

S.A.T.S. *General Botha* Old Boys' Association

MAY 2021

www.generalbotha.co.za

6 Davallen Avenue, Glenashley4051

Chairman DerekMcManus

Cell: + 27 (0) 65 8890845

Secretary HowardJackson-Moss

hjacksonmoss@gmail.com

Cell: +27 (0) 83 3009891

Fax: + 27 (0) 31 5723901



PO Box 414, Muizenberg 7950

Chairman Tony Nicholas

cptchairman@generalbotha.co.za

Cell: + 27 (0) 82 5552877

Secretary Hugh James

cptsecretary@generalbotha.co.za

Tel: +27 (0) 21 530 4484

Cell: + 27 (0) 82 796 7606

JOINT NEWSLETTER

CENTENARY CELEBRATION

SAVE THE
DATES!



4-6 MARCH 2022
CAPE TOWN

MISSION STATEMENT

The Centenary Committee Undertakes to Convene a Gathering of S.A.T.S. *General Botha* Old Salts and Partners in the Maritime Industry in March 2022 to:

Celebrate the Arrival and Commissioning of the South African Training Ship *General Botha* and to honour her benefactors, together with all those who trained in her as Ship, College and Academy and who fulfilled their legacy of honourable duty during a century of service.

Enjoy the Collegial Fellowship of Old Friends and Shipmates.

Continue and Sustain the Heritage of S.A.T.S. *General Botha* through the *General Botha* Old Boys' Association and Bursary Fund and, with our Partners in the Maritime Industry, to actively develop a future generation of competent young South African mariners imbued with a shared ethos of Honour and Duty.

Raise Funds for the S.A.T.S. *General Botha* Old Boys' Association Bursary Fund.

→ MISSION ←

Remember the Past
~
Celebrate the Present
~
Secure the Future

www.generalbotha.co.za



Chairman Tony Nicholas
+ 27 (0) 82 555 2877
cptchairman@generalbotha.co.za

Event Director Hugh James
+27 (0) 82 796 7606
cptsecretary@generalbotha.co.za

Event Manager Nicole Burchell
+27 (0) 67 879 5538
centenary@generalbotha.co.za

COVID ALERT VIRTUAL CENTENARY CELEBRATION PLANS

In the February Newsletter, we reported that your planning committee has been carefully monitoring the implications of the Covid pandemic for the Centenary Celebration. We now seriously doubt that international travel to South Africa will be reinstated in time for Old Boys to make travel arrangements in time for the Celebration in March 2022.

Nevertheless, we have decided not to postpone the Celebration, but we have decided to replace the main event, the Commissioning Day Dinner, with a virtual event. We plan to have tickets available online to raise funds to help to defray expenses.

As was the case this year, the AGM and War Memorial Service will be live-streamed. They will also be available for viewing after the event to accommodate those of you who are in different time zones. Thus, Old Boys will be able to participate in the 2022 Celebration weekend no matter where they are in the world.

At present, there are no travel restrictions within South Africa, and we extend a warm invitation to Old Boys from outside of Cape Town to join us – that is within the restrictions on gatherings if they are still in force.

Having adjusted our sails, we are under way and will continue to keep you updated.
From the GB Centenary Planning Committee.

His Royal Highness The Prince Philip, Duke of Edinburgh, K.G., K.T. 10th June 1921 - 9th April 2021

Our Training Ship, and latterly the Association, has enjoyed Royal Patronage from the very beginning. The first King's Gold Medal was awarded 1923 and the King of the United Kingdom granted his Patronage to the Training Ship in 1936. The Association has enjoyed Prince Philip's Patronage for approximately seven decades.

Over the course of his life, His Royal Highness Prince Philip was associated with 992 organisations, either as President, Patron, Honorary Member or in another capacity, with special interests in scientific and technological research and development, the welfare of young people, education, conservation, the environment and the encouragement of sport.

Thus His Royal Highness was a man of action, varied interests and most notably, a benefactor to all the organisations and charities that he supported. Above all he was a devoted husband and family man. On receiving the sad news, only two short months before his 100th birthday, we posted a tribute on our Facebook page and also in the Royal Family's Book of Condolence.

May His Royal Highness rest in peace.

FROM THE BRIDGE OF CAPE TOWN

The passing of our Patron, HRH Prince Philip, came as a surprise to me. The media reports suggested, perhaps only to me, that HRH was recovering from his recent ill health. I was already mulling over a 100th birthday congratulatory message in my mind. I would be interested to hear members' views on whether we should continue to have an Association Patron and if so, whom would you propose? Presently your committee has decided there is no further value to the association having a Patron.

More sad news is the closure of the Mission to Seafarers Cape Town Station. The Mish, as fondly referred to by generations of seafarers, has provided a comfortable and spiritual relief from the confines of modern ships of today. Various factors have contributed to the closure including escalating rent, declining vessel calls at Cape Town and COVID-19 restrictions. The Mish shall be missed as it fades from memories.

On a more positive note the S.A. Legion Cape Town Branch has affordable retirement accommodation available at Rosedal which is conveniently located in Rosebank. Studio and one bed room flats are available to rent and one and two bedroom cottages are offered on a life right basis. Application forms are available on their website www.salegion.co.za or contact David Holmes on email david@salegion.co.za or phone 021 689 9771.

