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GENERAL BOTHA OLD BOYS' ASSOCIATION

http://www.generalbotha.co.za

November 2016

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.

Some interesting reading here in. For example read about Dennis Cowley Ordinary Apprentice Indenture (Page 6) and then the challenges of the modern day cadet in the US Merchant Marine on Page 7. Also exciting news from our Bursary Fund and what is happening at Lawhill. The enthusiasm of those youngsters is clearly illustrated in the pictures and stories. There is much hope yet.
So from your Committee we wish you and your family best wishes for the holidays ahead, blessed Christmas and safe passage into the New Year. Thank you for your support, which has ensured that this Newsletter will continue as the Legend Lives on. Enjoy the read - ***Scribe***

FORTHCOMING CAPE TOWN EVENT – YEAR END LUNCH

- Venue: Royal Cape Yacht Club, Duncan Road, Table Bay Harbour.
- Date & time: Tuesday 13th December, 1230 for 1300.
- Lunch cost: R175-00 p.p - Partners welcome
- RSVP: Kathy, Louise or Jacky – phone 021 788 5957
- or email cptchairman@generalbotha.co.za by Sunday 1700, 11th December.

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

Durban Branch Christmas Lunch

Venue : Royal Natal Yacht Club
Date : Wednesday, 23rd November 2016
Time : 12h00 for 13h00
Cost : R150 per head (4 course meal)
Dress : Casual
Wine and Port will be provided

Australia Branch Lunch (For your diary)
Scheduled for 3 December at Chatswood RSL Club, adjacent Chatswood Stn. Peter O'Hare will advise further details.

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

The focus on our state of finances received a response comparable to the salvage of the Costa Concordia. Individual response from members has been very positive as well as collections made by our UK and *Down Under* branches brought in collective amounts. We are a very appreciative and relieved committee; members' valued support is in the true sense of our ship's motto, Honour and Duty. I have tried to thank individuals and do apologize if I have overlooked anyone. There is one Obie contributing monthly into the association's account and the reference states "for the pot". Whoever you are, thanks. Also, a collective vote of appreciation to UK and Australian branch members for their collective support. With such a vote of confidence we shall continue on safe passage. (*list on page 9*)

By the time members receive this edition our internationally renowned salvage man, Nic Sloane, shall have delivered another fascinating talk to the Cape Town fraternity. This titled; "The challenges of a mega –ship salvage, both Vale-Max and Ultra large container ships"

Somewhere in there must be lessons for mega passenger vessels as well. Thanks again Nic.

Recent mention of whaler pulling brought more reminisces. **Andy Morris 1955/56 #1962.** : -

"As regards the A team whaler crew of 1956 our coxswain, Wilfrid Pierce-Jones, took us out every morning at 0600 for a one mile race pace to a white guano covered rock marking the terminus, and after a short respite, an emergency full ahead pull back to the breakwater. This was accomplished in some 12 minutes each way, at a maximum hull speed of around 5 knots.

During the regatta our seamanship instructor, Jim Davis, coxed us in a blustery *south easter* to the finish line within the harbour. And no, he was not thrown overboard as tradition dictates. The Bothie A crews had won the event for three years on the trot, from 1954 to 1956.

Each winning crew member was awarded a bronze 'gong' the size of today's R5 coin, with the words 'Simon's Town Regatta' engraved on it."

The names on the back of the photograph that I am able to decipher are: Davis, John Akester, Roy Hughes and Peter Fitt. Who are the others?

Martin Harvey 1954/55 #1882, B Crew not to be outdone: -

"A snippet in the news letter about the 1956 A crew winning the Young Seaman's race was that our B crew also won, making me the youngest winning coxswain that year. Memory becomes a little dim after all these years but I remember my stroke oar was Ian Meikle and mid ships was that famous rhino fellow Keith Meiklejohn."

Granger Bay Bell: A matter that has been concerning me for a while is the bell of S.A.M.N.A. *General Botha*, our Granger Bay bell which shone dazzlingly on our gangway. In our museum exhibit we have the bells from S.A.T.S. *General Botha* (the Ship) and S.A.N.C. *General Botha* (Gordon's Bay). But no one is able to locate our Granger Bay bell so far. Thus I appeal to all members to dredge through the mists of time and hopefully be able to inform us who has possession of our bell. On the same subject the original ship's wheel was also mislaid some years ago. Grateful if anyone can locate it for us.

