

S.A.T.S.

**PO Box 22015,
Glenashley, 4022**

Chairman: Derek McManus
Tel. (H): +27 (0)31 7673719

Secretary: Howard Jackson-Moss
jacksonmoss@telkomsa.net
Cell: +27 (0)83 300 9891
Tel (O): +27 (0)31 572 3901



**PO BOX 4515
CAPE TOWN
8000**

Chairman: Tony Nicholas

cptchairman@generalbotha.co.za
Tel. (O): +27 (0)21 421 4144
Fax: +27 (0)86 233 6410
Cell: +27 (0)82 555 2877
Tel. (H): +27 (0)21 788 5957

GENERAL BOTHA OLD BOYS' ASSOCIATION

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

AUGUST 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.

Tuesday 9th September, 1130 for 1200 – Pub lunch, Royal Cape Yacht Club.

Speaker: Steve Nell, Managing Director of Marine Data Solutions
www.marinedata.co.za . Automatic Identification Systems (AIS)

NOTE the earlier start time. Cost R55 per person excluding gratuity.

Booking for the lunch is important, please RSVP by Sunday 7th September 2014 to:

Kathy or Jacky Nicholas: phone 021-788 5957

Email: cptchairman@generalbotha.co.za

Facsimile: 086 233 6410

Congratulations Nick Sloane

We congratulate Nick who has successfully pulled off what must be the most daring, intriguing and, most of all, highly skilful fetes in Maritime salvage. He has achieved this task to its conclusion by re-floating the Costa Concordia and then delivering the wreck to the Genoa shipyard with the safety of all persons involved, and with the highest seamanship skills and with minimum impact to the environment. What is more he is a Bothie Old Boy of whom we are very proud – the Legend Lives On.

There are so many great stories of Bothie Boys and their great achievements that we read of in the Newsletters and elsewhere, which we may not detract from and recognise them in high regard and have recorded. However, I am sure that Nick will go down in history high on that list of achievers.

Tony Grogan, in the Cape Times, at the time of the recent elections quipped, “We vote Nick Sloane for Parliament. He is the only person who will save this sinking ship!”

Maritime Review Africa (MRA) nominated Nick as Maritime Newsmaker of the Year, 2013. This award aims to highlight and individual or company or organisation that has succeeded in shining a positive spotlight on the Maritime Industry and exposing it to a wider audience. In its May/June, 2014 edition of the magazine MRA writes “The international community and media became fascinated in the

maritime skills and expertise of a South African who had been hand-picked to lead one of the most publicised wreck removal projects of recent years. ... (he) assembled a team of South African individuals and companies to lift the Costa Concordia under the watchful eyes of the world.” MRA goes on to recognise that Nick Sloane “had helped capture media attention for maritime news that extended beyond the normal tragic story of a shipwreck to give people a real glimpse into the salvage, diving, engineering and pollution prevention sectors that seldom get a media nod of approval. We hope that many of our youth would have been awakened to the wide variety of potential careers that are open to them in the industry. Careers that are demanding but immensely rewarding”. Is this not what so many of our Obies are and continue to do for our youth? Read on for there is more in the pages below.

Durban Branch News

It is with regret that we witness the passing of Tim Mclure, a very busy man indeed. Whenever possible he joined in our activities along with his colleagues from I.V.S. Generous to the last he made sure that if he could not always be present, he certainly made up for it in kind. The service held in uMhlanga was attended by at least 600 people and the Eulogy gave an outline of Tim’s journey through life from school days until present. Business associates flew in from all over the globe, which is testimony to his remarkable career and standing in the shipping industry. A local newspaper report gave insight into a remarkable career and commitment to his family notwithstanding his status in commerce. He preferred a well worn Isuzu bakkie and insisted on his dog accompanying him on social occasions. Tim will be sorely missed and remembered by all.

Christmas lunch - This is scheduled for late November at the RNYC to avoid clashing with the usual December festivities.

Members - We are currently starting a more localised attempt to round up members, and the first of these will take place in the upper highway soon. Initial contacts show that this could well bring locals together for a couple of frosties, venue still to be determined. The success of this will see it expand to other areas.

Change of Address - Our current list seems to be somewhat lacking in accurate detail and it would be a good idea to update this. In a follow up it was brought to my attention that an old soul had passed away 10 years ago with a comment “I have been meaning to tell the Association that the old boy had passed away” some 40 news letters later. With more and more people moving to a secure residence, the notification of change of address would be welcome. Regards, Derek McManus, Chairman.

FROM THE BRIDGE OF s.s. CAPE TOWN

From a rather cold, wet and WINDY Fairest Cape, the weather is causing havoc with our shipping schedules and some of us high blood pressure or whatever ills this contributes to. But onto matters more pleasant.

It is with much satisfaction and anticipation that I note a sudden surge in interest of class reunions, think I may have lost count. In summary: class 1980 contact Charles Kingon, class 1975 contact Dave Teague, 1976 contact Andy Fortheringham, class 1986 contact Janice Doyle, class 1985 contact John Briant. Well done to you all and we look forward to successful reunions here back at your alma mater. Regrettably class 1965 has decided to pass this time and we wait to hear from class of 1955 and beyond. For guidance the planned dates of our *Bothie Weedends*:

| |
|---|
| 14 March 2015: AGM and Commissioning Day luncheon |
| 15 March 2015: Annual Service of Remembrance and Wreath Laying Ceremony |
| 5 March 2016: AGM and Commissioning Day luncheon |
| 6 March 2016: Annual Service of Remembrance and Wreath Laying Ceremony |

Elsewhere in this publication you shall read more of our GBOBA Bursary Fund which is reaching new heights. In support of the fund Rick Tomlinson, renowned yachting photographer, shall give a talk and slide show. This is scheduled at the Royal Cape Yacht Club for 10th November 2014 at 1800. This date coincides with the Volvo Round the World Yacht Race and therefore we expect much interest in this event making booking essential. We shall advertise this during the month of October and November by email.

Another inspirational [pardon the pun] initiative is the launching of a project appropriately titled Maritime Inspirations (Check out www.MarineInspirations.org). This is the initiative of Old Boy Phil Wade [class 1960/61] together with a yachting friend who happens to be a South African doing charitable work in Angola. They have arranged sponsorship to send two students of Lawhill Maritime Centre, during their September/October school holidays, over to Palma, Mallorca, to join the 83 foot schooner “Aloha J” for the Ibiza Rendezvous Regatta. This appears to be a maiden event of a regatta involving super yachts. What a fantastic opportunity for these youngsters. Bravo Zulu Phil.

