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GENERAL BOTHA OLD BOYS' ASSOCIATION

http://www.generalbotha.co.za

NOVEMBER 2015

JOINT NEWSLETTER

Has your address changed? Please send your updated details to Tony Nicholas Chairman Cape Town (details above).
Do you have an interesting article for this newsletter? Please send your contributions to Dennis Henwood, dhenwood@iafrica.com Phone: +27 (0)21 6716373. Fax: +27 (0)86 6706710.

Can you read this Newsletter? If not please let us know. We can send you larger print if it is necessary.

FORTHCOMING DURBAN EVENT – YEAR END LUNCH

- Venue: Royal Natal Yacht Club.
- Date & time: Tuesday 24 November; 12:00 for 13:00
- Your Partners are welcome
- Price: R130-00 per head for a 4-course meal with wine & Port at the Association's account
- RSVP: Secretary at 083 3009891 or 031 5723901 jacksonmoss@telkomsa.net
  0r the Chairman at 031 7673719
  Booking essential before Wednesday 18 November

FORTHCOMING CAPE TOWN EVENT – YEAR END LUNCH

- Venue: Royal Cape Yacht Club, Duncan Road, Table Bay Harbour.
- Date & time: Tuesday 8th December; 1230 for 1300
- Lunch cost: R165-00 p.p - Partners welcome
- RSVP: Kathy or Jacky – phone 021 788 5957
  or email cptchairman@generalbotha.co.za
  by Sunday 1700, 6th December.

Superb menu and even better company. We look forward to strong support.

As the year draws to an end, we wish you all the best for the Christmas holidays and festive season, and best wishes for 2016.
Remember – "The Pessimist complains about the wind, the Optimist expects it to change and the Realist adjusts his sails." (William Arthur Ward)
Dennis Henwood, Scribe. dhenwood@iafrica.com

FROM THE BRIDGE OF s.s. *CAPE TOWN* – Chairman Tony Nicholas

Since my last missive the Rugby World Cup has come and gone. Our Springbok opening game was a shocker, which I am sure the entire world knows as we bowed our heads in embarrassment. Eventually our Springboks clawed their back up the tournament log to achieve Bronze. And everyone knows the final outcome last night [at the time of writing], rugby history was made. In true Bothie tradition, 1971 class mates Tony Nicholas, Terry Purdon and Simon Lisiecki downed a number of alocoholic beverages together during the RWC final which softened the blow of the Springboks only achieving third place.

In this era of technological advancements I was interested to read recently that the Chinese are conducting research with unmanned ships using robots as well. The research being done in conjunction with Finland and Rolls Royce. First the demise of our training ship in 1987 and now the possible demise of sailors sometime in the future, possible not too distant. Sad times. Apparently Japan conducted similar research in the 1980's. I read somewhere that Japan in fact tried unmanned ships during WWII. Is this true, anyone know?

There has been regular correspondence between class mates of 1955/56 & 1956/57 of their planned reunions next March. Unfortunately the other reunion classes have gone quiet but we still hope to see them all here. A reminder of our *Bothie Weekend* around which the class reunions should plan:

a. Saturday 12th March 2016, Annual General Meeting followed by the Commissioning Day Lunch.
b. Sunday 13th March 2016, War Memorial Service, followed by refreshments at the Mission to Seafarers.

In case we have aged to an unrecognizable state:
L/R Simon - Tony - Terry

On the subject of class reunions, 1971 class mates Simon Lisiecki, Tony Nicholas & Terry Purdon recently spent the month of October travelling the wilds of Botswana and Namibia together. Very rough roads/tracks, deep sand, a few punctures extreme heat and amazing wildlife experiences. Here they are on the Namibian bank of the Zambezi River with Zambia on the other side. Huge crocodiles lurking just below the intrepid explorers.

I recently achieved a technological marvel myself, I managed to create a GBOBA Face Book page, please don't ask me how I did it. The FB page [or is it "group"?] has proved remarkably popular with members contributing photographs and memories. It has also been extremely successful in identifying AWOL members for which I am particularly pleased. I urge all members to join the FB group and keep the photographs and memories flowing.

Marine Inspirations has also creating a FB page, which is interesting. More of Marine Inspirations in the Bursary Fund report.

ANCHORS AWEIGH

J.B. JONES 1942/43. James passed away 25th October. No career detail on record, any information shall be welcomed.

J.A.S. MCTAVISH 1951/52. After leaving S.A.N.C *General Botha* John joined the Bank Line as Cadet. Served as Cadet, 3rd and 2nd Officer, 1953 - 1958. Safmarine 1958 as Second Officer. General Steam Navigation Company 1959 as second Officer. Shell Tankers UK Ltd 1959 to 1965 as third & second officer. B.P. Australia Ltd 1965 to 1971 as Third, Second, Chief Officer & Master. Joined Maritime Services Board of NSW as Pilot in the Port of Newcastle in May 1971. Promoted to the position of Senior Pilot in 1985. Promoted to Navigation Services manager in December 1990. Twice piloted the Royal Yacht "*Britannia*." Deceased 5th October 2015.

J.W. HOOKINS 1960/61. Jerry sadly weighed his anchor 29th September. He was initially at sea with Safmarine, thereafter Unicorn and Rennies to Master until 1972. Then joined Mitchell Cotts Maritime until 1992 as General Manager. Left to join NYK Line, as Resident Representative, where he remained until retired in Durban in June 2009 when he took up the role of advisor for NYK-Hinode Line. 2014

retired. More recently Jerry played a very active role in our bursary fund, obtained valued corporate support for the fund as well as mentoring the fund's bursars.

E.R. HINTERLEITNER 1953/54. Deceased August 2015. Ernie 'Fid' Hinterleitner enjoyed the unique distinction of having resided at the same address in Camps Bay for most of his life. With the family home but one block above the beach it was understandable why no one wanted to leave! He attended Sea Point Boys' High School and then joined the General Botha. With Ivor Little as his fellow cadet, Ernie commenced his sea career in Northern/Southern Steamships the President Brand, wrote his second mates in Cape Town and then joined Sarships as third mate in the Hangklip. When this ship was sold he joined Safmarine, serving as third mate in the South African Merchant and the South African Vanguard. On obtaining his mates certificate Ernie was promoted second mate and sailed in the South African Pioneer and SA Tzaneen.