For those not on email or our Face Book page this snippet of news. Next year marks the 40th anniversary of the derelict tankers *Antipolis* and *Romelia* losing their tow to eastern scrap yards and running aground on the Cape Peninsula coastline on the 29th of July 1977. The 2017 Ship Society calendar commemorates this incident, with Jeremy Day's latest painting, showing the deep sea tug *SA Wolraad Woltemade's* valiant attempt to offer assistance, just before the *Antipolis* eventually ran aground at Oudekraal. The cost is R30 and postage for 1-4 rolled into a tube is R45.
To order contact Pauline Brueton on email: brupa@telkomsa.net or phone 021 434 5528

Lawhill Maritime Centre held their Annual Awards recently which was inspiring to say the least. Our GB annual prize was won by Thamsanqa "Thami" Hoza, a brilliant young man who won various other awards. More details in the bursary fund's report (Page 10 below).

Extract from The Log of the Lawhill: Sunday, November 23rd, 1947. Next morning out the carpenter said to the donkeyman in the messroom: I have a headache. - Oh, I never get a headache, said Pop. That's right said bosun, you have nothing in your's to ache. - Why cant you leave Pop alone said the sailmaker, only this morning he was cursing in the donkeyroom and the third officer asked him what was wrong. Pop replied he had lost the key of the tool box and could not open it. Well, said the 3rd, go to the 2nd and get some of his opening medicine. (*Copied verbatim from the original document, not my spelling errors*.)
Year end is soon upon us which leaves me to wish all members a Merry Christmas and a Prosperous 2017. Cheers.

SCRANBAG (Compiled by Tony Nicholas)

P. PISTORIUS 1982 #2784. Face Book is a useful invention. We found Paul as Managing Director of Livestock Express, Belgium.

A. VAN WIJGAARDEN 1969 #2384. Alex tells us that he is retiring end of October having been Regional Harbour Master, Marlborough District Council, New Zealand, for a number of years covering about 5000 square kilometres of water in harbour limits. Principal port is Picton which handles 10 000 vessel movements annually; at least it did in the year 2000.

W.B. VAN ES 1968 #2351. Received an email from Wim with whom I sailed with in 1970, I think it was. "I am still working as a pilot on the Humber Estuary and enjoying it; although after almost 15 years still struggle a bit with some of the elements of the local culture. I have seen many changes over this time, not the least of which is the massive staff turnover of more than 100%, unheard of in marine pilotage. The wind turbine business is taking off with a very large manufacturing facility being built by Siemens in Hull and very extensive new wind farms to be constructed in North Sea and serviced from the Humber estuary. All giving a new lease of life to compensate for the reduction in coal imports. We are still enjoying walks in the beautiful Yorkshire countryside, and the occasional cheap flight to Mediterranean destinations for a walking holiday in the sun."

A.J. TIDDY 1971 #2405. We see frequent posts from Alastair on Face Book telling us how hard be works *down under* so I just had to ask him for his story. "Joined Safmarine in 1970. Served on the S.A. Hexriver. After G.B. in 1971, sailed on the Far East run on the S.A. Morgenster and then was transferred to Union Castle for a year on the S.A. Oranje (mailship). Went ashore to sit 2nd Officers Certificate and then went back to the Far East run on the S.A. Constantia. Transferred back again to Union Castle as 3rd Officer on the S.A. Oranje, sailing with Robin Thompson (class 1939/40) as Captain. Finished off sea time for Chief Officers Certificate in the S.A. Sugela with Ernie Hinterlietner as the Captain – a very happy ship. Completed Chief Officers Certificate in 1975 and then did a short stint as Chief Officer on the 'Zwartkops' with Unicorn to fill in some spare time.
Swallowed the anchor in 1976 when Annette and I were married, and transferred ashore to Safmarine Computer Services as programmer and eventually Project Manager. Spent 5 years working with the Anglican Church in Cape Town before returning to IT as a Project Manager and consultant. Started law studies in 1984, which were halted when I immigrated to Australia in 1989 and we settled in Sydney.

In 1990, I went back to university to complete the MBA, graduating in 1993. After a variety of roles in strategy and planning, I finally completed my law studies (B Com, (Law) and LLB) that I started in South Africa, and was admitted as a Lawyer of the Supreme Court of New South Wales. I spent time with the national telecommunications carrier (Telstra) in corporate practice, specialising in litigation mainly in the areas of Competition and Consumer Law. Left Telstra in 2008 and went out on my own doing corporate advisory work in corporate governance, compliance and mergers and acquisitions. Went back to University of Sydney Law for further studies, graduating in 2013 with a Masters of Laws. In 2013, I joined another lawyer to form a private law practice in Sydney, practicing in a variety of commercial areas, civil disputes and criminal defence. We now employ three lawyers and are having to move to larger office space in order to accommodate additional staff to cope with the increased business." Plenty of work for you here in sunny South Africa.