So much has been written of COVID-19, ad infinitum, but there has been some positive news. With the use of modern technology both Durban and Cape Town branches hosted their respective AGMs on Zoom. In Cape Town we had a handful of our committee members in the Flag Officer's Room, Royal Cape Yacht Club, with an impressive total of 61 members registering online for the meeting. We had members attend from across the seven seas including Japan, America, UK, and Europe and of course South Africa. All the committee

members physically in the meeting room were correctly attired in collar shirt and OBA tie as did Derek Kemp who joined from Merseyside. Jimmy Cooke was in shorts and T shirt but quickly knotted his OBA tie in place when he saw our dress code. Ladies and Gentlemen, the precedent has been set. The Esprit De Corps among members was much evident; it was difficult to close the Zoom connection after the meeting. Therefore in the future for such meetings we shall open the Zoom room well in advance of the scheduled start time to allow members to socialize on line.

Similarly by applying modern technology the Memorial Service was live screened via our Facebook page, at a cost of course. However, modern technology still breeds *goggas* and as a result we experienced some delays etc. As this was a first for the association I am sure the viewers shall be tolerant. Again this has set a precedent for the future.



More firsts employing this modern technology were online reunions using Zoom, notably 60 year reunion of 1960/61 Term and 50 year reunion of 1971 Term. These were well attended from around the world despite the time zone differences.

Your association has a Zoom account which we share with a few other organisations. Thus it is available should any member wish to make use of it for such reunions or meetings, just don't expect me to host in the middle of the night here, my night.

Another Old Boy making modern technology work for him, and us, is Phil Wade Term 1960/61 who established Marine Inspirations a few years ago

(www.marineinspirations.org). Phil has used Zoom to a great extent arranging webinars of interest to raise funds. As a result Phil, as Marine Inspirations, recently funded swimming lessons for your bursary fund scholars plus selected Sea Cadets of TS *Woltemade*. A sponsor for such events is always welcome and Roy Tennent Term 1984 stepped forward as a company sponsor for one of the webinars. Bravo Zulu Phil and Roy. The kids are highly appreciative as you saw on the pictures I posted on our Facebook page.

The **Centenary Book** is on course and shall be a fitting tribute to the legend of our training ship and those that trained in her. As planned the book launch shall be coupled to the Centenary Celebration March 2022. However a marketing flyer shall soon be circulated inviting pre-orders in order to finance the printing thereof. Be assured it shall be a collector's edition to be read with interest and treasured by all. I am confident that your children and grandchildren shall be enthralled to read of your *Bothie*.

On the subject of books Cameron "Mac" MacKenzie Term 1969 was co-author of a book a few years ago titled "Safmarine - A Group History". A history of the South African Marine Corporation Ltd., from 1946 to 1999, which includes fleet lists of vessels owned, managed, or associated with the company. The book recently generated some interest on Facebook and therefore Mac searched for copies finding five on e-bay or some such site. Mac duly purchased all five, had them delivered to his home in Germany, parcelled them and couriered them to Cape Town, all at his own expense. I advertised them on Facebook and all were sold within the half hour. So I then couriered them all off to the purchasers. Mac did this as a donation towards your bursary fund and likewise the end purchasers all made a donation towards your bursary fund. Bravo Zulu Mac - Honour and Duty.

ANCHORS AWEIGH

B.M.C. AYLES 1951/52. Bill's family has advised us that he passed away in 2017. He had an interesting and varied career.

1953 - 1961 - Clan Lines Steamers. Last Ship, *Umtata*, later renamed *Klipbok*. 1960 obtained Masters Certificate. 1961 - 64 - Teacher Training College, Manchester. 1964 - obtained Teacher's Certificate. 1964 - 68 - Teaching Primary School children, Liverpool. 1968 - 94 - teaching in Comprehensive School, Jersey, Channel Islands. Nautical studies and mathematics. Part time lecturer, navigation evening classes. 1972 open University Degree B.A. 1974 - 84, Chairman nautical studies southern examining group, England. 1973 - Mate on Square Rigger *Regina Maris*. 1984 - VHF Examiner. 1992 - took part in first race Kersey to San Sebastian, Spain, to celebrate the traditional skills of Ocean Navigation. 1993 - Channel Islands triathlon supervet champion. 1994 fell off bike, retired from racing.

D.D. MACCALLUM 1957/58. David passed away 19th May 2019. Was Senior Cadet Captain while at *Bothie*. Jjoined the SABC for three years in electronics. Worked at Burroughs Machines for three years before joining K. Baker Assoc - supplying electronic equipment - 10 Yrs. Worked at Datakor - supplying Computer Systems - 3 Yrs. Involved in developing - first PC to be supplied in SA. Was with CICS Computer Bureau - 3 Yrs. Had to get to the bottom of how these Accounting Systems are designed. Started Focus Information Systems - in 1981 - Computer Software for Industry.

C.S. KNOWLER 1954/55. Reported 1964 - on a farm in the Stellenbosch District. After G.B Colin joined Bank Line but after an accident at sea spent two years in a hospital. He then studied Industrial and Production Engineering and also qualified in Management Services. Was engineering Manager at Toyota for 10 years, and then went into Project Management and later management consultancy. With Old Mutual since 1986 advising clients on

investment and retirement. Colin was a long serving Durban branch committee member. Deceased 21st February 2021.

Our condolences to family and ship mates.

Following our recent Anchors Aweigh report **Steve Clarke 1957/58** shared these interesting anecdotes with us.

"Two items this issue – both with Bothie Boxing connections:

The passing of Bruce Joubert 1956/57 immediately recalled my first day in Bothie boxing training at the start of my First Term as a 'chum'. I was paired off with Bruce [one year ahead of me] to spar and he immediately knocked me out cold with a devastating blow below the heart. I think that he was more put out than I was and, despite the social distancing that was maintained between Junior and Senior years, we remained very friendly throughout our year together.