After passing his masters, he worked in the Safmarine head office as assistant to their cargo superintendent before returning to sea as mate in the South African Venture, followed in quick succession by the SA Hexrivier, SA Zebedelia, SA Trader and SA Alphen.

Such dedicated service led to command of the SA Merchant, followed by the SA Letaba, SA Sugela, SA Nederburg and finally the SA Huguenot. After six years as master, Ernie called it a day in 1978 leaving Safmarine to join the Harbour Service where he was appointed to Cape Town as chief officer in the tugs, before spending two years as port liaison officer, finally being promoted tug master.

He officially retired in 1997 but returned to work the following day as a casual tug master, before finally retiring in 2001. During all this time, Ernie ran aground only once and experienced one collision, both times while a cadet in the President Brand. A truly remarkable record, which he attributed to bearing in mind the old nautical saying that 'A collision at sea can ruin your entire day!'

P.J.D. FENNELL 1951/52. Philip passed away 20th July. No career detail on record, any information shall be welcomed.

R. HILDYARD 1948/50. Deceased 30th July. Due to his colour blindness Rodney became a marine engineer. After completing his apprenticeship with James, Brown & Hamer he eventually became the youngest Chief Engineer with Safmarine. Later did two years marine surveying before joining S.A.R. & H. Harbour Service retiring in 1988 as Senior Marine Superintendent Engineer in Richards Bay harbour.

I.H. BUCKLEY 1972. Ian sadly passed away 5th August. Ian was with P&O Ports in Durban. Further details of his career would be welcomed.

G.D. PETRIE 1938/39. Graham passed away in 2014. No career detail on record, any information shall be welcomed.

Our condolences to family and ship mates.

SCRANBAG

N.J.A. SLOANE 1981 #2750 Yet another honour for Nic who was elected as the Ambassador of the Cape Chamber of Commerce for 2015. Bravo Zulu.

A.T. PETTERS 1942/43 #1254. Fred joined Anglo Saxon Petroleum Company as apprentice in 1944, obtained 2nd Officer's CoC 1947. 1948 returned to Shell South Africa as an accounts clerk. 1966 passed Chartered Institute of Secretaries, first outside if UK and overall top of the class in South Africa. 1969 joined a leading firm of attorneys and 1974 joined Cabana Beach, then part of Anglo American Properties, as financial controller. Three years later purchased a bookkeeping and secretarial practice three years thereafter joined the Durban Board of Executors as Company Secretary, retiring in 1992. Then opened own bookkeeping and taxation practice for 16 years until final retirement in 2008. Medals: 1939 - 1945 Star, France, Germany, General service.

R.J. BOUWER 1968 #2328. Reon initially sailed with Rennies before enrolling for a BA degree at the University of Port Elizabeth whilst also employed by Ellerman & Bucknall as a boarding clerk. 1971: completed his BA degree with Industrial Psychology and Anthropology as majors. Moved to JHB to join the sales team of a short term insurance company in 1972. 1982: appointed General Manager. 1988: Head hunted to join a Cape Town based JSE quoted company with interests in many sectors. In this portfolio Reon had such diversified groups as: Gants [canned goods], Norths [Case agricultural

machinery] Cape Town and PE tramways, Greyhound Citiliners, Springbok Atlas Safaris, Budget Rent-a-car etc. 1992: after a short stint as a director at Sea Harvest in Saldanha, he relocated to Villiersdorp to become involved in adventure camps aimed at primary school kids. Here he stayed for 15 years until his retirement in 2007.

S. AGGETT 1999. Simon was previously at sea with Safmarine and Maersk UK Tankers. 2008 joined Smit Amandla Marine as loading master at Mossel Bay SPM. 2013 Mooring and loading master Oribi Oil Field before returning to Durban as SMIT Amandla Marine's marine operations manager.

M. REED 1988. After Class 3 did two trips on the SA Waterberg and left Safmarine. Then did a three-year diploma at Cape Tech and went to work in the computer industry before moving to the USA in 1999.

I.J.H. BLANEY 1939/40 #1025. Pleased to hear from Ian recently."1941 March joined s.s. Sandown Castle at Cape Town. 1943 Joined s.s. Rajput as 3rd officer. 1944 June 6th took part in D day landings, our destination was Sword Beach. We got there but were chased out by Jerry lobbing a few shells in our direction. Ship was the Fort Fork. 1945/1949 Joined Buries Markes as second officer on Fort Deaselake and LA Cordillera.1949 October obtained Masters Certificate. Joined Palm Line in 1950 as second and then chief officer. 1954 in May I left Palm Line to join Rea Limited as a Cargo Superintendent. Rea Ltd were taken over by Mersey Docks and Harbour Company following the Devlin Report. In 1978 I transferred to the Seaforth Grain Terminal as Assistant Manager taking early retirement Feb.1982."

I.B. BOSMAN 1969 #2361. Ian had been AWOL for many years only to find him copied in an email from a classmate recently. Last contact we had was 1999 when Ian Chief Officer of the Fisheries Research vessel, Africana.

"Much water has passed under the bridge since the Africana, This includes fiber optic root clearance in the Bristol channel and off the south coast of Ireland, diamond survey and mining off the Namibian coast (Smit & Norwegian company), environmental protection (Smit Amandla), offshore supply west Africa (RK Offshore), seismic survey south east Asia (MMA Offshore). Also, in between, some Port Captain/supercargo related work in Mozambique. 2015 doing contractual work for MMA Offshore involving vessel inspections and internal audits." Please keep in contact now Ian.

B.W. MORRIS 1986 #2889. Blaise reports; "I have been mostly at sea since 1985 except for a two year spell where I did furniture making. I'm presently with Maersk Supply Service as Chief Officer, previous to that master with Tidewater in Angola. I have also been tug master in Cape Town Harbour as well as years on the S.A. Agulhas on the south Atlantic and Antarctic runs. Also did time in diamond mining." Blaise mentioned that he is soon moving house to Clovelly where Bothie Boy "Trevor" is his neighbour. Trevor, who are you?

D.P. NEAVES 1971 #2398. Appears Donald mixes with celebrities. "Life at sea has its ups and downs. Today was an UP. I had the pleasure of Ferrying The Jacksons to the Isle of Wight Bestival a pop festival with a theme "the Summer of Love" which I interpreted as the late sixties/ seventies. We were thoroughly entertained by them and found them to be very down to earth and full of fun. They had a go a steering the ferry , sounding the ships whistle at yachts and making public address announcements.