E.M. HURNER 1972 #2417. Thankfully most members, though not all, do take the time to advise me of their address changes which in turn prompts me to ask for further updates such as this: "I left Safmarine at the end of 1973 and returned to university in Cape Town, at the same time starting a riding school, which I ran for two years.

In 1976 I left South Africa for Switzerland, where I worked as stage hand and set painter at the Goetheanum in Switzerland, then did a two-year training in Waldorf Education in Witten, Germany, returned to my old job at the Goetheanum, went to the United States for six months and, after five years away, returned to South Africa to work as a teacher at the Michael Mount Waldorf School in Johannesburg. After nine years there, I joined an initiative to start a Waldorf training program for Black teachers at the new Waldorf schools in the Black communities, where I worked for a further eight years.

Finally, after another two years helping found the high school at the Roseway Waldorf School in Hillcrest, Durban, I left for Europe, where I worked for ten years in the NGO already mentioned.

For the last few years I have been writing and am busy researching my fourth book, this time on the history of the Waldorf schools and anthroposophy work in South Africa."

ALAN BRITZ. Following a number of years with SAMSA, Cape Town, Alan has reported in from Australia sending beautiful photographs of his dives on local reefs. He reports: "settled in Cairns, Australia where I am employed by AMSA as a surveyor.

It's a pretty busy job here – being the only surveyor between Townville and Darwin. I service the following ports and terminals: Mourilyan (Sugar and Fuel), Cairns (Domestic cargos, passengers, fuel, sugar etc) Cape Flattery (Silica Sand), Thursday Island (Domestic cargoes and passengers), Weipa (Bauxite) and Karumba (Cattle and ores). So that means lots of fly in fly out inspections.

AMSA is currently going through a change phase. We will become the national regulator for domestic shipping on 1 July 2017. This function is currently being fulfilled by the state authorities. It's a pretty busy scene now, with 'big ship' surveyors needing to become proficient with small ships and boats. It is surprising how similar the challenges are that are present in SAMSA and AMSA."

D. NARBURGH 1977 #2567. I eventually managed to establish contact with Dave after many years of posting newsletters to somewhere in Namibia. Now we wait for his news.

A.C. HAVENGA 1985 #2867. Adrian confirms that he reads our newsletters and provides interesting news. "An update for your website and some information for your Scranbag if you wish. I was looking at both lately and see my details are rather out of date. Better than some columns with nothing in it I suppose. (*Indeed, those with blank entries on my database please take note and respond.*)

January 1984 to October 1999. Sailed with Safmarine. Deck Cadet to Master. Bulk carriers, general cargo and container ships. Basically anything they had except for tugs.

November 1999 to February 2016. Worked for Pentow Marine, Smit Pentow Marine, Smit and Smit Mozambique. Yes, they went through a lot of name changes but the one that always seems to stick was Pentow. Maybe some of the Founders had the right name to start with!

I was Mooring Master / Marine Advisor / STS Superintendent / Marine Operations Manager with them. Worked in Cape Town, Mossel Bay, Coega, Durban, Saldanha Bay, EBT Oil field, Sudan, Ghana and Beira. Interesting jobs ranging from the Alina 2 cargo salvage, Drillship bunkering, STS work and general SBM operations at various oil tanker terminals. Probably the most interesting was planning,

refurbishing, installing and commissioning the old Durban SBM offshore Beira for coal operations. Interesting and challenging.....

April 2016 to present. Working for Safe STS, a Diss, UK based company as Mooring Master / POAC / STS Superintendent. Was sent to Trondheim Norway for a simulator course to learn the finer points in STS operations and ship handling before being let loose on the real thing. This was after a period of training under an experienced Mooring Master. Also another very interesting job and very satisfying. In "land lubbers terms" parallel parking two vessels next to each other at sea and transferring cargo from one to the other. The cargo includes LPG, gasoil and crude oil. Hopefully this job will take me through to retirement, whenever that might be."