Members on email would have received news of the historical sextant that Old Boy Bill Scott [class 1943/44] donated to the GB Bursary Fund which was subsequently auctioned. Again Bravo Zulu Bill and on behalf of the BF: *“The GBOBA Bursary Fund wish to thank the donor Bill Scott and all those who took part in the bidding process for the Sextant and particularly the Organisations which circulated to their membership and beyond. There was huge interest and bids from all over SA, Namibia, and the UK amongst others. In this process the family of the first owner of this sextant -Lieut. R.H.Fitzherbert-Brockholes, R.N, were located and they made a most generous bid. With the agreement of other bidders the committee decided to stop the bidding and allow the sextant return “home” to the family. Arrangement was made for its delivery to the UK. The donation will be used by the fund in its program of assisting needy and disadvantaged maritime students to achieve their goals of following a Maritime Career.”*

Another interesting and valuable donation to the GBOBA is an original painting of the original ship, funnel and foredeck gun still in place, by acclaimed marine artist Peter Bilas, an original painting. The painting was commissioned by late Old Boy Ken Fuller [class 1944/45] in 1985. The painting was left to his son, also Old Boy Quentin Fuller [class 1977], who decided to donate it to the association. Your committee did not take very long, only two sips of beer, to decide that the best place for this valuable painting is with our GB Trust and has been duly handed over incorporating a number of beers between the respective chairmen of the OBA and the Trust. We hope to see this valuable painting in our museum display soon.

Speaking of the museum, the S.A. Naval Museum in particular, we continue to be much indebted to Old Boy Ian Manning [class 1955/56] who continues to be our “curator” of our memorabilia and the museum. This despite many bureaucratic challenges.

There has recently been discussion about our Roll of Honour and are interested whether such a document exists or ever did. Presently we believe the cenotaph to be just that, but was there such a document? Can anyone recall? The discussion has explored the proposal to add to the Roll of Honour of those Bothie Boys who paid the ultimate sacrifice in service of their country post WWII, our existing cenotaph of course is very specific to the WWI conflict although we do try to make the annual service more universal. This leaves us with a few interesting questions:

1. What criterion is applied for including further casualties to our Roll of Honour?
2. Determine who these persons were.
3. Propose how to include these names in a suitable manner and at suitable venues bearing in mind costs and practicality.

Thus, if there is interest, the GBOBA committee requests suitably interested persons to reconvene the War Memorial Committee with the above mandate. Please let us know if interested.

Another topic of interest has been the constitution, and in particular, membership criterion. Here are the OBA committee thoughts on the subject:

1. There are many members, other than committee members, that support the continuance of the association and through this ensure the story and legend of our training ship remains at the fore front of public consciousness
2. As previously mentioned our bursary fund was established under the auspices of the GBOBA and the fund is a valuable tool in promoting and preserving the history of our training ship.
3. The existing GBOBA committee, as well as many members canvassed for comment, are not in favour of amending the constitution which would effectively result in the demise of the association.

4. The committee is concerned of the long term future of the association and is thus open to suggestions on this subject.
5. A proposal received from two or three members who attended the recent AGM is to create something akin to a “maritime association” of which the GBOBA could be a “chapter”.

Thus we are open to proposals and meaningful dialogue on the future of the association. However, as has been done in the past, amendments to the constitution can only be made with consultation of the full membership and ratified at the respective AGMs, as is constituted presently.

ANCHORS AWEIGH

T.J.T. MCCLURE 1973. Tim passed away rather prematurely on 3rd July. Before Bothie Tim joined the S.A. Army and we believe served with the Parabats. On Bothie Tim was promoted to Chief Cadet Captain, an early indication of his fine character and leadership. After Bothie he was known to have served on the whaling vessels in the Antarctic, as well as with shipping lines DAL, Globus and Tran Ocean where he achieved command at age 27. He joined IVS, part of the Tiger Foods group, in 1982. When Tiger Foods opted out, Tim persuaded the Grindrod Group to invest not only in IVS but also to grow the bulk fleet. This was at a time when the shipping industry was in a deep slump and both companies operating in loss-making situations. IVS surged ahead with the support of the Gridrod’s MD & Chairman. During Tim’s time as Chief Executive, IVS received the Marine Money International Listed Shipping Company of the Year award on two consecutive years. He also received the International Shipping Personality of the Year award from the International Bulk Journal in 2010. After retirement in 2010 Tim together with associates formed a company 20 South Maritime, specializing in security at sea and piracy.

Tim’s class mate Ian Merriman writes; “We all met back at the beginning of Bothy in 1973 and right from the start you could see Tim was certainly a very special and talented guy. At that stage of course we did not know just how talented he was and how his professional life would turn out and the results it would yield. Needless to say he ended up as our Chief Cadet Captain which eased the way forward dealing with our Bothie officers during what was one of my finer years of growing up. To use all fancy superlatives to describe Tim would in my opinion be a waste of time and besides I do not think he would appreciate himself been described by such. One thing for sure though he had guts and once something inputted into that mind of his, that something would be accomplished. Probably the memory of Tim that I will remember most were his mischievous, twinkling eyes set aside his slightly askew broken nose and the little chuckle when something was going to go down, whatever that may be. As a group of 30 odd Bothy Boys, Tim really united us into a solid block and strong friendships still remain today as a result of this. You are finally resting Timmie, but way before your time. Gonna miss you mate but catch you on the other side. Wishing you smooth sailing and fair winds to your destination.”

Ian Merriman.

T.Y. THOMSON 1936/37. Tom, fondly known as TY, passed away 7th July with his family at his bedside. Coming from an inland arid farm Tom joined the Bothie far from home. He had a varied and interesting career including WWII service. Latter part of his career was with the S.A. Harbour Service of which he often reminisced of his time as a pilot, often undertaking boarding vessels at night in challenging weather conditions.

After GB joined Silver Line to serve his apprenticeship which included WWII service. 1942 returned to S.A. on the ss Diomed and joined SAR Ships operating from S.A. A year after WWII promoted to Master at the age of 25 on the S.A. Agulhas carrying supplies from South Africa to North Africa and Borneo. 1950/51 appointed tug master in Walvis Bay with SAR&H and later transferred to East London. 1965 transferred to Cape Town where he retired after many years as a harbour pilot.

B.S. GRAHAM 1958/59. Bruce weighed his anchor in June. After G.B. sailed with British & Commonwealth Shipping until 1963 when he joined Safmarine. 1969 - 72 he was seconded ashore to Safmarine New York as Cargo Superintendent and 1973 to 78 returned to sea with Safmarine and later ashore with a Cape Town stevedoring firm in various capacities followed by a year as Master of an ocean-going yacht for a Hout Bay businessman. In 1979 joined S.A. Container Depots, serving in various capacities up to personal assistant to the Managing Director. 1987 he was seconded into Rennies offshore services as Operations Manager and 1993 to 1997 transferred to Manica freight

Services as Beira (Mozambique) Branch Manager. 1997 returned to S.A. and joined Maritech services and 1998 joined Independent Surveyors in Durban before transfer to East London as Branch Manager.

