around the Maritime Provinces of Canada. In August 1988, Mike found himself in Labrador and got a job on a coastal tanker, which worked the East Coast and Great Lakes. While he was away on this ship he pulled his boat up onto the beach. On his return it was under a snowdrift! While cleaning up the cabin his cup of nice, hot coffee froze, so he hiked into town to find warm winter digs. He found them and he and his landlady, Virginia Moriarty, are happy together to this day! Virginia is from Happy Valley in Labrador. In 1989, Virginia and Mike set sail from there for further adventures. 1990 found them in Vancouver, with Mike as a carpenter once again pounding nails for a living. He eventually managed to get a relieving job with British Columbia Ferries, which resulted in a permanent job. Mike retired, he and Virginia lived in Alert Bay in British Columbia. Deceased 23rd April 2014.

Our sincere condolences to family and shipmates of the above.

SCRANBAG

N.C. BROWN 1969 #2362. Neil is still Master at sea and wrote in recently. "Was up on the bridge last night around 2300, a bunch of idiot third mates as usual jabbering away on channel 16. One ship boasting that they had just installed internet on board. Other ship replied that the only net they had on board was the gangway net. Maybe just my sick sense of humour, but I broke down laughing - just too good." Indeed, we agree.

B.A. CARVER 1960/61 #2170. A change of address prompted a report from Brian. “I still live in Pretoria and am active in my profession of Mechanical Engineering and am a Professional Engineer involved in Engineering Consulting.”
B.H. HAWKINS 1967 #2301. Brian is on the move again. “Further to my advice of my resignation from Hull Blyth, South Africa [incorporating Mainport Africa Shipping/Kestrel Maritime] I am pleased to advise that I have teamed up with Gavin Howroyd of BLS/Portco as Director, Shareholder with effect from 1st April 2014. In addition we have also established a niche market cargo brokerage company namely "Africahawk Maritime" focusing on breakbulk, bulk, project, hazardous, IMO [including Class1], military vehicles, roro, abnormal heavy lift, shipper owned and liner container cargoes.”
P. GROUSTRA 1963 #2225. Piet is planning to visit us in Cape Town January 2015. So let’s have the full complement of Cape Town based class 1963 turn out, Both Watches, all two of you, John Armstrong and Mike Barnes.
A.N. PARKINSON 1965 #2269. Following years of posting our newsletters to Durban I found Allan *Parky* somewhere in Scotland. His email address reads City of Glasgow College. Very different climate there from Durban sir.
G.R. STEVENS 1960/61 #2189. Since retirement Grenville and Suzette have been travelling rather widely; he reports in. “Settled in Australia in 1982. First worked for Nedlloyd and then with Freight Forwarders, Rohlig and Bax Global. November 1986 appointed General Manager of Martinair Holland, a Dutch Airline operating at the time DC10 freighters Amsterdam to Sydney and later twice weekly 747 freighters. 2008 Martinair ceased Australian operations. March 2009 started as New South Wales and Queensland General Manager for ACP Worldwide. Still in aviation but now selling cargo space on behalf of the airline as General Sales Agent (with Martinair we were the airline). ACP represents SAA, Martinair, Air Mauritius, United Airlines, Asiana (Korean) and British Airways. March 2010 ACP Worldwide were appointed as General Sale Agents for Etihad Crystal Cargo and I took on the role as Sales Manager NSW to get the Cargo Sales ball rolling. September 2010 I was appointed (under the ACP Worldwide umbrella) as Sales Executive for NSW and Queensland for British Airways World Cargo. March 2013 time had arrived to throw in the towel and head off to the retirement pasture. February 2014 we sold up in Sydney opted for a sea change and headed north to Corlette , a suburb in the picturesque Port Stephens area (2 ½ hour’s drive from Sydney and one hour’s drive from the port of Newcastle) A number of GB old boys are scattered throughout this North Coast area.”
J.N. WARREN 1980 #2705. Some sleuth work and I found Jonathan in Liverpool. “At last report in I had started working at Fleetwood. Left Fleetwood Nautical Campus in December 2011, started teaching nautical subjects at Liverpool John Moores University in Jan 2012 until the present. 2013 completed MSc. Currently living and working in Liverpool.”
J.E. JUSELIUS 1974 #2476. The recent class 1974 reunion brought Johan to Cape Town. Joined Safmarine 1973 and 1976 attended the University of Cape Town. 1979 entered the construction industry and latterly CEO of Consolidated Debt Solutions.
T.J. RICHARDS 1974 #2484. Trevor was AWOL from the recent class reunion but perhaps with good cause, the recession. “Sorry I won't be able to make it to the reunion - it is a busy time around the marina and it’s a long way to go without doing the full tour, which time does not permit as we try to dig our way out of the recession! So, after Bothie in '74, my last trip with Safmarine was in 1982, as I recall. Headed off around the world in "Wandering Star", my Knysna built Endurance 37, from '82 - '86 and in Australia I met my future wife, Liz, who is from the States. That, of course, put an end to my single handing days. Sailed back to the States in '87 and in '88 got the manager's job at Spring Cove Marina in Solomons MD. It is a full service "resort" style marina with 250 slips and boatyard which has kept us busy and out of trouble. After 10 years, became the managing partner, and after another 16 years, here we are! Our son and daughter are both working at the marina, (as well as Liz and my brother Alan - a real family affair), "Wandering Star" is nearing the end of a facelift - (adding all the mod-cons like chart plotter and radar!) and we plan on some East Coast/Bermuda cruising in the next few years as our kids (or more accurately, "we") become more comfortable (with them) running the