V.J. HAWKINS 1978 #2629. My appeal for email addresses brought a welcome response from Vincent. "It is a long time since we last met. I remember yourself and Kathy from the S.T. Kulu and the kindness that was extended to me from both of you in my greenhorn days as a first trip cadet.

I hope you are both well and enjoying life in Cape Town. With all its challenges it's still the most beautiful place in the world.

I'm still piloting on the Manchester Ship Canal with all the idiosyncrasies associated with a 122 year old infrastructure. This is my 22nd year as a ships pilot including my time in Durban harbour, yet still, the word expert does not come to mind. My best regards to you and Kathy."

Thanks Vincent. Please send me a summary of your career before Manchester Ship Canal.

SOS

Family of **John Kirkwood Kay Finlayson term 1943/44** are asking for any information you may recall of John including photographs. Interestingly his grandson serves on U.S. submarines. All we have of John as follows: He was awarded a Cape Town Municipal Bursary to attend General Botha and progressed the Junior Certificate course. He obtained a First Class pass in Navigation and Seamanship. He was placed with the Ellerman & Bucknall Steamship Company as an Officer Apprentice in City of Hereford from March 1945. In 1947 he was repatriated to South Africa by Ellerman & Bucknall due to ill-health. Deceased 16/07/2008.

Widow of **Adolf "Bob" Hartsuiker term 1950/51** is also asking for any information you may recall of Bob including photographs. Bob had an interesting time and what we know as follows: Born 1933-07-24. Arrived in South Africa in 1946 after three years in a WWII Japanese run internment camp and one year in a refugee camp in Java, Dutch East Indies. He was 14 in 1946 when he arrived in SA.

After Bothie joined Shaw Savill & Albion Co. Ltd - The Shaw Savill Line and achieved Chief Officer rank. 1963 was second officer on the Department of Sea Fisheries vessel Sardinops.

Thereafter and up to 1967, we believe Bob was working for an entrepreneur named Ernie Bisogno who owned Maritime Fisheries. Ernie bought the corvette HMS Rockrose (see http://uboat.net/allies/warships/ship/5547.html). It was reclassified as a merchant ship renamed Justin. Bob had the job of managing the conversion of the ship into a tuna fishing vessel equipped with refrigeration holds and apparatus to use long line fishing methods to catch the tuna. From early 1964 the Justin was successfully being used in Cape deep waters catching tuna. In 1965, he continued to work for Ernie Bisogno on land in Paarden Island, Cape Town where Bob set up a factory to process and dry-freeze the tuna for local and export sales. In 1967, Bob became a sales representative selling wholesale top line imported toys such as Dinky, Scalextric, Fischer Technix, Marklin trains, etc. In 1970, Bob started his own business in a historic building on the corner of Adderley Street and Long Market Street, Cape Town selling Art Posters retail and imported art quality from prints from museums in Amsterdam and prints in Milan to art shops in the main cities in South Africa. The following year he started up an additional arm of the business in Buitengracht Street Cape Town. Deceased 18/11/1974.

Newsletter returned from **David Bruce Atkinson class 1985**. His phone remains unanswered.

ANCHORS AWEIGH

D.E. COWLEY 1940/41. Sadly Dennis passed away 10th August. Jennifer writes from Canada: "A belated thank you for your kind message when Dennis died. There can't be many left now who were on the ship but he was very proud of being one of the ‘originals’ and we never went to Cape Town without

making a special pilgrimage to Simon's Town where all the well remembered landmarks were pointed out to me.

"Dennis's two years on the *General Botha* ended in December 1941 and in 1942 at the tender age of 16 he joined the British Merchant Service and was apprenticed to Bank Line for three years to the end of 1944, most of that time on ships involved in the Atlantic convoys sailing out of Glasgow and Liverpool to New York and Halifax, Canada.

"When I was looking through Dennis's papers I came across his Ordinary Apprentice's Indenture, an impressive document which stated that in addition to board and lodging he would be paid six pounds for the first year, eight for the second and twelve for the third, in return for which he would undertake (amongst other things) 'not to frequent taverns or alehouses, nor play at unlawful games'. Then on the reverse of this document it was certified that the said Apprentice 'served with us and during the period was attentive to his duties, willing and strictly sober' so both sides of the bargain were kept and at the end of his three year apprenticeship Dennis walked away with twenty six pounds plus War Risk Money!