The second boxing reference was the equally sad news of Russell Stevens 1957/58 passing. Russell and I were in Fo'cstle Division together and in the Boxing Team and A-Crew. After a foray onto the Gordon's Bay beach one midnight hour in 1958, to sort out a bunch of disrespectful 'ducktails' who had hurled abuse at us during the afternoon, Russell contracted a neurological condition which rendered him temporarily powerless and he had to abandon his training at Bothie. His powerful presence was sadly missed for the rest of the year. Of course, Russel was the father of the Bath and England rugby international, Matt Stevens."

SCRANBAG

D.L.R. BERTRAM 1984 #2824. A rejected email alerted me that David had possibly moved on, and that he has. His career executive summary; October 1986 - Obtained Class 4. End 1987 - Resigned from Unicorn. End 1991 - obtained Bachelor of Journalism at Rhodes University. April 1992 - obtained a Commercial Pilots License. May 1992 - rejoined Unicorn

July 1992 - joined Lifara International and sailed Chief Officer on LPGC *Hetland*. July 1996 - Marine Surveyor with A.R. Brink & Associates, Durban. January 2002 - Joined Mediterranean Shipping Company as Fleet Safety Officer based in Durban. July 2005 - Became Operations Manager for MSC in charge of all ports and all port operations as well as Fleet Safety Officer. Oct 2009 - Director Shosholoza Operations (MSC South Africa BEE operations company). Oct 2010 - Country Manager MSC Swaziland based in Matsapha Swaziland. October 2017 - resigned from MSC and moved to Plettenberg Bay to play golf and fly.

D.B. ATKINSON 1985 #2586. An application to join our Facebook page alerted me that we had finally reacquired this David on our radar having lost contact with him in 2015. He writes; "after six years with Safmarine, in 2016, wife and I moved and have settled in New Zealand. After almost 30 years in the electronics industry I went into the building industry. I've recently started a new job with a courier company."

G.P. GORTON 1985 #2865. What is it with these 1980s Bothie Boys? Another rejected email from Grant's address, a search on my radar firmly acquired his target. Grant has sailed as Bosun and Chief Officer on a motor yacht, had a partnership in a film development company and sailed as Chief Officer on a jack-up barge and a rig supply boat. 1997 - joined Bridge Marine Shipping Agency, Cape Town. Left Bridge Marine and joined Maersk Line until 2000. With Sturrock Shipping since June 2000 based in Cape Town. April 2021 joined Wilhelmsen, Cape Town, as Ships Agency Operations Manager Western Cape.

R. HERMAN 1966 #2280. Despite regular correspondence with Ron on email and Facebook we unaware that he had left Mozambique a while back. His full style; Junior Cadet Captain and Gold Medalist. Joined Safmarine. Was a member of the Lifeboat Crew from the S.A. *Nederburg*

which in April 1970 rescued the crew of the tanker *Silver Ocean*. Awarded a Red Cross Medal for 'conspicuous service.' 1972 joined Durban Lines as Chief Officer. 1976 joined the Harbour Service and 1978 joined John T Rennie & Sons in Durban as Marine Superintendent. 1981 he was made Sales Manager and a year later he went to Johannesburg to manage an Agency Operation. Later returned to Durban as Warehouse Manager for Rennies Shipping. On the merger with Freight Services he was made Executive in overall charge of Warehousing in 1985 and 1988 General Manager, Warehousing, for Renfreight Forwarding Durban. 1995 Divisional General Manager with Rennies Cargo Terminals, S.A. 2002 with the purchase of Dart Line, transferred to U.K. as M.D. 2007 CEO of MPDC = Maputo Port Development Company, the port authority for Maputo. 2013 based in Maputo heading a company exporting Iron Ore out of Swaziland. 2013 Opened consulting company Port Consult Lda based in Maputo, focusing on Port and Maritime Logistics in Africa. Set up and then ran the Rail and Port operations for the export of Iron Ore from Swaziland for King Mswati, through Maputo and Richards Bay. 2016 Semi retired, moved to Eastbourne UK. 2021 Still doing occasional consulting work.

M. WEILBACH 1971 #2407. Appears I have a long list of defaulters for this edition. Martin left Gauteng a while ago for Western Cape without reporting in. Now he reports; joined Safmarine 1970 and when he left the sea and went into banking. 2 Years SANDF (S.A. National Defense Force) plus yearly 3 month camps until 1985. During this time had various jobs. SANAE base Antarctica for 14 months (nearly dead). Saved enough money to study law. Legal adviser Alberton and Sandton municipalities. Started own practice. Left practice 4 years later and started teaching law. Did MBA and started teaching law and business subjects in the Middle East. Did CELTA course and

started teaching in South East Asia, Middle East and North Africa. 2021 Senior Mediator, HW Mediators.

D.J. PEEL 1971 #2401. An "out of office" message from Douglas's work email alerted me that Doug is retiring, again without notification to us, the Head Office. Douglas sailed with Unicorn and Mobil. Then joined Renfreight Warehousing and in 1997 joined SAPPI. 1999 relocated to U.S.A. as a Marine Surveyor. 2006 Cargo Superintendent for Gulf Africa Line based in New Orleans. 2021 retired.