J.B. MARRISON 1950/51. John sadly weighed anchor 10th June. Initially John sailed with Union Castle before coming ashore and founded his own chemical company which remains a family business today. John was always a strong supporter of the OBA and advocated the preservation of the Bothie's history.

P. STAPLES 1940/41. Paul was one of our senior members and an entertaining character. Modest yet inspirational, we shall always remember the wonderful stories he related at our Commissioning Day celebrations. Paul passed away unexpectedly 7th June aged 90.

1942-43 sailed on 'Otavi' as apprentice, Thesen Steamship Co. 1943-45 sailed on Four Masted Barque 'Lawhill' as Ordinary Seaman, rounding Cape Horn twice and broke his arm rounding the horn the second time whilst attending to some lashings with Bill Damerall (1941/42) of a life raft on the Foredeck. 1945-6 Able Seaman on Four Masted Schooner "Commodore II". 1947 left for U.K. on 'Empire Ortotan' as Able Seaman. Paul was a full member of the International Association of Cape Horners. 1947 joined the British Merchant Service as 3rd Officer, promoted to Chief Officer with P.S.N.C. in 1958. Delivered the Harbour Tug F.C. Sturrock from Scotland to Durban in 1959. Sailed with African Coasters until 1960 and then joined S.A.R.& H as Tug mate. Retired as Saldanha Bay Harbour Master and Pilot 31/03/1985.

K.J. FULLER 1944/45. After a brief spell at sea and the RAF Ken followed a career in Aviation. After gaining valuable experience with "Africairs" Dakota Mine Labour Airlift joined East African Airways for 15 years. Flew in command amongst other types the Majestic Comet and Super VC10. On leaving East Africa returned to S.A. where after a brief spell with Comair joined the Industrial Development Corporation as their Chief Pilot. Retired in November 1990 to Pennington Natal where he became involved in the property industry, the local N.S.R.I. Coastal Watch and the Rate Payers Association. Held an air line transport Pilots license, was a member of the Chartered Institute of transport, the Institute of Estate Agents and a Conchologist and author of published books and articles. Sadly passed away 31st May 2014.

M.B. WILLMAN 1956/57. "I came across Captain Bruce Willman's name under "Anchors Aweigh" in the last Newsletter, and was saddened by his passing. I am not given to obituaries, but I thought I would share this memory of him: He was my senior cadet on my first ship: ss City of Liverpool, in 1960, and we were together for about a year in that ship. I found him to be good company, generous by nature, and well respected. He was easy to get along with. Even as a young cadet he was powerfully built and very strong. This earned him the nick-name: "Beast", which I think he enjoyed. Nevertheless, whenever he went ashore, he would be fashionably well dressed and always looked very smart. The steam pipes for the winches and windlass ran up the length of the foredeck on the starboard side against the hatch coamings. One day the two of us were given the task of removing the protective bars that ran along the length of the pipes (for chipping and repainting). Large bolts secured them to brackets at regular intervals along the deck and were soundly rusted in. We started with release oil and heat, but the going was slow. The "Beast" had a better idea. He took a ring-spanner and found it almost effortless to over-tighten each bolt until they all sheared, while I watched in awe as he did my job for me in minutes! The last time I saw him was when I visited him on board the Safmarine tug (I think it was the John Ross) during the seventies. I am sorry to hear of his passing, and I am sure he will be missed." *"Doeffler" Bill Douglas 2007 - 58/59.*

A.C. CAMPBELL 1955/56. Passed away 12th December last year. 1957 - 59 S.A. Reserve Bank, Exchange Control and Accounts and then went to Kodak as Administration and Control Officer. 1960 - 1995 with Standard Bank of S.A. Last appointment being Senior Manager for the Northern Transvaal Region for electronic banking division. After retirement from the bank joined Commuter Card/Net 1 support services in 1997 testing the smart card for installation in the mini bus taxi industry. 1995 to 1997 had his own pool care business and a supermarket. This was followed in 1999 a period with Suka Sihame. Rather a moving tribute from his family: "I am writing this email to inform you of the passing away of my father, Mr Archiebald (aka Archie) Clive Campbell on 12 December 2013, after a valiant struggle with cancer. He showed true Botha Boys courage and determination by "hanging in there"

long enough to see my return from Afghanistan. We were able to spend two awesome weeks together before his passing. Unfortunately Dad "lost" Mom to cancer, and a heart attack, on 13 September 2013. The fact that Dad lost the love of his life and had to "fight" raging cancer just to see my return, is a testament to his "never give up" attitude. Dad was at S.A.T.S. General Botha (1955/56), and if memory serves me correctly, was a Midshipman when he left. He was a very proud member of the Johannesburg GBOBA, and obviously regaled all and sundry with stories of his days at the "Botha". He was able to get my son, Kellan, involved in attending the Old Boys functions; something they both loved and cherished, a true grandfather/ grandson relationship, certainly "one for the books" as far as my son is concerned. We, my younger brother Errol (and Sarika) Campbell, my younger sister Ursula Campbell (and Jay Spendley), his grandchildren Sienna Campbell, Kaylee Jade Campbell and Kellan Clive Campbell (a "honourary" Botha Boy), as well as his sister Patricia Annebelle Campbell all miss both Mom and Dad dearly. They are forever in our Hearts and Prayers. We, as a family, would like to thank the Botha "Old" Boy community for the friendship and support they gave to Dad all the years that he was associated with them. We wish you all the best for the future, and note with sadness that the "Old" Boy numbers are thinning out. Not to worry, Dad will "be up there" to induct and welcome his friends. GOD Bless, and may the sun shine and the wind fill your sails. Sincerely, Bevan Campbell".

M.P. FORSTER 1956/57. Mike passed away 29th April. Previously Mike was a harbour pilot in Cape Town. Further career details of Mike appreciated.

P.M.D. DAVIS 1953/54. A class mate's tribute: Dear 53/54s, I am so sad to hear of the passing of Mike Davis, who was, as I have said many times, instrumental in my getting to the Bothy. I was also at St Georges in Cape Town and it was Mike who encouraged me to join the Sea Cadets at the school and at Unities on Cape Town Docks. On my first parade I proudly turned up in my matelots uniform and Mike laughed his head off and practically had to strip off collar, lanyard, black whatsit???? et al as they were all wrong. I left St Georges in 1951 and went to Kuils River HS as my parents had moved there. I still made the trek into Cape Town every Saturday bussing to Belville and train to CT and a walk to attend Cadets at Unities and it was Mike who in that year 1952, encouraged me to join him in going to the Bothy. My life, which was slowly going down hill at Kuils Rivier (a *rooi nek* in a poor Afrikaans school) but on getting into the training ship my life took on a very upward and fortunate turn. For this I have two old Aunts in England who paid my fees and Mike Davis who knew about the Bothy and seriously encouraged me to join, to thank. Our paths never crossed after leaving in 54 although we were both cadets on Union Castle and I spent some time after we got our 2nds tickets trying to contact him, but to no avail. Vale Michael Davis, you made a wonderful and fulfilling contribution to my life and I will forever be grateful to you as you now tow those huge logs in a green, but to my mind, a chilly far north Heaven. Cheers, David Bell.