"After the war his service with various shipping companies, including Elder Dempster, Mollers and SAFMarine, took him to the Far East, India, Ceylon (as it was then) and Australia as well as to South America. Then after some years ashore he joined African Coasters and later Smith's Coasters based in Durban, but in 1965 he got the job of Assistant Superintendent, and two years later Superintendent, of the Durban Corporation Shark Meshing Operation for Durban and Brighton Beach, and by so doing kept his connection with the sea till he retired in 1980.

As a keen member of the GBOBA he never missed the opportunity of attending a Bothie gathering on our return visits to Durban from Canada and always looked forward to the arrival of the newsletter, even if as time went on, the only reference to any of his contemporaries was likely to be in Anchors Aweigh!

"I'm sorry I couldn't have come up with more revelations about Dennis's adventurous life but I did my best and look forward to seeing the final entry in the November Newsletter, after which of course please remove our email address from the mailing list. But I want to say that you do a great job Tony and thank you for all the pleasure you gave Dennis and continue to give to so many others by keeping the Bothie spirit alive." (*see Page 6 below Durban Branch news*)

V.G. ALBERT 1952/53. Vic passed away 14th September. Sailed with S.A.R.& H, Safmarine, Bank Line, Union Castle, Rennies, Smiths Coasters and the department of Transport. Worked in various jobs in the Bahamas, USA, Japan and UK including skipper of a luxury yacht. 1966 returned to S.A. and worked in various posts for various companies.

2003 Toll Reach Operations Manager before retiring. His two sons have come up with a novel idea, which would tickle Vic pink. They are going to mix his ashes in with a tin of white paint and apply it to our anchor at Gordon's Bay! (*see Page 7 Gauteng Branch news*)

D.R. BANKS 1942/43. After Bothie Dennis sailed as Cadet with Union Castle Line, obtained Second Officer's Certificate in 1946. Then sailed with various companies including Court Line, Johnstone Warren Line, Headlams of Whitby, Safmarine, West Wales Shipping and Bullard King. After obtaining Chief Officer's Certificate spent following years with Standard-Vacuum Oil on their tankers. 1957 joined the Harbour Service in Durban, 1960 Port Elizabeth Harbour tugs, before returning to Durban in 1965. Retired as Senior Harbour Pilot, Durban, in 1986 and ran his own business from home. Deceased 11th August 2016. (*see Page 6 below Durban Branch news*)

M.W. BEILES 1945/46. Maury [Maurice], died on the evening of 24 October 2016 while being operated on for a tumour. When Maury retired he was the Director responsible for Consumer Marketing at Mobil S A.

In SATS General Botha he was known as Maurice Walter Beiles No. 1393 [1945-1946 term]. He reportedly changed his name to Bassett shortly after completing his two years.

Our condolences to family and shipmates of the above.

Durban Branch News (Derek McManus)

It is with regret that we report the passing of Dennis Cowley (40/41) in Canada on the 10th August. This was the day before Dennis Banks passed away – both were long time friends.

In remembering Dennis it comes to mind the first AGM I attended in Durban. Most attendees had been at the Merchant Navy Officers Club from early afternoon – often as many as 50 plus would gather at the appointed time with Errol Hunter leading the pack from aft. Gordon Jones taking the banter in his stride there was Sheik the waiter in his slippers rattling bottles and glasses and taking orders, another double bells over here and six castles as well. And so it went throughout the meeting. This was followed by the sailing dinner, with Stubs from the midlands telling Mess Deck jokes. It certainly was a lively affair and all retired to the private bar downstairs and continued into the early hours. Sheik the waiter when observing the numbers present, announced his retirement on an Annual basis and passed a plate around. After a few years this wore thin and the contributions ceased.

To Jennifer: from the Old Boys, we are saddened to see such a loyal supporter pass over the side! Good Memories remain!

Please note the details of our Christmas Lunch and bring a guest if you wish (*see Page 1*).

D McManus, Chairman, Durban Branch

Gauteng Branch "Boilerplate" (Alan Ford)

Gauteng Branch has been steaming around with no one the bridge or in the engine room for a few months now. A sign of the times, but more of that later. Our members on sick report, Tony Hunter and Wim Keirsgieter are apparently making progress with their rehabilitation and should be ready and fit for a party at the next Commissioning Day lunch. I hope so, because I don't want to have to paint our branch white with a big red cross on the side. I prefer it looking like an old rust bucket with pleasing traditional lines.