Last year Bruce Springsteen chartered the ferry I was on and we ferried him and the East Street Band to and from the Isle of Wight for the Isle of Wight Festival (a different festival to the Bestival which is more family orientated and has a different theme every year)."

CRAIG TAYLOR 1993. Presently a harbour pilot for Chevron in Angola.
A.S. CORDER 1984 #2828. October 1999 Managing Director Apliso.com, Somerset West, Western Cape. His own company specialising in ISO Management Systems, Health and Safety, Quality Management, Environment Management as well as Training and Business Consulting.
R.M. MUNRO 1984 #2841. Recently found Richard in Luanda as operations manager for Sonatide/Tidewater.
A.C. BROWN 1980 #2684. Alan served in the S.A. Navy 1984 - 90. Served on Strike Craft - Assistant Weapons Officer. Drafted to S.A.S. Saldanha 1989 as Senior Divisionsal Officer, rank Sub-Lieutenant. Sea Harvest Saldanha 1990 - 92 as Shore Operations Manager. Transferred to Mossel Bay 07/1992 as Fleet Operations Manager Mariette Fishing, a company of Sea Harvest. 2010 Incident Management at Qatar Petroleum.
P.M. CLARKE 1981 #2737. 1985 came ashore, brief stint as Marine Cargo Super for Safmarine at the container terminal before becoming assistant training manager. 1987 moved to Durban as Marine Personnel Manager for Safmarine. 1988 switched to marketing and sales with Safmarine before leaving shipping and moving into the Pharmaceutical industry in October ’88 as a sales representative with Glaxo. 1990 Promoted to regional sales manager and moved to Johannesburg. 1990-2002 stayed in the Johannesburg in the Pharmaceutical Industry but moved into marketing (with first Glaxo and thereafter Janssen-Cilag). 2002 Moved to Basel, Switzerland as a Global Brand Manager with Novartis. 2004 returned to RSA as marketing and sales manager for Consumer Health with Janssen-Cilag. 2005 Joined Aspen Pharmacare as Divisional Head. 2010 Moved to Boehringer Ingelheim as Consumer Health Care Head in RSA. 2013 Moved to Poland as Divisional Consumer Health Care Head still with BI.
H.C. LIEKTKE 1981 #2741. Since Bothie Chris has held various sea going positions in Pentow Marine and D.S.V. Ltd. 1997 Master on the Deep Salvage 1 providing Dive Support with Chevron in the Malongo Oil Field, Cabinda Enclave, Angola. 2015 living in Thailand for the past ten years working as a freelance rig mover / tow master.
R.S. VAN DER SPOEL 1982 #2769. 1997 Richard was sailing as Master with S.A. Marine Corporation before moving to Australia in 2000. "After departing with South African Marine Corp (Enterprise) in 2000, I worked for Seaspan Container lines until 2004. In 2004 I came ashore and worked in the Marine Surveying with C.R. Cox and Associates until 2011. I moved across to a Marine Warrantee Surveying in 2011 at Braemar Technical Services (Offshore) where I still am, 2015."
P. VAN GYSEN 1976 #2558. Peter regularly reports in of his travels. "I write from Baku in Azerbaijan where I shall be for a week or so doing DP trials on four DP2 PSV's and AHTS's. Work has been hectic and I have been travelling all over the Emirates, Qatar and Saudi Arabia on occasions. Most expats that live in the UAE take vacations in July/August so those that remain work seven days a week. Temperatures are in the mid forties with high humidity so also rather unpleasant. I had well over 50 the other day in Abu Dhabi. I was in Cape Town and Port Elizabeth some time this year, cannot really remember exactly when, but it was in and out. Had to go into Table Bay for a tanker that had suffered a crack to the main deck plating. All rather rushed. Port Elizabeth was a fly up in the morning from CT to do a towage approval and then back the same night late. Back to Dubai the following morning. The tug and tow did make it so something must have been done right. Anyway I managed a Vasco's lunch and a quick beer at Firemans as my hotel was close by.
In May I went to the island of Palawan in the Philippines, amongst a few other places. The scenery and beaches are absolutely stunning, beer is cheap and the food wonderful. What more could a person want? I was bitten badly by bugs and had quite a few allergic reactions so a bit of anti-histamine cream and tabs always help. Stayed quite a while in a place called El Nido and did some island hopping but generally just relaxing. There are a few pubs/restaurants on the beach and in the evening they put tables and chairs right down to the waters edge. BBQ is their favourite so you can get pork ribs, chicken and fresh fish etc.. You pick out what you want and they cook on the coals. Very relaxing. I was offered a number of beach properties and in one instance, a complete island. All sort of affordable but developing could be rather expensive and to be honest, too much like hard work. Also the big players are moving into Palawan with up market resorts and so forth so the market will become very limited for others. There are only really two types of tourists there. Those with money who lock themselves into

resorts and backpackers who have no money. Locals are poor so no market there either. After Palawan off to Manila for one night before I flew back to Abu Dhabi. I stayed at the Peninsula Hotel, which was rather good, and something to experience. (At those prices, once!!!) The rest of Manila is to be avoided. So now we plod on with work and look forward to retiring in 720 days, not that I am counting. March next year in Cape Town is on the agenda for the Class of 76 40th." I look forward to welcoming class of 1976 next March in Cape Town.

D.R. MAYO 1976 #2554. Derek has recently retired from SACD Durban. Please advise the rest of your career Derek.

ALAN BRITZ 1996. Latterly with S.A. Maritime Safety Authority Alan will be joining the Australian Maritime Safety Authority in Cairns, Australia.

W. WIEHART 1986 #2894. Werner has been found in Port Elizabeth where he is a forensic auditor with the municipality there.

A.P. BRITON 1983 #2791. Anthony has an interesting position; he is the planning manager for Edward Snell, a wine & spirit merchant in South Africa.

GRAEME HARMS 1987 - We lost contact with Graeme in 2002 when he was then known as serving as chief officer with De Beers Marine but I recently identified on our Face Book page, modern technology at work. 1985 - 1991 Safmarine Cadet - 2nd Mate. 1991 - 1992 Sea Harvest - Safety office. 1992 - 2008 De Beers Marine 2nd Mate - Master. 2008 - Present Transocean - Present Master / OIM.