Our sincere condolences to family and shipmates.

SCRANBAG

AINSWORTH 1986 #2873. After Bothie Andrew sailed with Safmarine until 1990 when he then attended Witwatersrand University to study quantity surveying. He completed his honours degree in 1993 and relocated to North America managing a regional office in Charlotte which handled pre- and post-contract services in the building trade. Today: "I still live and work in the Seattle Area, however these days am employed by a large infrastructure general contractor with headquarters in Toronto. FYI its 2013 revenues exceeded CDN\$3Bn. My primary work focus lies in the area of construction contract disputes wherein I engage and lead teams involved in project specific dispute claims assignments. Said assignments typically include analysis and derivation of findings pertaining to contractual entitlement; project duration delays; productivity loss and discrete damages issues. While we like to negotiate settlements with our owner clients, there are occasions when I experience the joys (and adrenalin) of testifying as an expert in more formal proceedings including trial!" A recent visit to class mates has a class reunion in the making, Andrew writes; "My wife and I visited with former '86 Obies Patrick & Janice Doyle in Kota Kinabalu, Malaysia last week – yes it's fair to say that our sojourn witnessed many erudite conversations as well as the healthy (aka moderate) consumption of local, yet quite quaffable lager! It was during one such meeting that we debated the idea of convening a 30-year reunion proximate to Mouille Point in the first quarter of 2016, hence this e-mail to you. We leave it in

your good hands to publish this concept to fellow Obies in an upcoming newsletter, and trust that our year's motley crew will respond favourably! Organizing committee, logistics etc will take shape once we get a better idea of potential attendees, but for now Janice is probably best suited to be the initial contact person.” All class of 1986, get mobilized and contact Janice without delay.

PATRICK #2879 & JANICE #2880 DOYLE 1986. Patrick writes; “We continue life as gypsies on our boat ‘Obsession’. Presently we are based in Kota Kinabalu, Borneo. It is a convenient safe port located just outside the typhoon belt, which allows us to cruise the Philippines, and nearby Pacific islands and then leave the boat and family in a safe place when I work. I still work as a Master with Maersk (my current vessel is the Maersk Laberinto on the Europe / South America trade) so our sailing is in 3 month sections as I work a 3 months on 3 months off rotation. Our last trip was out to Palau.

Janice spends her time looking after our growing boys, Matthew now 16 and Josh 14. They are home schooled and eat a lot so that keeps her busy! They have been travelling with me regularly on the ship, one of the benefits of home schooling being flexibility.”

S.P. DONCASTER 1986. First to surface from the aforementioned prelim reunion is Steve, presently a robot programmer in Thailand. We look forward to more detail of this fascinating career Steve.

P.C. LANGSTON 1986 #2886. Another casualty of the planned reunion is Philip whom we found as the technical manager with Svitzer working out of Milford Haven.

M.R. WALLACE 1984 #2852. Martin sailed with Safmarine and later joined Pentow Marine. Presently he is Senior Mooring Master for Smit Amandla Marine based in Durban. Martin sent us some interesting photographs of their 1984 Bothie.

L.R. PURCHASE 1981 #2746. The galley wireless suggested that Richard was in Dar es Salaam but on enquiry I found Richard here in Cape Town following a varied career. 1980-1983 cadet with S.A. Marine Corporation. 1984-1985 foreman with S.A. Stevedores Cape Town. 1988-1992 ships agency representative with TRT Shipping Services, Cape Town. 1992-1993 ships planner with Grindrod Shipping based in Cape Town. 1993-1999 various managerial positions with Status Maritime [formerly Kien Hung Shipping S.A.] based in Johannesburg and Cape Town. 1999-2000 shipping consultant based in Cape Town. 2000-2004 operations manager with TRT, Cape Town, and 2004 moved to U.K. 2005-2007 Shipping manager for Columbus Stainless based in Middelburg. 2007-2009 Branch Manager MOL Johannesburg. 2009-2013 Owner's representative Mitsui OSK Lines based in Maputo. 2013 Following four years in Maputo returned to Cape Town, Area Manager Third Party Agencies, MOL South Africa.

A.J. GEMMELL 1980 #2714. We met Alan at a recent OBA lunch, a most interesting character. “I have been really busy moving rigs in the gulf of Thailand. I am a rig mover having followed an amazing career in the offshore industry from Barge Master to Rig Mover, Marine superintendent and project team overseeing new builds mainly in Singapore.” Look forward to seeing you more often Alan.

G.C. SPIRES 1975 #2508. Graham has been getting around in his varied and interesting career. We have yet to see him at one of our OBA functions though. After G.B. sailed with Safmarine and 1985 joined Portnet [S.A. harbour service]. 1986 returned to sea with Unicorn Lines and returned to Portnet 1989. 1993 appointed as Harbour Pilot in Richards Bay where he established an active branch of our GBOBA. March 1997 joined Pentow Marine (now Smit) as a single buoy mooring pilot. Subsequently been appointed to various posts overseas as pilot including Ghana, Sudan and Russia. 2002 Mooring Master with Smit Octo Luktrans, Novorossiysk, Russia, followed by other appointments in Russia. 2012 Returned to Cape Town, joined AMEC International, seconded to ZADCO, Abu Dhabi, United Arab Emirates, Harbour Master on a man-made sea island, ramping up for drilling.

T. PINION 1980 #2700. A reunion search found Thomas a long way from the address we had on our Muster List. Captain's defaulters parade for you sir. “I now live I Saint Martin in the Caribbean. I stayed with Unicorn till 1983 with my last position being 2nd Navigation Officer on the tanker the Buffalo. I got married in Oct 1983 and moved to Kuruman where we ran our own business (Take Away) till Nov 1986. Moved back to Durban opened up a fish and chip shop in Kloof. In 1989 Joined Fedics food services working in Natal, Free State and Swaziland, eventually leaving them in 2002 to go sailing (started as Catering Manager and finished as Operations Manager). Left Durban for Cape Town and

joined the Compass Group (meant to be 3 months to help out stayed 4 years) once again working as an Operations Director. Left SA in April 2006 and sailed to Trinidad where I spent 3 years project managing the building of a custom made 55ft catamaran. Left Trinidad in 2009 and sailed to Saint Martin. Presently have my own business fixing, building, refurbishing yachts. That is the really short version."