marina. We enjoy skiing in the winter and I still race my Laser in the warmer months, although now I am called a "Grand Master" and seem to be getting slower and slower!"

R.H. URRY 1951/52 #1740. Hugh has had a rather adventurous career. "Followed Ken Snow and Tom Skead from the year before mine to Dartmouth (Worked my passage over as a Jnr. Ord. Seaman in the Arundel Castle - arranged by Gus Legassick). Thereafter career followed usual RN pattern - involved in Malayan emergency 1954/1955, Cyprus troubles 1956/1957, 'Cod War' off Iceland 1959. Specialized in Gunnery in 1963 at Whale Island (came across Paul Wijnberg and Peter Bitzker who did the same specialization). Served as the Gunnery Officer in a frigate in the Far East in the Confrontation with Indonesia - fired my guns in anger a couple of times in 1964/1965. Sent on loan service ('66-'68) in the Malaysian Navy - initially as a staff officer in their Min. of Defense in Kuala Lumpur then in command and as Senior Officer of their squadron of six coastal minesweepers (In this job was involved in hostilities between the Philippines and Malaysia). My final appointment at sea was to the frigate HMS DIDO ('69 - '71) back to the Far East yet again. On passage to Singapore via Beira Patrol, while passing Durban stood by the SA coaster GRIQUALAND on fire - neither we nor tugs from Durban managed to douse the fire. Finally the Durban Harbour Master asked us to sink the blazing wreck as it was a danger to shipping. This we did by gunfire a couple of miles off Isipingo Beach. This proved an object lesson in just how hard it is to sink a ship by gunfire - we expended many 4.5" rounds eventually, almost ranging up alongside, we fired in depression with inert shell down through her decks and out through her bottom. Things that tear holes in ships bottoms are much better at sinking them than shell fire! All this was a rather doubtful distinction for an OB - sinking an SA ship in peacetime! During this commission I resigned from the RN - usual clash between family and seagoing. In 1972 returned to South Africa with my family. After a short spell apple farming in Elgin went back to college and qualified as a Chartered Secretary. I joined Irvin and Johnson to establish a modern Human Resources & Training function. Spent some time at sea in their factory/freezer trawlers helping to plan manning and training to support expansion to exploit the extension of territorial waters to 12 miles. In 1979, fearful of the future of my wife and 2 daughters in the SA of those days, we returned to the UK. Here I joined Ernst & Whinney as their Personnel Director for their Middle East Practice, based in London but spending most of my time in their 15 offices spread among 11 ME countries. For my final job before retiring I joined a Human Resources Consultancy in Colchester in Essex. On retiring my wife and I sailed our 40ft. ketch ALMA, together with various friends, in stages back to Cape Town via Rio. After having to re-engine at the RCYC we sailed on to Knysna (Where I was born and grew up). We left the boat there for 3 years, using her as a holiday home - commuting like swallows for N. and S summers. In 2004 we again, in stages, sailed the boat back to England getting back in 2006. Sadly in 2008 my wife died of a massive heart attack and I had to sell the boat. Since then I have been properly retired and fitted with various new hips back supports etc.

Hope all this is not too long for you. I enjoy your newsletters. Keep up the good work."