JOINT TRAINING SHIP MEMORIAL NATIONAL MEMORIAL ABORETUM

Members shall recall that we raised funds some years ago to have our memorial included at this arboretum situated in Alrewas Nr Derby. In November 2011 newsletter we reported that the memorial metal plaques had not weathered well and was in need of some TLC, estimated cost at the time was £200 for each of the five training ships on the memorial. Unfortunately since then the memorial has not been attended to and is now even worse for wear being exposed to all weathers during the intervening years. Surprisingly the cost has not increased much, now £250. Your committee has approved this cost; the plan is to replace the five metal plaques with carved hard wearing stone, which should last in perpetuity. Any donations towards this cost would be welcomed. Our thanks to Ted Fisher 1954/55 for coordinating this refurbishment mission with the other four training ship associations.

SOS

WILLIAM COXWELL 1956/57. Class mates wish to find AWOL William. "William Coxwell has a security company in Somerset West, or had, so maybe you can set the sniffer dogs out to look around and about that neck of the bush to see if you can locate him. I think the company was called Safesure."

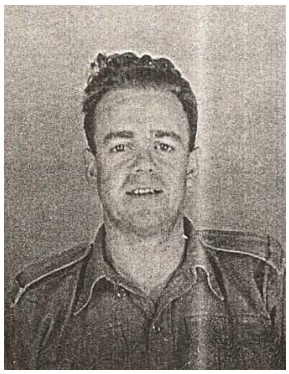
LINDSAY SARGEANT 1957/58 newsletter returned, last know to be in Benoni.

TREVOR BOND 1951/52 newsletter returned, last known in Faerie Glen, Gauteng and was a crocodile farmer.

All, please assist in tracing these defaulters.

PETER LOUW 1938/39 #993

An interesting record of history received recently. If anyone has further information of Peter Louw please let me know.



"I would like to forward you some information Peter Louw. I am a collector of South African military medals and his medals are in my collection. As such, I have what appears, more information on him than you, and I would like to contribute to your website.
Peter Louw joined the R.N.V.R. at Simonstown as a Midshipman on 12.1.39; Sub-Lt. 31.10.42, to S.A.N.F. attached R.N. 1.5.43, Lieut. S.A.N.F. 30.4.45.
He served on the armed merchant cruiser Carnarvon Castle from 12.9.39 to 1.1.42; the destroyer 'Boreas' 2.7.42 to 20.9.43; the destroyer 'Chesterfield' 2.11.43 to 18.11.44; and the anti-submarine trawler 'Coventry City' 2.1.45 to 7.8.45. During his service he was variously a pay, stores, navigation, cypher and code officer. He was discharged from the S.A.N.F. on 12.9.46.
He was aboard the Carnarvon Castle during her epic engagement with the German raider Thor, 700 miles east of Montevideo on 5.12.40. The "Thor" fired 593 shells and 2 torpedoes and the Carnarvon Castle was hit 27 times with the loss of 4 killed and 28 wounded. She limped into Montevideo harbour and was repaired in part using plates from the Graf Spee. In 1941 she took part in Operation 'Bellringer' in which 5 Vichy ships were intercepted and escorted into South African ports.

He later served as a Sgt and Equipment Assistant in the S.A.A.F. Permanent Force from 14.5.48. Despite having served as an officer in the Navy during the war Peter's recommendations and applications for a commission were unsuccessful. On 30.6.55 he requested his discharged by purchase from the S.A.A.F. to join the Rhodesian Air Force where he was commissioned and ultimately reached the rank of Squadron Leader.
His military awards include the Rhodesian General Service Medal, Rhodesian Exemplary Service Medal, 1939-45 Star, Atlantic Star, Africa star with North Africa 1942-42 clasp, Italy Star, Defence Medal, War Medal and Africa Service Medal.
If anyone has information on his Rhodesian service I would be most welcome to receive it."

South African Maritime Industry Awards

You shall remember the remarkable achievements of various Bothie Boys & Girls in their various capacities our maritime industry, including Okkert Grapow and Nicholas Sloane. Now is them time to vote again for our notable characters who make a difference in the industry. The voting deadline has been extended and thus I look forward to all members valued support to ensure that those who make a difference are recognised. The voting catogaries include; Maritime Maestro - Seafarer of the Year - Maritime Innovator - Maritime Media - Maritime Student - Maritime Newcomer - Maritime Employer - Environmental Award. Please log into the website www.maritimeawards.co.za and vote.

The South African Maritime Industry will once again come together to celebrate excellence and acknowledge achievements this year as we present the Maritime Industry Awards. But this time – we are taking the message under Operation Phakisa to heart and challenging the industry with our theme of All Hands on Deck.

NOMINATIONS CLOSE: 15 DECEMBER 2015

Gauteng Branch News – Alan Ford

Ben Franklin said in a letter in 1789, in this world nothing can be said to be certain, except death and taxes. Well for a few unlucky guys like me, there is certainty that there will also be an email reminder from “Sandvlei Old Age Home in Lea Rd” that there is quarterly deadline for newsletter copy. When the notification arrives from on high, one starts thinking about would be of interest for the readers.

Who reads the newsletter is a question I have been thinking about these last few weeks, and I have had to take stab at it from what little I know. Some research statistics would be great from Tony, now that he is fully retired and casting about for something to keep him from under Kathy's feet. I know that some of the very senior members have the letter read to them by family. At the other end of the spectrum some perhaps read it on their phones on the way to work in the maritime industry by chopper, workboat, or the luxury of a train…. rather a broad target readership to satisfy. Statistically the majority of readers are from a bygone era, who now probably have very little interaction with the modern facets of the maritime industry, and who do not follow the trends by way of internet publications or printed magazines. I hope that I can give the above group something of interest, some food for thought, and something to reflect on.

But first news on the state of GBOBA Gauteng Branch. Due to the dry winter and no rain to speak of as yet, our ships timbers up here look more like venetian blinds than a tight well taken up ship. The caulking has long since fallen out, and been repurposed as stoppers for the nosebleeds which excessively hot dry weather predisposes some of us to. Continuing in that vein, no one has fallen through the cracks since our last report, and no one has come aboard.