P. VAN GYSEN 1976 #2558. Peter calls this boring, well someone has to do it all. "Thought I would give you an update on what is happening in the ME. Life goes on here, starting to warm up so AC now running full blast. I keep my apartment at a nice cold 21 degrees. Like a fridge when I walk in from the heat of the day. That is of course when I am at home. As said before I was in Singapore for a few days for an OVID refresher course. Also in attendance was one Clive Sheard, now residing in Perth along with another million SA expats. He was one number ahead of me at Bothie. Good to catch up with him. Singapore is now rated as the most expensive city in the world. I seem to have a habit of travelling to these places when they are rated that. Oslo, Moscow and London spring to mind when they were given that dubious rating and was there for those too. Well who cares, the beer still tastes good no matter where. The other night I paid 55AED (15USD) for a Heineken so I suppose we are up there as well with the aforementioned cities.

After Singapore, I was offshore for a few back to back rig moves so the apartment got very lonely. During this time, it decided to fill itself up with dust and fluff. However no time for cleaning as I was then straight off to East Africa for some work. I went to Mombasa and then a small place called Mtwara in southern Tanzania. That was a six day trip due to logistics. Flew an airline called Rwandair, which flies direct from Dubai to Mombasa. They use a 737-800 on this route. I just *loove* the smell of sweaty armpits in the morning. Anyway flew in business class, had the whole section to myself so not too bad. They even had entertainment system consisting of five movies, four music albums and one documentary. Great. Problem!!! No headphones. The flight attendant graciously offered me his private, shove in the earset, but I politely declined. Anyway read a book. Exchange of ear wax not my idea of a good start to the day.

Mombasa. The last time I was there was in 1996 when I stayed there for three weeks with P&I Associates. It has changed a bit but did not see what bit apart from being even more crowded and no extra infrastructure built since whenever. Takes up to two hours to travel a few km's. Also road blocks for security reasons. Yesterday, (05/05) bombs went off so I suppose justified. Anyway stayed in a hotel in the old harbour so all very nice. Had dinner at the Tamarind which is still as good as it always was. Went to a night club called the Florida!!! (I think a few people might recognize that name. Hahahahahaha). Had not been there since 1986 when I was on the "American Cardinal", ex "Gouritz". I think Sandy was the only Unicorn wife who went there as well. Many a great evening spent there with the floor show which never stops. There is a real floor show but the real one is far more entertaining. Anyway the décor, the building and everything was exactly as I remembered it from 28 years ago. Even the "ladies" looked the same. (Cough cough). Well the inevitable happened with my big mouth and once again I was verbally abused by the "ladies" after a few comments!! Hahahahahaha. Like, "I just love your hair, is it real?" Tug, tug. Seem to recall that happening the last occasion I was there as well. No time to visit all the other old haunts like the Castle Hotel though. Probably just as well.

The work was finished there without any incident and then on the way to Tanzania. Very complicated flight all over East Africa to get there so being practical people, we took a private plane direct to Mtwara. Small Piper Cherokee II, SA registered and SA pilot. Two hour flight, a 250USD visa and then work the following day. Job completed, no problem and back to Abu Dhabi via Dar es Salaam and Dubai. The joys of business class on Emirates.

Once I got back a few of us went to a restaurant called Bentleys in a mall near to my apartment. It's called Galleria Mall and very, very, up market. Window shopping only. This restaurant specializes in steak. It was probably the best steak I have ever had in my life. The wine was not too bad either, Australian of course. Sort of tasted better as the night wore on. Amazing stuff that. Equally amazing is that the restaurant is South African with quite a few SA people working there as chefs."

The fluff and dust had now increased exponentially and there was a distinct lack of clean clothes available. So first three days, after work, cleaning, washing, ironing, etc to do. Anyway all up to date

now. Work is quiet for the moment and hence the time to write this letter. Finally put curtains in the apartment as I am getting tired of the sun in my eyes at 6am. The curtain people also were delegated by me to hang up some pictures I bought. It is now a home, well almost.

Off to Qatar on Sunday 11/05 for four days on an island that officially does not exist even on Google. Well that is my news, all very boring. Let's see where we go from here."

G.A. ATHERTON 1980 #2681. Greg another defaulter for COA without informing us, but found through his class reunion planning. Sailed as Third Officer with Safmarine and Second Officer with Unicorn, before going to UCT and studying Civil Engineering. Whilst studying, sailed with Unicorn and on various fishing boats with Sea Harvest during vacations, graduating in 1988. Then started work for a consulting engineering firm in Cape Town but was recruited by Henry Boot Construction after only 6 months and sent over to the UK in May 1989. Started his own construction company in 1998 and traded until 2007, when he took a year off to go sailing with his family. On returning to the UK in 2008, he accepted a two year construction contract in Bahrain. He is currently working as Business Development Manager for a construction company in the UK.

OUR INTREPID SAILOR AND ADVENTURER – ANDREW CROSS 1966

Members shall [or should] recall reading of the start of Andrew's adventures in this publication when he joined a "round the world" yacht race. Here Andrew gives us a fascinating insight to this tough environment. Fortunately Andrew did not require to be rescued, Bothie training perhaps?

"Wanted to give you an update on my sailing for some time now but camping trips to Lesotho, Namaqua and Richtersveld managed to get in the way. Anyway here goes. My race round the world started on Invest Africa a brand new Clipper 70 (one of 12 identical yachts taking part in the race) back in August last year. The first race from St Kath's next to Tower Bridge in London was a slow foggy drift across the Channel to Brest and Invest Africa managed 1st place which I and 20 (a number of crew change at each stopover 20 crew was about the max but on some legs went down to 16, hot bunking was the order of the day) other crew members thought was a good omen. The stopover in Brest was brief then it was off again this time to Rio some 5,500 miles away. Well from 1st in the first race to last in the 2nd race was to say the least disappointing. We got stuck in the doldrums for 8 days going nowhere fast. This resulted in just a 48hr stopover in Rio to prepare the yacht for the next leg to Cape Town. We pulled our oil skins up and got stuck in and headed south into the roaring forties and pulled off a great 3rd place into Table Bay. This lifted the mood of all on board and got everybody into the right spirit to enjoy the Cape. I in particular was very happy as my children and grandchildren all arrived from UK at the same time. Preparations for the next race to Albany Australia, were thorough with repair and maintenance to sails and rigging and winches and of course stocking up with provisions (all of which is done at every stop over but with limited time in Rio the week in Cape Town was really important). Within hours of the start from Cape Town other yachts turned back one with rigging problems and two with crew injuries. We headed as far south as we were allowed under race rules (44deg30min South) no ice burgs but cold and very stormy this was the real roaring forties where injuries and damage (mainly sails and rigging) was common. Fortunately no serious injuries on board Invest Africa but lots of sail damage which kept me busy as sails were my responsibility. It is amazing what you can achieve with needle and palm, and sewing machine at 45degs. Four yachts crossed the finish line within 20 min of each other and Invest Africa was just 2sec. behind one of those yachts. This is amazing when you consider we had been at sea about 4 weeks covering about 5,500 miles and had not seen another yacht since race start! After 5 days in Albany we set off for Sydney unfortunately two yachts collided at the start and had to return to port. Once again we headed south to round Tasmania before heading North to Sydney. This was another race that was not good for us but spirits remained high. We arrived in Sydney just before Christmas and I decided I had stopped having 'Fun' and returned to UK to have Christmas and New Year with my family. I achieved what I set out to do and was on board for 5 months sailing some 18,000 miles unfortunately cannot boast of sailing all round the world but half way round at 66 years old (young) isn't half bad. I started the race by dictating a daily diary but somewhere along the line I managed to push the delete button and lost the lot so gave up, now everything is from memory but what a great memory to have. Have made many new friends and I continue to follow the progress of the race which has continued to Hobart, Brisbane, China, San

Francisco, Panama, Jamaica, New York, with the finish back where we started in St Kath's London on the 12th July. I will be there for the finish then I rejoin to sail Invest Africa back to home port of Gosport where I stated almost a year ago." You can find out lots more on the Clipper web site <http://www.clipperroundtheworld.com/> Appears camping in the African wild is too mundane for Andrew.