J. WANLISS 1993. Recent email exchange I found Jonathan snow bound somewhere in USA, working as a marine surveyor for Braemar Technical Services. Much warmer over here mate.

P. VAN GYSEN 1976 #2558. An amusing update from Peter. "Thought I would give you all of you and update of where and what I am doing. First time in a long while that I have some spare time. I arrived back in the UAE on 7th January and started the processes to renew everything.

I renewed residence in Abu Dhabi but could not do anything before I got the residence bar code. Everything here works on that system. It's all very efficient. Once I got it I could rent apartment, buy cars, drivers license etc etc. Anyway I rented an apartment on a place called Al Reem Island which is a new development in Abu Dhabi. It's called Mangrove place and you can Google it. It's out of the downtown area but only 10 minutes drive to the office. I also bought a car but HSBC would not give me a loan so I bought it cash. The idiot I dealt with speaks English but does not understand it so I got a bit mad with him and told him what to do with his loan. The sun does not shine where that loan is now sitting. HSBC is the worst bank in the UAE. I have to use them because of the offshore connection. I bought a 4.0 Fortuner as we do sometimes go into areas where a high clearance vehicle is required. If I ever get the urge to go 4x4ing then I can but at the moment too busy. Also it's big enough to intimidate the other cars on the road driven by the world's worst drivers from the sub-continent with bobbing

heads. My license is a straight swop from the SA one and takes about 15 minutes to get. It's valid for 10 years so one less hassle out of the way.
The apartment I have furnished with IKEA furniture and from another store as well so that is all up and running. Internet, sat TV etc all in. I bought a 60" 3D TV so it sort of fills the whole lounge up. Everything new and nothing from Cape Town as that is in storage. From my apartment I have views of the Gulf, waterways and mangroves. The only hassle is one has to pay a year's rent in advance so that was also done. Bank account has become somewhat depleted!!
We have a Waitrose across the road so shopping no problem. It's like a Woolies but much much better. It's amazing what you can get here. They have a pork section as well, mainly British but quite expensive. They stock Ina Paarman products, Ouma's Rusks, Mevrou Balls se Blatjang and plenty of other SA goodies. SA fruit is available too and there is a SA butcher close to my office. He makes droewors, biltong and sells SA meat. There are a number liquor outlets close to my office so beer, wine etc no problem. A lot of SA wine available but to be honest I prefer French and Australian. Don't tell anyone that!! I was at a cheese and wine do last night at some friends who live across the road. Had a bottle of Wolf Blass chardonnay, really good. At least something good does come from Australia. Who would ever guess?
I have been to Bahrain and the other day I was in Kuwait and will be offshore Dubai later next week to inspect a large Ro-Ro (big ship) for some project cargo for Chevron Australia. Looks like I will be going to Iraq as well somewhere along the line. In March it's off to Singapore for a few days so all in all quite busy. Kuwait was cold, around 8 degrees C and it was just as well I took a jersey. We are quite cool here as well as the Shamal wind is blowing and it's quite dry so wind chill quite high. I hang my washing on racks in the room and it dries overnight. Jeans too."
Peter has subsequently written "Round 2 From The Sandpit" with further interesting & amusing anecdotes of his travels & experiences. Unfortunately space precludes the inclusion of Round 2, but something to look forward to in the next Newsletter – thanks Peter!
D.F.T. ALLEN 1957/58 #2033. The fairer sex continues to dictate to Botha Boys. "In 1959 I joined Smiths Coasters until August of the same year, then like many a better man before me I was lured away from my maritime endeavours by a young maiden of considerable charm. The next 3 years was spent with the Goldfields Mining Group as an underground official (read Learner Official/Shift Boss). Having been abandoned by aforementioned young maiden I joined Lever Brothers for a few years in their Sales Division. At the end of 1964 the travel bug bit and spent the next 4 years travelling and doing too many different jobs to enumerate, amongst them a Butlins Holiday Camp Red Coat (Bag man) and a test driver for MIRA (Motor industrial research) I think their philosophy was that if you could drive on South African roads you could drive anywhere. On my return in '68, I got married and joined the fledgling Penguin-Poolquip Group as a rep. In their filtration division, and was national sales manager when the company was liquidated (not my fault-honestly) I was employed by the liquidators for a year or so, until everything was wound up and was then offered a position with a franchise of the Pall Filtration Group, the Head Office being in Portsmouth U.K. The windows of the lecture rooms overlooked H.M.S. Victory, I can probably sketch it in my sleep. Somewhere along the way I joined Round Table until they evicted me at age 40, as they tend to do. If Mike Lundy happens to read this, I still have a copy of the minutes of the meeting of his first meeting as chairman of Hout Bay Round Table at which I was a guest. (Hangover registered 9.9 on Richter the next day). In 1984 I joined Lions and was President of Randburg Lions in 87/88 and President of Northcliff Lions in 10/11. Had a lot of fun and met some wonderful people along the way. Left Pall in 1994 as travelling and being away from home was interfering with domestic bliss, a bit too late and I received my independence a couple of days before the rest of the country became a democracy. A complete change of direction saw me in the garage door industry. The Wispeco Group has a policy of compulsory retirement at 65, they put up with me until 69 and a policy reshuffle saw the rule enforced. Currently I'm freelancing in both the garage door and swimming pool industry and generally not stressing too much."
K. HAYNES 1962. 1962 to 1967 Ken sailed with Ellerman Lines and 1967 to 1972 Unicorn Shipping Lines. Whereupon joined Portnet. Served on various craft in various ports, eventually senior pilot and assistant port captain in East London. Retired 2008.