It has been decreed in our voyage planning that Sunday 3rd April 2016 is the date for our annual Commissioning Day luncheon. Please diarize the date now, and work around that date for holidays, visits to overseas children and grandchildren, and important medical interventions. Unless there are any deputations from the foc'sle, the arrangements will probably be along the lines of what has been the norm for the last few years. For those old boys who have pleasure of residing elsewhere in the world, please plan to be In Jo'burg on that date if you have some trips in mind. The weather is stunning at that time of the year and we need numbers to make our functions look like a success…. rent a crowd sort of idea.

Edited newspaper cutting:-*South Africa Registers First Vessel in 30 Years. For more than 30 years, the SAMSA has not had a registered vessel (by that I think they mean proper ship). The M/V Cape Orchid, a bulk carrier, is its first vessel registered since 1985. South African imports $102 billion and exports $97 billion each year. Cape Orchid is currently transporting iron ore from Saldanha Bay to China. The 172,600-dwt bulker is owned by Vuka Marine, which is a joint venture between South Africa's Via Maritime Holdings and Japan-based K-Line. South Africa will also soon register the Cape Enterprise, a 185,900 dwt vessel, which is also owned by K-Line during next few weeks. SAMSA and the South African DOT hope that Vuka Marine's registration will encourage other vessel operators to join the nation's flag registry. More than 12,000 foreign flagged ships call South Africa each year, which is the gateway for African trade. South Africans own about 19 vessels including three petroleum tankers, which are all registered in foreign countries.*

The Americans have the Jones Act to protect their indigenous maritime industry. Isn't it time we had a Johannes Act to recreate our long dead maritime industry?.

Reading one or two of the daily shipping papers, some interesting trend have become apparent over the last decade or two. These trends are embodied by the designs of the various classes of ships employed in industries which specialize in subsea operations and the surface support vessels which are an integral part of facilitating that expanding industry.

UNITED KINGDOM BRANCH NEWS – Ted Fisher

SOCIAL: The Rising Sun lunch on Sunday 4 October took place with attendees GBOBA of Doug Wrathmall (56/57) Harold Lincoln (59/60) with Lorraine, Ted Fisher (54/55) with Barbara. In addition there were two Old Conways Chris Nelson and Alan Burns with their ladies and guest. In spite of my plea through successive Newsletters I guess we shall 'write off' The Rising Sun in future…very basic meal indeed!

However, on the plus side, a group of us met a week later on the Saturday in The Red Lion, Chalton North of Portsmouth. Attendees Harold Lincoln (59/60) & Lorraine, Donald Neaves (71) with Kathleen plus their long term friend Maureen Garton, Charles Hellyer (58/59) with Yvonne, Chris Nash (61/62) with Anne, Richard Hellyer (56/57) with his Barbara, Peter Heydenryck (52/53) with Norma, Doug Wrathmall, together with yours truly (54/55) and my Barbara. Harold, Charles and Chris were of

L-R Lincoln, Neaves, Fisher, Wrathmall, Heydenryck, C Hellyer, Nash, R Hellyer.

course Engineer cadets, indeed, Harold and Charles had not met since 1959……it was not instant recognition either!!

CHANCE MEETING: Early in September Barbara and I were at the end of a weeks Rhone River Cruise. Having berthed in Avignon France, we were waiting quayside to join a walking group when, suddenly in front of me appears this chap wearing a Bothy Peak Cap! Both of us rather more than surprised, he being none other than Simon Pearson (GB 67) now resident Cape Town. Usual introductions followed with questions? Arranged to meet the following morning with our ladies aboard their vessel for coffee and proper 'Catch up' on histories. So chaps, make sure wherever you are that you sport a Bothy Peak Baseball Cap!!

AWOL: Blast from the Past, in that a surprise telephone call in September from ex- cadet Ian James Henry Blaney (GB 1939/40 No 1025). Contact made through courtesy of his grandson who had been trawling the internet. A summary of Ian's career appears elsewhere within this edition. Having sent Ian a copy of the August Newsletter he was astounded to see the picture of Jim Langridge (40/41) and Robin Thomson (39/40)…..Ian recalls boxing with RT way back……The Legend Lives On.

Remembrance Sunday at the Cenotaph 8 November 2015: Richard Hellyer will again represent our organisation and the Merchant Navy at the ceremony and march past…..well done Richard.

In closing should mention we have enjoyed an excellent Indian Summer the past month or so, but have been warned by the early arrival of the first Bewick swan heralding a very long cold winter…..we shall see! Regards to all and please make contact whenever or in transit.

Ted Fisher Hon Sec Tel: +44 903 744400 email: tedefisher@aol.com

Australia Branch News – Peter O'Hare

Hi to everyone from Australia. One of our most loyal old boys, John Mc Tavish passed away recently. Chairman Grenville Stevens attended his funeral. John's casket was covered by the General Botha Old Boys flag. (*see Anchors Aweigh Page 3*)

Peter O'Hare and Jonathan Mann attended the Conway, Worcester, International Reunion in Sydney October 20-22 representing General Botha. More than 200 attended and had a great time.

Our next get together will be the casual pre Christmas lunch at the Great Northern Hotel in Chatwood, Sydney on Saturday 21st November, 2015.

The AGM and Commissioning day lunch will be held on Saturday 19th March 2016 in Sydney. The venue is still being finalized but should be in central Sydney.

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 Secretary, Australia Branch.
Email itspeterohare@outlook.com Telephone 0417 028809

Durban Branch News

It is with regret that we witness the passing of James Burton Jones (Jimmy Jones 1942/43). After leaving the ship Jimmy joined another cadet Dennis Banks at Union Castle on troop ships until the end of the war. Jimmy left the Sea and studied land surveying and later retired to Pinetown. He passed away on Thursday, 29 October.

We recently partially sponsored 2 nominees from Sail Africa after a request from Phil Wade. It appears that they had a really enjoyable time in Spain and I am sure experienced a learning curve under the watchful eye of Phil.

Our **Christmas lunch** will be held on Tuesday 24 November. Booking with the Secretary or with myself is essential before Wednesday 18 November, please. We are looking forward to a good turnout.

Please support this function for it is always a spirited affair and there is nothing like renewing friendships.
Kindest Regards, Derek McManus, Chairman Durban Branch.