DENYS EDMUND PITCHER 1943/44 #1316

Denys unfortunately recently retired from our GB Trust committee which he had served since inception and always a most valuable source of information and history. Another of our "characters" as his career summary indicates including his contributions to the various maritime organizations.

Joined Union Castle Line in January 1945 and served as cadet on the hospital ship Gerusalemme, the Rustenburg Castle and the Dunnottar Castle. Obtained 2nd Mates Certificate in August 1946 and joined Safmarine. Served as 4th Officer on the Constantia and the Morgenster until May 1948. Sailed as 2nd Mate with Smith's Coasters until August 1948. Was with the Pietermaritzburg Corporation as a draughtsman from September 1948 until December 1949. Joined the Anglo Saxon Petroleum Company in January 1950 serving as 3rd Officer on the Northia the Pellicula and the Acavus until December 1951. Obtained Chief Mates Certificate in March 1952. Appointed 2nd Mate on the Crista the Hemidonax and the Neocardia until March 1955. Obtained Master's Foreign Going Certificate in September 1955 and joined SANC General Botha. Served as 3rd Officer from November 1955 until December 1957. Joined the SAR and H Service in January 1958 and served as Mate until July 1958. Appointed Lecturer-in-Charge, Nautical Academy, Durban, by the Natal Technical College in August 1958. Co-opted to serve on the Nautical Training Advisory Board and attended several meetings in Cape Town during 1959 and 1960. These meetings culminated in a recommendation to the Government that nautical training be centralized in Cape Town. This recommendation was accepted by the Government. However, Dr Aston Williams Principal of the Natal Technical College disputed this decision, maintaining that his College was an autonomous institution and could offer courses considered desirable. In these uncertain times I elected to transfer to the Nautical Academy Cape Town. In fulfilling its decision to centralize nautical training in Cape Town the Government authorized the building of an establishment at Granger Bay, called the South African Merchant Navy Academy General Botha which offered a one year cadet course, courses for students preparing for their certificates of competence and courses for the various fishing grades. Staff from the Nautical Academy, Cape Town were given Academy posts. From January 1966 until July 1990 I was Training Officer, Chief Officer, Acting Captain Superintendent (on three occasions) and Captain Superintendent (from 1985).

COMMITTEES and SOCIETIES: Was active in the affairs of the GB OBA and was Chairman of the OBA Executive Committee and Chairman of the SATS General Botha War Memorial Fund. I played an active role in the Society of Master Mariners (SA) serving in the capacities of Hon Gen Treasurer and Hon Gen Secretary and was President in 1975

MISCELLANEOUS: During a period of extended leave I was appointed as Master of the mv Ovambo and made several trips calling at Luderitz and Walvis Bay. Obtained a National Higher Diploma in Post School Education in 1985. Was invited to address the OBA Qua Vadis meeting in September 1988 to explain the background and reasons for the integration of the Academy into the Cape Technikon. During a meeting of the Board of Control (SAMNA GB) in August 1989 I asked Capt de Wet (member of the Board of Control) how the GB memorabilia can be preserved. He suggested the establishment of a trust similar to the Unitie Trust which had been drafted by Jonathan Mort of Fairbridges. Mr Mort was requested to make a similar draft for a General Botha trust. This he did. Details of these negotiations were discussed and accepted at a meeting of the Executive Committee of the Board of Control in October 1989. A display of memorabilia was arranged in the Maritime Museum Cape Town. When this museum closed the display was transferred to the Naval Museum Simon's Town where, with contributions from OB's and the dedication of Ian Manning [1955/56] a magnificent display is now on view. Appointed a Trustee of the General Botha Trust in May 1990. Resigned due to ill health in January 2013.

SOS

LESLIE JACK ALBERTYN 1936/37. Family of Jack, who passed away in 1985, are requesting information of his career etc. Unfortunately we have no details on our Muster List. Thus anyone who can provide some details please contact the Chairman.

Newsletters returned from the below Old Boys, would appreciate any information or news of them, particularly contact detail

| Name | Class | Last known |
|---------------------|----------------|-------------------------------|
| John Wells | 1943/44 | Hout Bay, Cape Town |
| Andre Kruize | 1980 | Umhlanga Rocks, Durban |
| Dieter Gluck | 1956/57 | Pinelands, Cape Town |

Gauteng Branch Newsletter

The winter layup has been very quiet up here on the Reef, none of the soggy weather and rough seas which has been the lot of Cape Town Branch. We will happily accept members who are thinking of transferring up here to get away from the abysmal conditions down there.

I think however that Gauteng water has been far too cold for anyone to think of “passing over the side”, so thankfully our headcount remains static.

We are looking forward to Rene Poerner organizing an informal Spring Function in September when the days get a bit longer and when a glass of beer is more enticing than the copious amounts of Cabernet which have ostensibly been utilized as antifreeze of late. It think it’s a South African version of the old British “red diesel” with which the UK yachting fraternity knew so well before the EU muddled things up.

No enthusiastic responses were received concerning my impassioned pleas regarding the future of the Association, so its business as usual until we’re finally gunwales under at some stage in the future.

However my work with the potential seafaring youth at grass roots level continues and I am thankful for the input which the GBOBA Bursary Fund and Tony Nicholas have afforded me so far.

With nothing further to report, I shall sign off and leave the airwaves open for more interesting news from around the world. *Alan*

Australia Branch News

We held our Mid Year Lunch in Newcastle NSW on Saturday 19th July. The venue was the Customs House where many of us had signed off and on ships. Attendees were: Gordon Maxwell 40/41 and Betty; Jonathan Mann 58/59; Grenville Stevens 60/61 and Suzette and guest Lyn Hex; Peter O’Hare 64 and Jenny; Michael Carrington 76; Gordon Hayward 84; Ken Downie 87; Peter Hay 55/57 (ex-Worcester) and Jean; Chris Coy (ex-Warsash); Doug Wood (Australian Maritime College).