D.P. LEIGH 1983 #2807. Yet another defaulter, but with the assistance of my Search and Rescue team comprising Michael Brown in France and Grenville Stevens in Sydney we acquired David's target on our radar. However, I still wait not so patiently for David to reply to my email. David left the sea in 1989 after sailing as Chief Officer and joined a stevedoring company in Richard's Bay as operations manager. Then joined Island View Shipping in Durban in 1990. 1995 joined MUR Shipping as their Operations Manager. 2003 posted to Australia when MUR purchased Scottish Ship Owners and Managers in Sydney. 2008 Operations Manager MUR Shipping, Australia. Subsequently bought a farm in Australia and does Equine Podiotherapy. Bsc Equine Science, Dip. EPT., Cert IV VT & A.

D. DE WITTE 1979 #2641. Dennis is a regular correspondent on our Facebook page, we find him in The Netherlands. After spending nine years with Safmarine, up to 1986, now active as Owner and a Nautical Surveyor for a company in Rotterdam called Laarschot Marine Survey (a company under Nautisch Expertisebureau Van de Laarschot B.V.)

F.A. KOP 1971 #2394. I sound like a stuck record; some of us lived through the era of vinyl records, yet another defaulter who left the UK for The Netherlands without reporting to Head Office. Leaves me to notice such important information in various correspondence "After school in the Netherlands and my final 3 years in South

Africa when we moved there in 1966, I joined Unicorn Shipping Lines in 1970 and passed my 2nd Mates exam in February 1973. I left my sea life in October 1973 to take up a career in Corporate IT as a computer programmer with Sanlam in Bellville, a large Life Insurance company. In 1981 I moved into their banking group of companies, Santam Bank, Trust Bank and BankorpData. In 1986 after 13 years in the Sanlam group of companies, I was offered a post as IT manager at Standard Bank of SA using leading edge computer technologies. I was promoted to Senior Manager in charge of all computer infrastructures. In my personal capacity, I acted as Chairman of Randburg Scout Group, the Randburg Civil Protection Volunteer Corps and later the national Guest House Association of SA. In 1996, my wife and I started our own small hotel business (10 bedrooms). We bought a property in Cape Town, South Africa and managed that until 2001 when we sold it. We continued running our hotel business in the Cape Town area until May 2005 when due to declining tourism to Cape Town/SA, we decided to move to the UK. I qualified as a bookkeeper through the Institute of Certified Bookkeepers (ICB) in 2010. We lived in the UK for 12 years where we first worked as a live-in couple for wealthy families. From 2015 to January 2019, my wife Adrienne and I worked as agency care workers in various care homes. In February 2019 we settled back in my country of birth, The Netherlands.

P. LE SUEUR 1972 #2419. We lost Paul's target in the sea clutter for a while but with the help of Derek McManus in Durban Paul's target has been re-acquired on our radar.

"Sailed on the passenger ship S.A. Vaal 1973. I joined Safmarine in 1971 and stayed with them until they sold the Company in 2000. I went through the ranks and was promoted to Captain in 1991. Most of the time I spent on bulk carriers tramping around the world. I particularly enjoyed sailing on the "handy" sized bulk ships

(30000T - 50000T) which were able to go anywhere as there were no draft restrictions and usually ended up in some strange or exotic port to load or discharge. I disliked container ships as I found them boring and tedious. In 2001 I worked for the company who had bought SafBulk and did two contracts with them before deciding that I had had enough of 6-month contracts and wanted a change of scene. I then did a few short term contracts on various types of v/l's including salvage tugs as mate before I was offered a chance to train as a mooring master/pilot with Pentow in 2002. The idea of piloting had always attracted me but not in RSA. I trained at the Durban SBM and Mossel Bay terminals. From then on I worked as a mooring master in Ghana, Nigeria (3 yrs) until the pirates/high jacking got out of hand, Sudan and Lybia until 2011. Then retired."

P.J. HEYDENRYCK 1952/53 #1770.

Peter recently responded to our appeal for WWII service of Old Boys and included an interesting update of himself. Served as Cadet with Safmarine before obtaining a degree in Civil Engineering at UCT in 1959. 1960-61 with Clifford Harris as Assistant Engineer on road construction and 1962-63 with Benoni Municipality as Assistant Engineer. In 1964 joined S.A.R. & H as Assistant Engineer at the Port of Cape Town which included the design of the quay walls at Granger Bay, 1965-94 Hill, Kaplan & Scott as Civil Engineer and promoted to Associate, Executive Partner and then Director. 1995/2000 company taken over by Law Gibb Group, continued as Director and Regional Manager. Resigned as Regional Manager in 1996, continued as Senior Technical Director until retirement in September 2000. Projects included the design of waterside housing on Thesen Island in Knysna, the design and supervision of the first phase of the services for Victoria and Alfred Waterfront in Cape Town and the preparation of the feasibility study for the new port at Coega. On retirement he moved

to Chichester in West Sussex where he is now (2021) living.

Served as Cadet with Safmarine before obtaining a degree in Civil Engineering at UCT in 1959. 1960-61 with Clifford Harris as Assistant Engineer on road construction and 1962-63 with Benoni Municipality as Assistant Engineer. In 1964 joined S.A.R. & H as Assistant Engineer at the Port of Cape Town which included the design of the quay walls at Granger Bay, 1965-94 Hill, Kaplan & Scott as Civil Engineer and promoted to Associate, Executive Partner and then Director. 1995/2000 company taken over by Law Gibb Group, continue as Director and Regional Manager. Resigned as Regional Manager in 1996, continued as Senior Technical Director until retirement in September 2000. Projects included the design of waterside housing on Thesen Island in Knysna, the design and supervision of the first phase of the services for Victoria and Alfred Waterfront in Cape Town and the preparation of the feasibility study for the new port at Coega. On retirement he moved to Chichester in West Sussex where he is now (2021) living.