GBOBA GARDEN ROUTE

Regular lunch reunions are hosted at the homes of the GBOBA Garden Route members. Stuart McAllister writes:

"Well, in spite of cloudy skies, we had a warm reception with Clyde and Niki and shared lovely food and great company yesterday. Thanks to all for coming and many thanks indeed to Niki for a super spread and lovely ambiance. Present were:- Van & Rita van Rouendal - soon to be off to Aussie for a couple of months - "haste ye back"; Rob & Madri v.d. Berg - soon off to Kiwi-land (World Cup winners-elect????), also for two months - have a Blast!!; Clyde Louw and Niki Gerber (of course, it was their home after all!!); Warwick & Betty Dixon; Neil and Sheylah du Plessis; Geoff Sturges and Helen Cartwright; William Laure-Smith (returning to sea next week); Michelle Schooling (now happily settled into Mossel Bay); Sheila and myself. Niki even went so far as to decorate the room with "Bothy" colours in balloons! Stunning! And the Menus in GBOBA Folders was an impressive touch too - well done Niki!! Everyone brought platters of food to add to the event and the range and quality was really outstanding - many thanks to all for that. Next **Sunday, November 8th, is Remembrance Sunday** and we were reminded that the MOTH Shellhole in Mossel Bay arrange a very nice service at the Memorial at The Point, at 10h30. All of you are asked to attend wearing GBOBA ties etc., and we will try to represent the organisation accordingly - The MOTHS usually offer tea and snacks afterwards at the nearby Hotel. Rob and Madri v.d. Berg have VERY kindly offered to host GBOBA members and 'significant others' to lunch at the Mossel Bay Yacht Club once the Remembrance is complete. Geoff and Helen have very kindly offered to be hosts for our next get-together, the first in 2016, at their home in Groot Brak Rivier in early March most likely! Best regards to all and many thanks for the stunning response as ever!" *Thanks Stuart.*

SOMMSA Benevolent Fund

In the 2 months since our appeal went out for donations in support of Hub Stohr's family, there has been an amazing response from members and ex-students of Hub's. The SOMMSA Benevolent Fund has received 37 individual donations totaling R161,359.15 as of today. Individual donations have ranged between R500 and R25,000 and have come from all over the world. Most donations have been anonymous and our bank statement doesn't usually reflect who the donors actually are. It is therefore impossible to thank each donor individually and so I would like to use this email as an opportunity to do so on behalf of the SOMMSA Benevolent Fund and on behalf of Nicole Stohr who has been completely overwhelmed by your generosity. Your donations, together with a similar amount granted by the SOMMSA Benevolent Fund, have ensured Nicole's financial situation has been stabilised and will enable the Fund to give her targeted support for some time to come. I can assure all donors that every cent of donation is being used exclusively in support of Nicole without any deductions whatsoever. Further donations will always be welcome and will enable the Fund to continue their support of Nicole even longer. Thanks once again for your support, which has been truly inspirational.
The Governing Board of the SOMMSA Benevolent Fund, Rob Whitehead.

GBOBA BURSARY FUND NOVEMBER 2015.

The Fund lost a truly pioneering supporter at the end of September with the very sad passing of our shipmate Jerry Hookins. Our sincere condolences go to his wife, Bobby, and his family. Jerry made a unique contribution to the early success of the Fund through his highly-successful transformational mentoring of the Fund's first two bursars, Zusiphe Mzotho and Tsoso Hanong. Not only did he encourage and facilitate their initial progress along their career pathways, but his example set the standard and norms of the Fund's ongoing mentoring process – a legacy that will endure for the benefit of many students deep into the future.

The current bursars are now heading towards their year-end exams at full speed. Individual interviews were held with each bursar at the beginning of the third term to assess their performance during the first half of the year, to encourage their hard work and to address shortfalls where necessary. Full reports arising from these interviews are forwarded to our three corporate scholarship donors, Seaspan, Speciality Metals and Fairship. It is clear that the extra-tutorial support being provided by the Fund, and the field trips organised as part of the mentoring programme, are of great value, motivating the students and reinforcing their studies. It was very encouraging to have three of our bursars amongst the top ten learners at the Simon's Town High School in their grades.

Tony Nicholas guided eight of our bursars on a visit to Table Bay Harbour in early August:

"First stop was a visit to FPT, a leasehold terminal in the harbour comprising B, C and D berths and adjacent cold stores. There the students were shown an operating cold room. Detailed explanations were given by FPT staff and myself on the intricacies and operating of handling and exporting fresh produce. Unfortunately, there was no container packing taking place at the time. Next we boarded the bulk vessel, MV Sagittarius, which was discharging grain at B berth. The second officer accompanied the group around the vessel, including the engine room, giving the students detailed explanations of various aspects of the vessel operation. The entire group was hosted by the Master, in his office, where he answered many questions raised by the students. From the bridge they had a clear view of the cargo operation. From the bridge wing I pointed out the container terminal across the harbour, giving them some details of its operation.

The students' conduct was exemplary throughout, and they asked many interesting questions during the visits."

Unfortunately, one of our grade 10 bursars, Tarquin Bewick, withdrew from Lawhill at mid-year to transfer to another high school. He was bitterly disappointed to fail his colour-blindness test at the beginning of the year, dashing his ambition of a career as a seagoing deck-officer. However, this allowed the Fund to transfer one of the grade 10 day-scholar bursar, Loyiso Jantjies, to full boarding. This has a substantially benefited him and Lawhill in that he has improved his Scholastic performance dramatically as well as proving a positive influence on his cabin mate who has also improved substantially.