Gauteng Branch Newsletter

The Commissioning Day 92nd Anniversary was celebrated at a luncheon at the Victoria Lake Club in Germiston on Sunday 30th March.

A similar turnout of around thirty people was achieved to the previous year after much cajoling and encouragement, which was a pleasant surprise. The resident club caterer again offered a very satisfactory three-course meal and there was sufficient red and white fermented grape juice to lubricate the minds and opinions of most people present.

After the main course, when congregations of this nature are usually in a pretty reasonable frame of mind, the topic of Quo Vadis GBOBA was the main theme of the Secretaries address and resulting active debate.

The GBOBA Constitutions and that of the Bursary Fund were briefly highlighted and questions posed regarding their long-term survivability. It was pointed out that with the long term foresight the drafters of these two documents were able to envisage a time when, after the last active ex-cadet members of these groups were hull down over the horizon, there would still be a way to keep the memory of The Ship alive.

What facets of the Bothie in all its various roles are we trying to remember? Was the Bothie alone in its time, or was it part of a greater world wide maritime history? What was the purpose of the Bothie? How can that purpose be perpetuated in such a drastically different world, where one significant factor remains unchanged, and that is sailors and their relationship with, and respect for the sea?

Are we content to leave these organizations to drift, gather seaweed, rust, rot and slowly sink, or are we going to "turn to" and start to utilize the tools which were so thoughtfully left to us in the bosun's store, and sailing directions on the bridge.

It is so often heard that the GBOBA along with all manner of other post-war social organizations are dying out. It is easy to come to the simple conclusion that no more new cadets will mean an inevitable reduction of the membership. Read the constitution sections on membership. Understand the essence of what the GBOBA is about. It is there in black and white on the website.

Open your hearts and welcome new fresh souls who also have a love of ships, the sea, and things maritime. New people who are also able to understand the social heritage of being connected in some meaningful way to the sea and the camaraderie amongst those who are fortunate enough to have had the opportunity voyage across it in some manner.

In my humble opinion "The Ship" in its various embodiments throughout its short history was a method of instilling that special essence of being the best seaman possible in our daily lives both afloat and ashore. To remember "The Ship" on the day she assumed that official role is a way to remember that higher aim and do the best we can, with the best of any tools available.

There will be many who disagree. For them the OBA means something else. Something more closely defined by parameters particularly their one or two year sojourn as valued guests of the establishment. It is important that those definitions are to a degree maintained. That is the fun part, that is the competitive and comparative part, but they are just vital subsets of the bigger picture.

A pile of rusting hull plates lying on the quayside does not constitute a ship. Let us weld them together again, let's splice in new plates where old ones are too far gone, lets slap on some red lead and make our ship seaworthy and prepare in a seamanlike manner for the voyage which we are Honorably and Duty bound to follow.

Alan Ford, alanford@global.co.za.

UNITED KINGDON BRANCH NEWS

We (Barbara and I) are now finally, settling down to a somewhat normal if busy life after a most enjoyable holiday in the environment of Cape Town and the Western Cape.