S.N. WOODGATE 1984 #2855. Sean joined Unicorn Lines as a cadet in January 1983. Joe Almond sailing trophy winner 1984 as a cadet. Also won the regatta in Simon's Town against the Sea Scouts and the naval cadets in 1984. Subsequently also part of the crew to win the Joe Almond sailing trophy as an old boy. Served with Unicorn Lines as a 3rd Officer until January 1988. Thereafter becoming a landlubber to pursue a career in IT. Sean's business title is "Problem Manager".

M.G. BROWN 1960/61 #2168. The list of defaulters grows, at this rate I shall be in beer supply for at least twelve months. Maintained Mike's anchorage in Velddrift only to note in Term Reunion correspondence that he is in France after spending a while in my anchorage, Cape Town.

"Ja. Actually about 6 months in France. Should have been a year but got stuck in the COVID lockdown back in SA. My wife,

Laura, and I, had been looking at buying a house in France for some time and eventually bought a cheapie in September 2019. Laura stayed behind at the house and I returned to SA to sell our place, continue working until March 2020, and then join her. But it was not to be. The dreaded COVID. I managed to wangle a "repatriation" flight in July 2020 and was able to join Laura in our French chateau (actually the French equivalent of an RDP house). In retrospect a good move because she had done most of the hard work fixing the house while I parked off in luxury at my brothers' Llandudno (north facing!) house. Lockdown in France has been pretty severe so it is difficult to know if it has been a good move. Certainly OK from a security point of view. Thought of the gated community thing in South Africa but then thought this would be a bit more of an adventure. Why France? We had spent a couple of years in France on the canals when transiting from the Med to the UK in our boat. We really liked the country and people. Property prices are really cheap in the rural areas and the cost of living about the same as in SA. Luckily I can still do some work. COVID has an upside in that almost everyone has to work from home so it does not matter where you are! Jeez, Tony, you ask a simple question and get all this! Add me to defaulters list for Lollygagging!"

R.E. HUTCHINGS 1959/60 #2147. It is a full time task keeping track of all the Old Boys, Ron retired a while back. After G.B. Ron went to sea with Ellerman & Bucknall. After obtaining Second Officers Certificate, joined Safmarine. Obtained Masters Certificate in 1969 and left Safmarine in 1971 as Chief Officer. Then spent 5 years on Cross Channel (English Channel) ferries and hovercraft.

Returned to South Africa and joined S.A. Harbour Service (now TNPA). Served in Durban and Richards Bay as Tugmaster and relieving Harbour Pilot and later Marine Operations Manager for Inchcape Testing services (Caleb Brett) based in Durban. 1995 joined Pentow Marine in Durban as

SBM Pilot. Retired from Smit Pentow Marine (subsequently Smit Amandla Marine & currently AMSOL) in 2011 after 17 years as a Mooring Master/Pilot at the Durban (Sapref) SBM. Thence two further years as a self employed OCIMF accredited SIRE vetting inspector. Retired 2013.

C.H. VAN HEERDEN 1979 # 2661. Charles is one of our Old Boys who never sent us his email address, thus requiring his newsletters by post. As a result of COVID-19 Namibia (as well as Australia) is not accepting post from South Africa. Apparently our nasty *goggas* travel well in the envelopes. Thus with the assistance of our Namibian Search and Rescue team we established media contact with Charles. All we know so far is that he is with Namport up there, looking after some really old tugs in Luderitz and Walvis Bay. Send us an update Charles.

J.N. WARREN 1980 #2705. A change of email address from Jonathan prompted me to request an update. "I have accepted voluntary redundancy and will officially "retire", ie draw down my meagre pension to keep the wolf from the door, in June. I have set up a company called "Maritime Training Limited" which teaches STCW topics to OOW and Ch Mates students preparing for their SQA exams. In addition, I work very closely with the UK Harbour Masters' Assn, managing their HM Cert course, so the Company will supplement the pension as I sail into my golden years - although they don't look quite so golden at the moment, more like that gold that goes green with age!

Still, it feels good to be working for one's self. My website is under construction at the moment - anyone who knows me well will know that nothing is ever as simple as it seems at first glance, so at the moment I'm relying on word of mouth and overflow from Ewan's Classroom for STCW business. Bizarrely, the pandemic is helping me because it's all home-based, for students as well as for me. The idea is to move onto a narrow boat and cruise the canal system in time, with a portable 'job'".

A.J. PEMBROKE 1969 #2379. Allen became a swallow 2019 without advising Head Office, another defaulter. Allen is safely ensconced in England but committed to visit us when the pandemic finally abates.

B. COXON 1972 #2414. Galley wireless is abuzz with the news that Brian is on his last voyage with Grindrod Shipping. We look forward to your joining our Bothie functions soon Brian.

B.C. HIGGINS 1976 #2531. Byron has been dodging our radar for a while but a welcome update from him. "After leaving Safmarine and Unicorn, I was active in credit management, I began as a credit officer for Trust Bank, moving over to credit control and credit management for the Star in Johannesburg and then back as credit controller and moving up to and finally as the National Credit Manager for Sterns Diamond Organization. My interest in the burgeoning computer age made me move into computers; forming my own company importing components, focusing on hardware and building computers for customers and contracting on upgrades and maintaining them. This worked until the late 90s when I decided to move on to the greener pastures of Canada, doing the same thing, until the 2010 bubble burst, when because of an advert I read in a Scottish magazine for the NorthWest Company I applied. I moved through the ranks and now (2021) manage a store in Lac Brochet Northern Manitoba enjoying every moment."