It was again an inspiration to see Gordon and Betty Maxwell travel 3 hours each way by train from their home in the Sydney suburbs and also to have Gordon Hayward and Michael Carrington fly in from Adelaide. Also we welcome Jonathan Mann who has retired to the Newcastle area from Cairns where he was a Torres Strait Pilot where he worked with Doug Wood and Peter Hay. Chris Coy has retired as a Port Philip Pilot in Melbourne. We missed John Mc Tavish 51/52 who lives in Newcastle and has been a regular attendee in Sydney, Brisbane and Newcastle. He is not well at the moment and our best wishes go out to him.

Our next meeting will be a **pre Christmas Lunch on Saturday 22nd November in Sydney at The Great Northern hotel in Chatswood.**

We have also set the **AGM and Commissioning Day Lunch for Saturday 7th March in Sydney** where we have a Scottish retired Master from Mearsk as a guest speaker. He lives in Spain and is involved with the World Ship Society. He sailed with Blue Star with Peter O’Hare in the 60’s and is attending the Blue Star reunion in Hobart just prior to this date and will be staying with Peter.

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

Grenville Stevens (2189 60/61) Chairman

Andy Fotheringham (2525 ’76) Vice Chairman

Peter O’Hare (2247 ’64) Hon Sec, Australia Branch. peteroh@bigpond.com, Tel: 0417 028809.

UNITED KINGDOM BRANCH NEWS

As a regular recipient of *Sea Breezes* magazine an "Old Sailors Yarn" appeared in the April 2014 issue entitled "Stone the Crows" by Captain Robert Fullerton then an apprentice in late 1946 aboard Hogarth's ss *Baron Herries*" an amusing tale of life aboard a tramp ship on a long voyage in an old 'dry' ship under a Captain Hamilton McGuffie a rather stern, dour Scot.

On receiving the June 2014 issue, and casually flicking through the pages my eye caught the heading "Stone the Crows" in the Letters to the Editor section. Well, needless to say I was amazed to read a letter from our very own retired Captain Ivor Little (GB 53/54) who in 1955 as an apprentice in Northern Steamships on the tanker "President Brand" with Ernest Hinterleitner (GB53/54) had as the Master Captain Hamilton McGuffie! Whilst this was almost nine years later said Captain McGuffie, had not changed very much other than treating the apprentices in Ivor's words with benign indulgence. The best of this story is that in later life Ernest Hinterleitner happened to be Master of a Safmarine cargo liner and whilst in London Docks he tracked down Capt McGuffie together with their old Chief Officer and the Boatswain, had them collected by limousine followed by luncheon, brandy and cigars aboard his ship. It really is a great letter and just shows how we were all probably taught the common courtesies of life.

Ivor and Ernest were of course my 54 Old Salts and I've had the pleasure and privilege of being in the company of them both at the 2004 and 2014 reunions. Both the article and letter brought home to me the different life I had as a cadet in Union Castle. The generally short voyages, pretty comfortable accommodation, good food, but I suppose upon reflection we did work hard as well. It would be ideal if both the article and Ivor's letter could be reproduced on some occasion.

Social: My e-mail circular to members asking if they were interested in another Sunday Lunch at the Gatwick Airport Sofitel Hotel brought in enough responses to confirm the date as **Sunday 14 September 2014 1215 for 1300 lunch**. As last year it will be Chef's Table Menu buffet style with a South African flavour. **Cost £27.00 per person incl VAT and gratuities. Fixed Car Parking £5.00** payable when departing. I have emailed all who gave a positive acceptance. Reply slip and cheques to E E Fisher £27.00 pp. Please remember the UK Branch has no Bank Account, however, again as last year, no cheques will be cashed until final numbers are in and just prior to the lunch. My address **Ted Fisher 'Foresters' 6 Nightingale Close Storrington West Sussex RH20 4NX**. Would welcome to hear from others who only have 'snail mail'!

Notice: I've been in the role of GBOBA-UK Hon Sec for some 15 years. Newsletter compilation for an organisation such as ours with a very large and perhaps I should say ageing demographic spread is not an easy task. The question of social functions with venues is difficult. Not easy to have a UK/AGM. News of a maritime nature difficult to come by!! Is it not now time to seek a new candidate to take up the role, perhaps one of our younger members able to inject new ideas, fresh thoughts as certainly there has been nothing forthcoming to my frequent requests? Gauteng Branch Hon Sec Alan Ford made some very interesting observations on which to reflect in the May 2014 Joint Newsletter.....Nuff Said!! Remember, steering a ship without being underway is no easy task! *Ted Fisher, tedfisher@aol.com*.

1953/54 REUNION – March 2014

The class of 1953/54 held its 60th reunion to coincide with the 2014 AGM. Fourteen ex-cadets and their wives attended this function, which took the form of a long weekend in Constantia and Gordon's Bay. A further 14 sent their apologies, giving a total of 28 of the class still alive, kicking and accounted for – exactly 50% of the original group which reported in January 1953. The apologies came from as far afield as Canada, the UK, USA, Australia and New Zealand, an indication of how the class had scattered. Despite this there were still two members from Canada with the group. We were also pleased to welcome our chums Ted and Barbara Fisher from the UK and Robin Rowe from Natal.

Thanks to superb organisation by Barry Cullen, the entire weekend went off like clockwork, commencing with a Friday evening "braai" at Silvermist Lodge, Constantia Nek, where the out-of-towners were lodged. Unfortunately, the weather chose that day to break from overbearing heat to "cold front" but this did not affect us one iota as, undeterred, all hands moved indoors to the ambience of "The Treehouse" to enjoy the superb results of the chef's braai! The evening concluded with a SA Navy trumpeter sounding the Last Post, the well remembered and haunting notes echoing across the

valley. The following day the group re-assembled for a very social annual AGM with their shipmates at Kelvin Grove after which the ladies joined us for the annual Commissioning Day lunch. The occasion enlivened with excellent speakers from three reunion groups plus a small number of 1939/43 'old timers'! On Sunday our party attended the annual Memorial Day service, after which we bussed out to the Seven Seas Club in Simon's Town for an excellent lunch followed by an absorbing visit to the General Botha Exhibit at the SA Navy Museum. Finally, back to Silvermist.

By now the out-of-towners were well and truly in the swing of things and a unanimous decision was made to descend on "Pedlars" in Constantia for what turned out to be lively evening.

On Monday the party moved across to the Naval College in Gordon's Bay for a light lunch and a relaxing "kip" before the closing and final dinner that evening. This was a formal affair with our Chairman Tony Nicholas and his wife Kathy as our guests of honour, and went off so well that the kitchen staff were sent home with our thanks but without clearing up, as nobody wanted to leave the dining room! The remaining stalwarts eventually staggered off to bed in the downstairs fo'c'sle dormitory at one o'clock on Tuesday morning! Notwithstanding a number of sore heads, there was a good turn-out for breakfast and farewells on Tuesday morning - the end of an excellent long weekend reunion. Written by *Ivor Little*.