The highlight for both Barbara and for me especially, was to be a part of the General Botha Class of 53/54 Reunion the weekend being held in Silvermist Mountain Lodge Constantia. Meeting so many of the group showed how much our "Legend Lives On". I was of course one of the 'Chums' of 54, my claim to fame being Batman to CCC of the day Barry Cullen. All of us who gathered pay tribute to Barry's organisation and attention to detail over the previous two years. Must add I together with other

members of my term were present for the 2004 gathering. Our final night in our Alma Mater Gordon's Bay was fantastic…amazing yarns unfolded. No space to 'wax on' in detail of the weekend! Barbara was amazed that after almost five days together we were still talking and yarning…even include the ladies!

The AGM in Kelvin Grove could be considered significant, much learnt such as possible changes to the Constitution of our Association, the activities of the Bursary Fund, the Golf Day etc. So much going on and we know little! It was good to see and meet members of our Cape Town Committee who do such a sterling job running our Association; fair to say we would be lost without them.

Now, the mundane matters of GBOBA-UK. Little to say as a result of no action! I'm still obviously keen to hear from anyone with suggestions or requests FOR THE FUTURE!

An ongoing challenge not only for us GBOBA-UK but no doubt those associated with Conway, Worcester, Pangbourne and Mercury is where to hold social events. We must be conscious that travel is expensive, most around are pensioners!

Last year a change of venue in September to the **Sofitel Hotel Gatwick Airport** proved quite successful owing it to be nearer London/Surrey and thus we had almost two dozen attend….ease of parking, rail connections. So, for your diaries I have circled and booked **Sunday Lunch 14 September 2014 Sofitel Hotel Gatwick.** Particulars will be advised in due course and can we hope for a good headcount for the day?

Could this be considered an invitation to Chairmen, Hon Scribes and others of above-mentioned Old Boys Associations who would like to join us on the day? An idea, see what happens, as I know they receive copies of our Newsletter as we do of theirs. Look forward to hearing from all.

Finally, I was asked by Doug Wrathmall to collect from our Chairman Tony Nicholas and return to him the packaged Journal/Record/Photographs of the Reunion of 56, 57, 58 intakes last year in Mossel Bay. Being 'carrier' I was able to take a peek! Well, what a fantastic picture record of past members as then and now. Congrats to all who produced the final product.

That's it chaps….enjoy the forthcoming summer months, we are promised good weather!

Ted Fisher Tel: +44(0)1903 744400 Mob: +44(0) 7702 635017 email: tedefisher@aol.com.

Australia Branch News

We held our AGM and Commissioning Day Lunch in Sydney on Saturday 22nd March. Venue was the Great Northern Hotel, in Chatswood. Attendees were: Gordon Maxwell 40/41 and Bettie; Stan Damp 47/48; Grenville Stevens 60/61 and Suzette; Peter O'Hare 64 and Jenny; Roger Pike Old Pangbourne and Maura. Our next meeting will be a Lunch on Saturday 19th July in Newcastle. We are hoping for a better attendance.

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

Grenville Stevens	(#2189 1960/61)	Chairman
Andy Fotheringham	(#2525 '76)	Vice Chairman
Peter O'Hare	(#2247 '64)	Hon Secretary, Australia Branch.
Email	peteroh@bigpond.com	Telephone 0417 028809

Durban Branch News

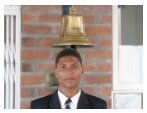
A very successful Christmas Lunch was held at the Royal Natal Yacht club. It was a perfect setting down by the waterside and lovely weather to match. Many thanks go to our secretary Howard who has been keeping the emails active and seems to have born fruit. It is nice to witness OB's who we have not heard from for a while. It was also a pleasure to have some of the ladies join us and by all accounts a most enjoyable lunch. Our past secretary as you know relocated to Sedgefield and shortly after his arrival ended up in Knysna hospital with a serious virus. After a couple of weeks stay there, he took a turn for the better and I believe that he is now on the mend. We hope Ernest now settles down to enjoy his retirement followed by good health. Our AGM was attended by 30 odd accompanied by their wives at the same venue at the Christmas lunch and the Royal Natal Yacht club certainly did us proud. The Chairman and committee remain in place as previously. The Chairman reminded everyone of the 100th Anniversary of the ship in 2022 and do everything in moderation to be able to survive the next 8 years.

What a celebration that is going to be marching down the main street of Simon's town for those who are still going to be able to do that.
I would like to remind everyone of our monthly lunch at the RNYC on the first Wednesday of every month. Howard's efforts have not gone unnoticed and I have had a couple of calls from members who promised to return to the fold. People are moving into complexes these days and we request that you keep us informed of any changes to your address or email details. We will be pleased to hear from those unable to attend our functions with a short update on your current status.
Regards, Derek McManus, Chairman.