K.G. GREY 1982 #2778. Our Facebook page has brought in a few AWOL Old Boys recently, one being Klaus. He writes; "Since leaving Safmarine those many years back I got into sales, first job was a telesales one that lasted about 2 years until a great friend of mine that I had met in Safmarine, Peter Mckendry, came by and said I was wasting my time where I was working and I could make loads more cash surf dive when I wanted , I jumped at that and that was the start of my current career. I worked for the company on a commission basis and

soon became one of their top reps. Then started my own business in industrial cleaning chemicals. So its been about 35 years or so now that I have been in this industry."

R.L. CANDY 1980 #2711. Rob is looking for a Safmarine stem jack; anyone have one for him? 1996 - Lecturer at Natal Technikon. "After leaving Safmarine I went on to become a mechanical engineer. Thereafter I went on a venture to the UK and when I tried to get employment, I discovered the birth place of the industrial revolution had long since forgotten what a mechanical engineer was or did. I then took what was initially going to be temporary job on a cross channel ferry using my Class 4 Engineers Officer of Watch as my Second Mates had expired but stayed on. I have been luckily enough to sail on the Trinity House vessels, SA Agulhas plus others. I am now sailing as Chief Engineer with Swire Pacific Offshore in Australia."

DURBAN BRANCH NEWS

Our AGM was held virtually and needless to say that the status quo remains the same. At my age, as previously mentioned, it is time to hand over the baton and the search continues to find someone prepared to do the job.

Many thanks to Tony Nicholas for standing in to officiate as I was in hospital for 9 Days. Thanks too go to Howard and my daughters for their assistance in setting up the virtual meeting.

Sadly we report the passing of Colin Knowler, a long an active member of the Durban branch, and committee member for many years. Colin was passionate about the Association and came with fond memories of his time at Gordon Bay.

It has been decided to recommence our monthly luncheons to be held at a new venue on the first Wednesday of the month. The Durban underwater club (DUC) is a popular venue these days and hopefully will see a better turnout than the Royal Natal Yacht Club which has always had a parking issue.

Thanks for the messages received while in the White House, suffice to say that I am fit and well with no after effects.

Derek McManus, Chairman.

AUSTRALIA BRANCH NEWS

From GBOBA Sydney; Grenville Stevens 2189 60/61 -

Sadly, we had to cancel our planned Commissioning Day gathering. The event was to be held outdoors in Brooklyn (North of Sydney) however the weather was against us. This report covering the day says it all *The flooding rains [described as "dangerous and threatening"](#) by the Bureau of Meteorology that are already sweeping along the east coast are just a taste of a soaking forecast for more than two-thirds of the country next week.*

The passing of our Patron HRH Philip Duke of Edinburgh brings to mind the Royal visits to Australia and the role the late John McTavish 51/52 played in the Royal visit to the port of Newcastle on 7th May 1988. In this context The Company of Master Mariners of Australia have given their approval to publish the article below which appeared in their magazine in December 2015 highlighting John's career

Vale – Newcastle Loses Past Branch Master

The Newcastle Maritime fraternity lost a popular and well-respected member with the passing of Captain John McTavish, following a lengthy illness during which he struggled with fortitude and perseverance – both of which he had learnt at an early age. John was born in Durban, South Africa in 1935 and due to the exigencies of wartime, he was sent to boarding school at the age of six in the Afrikaans area of what was then Transvaal. There he learnt quickly how to survive, and amongst other life experiences was a love of sports, especially rugby union. Returning to the coastal city of Durban in 1947, he tried to sign on the square-rigged sailing ship Lawhill, then sailing under the South African flag, but was too young. Finally in 1951 he won a bursary to the General Botha Seafarers

Training establishment at Simonstown near Cape Town. He graduated with first class honours in September 1952 and was apprenticed to the British tramp company, Bank Line, serving as a cadet on their passenger ship 'Inchanga and the cargo ships 'Gujarat' and 'Inverbank', resigning as second officer of the ex-Liberty ship 'Ivybank'. He then sailed briefly with Safmarine, General Steam Navigation Co, St Helena, before joining Shell Tankers, which saw him introduced to what became his specialty, oil tankers. During this period, he visited Australia, and left South Africa in 1959 for the Australian coastal tanker trade with ASP. He served as chief officer on the first of the two BP tankers built at the Newcastle State Dockyard, 'BP Endeavour', followed by command of her sister 'BP Enterprise'. He became a 1st Class pilot in the Port of Newcastle in 1971 and was appointed Senior Pilot in 1985, having successfully piloted 4,800 ships in the port, *the highlights of which were piloting the Royal Yacht 'Britannia' on two occasions* and BHP's 'Iron Pacific', then the largest ship to visit Newcastle, on its inaugural voyage. He retired from the Port Authority as Navigational Services Manager in 1994 but spent a further few years managing marine services firm Lovett McCracken and Gray. In his retirement he was a valued committee member of the Newcastle Merchant Navy War Memorial Committee and as regular volunteer at the Marine Rescue Service manning the radio. Another passion was his sailing yacht, 'Perseverance', which had a dinghy he called 'Patience'. John joined CMMA's newly formed Newcastle Branch in 1981, and was an enthusiastic member, serving as Branch Master from 2004 to 2006. A moving eulogy was given by his daughter Sarah and sons Bill and James at a service at the magnificent Anglican Cathedral which stands proudly as a sentinel for all ships that visit Newcastle. Fittingly, during the service, port pilots on two departing ships acknowledged John's passing with an extended blast on their whistles. John will

be sadly missed by his family and maritime friends and associates. (by Captain Iain Steverson)