The Lawhill awards ceremony was attended and below is the report on the proceedings:

The following are some remarks covering the various presentations by our students:

1. *Firstly Talisha spoke of her time with Lawhill and especially the help and mentoring provided by GBOBA. Her speech was well constructed, descriptive and complimentary to Lawhill and made us as your representatives proud on behalf of the Fund. Her description of how she had grown was very telling – bearing in mind she never impressed us in Grade 10. "Here I stand before you as the School Deputy Head girl who commenced at Lawhill as a Shy and retiring Grade 10 and this is all thanks to Lawhill and the GBOBA Bursary Fund"*
2. *Archie spoke of his trip to Spain and his own way short and sweet and to the point emphasised how this trip made a lasting impression on his understanding of life at sea,*
3. *Mfundo did not speak on the recent Marine Inspirations trip Innocent Jali did- However I met him afterwards and the joy that exuded from him when describing the trip was great to see – having replaced his extreme disappointment in missing out last year.*

Some remarks on the other Student presentations and Lawhill

1. *The fact that these students arrive with very little English capability, which was emphasised in the speech by past student Aubrey Sosibo whose speech brought the house down, and then get up and speak with confidence, humour and intelligence is astounding!!!!*
2. *The achievements of the Lawhill Students this year academically and in other avenues is remarkable, the School Deputy Head Girl, The Head Boy and a plethora of Gold Awards (Students averaging over 80 and a couple over 90 is really great.*

The Fund collaborated with the highly successful Marine Inspirations initiative by Phil Wade and Anthony Just to assist two Lawhill students to spend ten days participating at an international sailing regatta in Ibiza , Spain, during their holiday at the end of term 3. This is the third such opportunity that Phil and his network have created. Each has been a stunning learning opportunity for the participants.

Phil ensures that the students receive intensive shipboard training on super-yachts during their visit, covering navigation, boat handling, sail management, general seamanship and safety procedures, in addition to detailed exposure to shipyard practices. It was particularly pleasing that the Fund's Seaspan Scholar, Mfundo Josephs, was selected by Lawhill this time as he was extremely disappointed to be unable to participate last year because of passport difficulties. It is hoped that funding support will enable this extraordinarily beneficial programme to be expanded for the practical development of many more students in the future.

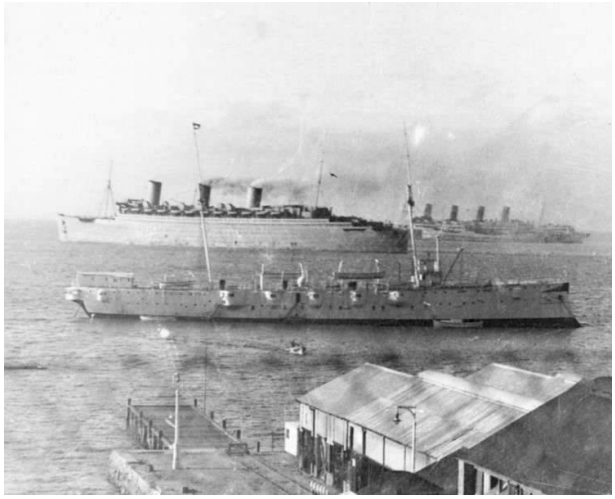
Fundraising for the Bursary Fund is focused on the upcoming annual golf day on Thursday, 19th November. It is hosted jointly by the GBOBA Bursary Fund and the SOMMSA Bursary Fund, with proceeds divided equally between the two. The Lead Sponsor this year is Smit Amandla Marine. The success of this marvellous annual event is fundamental to the sustainability of both funds, dedicated to secondary and tertiary maritime education respectively.

The energy and enthusiasm for the Lawhill Maritime Centre, that brought the Fund through its formative period so strongly, remains unabated as the Fund approaches its fourth full year of service to the maritime industry in South Africa. To quote Brian Ingpen of Lawhill:

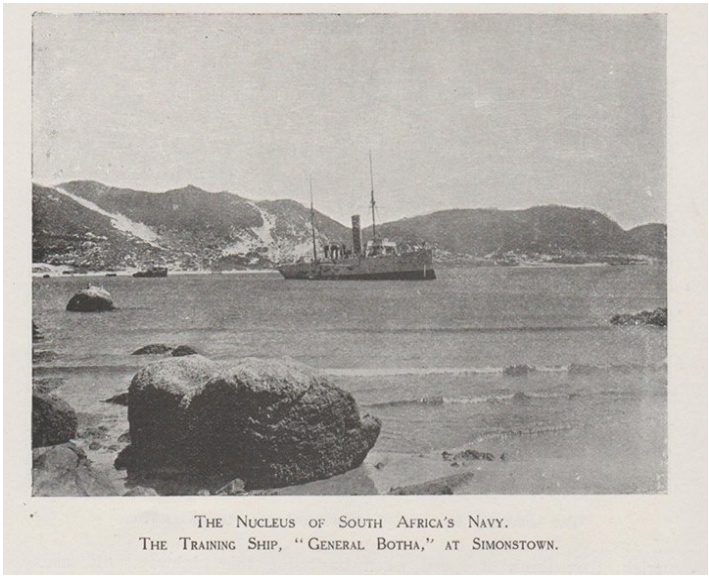
"The Lawhill programme has shown that one can find and nurture maritime talent among those who have no idea such an industry exists, let alone knowing about the exciting careers it offers."

OUR SHIP

It Appears Ian Fishley 1960/61 has been whiling his time away between survey jobs by researching interesting photographs.



S.A.T.S. *General Both* with Aquitania and Queen Mary to seaward.



THE NUCLEUS OF SOUTH AFRICA'S NAVY.
THE TRAINING SHIP, "GENERAL BOTHA," AT SIMONSTOWN.

Ian comments: "Another Bothie picture, very old I think. The caption would probably upset some of the navy types I could think of."

Some little known South African history – From S A Legion (edited)

Thanks to Okke Grapow who sent this in.

Did you know that the two minutes silence and its association to Armistice Day (or 11/11) Remembrance has a South African origin? Read on and learn a little why South Africans should stand proud of what they have given the world – and on Remembrance Sunday and on Armistice day in November - when the western world stands silent in remembrance for two minutes – take heart that this entire ceremony has South African roots.