GBOBA Bursary Fund News

The Bursary Fund has been very active over the first few months of 2014. In March the GBOBA elected the following members to the Administrative Committee Keith Burchell, Paul Semark. Derek Russell, Peter Coetzee, Danny Meyer, Phil Wade and Tony Nicholas

2014- Bursar Students - The Selection committee under the leadership of Paul Semark undertook interviews earlier in the year and selected the following students to receive Bursaries in 2014:



From left to right : Tristan Fraser, Day Student Grade 10 *GBOBA Bursary*; Lethabo Morovhi, Day Student Grade 11 *Continued GBOBA Bursary*; Talisha Chetty, Day Student Grade 11 *GBOBA Bursary*; Nicky Mkhulisi, Day Student Grade 11 *Awarded GBOBA Bursary*; Logan Abrahams, Border Grade 10 *Awarded Speciality Metals Sponsored GBOBA Bursary in remembrance of Fred Kilmartin (Obie)*; Mpundo Josephs, Boarder Grade 11 *Awarded SEASPAN Sponsored GBOBA Bursary*; Archie Leeu, Boarder Border Grade 10 *Awarded GBOBA Bursary*.

These students undertook their first mentorship outing to Southern Wind shipyard and the building of the "Fafalla" super yacht thanks to Richard Chadburn and to Ian Fishley who chaperoned them.

2013 Bursar Students - Our Class 12 Boarder Students Zusiphe and Tsoso who graduated in 2013 responded to the mentorship and outreach program provided in a very positive and enthusiastic manner. They performed excellently in their studies achieving a number of Distinctions between them. As a result they were both awarded TNPA and SOMMSA bursaries to study S1 and S2 at CPUT. Being that the TNPA Bursary was more comprehensive they have opted to accept the TNPA bursary. In recognition of their achievements as ambassadors to the fund they were awarded DP World Cargo services sponsored notebook computers to assist with their studies. They were awarded a certificate recording this award at the Lawhill Brunch.

Tsoso &Zusiphe with their awards

Capt. Paul Staples (ex-Lawhill AB) with some 2014 Bursars.

Lawhill "Meet the Students" Brunch - On the 12th April a very successful promotion brunch was held at "Lawhill" to raise awareness of the Bursary Fund's work and to promote Lawhill. The 89 who attended were treated to good food, entertainment from the students and memories from past students. In conjunction with the Brunch a very successful auction of maritime memorabilia was held, altogether a very successful event thanks to the Staff of Lawhill and the organisers led by Paul Semark.

'64 Reunion

The 2014 General Botha Reunion for the '64 year commenced with an informal gathering during the evening of Friday 28th February at Royal Cape Yacht Club. Nineteen in all, should we include our wives and honoured guest Tony Nicholas. Considering the years past since GB and fact that many had

not met in intervening period it was a pleasant introductory session. It was also the only meeting Butch and Marjory were able to attend.
Saturday, the Annual General Meeting followed by Commissioning Day Lunch, was of course much more formal with Peter O'Hare and Glyn Morgan saying a few words on our year's behalf.
Sunday commenced with the War Memorial Service, at our cenotaph. Many found this a moving event and it was pleasing to see that Brian and Dee Priess were able to join us. The service was followed by refreshments at the Mission to Seafarers and then we were off to Gordons Bay. We were given a tour of the Main Hall, Classrooms, Accommodation Block, Chapel at the Base and this was followed by a braai. Much reminiscing of the activities and happenings during the '64 year took place. At this venue we were joined by late arrival Peter Stacey, who had spent the previous few days being involved with his daughter's wedding.
Monday morning found us at the Simon's Town Museum reviewing the *General Botha* Exhibits. Our thanks to Ian Manning for his efforts in putting it all together. Then to the well-maintained and operated *Daphne* Class submarine, Assagaai, in the Naval base. Al Viljoen gave this a miss, whether his width or claustrophobic tendencies were the reason we cannot tell. However we found him for pre-lunch refreshments at the Seven Seas Club prior to lunch at False Bay Yacht Club. Survivors from these sessions made their way to the Simon's Town Nautical School (Lawhill) where Peter Stacey is well acquainted with the Principal.
In conclusion after a fifty year period it was pleasing to have ten from the twenty four in the '64 year able to attend the Reunion. ***Geoff Collins***