Captain John McTavish

From GBOBA Sydney; Peter Kroon 2370 1969

Antarctica. As a youngster at sea, I was fascinated by the national geographic pictures and articles on Antarctica. It was the time before computers and the internet, so you could not google anything. I made up my mind that I would find a way to get there somehow. Opportunity came knocking in 1975 when I was on leave from Safmarine. The shipping master phoned me, asking if I was interested in joining the little RSA for a voyage to Gough island and Tristan da Cunha, I said yes as long as I got to stay for the Antarctic voyage. It meant a huge drop in salary, half of what I was getting in Safmarine, but we had no kids yet, so job satisfaction was more important. We sailed for Antarctica on the 3rd of January 1976. We always sailed on the 3rd of January, because the 2nd of January was a public holiday in Cape town, it was the time of the coon carnival when great celebrations brought everything to a standstill. The only time we set sail in December before Xmas, was if we were going to build a new base, which happened every 4 years.

3 days South of Cape Town, we sighted the first ice bergs and growlers. Very beautiful, big, weathered blue, white monsters, but nowhere near as big as they were going to get. A few days later we encountered the first pack ice, at first open pack, easy to navigate around, but the closer we get to the ice shelf, the more it closes up, until we become an ice breaker, smashing, stopping backing off and ramming again and again.

Progress is slow, but eventually the shelf is in sight. Now we push around the edge of Antarctica, looking for a suitable bay where there is good bay ice onto which we will discharge our cargo. The summer temperature down here is minus 10, but not a breath of wind, and 24-hour sunlight makes it pleasant.

We are getting sunburnt in places that have never been sun burnt before, under your chin, under your nose and eyebrows, caused by the sun reflecting up off the ice. Once the cargo is discharged, we leave the new and old teams together for handing over purposes and sail off for 2 weeks to do mammal research, seals and whales, pinging the ozone layer for density, and bird species counting and recording, also dragging a magnetometer behind, plotting the continental drift of the tectonic plates. all stuff I loved, every day was an adventure, so different to the boring plodding from the Persian Gulf to Europe. The only wildlife ashore were seals and penguins, but they were entertaining too. I originally joined for a voyage, but ended up staying for 5 years, before coming ashore as a marine surveyor. Now 47 years later, my grandchildren are enjoying my many slides, and being educated about the great desert where it never rains, snows yes, but never rains.

U K BRANCH -Ted Fisher

We continue under Covid-19 partial Lockdown but at least within our Government roadmap of resuming somewhat a normal lifestyle whatever that will be? At least we are currently in a position of being able to mix with family and friends in no more than six. Also able to eat in establishments where there are facilities to be in the open space or under marque with open sides.

Very little data through the grapevine of the GBOBA-UK network. Inevitable with our demographic there are members who, whilst they themselves are in reasonable health they are having to cope with caring for wives/partners who are having health

issues. A sad fact that all of us are advancing in years. As one 'Obie' said to me via an email he left the 'General Botha' 69 years ago, term mates have passed on -- -- it all seems a long time ago!

Falmouth 4 Orders 14/16 June 2022. Arrangements well in hand. Decision has been made to close the attendance book at current position (350 at Formal Dinner). Further requests to be placed on the waiting list. Gentlemen, if you decide to attend please contact myself or Bob Lineker, the event Chairman. All GBOBA-UK attendees have been sent by Bob Lineker list of hotels in which they have been reserved, together what events they had requested to attend. Again, please make contact with Bob should you have a change of mind especially the Minack Theatre.

GBOBA-UK Proposal to hold Zoom Meeting – in discussion with Johnathan Warren GB 1980 and Keith Lindsay GB 60/61 it was considered, in order to try and develop a closer link between our Members, we instigate a bi-monthly one hour Zoom session on a Tuesday or Friday. My initial email only drew a positive response from a dozen or so with a number of emails being declined as 'Unknown domain?' We have decided to 'give it a go' with a target date second Tuesday 10th August 1600 GMT – a Zoom link will be emailed to those who had replied and should others reconsider please email me tedefisher@aol.com in advance.



Memory Picture m.v. Kenilworth Castle
ex- "Empire Wilson", 9936 grt, departing Durban bound for Beira late 1957 Cadets L-R Dennis Heiden GB 55/56 (deceased), John Charlton GB 55/56, Roger Chambers ex-Conway, George Kyte ex-Worcester (deceased) and Ted Fisher GB 54/55.

Perhaps, the Mate would have managed a coat of paint before arrival back home!! They really were hard working cargo ships in them days. Spent nine months aboard, Cheers all - Stay Well, Stay Safe, Ted Fisher.

GAUTENG BRANCH NEWS

To quote a few lines from Lewis Carroll -

The time has come,' the Walrus said,

To talk of many things:

Of shoes and ships and sealing-wax

Of cabbages and kings....

Its time to talk about the status quo with regard to what we have come to accept over the years as Gauteng Branch. It is as we speak only a Branch in name having no constitutional standing, which has been a blessing from a financial point of view. Over the years the names on the spreadsheet which I kept as a subset of the official one maintained by our Chairman has shrunk considerably. The social functions which in Ivor's day were rather large and grand affairs held twice a year have not been able to be held for the previous two years, and in all probability will not be contemplated for at least another two years (Commissioning Day 2023). About 8 cadets attended the last function in 2018.