From the Scribe – I apologies for the oversight & omitting this from the last May Newsletter.

GBOBA Bursary Fund.

We are now midway through the third full year of the Bursary Fund's operation and all is progressing well. Six of our current bursars have passed their second term examinations successfully. Some are finding their new subjects very challenging, so the Committee will be exploring ways to increase tutorial support for them in the third term. The Committee was, however, disappointed at the end of last term when one of our 2014 bursars was unable to adjust to the behavioural demands of the Lawhill programme, despite intensive individual mentoring effort to facilitate his socialization at the outset. He left Simon's Town High School and returned to his original school. This was particularly disappointing as the student was judged to have a high potential. He had a sound background from the sea cadet corps, and was performing well academically. He was also the recipient of the prestigious Speciality Metals sponsored scholarship, which has now been transferred to another of our bursars. The Committee is not discouraged, however, as setbacks have to be expected when dealing with young people from difficult community and domestic circumstances. This case simply illustrates the complex issues related to achieving the Fund's objectives.

Preparations for the annual golf day in November are well in hand, with strong sponsorship promising another grand event. Thanks to a splendid effort by Phil Wade and his supporting team, the Fund's attractive and informative new website is now fully operational at www.gbbursaryfund.co.za, and bursaryfund@generalbotha.co.za - visit it! This will be an important asset which will assist the Fund's extensive communication and marketing activities considerably.

The Committee met in early July for a comprehensive review of the Fund's status to date. In addition, to develop effective strategies and action plans in the essential areas of financial management, fund-raising, bursar development, and governance. The sound strategy for sustainable growth has now been established to take the Fund forward well into the future – bring it on! *Keith Burchell & Paul Semark*.

BIG TUG ARRIVES FROM SCOTLAND. GALES IN THE IRISH SEA. (Durban Man's Story)

Thanks to Gareth de Jong who passed on this interesting newspaper cutting which will interest many Obies, I am sure.

Durban's powerful new tug- the T. ERIKSEN, which has been built on the Clyde at a cost of £ 50,000 and is one of the largest and most powerful in the world, arrived in Table Bay to-day, after a very bad passage from Scotland, lasting 46 days. She is the last to arrive of the six harbour craft, which included her sister tug, C.F. KAYSER, and four rock- breaking and dredger craft, and which left English ports in September and October to be delivered to the Union Government. Three more tugs, larger and more powerful than the T. ERIKSEN, are being built in Scotland for Union ports, but will not arrive until the end of 1937. Mr. T. Eriksen, the Chairman of the Durban Harbour Advisory Board, after whom the new tug is named, and who happened to be in Cape Town on sick leave, was one of the first to board the vessel today. He was accompanied by Captain W. Weller, Table Bay Port Captain and nautical

advisor to the Administration, and Mr. W. S. Lindsay, the Ports' Goods Superintendent of Table Bay Harbour. They were shown over the vessel by Captain W. J. A. Boyd, who is in charge of her. The tug carries a crew of 17, of whom nine are South Africans. Three of them are ex- Botha boys.

BAD TIME FROM ROTHESAY. "We had a very bad time of it from the moment we left Rothesay Dock on October 23," said T. Pitt- Kennedy, one of the crew, in an interview today. Kennedy is a Durban man who has been away from the Union for seven years. "After leaving Rothesay Dock, we anchored off Greenock, where we began to feel the effects of the gale that was blowing in the Irish Sea. One of the South Africans - we had ten then- got cold feet and left the ship. The cook also left. For the whole of the voyage my brother who had signed on as supernumerary and had never cooked before had to take charge of the galley. We left Greenock on October 24 and the next day the tug ran into heavy squalls and head winds in the Irish Sea. The weather became very bad. We were heavily loaded, with extra coal stacked on deck, and shipped a lot of water. Much of it found its way into the bilges."

PUMPS CHOKED. "The pumps got choked with cotton waste, old clothing and other rubbish that had been left lying in the bilges. We pulled up the engine- room floor plates and some of us went down to try and clear the pumps. The ship was having a very bad time of it and we could do little in that sea. Eventually we had to run for shelter to Lamlash, where we anchored and worked all night clearing the pumps. On the following day, October 26, we put out to sea once more. The next day, the weather became worse, until at one o' clock on the morning of October 28, we had to heave to. All the new hands were out of action and throughout the night there were only a greaser and a fireman left to keep up steam- I was the greaser. We worked like slaves below. The normal boiler pressure was 200 lb., but we could only keep up 90 lb. That was barely sufficient to keep the tug's head to the seas. We daren't let it drop below that."

CHIEF SHOVELS COAL. "Eventually the engineers had to come and help the firemen- our 65-year-old chief engineer shovelled coal alongside the rest of us. At dawn we turned about and made for Holyhead. A pin dropped out of the steering gear and it looked as if we would be helpless, but the damage was quickly put right. Then both lifeboats were washed adrift. They were secured again by some of the crew. Down below, we were working knee-deep in water and coal some of the time. The tug reached Holyhead at midday on October 28, and we spent two days there being repaired. She left again on October 30 and we had a fairly good passage to Dakar, which she reached on November 12. Three days were spent there repairing the bilge pumps and taking in more coal and provisions. After leaving Dakar she had to put into Freetown on November 18 for more coal and to sign on two extra firemen as the others could not keep up enough steam. She left Freetown on November 19th and had a 19-day run to Cape Town."

MORE BAD WEATHER. "Yesterday we again ran into very bad weather," said Kennedy. "We were hove-to for nearly three hours early yesterday morning and again for a couple of hours last night. The ship rolled 25 degrees either way and her decks were continually under water."

Captain Boyd who is in charge of the delivery of the tug, also brought the tiny motor trawler **DUNBLANE** from Scotland to Cape Town two or three years ago. The tug is a sister of the **C.F. KAYSER**, which called at Cape Town last month on her way to Port Elizabeth. She is modeled on the general lines of the Cape Town tug, the "**LUDWIG WIENER**," and is 145 feet long with a tonnage of 601 and engines of 2,600 I.h.p. She is fitted with radio- telephony and the latest wireless transmitting apparatus and besides being designed for towing and harbour work, can be used for deep-sea salvage and for fire- fighting. She is due to leave for Durban this afternoon, and should reach her destination about Sunday. *The Argus, dated 8 December 1936*

As I age, I hear less and understand even less.

When I was ready to check out and pay for my groceries, the cashier said, "Strip down, facing me." Making a mental note so that I could complain to my local MP about this security rubbish, I did just as she had instructed. After her hysterical screaming finally subsided, I realised that she was referring to how I should position my credit card in the machine! They've asked me to shop elsewhere in the future, and I'm currently awaiting my court summons. I think they need to make their instructions a little clearer for us seniors.

I could not resist squeezing that into this full NL. All the best from The Scribe. dhenwood@iafrica.com.