'74 Reunion

Through the wonders of Facebook, Linkedin, SMS for one who hasn't as yet progressed to owning a computer, and plain old email, 18 former 1974 shipmates were located far and wide around the world, although it finally came down to 11 who managed to make it to Cape Town for the weekend.
A warm up session took place at Ferryman's at the Waterfront on the Thursday evening, although three of us did manage a pre-warm up session on the Wednesday at Forrester's Arms in Newlands.
On Friday morning we met at SAMTRA in Simons Town where Andy MacLennan showed us around the excellent facility that he runs. After that we took a short ride to view the GBOB exhibits at the museum. After a couple of cool beverages for lunch we headed our separate ways before meeting again that evening at the Baia Seafood Restaurant at the Waterfront.
On the Saturday, after fighting our way through the test match traffic, the majority of the group joined other OB's from yesteryear for the AGM and Commissioning Day Dinner.
Unfortunately a couple of fellows had to fly back home on Sunday morning, but those remaining behind met up on Sunday evening for a warm down braai at Croydon Vineyard Estate before heading their separate ways. Over the four days many old memories and friendships were rekindled and a great time was had by all. ***Peter Blackett.***

Planning a Reunion of the 1980 Obies

Bruce Van Der Meulen and Charles Kingon are planning a 35 year reunion for their 1980 year group in March 2015. At time of writing they have 22 email addresses but are still looking for another 13 who are awol. Not that all of the 22 have replied as yet, but Boogi and Charlie will start to ramp up their emails closer to the time to drag replies from everyone! To be fair though, there has been an encouraging response via Facebook over the past year with many indicating their intention to make a plan to get to Slaapstad. 2015 will also mark 40 years for the 1975 group and 50 years for the 1965 group. So how about it Thys and Parky respectively??!!
Awol members still, as follows: 2688 Dean Gregory Foster; 2689 Peter Mark Greaves; 2690 Neil John Hannaford; 2693 Andre Berend Kruize; 2698 Duncan Fitzwilliams Ogilvie; 2699 Roy Duncan Patterson; 2700 Thomas Pinion; 2706 Bruce Graham Anderson; 2707 Lionel Shawn Archer; 2709 Anthony John Berry; 2710 Vincent Carel Bishop; 2713 Jan Johannes Du Toit; 2714 Alan John Gemmell. *If anyone knows the whereabouts of the above, please advise Charles Kingon* (ckingon@gmail.com) *or Bruce van der Meulen* (brucevdmeulen@gmail.com).

Bothy Boy No 99 a Stanley Sagar Franklin 1923/24

This received from Gordon Stockley 1949/50 #1621. An interesting story and we trust members can assist with any information of ex cadet 99.

I have been trying to trace some info with regard to Bothy Boy No 99 a Stanley Sagar Franklin who was at the Botha 1923/1924. The reason for my interest is that when I went to sea in December 1950 he gave me his sextant with the words " When you know how to use it and have earned some money, give it a deep sea burial and buy a good one " I never did and used it for all of my deep sea career.

I did not find much need for it as a stevedore but didn't have the heart to part with it. Each move we made I contemplated getting rid of it but found a reason to keep it and stuck it away in some dark corner of the house or in the garage. With the move to Knysna 14 years ago I have stuck it on the wall with some other marine mementoes so it once again became part of my everyday life. I was recently asked by one of my sons what was its history and how old was it and I suddenly realized it would in a few years reach its century so I should try to give it its provenance.

All that I can remember about Stan Franklin was that he retired from the Harbour Service as Port Captain at Cape Town. He did some consultancy work after retirement for the SAR&H on the new class of tugs. I knew him in the early 1940/46 before my time at the Botha, when he was a pilot in Port Elizabeth. They where family friends and he had some influence on me wanting to go to sea. My father was at the time a tug master in Port Elizabeth. I think that he won the sextant as the navigation prize, for his year but I could be wrong.

If you can in any way point me in the right direction to get any info about him I would be most grateful.

Close the taps to the beer kegs – Dave Rankin GB 1984 #2845

The bit about 'Taps' in the newsletter has an inversion error. Taptoe is not the Dutch for Tattoo. Tattoo is the English for *Tap toe* .The military tattoo dates from around 1600. At 21:30 each evening the drummers from the Dutch military garrisons would be sent into town to call the soldiers back to the barracks and tell the innkeepers "*doen den tap toe*" (close the taps to the beer kegs). The drummers would play until curfew at 22:00 and this practice became known as the "tap toe". Many of the soldiers were Scottish and English mercenaries, who pronounced 'tap toe' as 'tattoo'.