Health, travel arrangements, vacations, cost and to a degree apathy are the main contributing factors mitigating against theoretical good attendances. We are currently in that no man's land where venue hire is out of the question due to cost and home based venues are extremely limited, if available at all.

It is time to face reality and dispense with the future attempts at organising 'formal luncheons'.

What remains is really nothing which defines us as any sort of subset entity of the main Branch in Cape Town. We all receive the common communications in whatever media form from the various contributors and divided up into the normal chapters.

I would like to continue contributing to the news letter, but under a different charter. This has been bothering me for some time.

No one ever gave me a mandate to go down the editorial route I have over the last few years on behalf of the Gauteng Branch, and in reality any news actually pertaining to us as a group of some description has been virtually nil. The rest has been comment and personal opinion on a range of topics. I am prepared to continue sailing that course, but free anyone else up here, landlocked and far from the sea, from being lumped together in any possible way in the same boat.

If anonymous my quarterly writings could just be incorporated amongst all the other news submitted by other contributors, but then any response which may be generated, if bad or controversial, would be unfairly attributed to the wrong people.... they are far more knowledgeable and experienced than I, and are such nice guys they don't deserve that.

If we can create a new space in the news letter which is perhaps less "formal" we can perhaps retain some of the literary offerings which are currently being lost to FaceBook. We can broaden the scope of the content to more than just the historical accounts which seem to dominate. I know for a fact that there are other potential contributors from my year, 1971, who are not afraid to use a keyboard. One has a weird sense of humour, and the other is a musical raconteur of note. There must be plenty more of them out there just waiting to contribute some interesting ideas and news. We need to remember that not all of our very senior cadets have access to the new fangled media which us "Chums" (If I may be so presumptuous to use that term) are swamped with all day. Many still get printed copy and in some cases may sadly have the newsletter read to them. They are I guess starved of any type of nautical interest news and would enjoy a varied collection of news snippets and comment. I do apologise for the odd included URL reference which may be a problem for those who are not able to get to a computer which talks to the Interweb, but as will be seen from a pointer which has been included by

the new guy below, it greatly extends the scope of information supplied in this formidable publication.

If the Editor and those honourable officers who stand up there on the GBOBA quarterdeck are amenable to such rebellious conduct from the fo'c'sle we can select ourselves suitable nom de plumes and change course slightly to skirt past the Doldrums.

But before we run up onto the beach at full speed and ring Finished With Engines, one last relatively good sickbay report is hereby tendered.

Ivor Little's surveyors wanted to replace a fair bit of gunged up pipe work around his main General Service pump but decided at the last moment against it and sent him home with some sort of muti akin to radiator flush.

Rene Poerner was also brought in from the layup anchorage and put alongside the repair berth. His surveyors also wouldn't sign off on the state of his GS pump and decided that one of his non return valves needed replacement. This was apparently accomplished without problems and he will be off the berth in a day or two and towed back to his permanent mooring.

So here is a trial contribution from a previously unheard of guy who calls himself **Alang Beach**.... a sad place where the good ship Gauteng Branch finally ended up, to be torn apart and recycled as new interesting news.

A recent headline in the papers reported *Mining company Anglo American is making a move into ship owning with an order at CSSC Shanghai Waigaoqiao Shipbuilding (SWS) for two dual-fuel Capesize bulkers.*

It is the first time Anglo American Shipping has ordered new builds at China State Shipbuilding Corporation's shipyard acting as the owner. Anglo American operates a substantial chartered in fleet but does not own the vessels

In a change to this model it has ordered a pair of 190,000 dwt bulkers, dual-powered



by LNG and diesel, 300 metres length and 47.5 metres beam, which is an upgrade version of Waigaoqiao's 187,000 dwt bulk carrier.

Now the questions I have are along the lines of... in the old days was the IDC not involved with a large and familiar (R.I.P.) South African shipping line which had its ships registered in Cape Town and to a large degree manned by South Africans.... and... Is or was the IDC not in many ways similar in size and makeup to Anglo American.....and.... will Anglo as a once proud South African Company be painting Cape Town on the big flat transom of the ships.... and..... will the crew be looking longingly at some mountains behind Cape Agulhas Light while they look for Vodacom, MTN or Cell C signal to make a local call home on their way past?

If the bean counters are in charge as they usually are, then I think the answers to some of the above questions will be, as they say in Cape Town, "*Nooit my bra*". I hope I'm wrong.

Lastly, some reference has of course to be made regarding that incident a few weeks ago in that well known Egyptian furrow. In this case I leave you to make up your own minds about what went wrong after watching the following bird's eye animation [Ever Given Grounding](#) .



Me... I say nuttin'

A Tap on the shoulder – Manchester Evening Times
A passenger in a Taxi heading for Stafford Station wanted to ask the driver a question. So he leaned over and tapped him on the shoulder, whereupon the driver screamed, lost control, nearly hit a bus and drove up the curb. For a moment there was silence in the cab. Then the shaking Cabbie said, "Are you Okay? I'm sorry but you scared the daylights out of me!" The passenger apologised and said that he only wanted to ask him a question, and did not realise he would have startled him so badly. The Cabbie replied, "No, no, I'm the one who is sorry, it's entirely my fault. Today is my very first day driving a cab; I've been driving a hearse for the past 25 years."