At 05.30 in the morning of 11 November 1918 the Germans signed the Armistice Agreement in a remote railway siding in the heart of the forest of Compiègne. Soon wires were humming with the message : 'Hostilities will cease at 11.00 today November 11th. Troops will stand fast on the line reached at that hour…'.Thus, at 11.00 on 11 November 1918 the guns on the Western Front in France

and Flanders fell silent after more than four years of continuous warfare, warfare that had witnessed the most horrific casualties. World War One (then known as the Great War) had ended.
The time and date attained an important significance in the post war years and the moment that hostilities ceased became universally associated with the remembrance of those that died in that and subsequent wars and conflicts. The Two Minutes silence to remember all who paid the supreme sacrifice was a result of this expression… and it all began in Cape Town, South Africa.
When the first casualty lists recording the horrific loss of life in the Battles of the Somme were announced in Cape Town, Mr JA Eagar, a Cape Town businessman, suggested that the congregation of the church he attended observe a special silent pause to remember those in the South African casualty list. It was the church also attended by Sir Percy Fitzpatrick. In May 1918, the Mayor of Cape Town, Councillor H Hands (later Sir Harry Hands) at the suggestion made by Mr. RR Brydon, a city councillor, in a letter to the Cape Times initiated a period of silence to remember the events unfolding on the battlefields of Europe and the sacrifices being made there. Mr Brydon's son, Maj Walter Brydon, three times wounded and once gassed, was killed on 12 April 1918.
The pause would follow the firing of the Noon Gun, the most audible signal with which to co-ordinate the event across the city of Cape Town. The boom of the gun for the midday pause of three minutes for the first time on 14 May 1918 became the signal for all activity in the Mother City to come to a halt. Everything came to a dead stop while everyone bowed their heads in silent prayer for those in the trenches in Flanders.
As soon as the city fell silent, a trumpeter on the balcony of the Fletcher and Cartwright's Building on the corner of Adderley and Darling Streets sounded the Last Post, the melancholy strains of which reverberated through the city. Reveille was played at the end of the midday pause.
Articles in the newspapers described how trams, taxis and private vehicles stopped, pedestrians came to a halt and most men bared their heads. People stopped what they were doing at their places of work and sat or stood silently. The result of the Mayor's appeal exceeded all expectations. One journalist described a young woman dressed in black, who came to a halt on the pavement and furtively dabbed at her eyes with a handkerchief. "One could not but wonder what personal interest she had in the act of remembrance", he wrote.
A few days later Sir Harry, whose son, Capt Richard Hands, a member of 'Brydon's Battery', had been mortally wounded in the same battle in which Maj Brydon had been killed, decided to shorten the duration of the pause to two minutes, "in order to better retain its hold on the people".
In terms of the meaning of "two minutes" it was also argued that the first minute is for thanksgiving for those that survived and the second is to remember the fallen.
The midday pause continued daily in Cape Town and was last observed on 17 January 1919, but was revived in Cape Town during the Second World War. It had, however, become a pause throughout the British Commonwealth from 11 November 1919.
Sir Percy Fitzpatrick, author of the book "Jock of the Bushveld", had been impressed by the period of silence kept in his local church after the horrific loss of life at Delville Wood became known and the casualty lists had been read out. He had a personal interest in the daily remembrance as his son, Maj Nugent Fitzpatrick, battery commander of 71st Siege Battery, was killed on 14 December 1917 by a chance shell fired at long range. Sir Percy was understandably deeply affected by the loss of his favourite son and was also so moved by the dignity and effectiveness of the two minute pause in Cape Town that the date and time of the Armistice inspired him to an annual commemoration on an Imperial basis.
Sir Fitzpatrick then wrote to King George and it was accepted and implemented by Royal decree. On 27 October 1919, a suggestion from Fitzpatrick for a moment of silence to be observed annually on 11 November, in honour of the dead of World War I, was forwarded to George V, then King of the United Kingdom, who on 7 November 1919, proclaimed "that at the hour when the Armistice came into force, the 11th hour of the 11th day of the 11th month, there may be for the brief space of two minutes a complete suspension of all our normal activities … so that in perfect stillness, the thoughts of everyone may be concentrated on reverent remembrance of the glorious dead." 11 November was the date in

1918 that the formal end of combat occurred to end WWI. Fitzpatrick was thanked for his suggestion of the two minute silence by Lord Stamfordham, the King's Private Secretary who wrote:
Dear Sir Percy, The King, who learns that you are shortly to leave for South Africa, desires me to assure you that he ever gratefully remembers that the idea of the Two Minute Pause on Armistice Day was due to your initiation, a suggestion readily adopted and carried out with heartfelt sympathy throughout the Empire. Signed Stamfordham. Story for the South African Legion by Peter Dickens.

English Pub – "George and Dragon"

An 18th-century vagabond in England, exhausted and famished, came to a roadside Inn with a sign reading: "George and the Dragon." He knocked. The Innkeeper's wife stuck her head out of a window. "Could ye spare some victuals?" he asked. The woman glanced at his shabby, dirty clothes. "No!" she shouted. "Could I have a pint of ale?" "No!" she shouted. "Could I at least sleep in your stable?" "No!" she shouted again. The vagabond said, "Might I please ..... ?" "What now?" the woman screeched, not allowing him to finish. "D'ye suppose," he asked, "that I might have a word with George?"

SLOP CHEST

These slop chest items all proudly display our association insignia and are available from Cape Town branch. Place your orders without delay with Kathy:
Phone: 021-7885957 fax: 086 233 6410 Email: cptchairman@generalbotha.co.za

TIE [STRIPED]	**R60**
PLAQUE	**On application**
PEAK CAP [BASEBALL TYPE]	**R125**
'n NAAM WAT SEEVAARDERS EER Geskiedenis van die opleiding skip.	**DONASIE**
A NAME AMONG SEAFARING MEN History of the training ship.	**DONATION**
FIRST DAY COVER 60th anniversary of our Old Boys' Association	**DONATION**
BELT BUCKLE	**R250**
DVD "THE SHIP" Filmed on board during the thirties.	**R40**
DVD "RED HILL 1946/47" Collection of Rex Chamber's photographs with titles and accompanying music.	**R40**
DVD "SOUTH AFRICAN NAUTICAL COLLEGE GENERAL BOTHA 1954". Filmed by Barry Cullen and Chris Copeland.	**R40**
DVD "THE BARQUE LAWHILL – ON WINGS OF THE WIND" A film by V.J. Penso	**R40**
MAGNETIC BADGE	**R30**
BLAZER *WIRE* BADGE	**R100**

PLUS PACKAGING AND POSTAGE!
Note: some items in the slop chest are available from Durban branch as well
Cheque or postal order should be made out to "General Botha Old Boys' Association". Post to: P.O. Box 4515, Cape Town, 8000
Alternatively, the payment can be made by electronic fund transfer directly into our bank account. Details as follows:

- Bank: Standard Bank
- Branch: Thibault Square, Cape Town
- Branch code: 02 09 09
- Account name: General Botha Old Boys' Association
- Account number: 070835128
- SWIFT: SBZA ZA JJ