And participants in modern tattoos still consume large amounts of beer. It's thirsty work.

THE SHIP

On 13 May 1947 the SATS General Botha was scuttled after serving her county for many years. On 13 May 2007 she become a 'protected' wreck in terms of the National Heritage Resources Act and accordingly no part of the vessel may now be removed from the wreck site. On the anniversary of her 60th year of being scuttled, a small group of local divers placed a memorial plaque on her to commemorate this occasion. To this day the plaque remains in place, however has become somewhat overgrown with marine growth. Our aim, this Sunday 11 May 2014, is to clean the plaque so that all visiting divers (albeit there being very few) can have a unique opportunity to view it. http://www.underwaterexplorers.co.za.

Book Review – "THE GOLDEN TIDE" by John Guy

Profesional, Informative & Intriguing with a good dollop of suspense.

John Guy knows his ships and the shipping industry. Many Obies may remember him as Principal Officer with DOT (SAMSA) in Durban in the early 1980's.

The book is informative and interesting for both the seafarer and layman. It has an intriguing plot with the choice of location on the coast of Sicily perfect for the plot. The manipulative politicians and the Mafia, as well as the complexities of the many organisations and individuals that make up and have intrinsic interests in such a major ecological and economic catastrophe that goes with the foundering of a large oil tanker and spilling of its cargo on the pristine tourist beaches of Siracusa.

To anyone who does not appreciate the significance in seaborne transport to convey more than 90% of the commodities supplied to our industries and households around the world, this book will open their eyes.
There is a good dollop of suspense and excitement as the various characters get up to mischief and greed.
The "Golden Tide" (Amazon Kindle or hard copy) is the second of Guy's fiction titles. His first, "The Reluctant Pirate" (also on Amazon) was equally a good read and I recommend both. I believe his next book will be based on the Costa Concordia. I am looking forward to it. *Scribe*.

The Ventriloquist & the Blonde

A young ventriloquist is touring Sweden and, one night he's doing a show in a small fishing village. With his dummy on his knee, he starts going through his usual dumb blonde jokes. Suddenly, a blonde lady in the fourth row stands on her chair and starts shouting: "I've heard enough of your stupid blonde jokes. What makes you think you can stereotype Swedish blonde women that way? What does the colour of her hair have to do with her worth as a human being? It's men like you who keep women like me from being respected at work and in the community, and from reaching our full potential as people. It is people like you who make others think that all blondes are dumb! You and your kind continue to perpetuate discrimination against not only blondes, but women in general…. Pathetically all in the name of humour!"
The embarrassed ventriloquist begins to apologise, and the blonde yells: "You stay out of this! I'm talking to that little man on your lap!"

Gandhi

When Gandhi was studying law at the University College of London, there was a professor, whose surname was Peters, who felt animosity toward Gandhi, and because Gandhi never conceded to him in any disagreement, their 'arguments' were very common.
One day, Mr. Peters was having lunch at the dining room of the University and Gandhi came along with his tray and sat next to him. The professor, in his ignorance, said, "Mr. Gandhi: you do not understand – a pig and a bird do not sit together to eat." To which Gandhi replied, "You do not worry professor, I'll fly away," and he went and sat at another table.
Mr. Peters, enraged, decided to take revenge on Gandhi in the next test, but Gandhi responded brilliantly on all questions. Then, Mr. Peters asked him the following question: "Mr. Gandhi, if you are walking down the street and find a package, and within it there is a bag of wisdom and another bag with a lot of money; which one will you take?"
Without hesitating, Gandhi responded, "The one with the money, of course."
Mr. Peters, smiling, said, "I, in your place, would have taken the wisdom, don't you think?"
"Each one takes what one doesn't have," responded Gandhi indifferently.
Mr. Peters, already hysterical, wrote on the exam sheet the word 'idiot' and gave it to Gandhi. Gandhi took the exam sheet and sat down. A few minutes later, he went to the professor and said, "Mr. Peters, you signed the sheet but you did not give me the grade." (*source unknown*)

Dictionary Definitions

MOSQUITO: An insect that makes you like flies better.
DUST: Mud with the juice squeezed out.
YAWN: An honest opinion openly expressed.

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

In nature there are neither awards nor punishments, there are consequences (Robert Green Ingersoll)

SLOP CHEST

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

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

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

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