Sadly we have lost Vic Albert ('52-'53) recently. Vic was a regular attendee at small lunch get togethers at the Joburg Country Club, arriving on his motorbike. It was great fun hearing Vic's anecdotes about his chums and old salts, which regularly put strain on their carefully constructed reputations for public consumption. Our condolences to Lucy and family.

Last month's news letter must have sounded a bit strange. ... it was. I had sent the wrong file to Dennis. It only contained a cut and paste piece of text from a news source. So from here on, this month's newsletter contains most of the blurb which should have been part and parcel of the last edition.

The news item was an indication of how rapidly the old ways are changing, and the recent news that American cadets from USMNA will not be going to sea for their "Sea Year", for fears of bullying and sexual harassment.

The logic of this is unfathomable. Does the modern protectionist society conclude that when the young officers are perhaps a year older and have to start their seagoing careers in earnest that they will be immune to the negative social constructs found aboard ship. Or is it just that they are now the shipping company's responsibility. I have no idea of how Bothie Boys survived such onboard depravities and hardships since 1922. Maybe it explains why we are different.

But back to unmanned ships. Many of us still around are fortunately or unfortunately old enough to remember real live people who sailed on ships blown by the wind alone and which had no electricity, barring perhaps a battery radio. They ran on manpower alone. Captains Phil Nankin, Bill Storm and Bill Damerell are three who readily come to mind. We are also at a time in history where we can see the effects of the almost total reliance on computer technology in the industry. A ship cannot move without it today.... end of story.

The rot started probably in many places and at many times, one of which was at the electrical store in Granger Bay in 1971. There was a young man, who I introduce as the "the cadet who slept in the bed next to me", Norm "Cracklin' Rosie" Eaglestone . He and I occupied privileged positions and were the blue eyed boys of Joe Almond and PTI Smith. For the entire year my clean ship stations were the hospital and the PT store in the hall. In the summer months I could grab an extra 20 minutes kip in the warm sunshine streaming onto the comfortable beds, and in the winter when it was still dark in the

mornings the pile of judo mats were very comfortable in the pitch dark and quiet once the store doors were closed. I also had the keys to the medicine cabinet which had strong drugs such as a bottles of Panado's and Aspirin which were dispensed to ailing officers with migraines. Frikkie Bester was my best customer.

Norm on the other hand, was Joe's right hand man in the electrical store. It contained a selection of defunct antique equipment which Norm tried mostly in vain to resurrect. I remember in particular his frustration at not being allowed to break into the guts of a huge black Sperry gyro compass which was the size of a washing machine. It had a big Perspex clear domed cover which made it look like something out of an old 1940's Sci-Fi movie. Luckily Frikkie's radar sets didn't break down, otherwise I'm sure Norm would have had a go at them as well. But now, 45 years later, Norman is still very much involved with, and at the leading edge of navigational technology development in the US. An unsung hero in the maritime and naval industries, operating in stealth mode and below the radar, if you will excuse the turn of phrase.

Maritime careers in the various technology fields are popping up due to necessity of designing and maintaining technological implementations into shipping. Career training is battling to keep up with the requirements for type approved qualifications for system operators.

The job description of the shipmaster of today is a far cry in many respects from what it was only 30 years ago. Not only does he or she still have to cope with the original basic responsibilities which have been around since the Ark let go fore and aft, but cope with an overload of information streaming in from infernal computers and systems and the people behind those essential instruments of modern safety and commerce.

It won't be very long before the bog standard ship master disappears and follows the Sparky into history.

Autonomous ships will be crossing the oceans. No one will be awake on the bridge at 0500 in the morning or at 2300 at night. Perhaps not such a new situation as the non-seafaring populace may think today... I can certainly remember times when human consciousness was not evident anywhere near wheel, compass and chart.

2017 Commissioning Day Lunch is tentatively diarised for Sunday 29th March, so save the date in your new diaries. Nothing confirmed yet with regard to venue or price.

U K Branch News (Ted Fisher)

The Rededication of the FIVE Training Ship Memorials. H.M.S Conway, H.M.S Worcester, Nautical College Pangbourne, S.A.T.S. General Botha and TS Mercury, at The National Memorial Arboretum, Alrewas, Staffs**.** Saturday 3 September 2016 at noon.

A reminder, the Memorial Arboretum is a National site of Remembrance created in 2001 and operated by The Royal British Legion. It honours the fallen, recognises service and sacrifice of those who served their country in times of conflict. It features the Berlin airlift, Burma Railway, RNLI, Royal Navy, RAF, Merchant Navy together with all Emergency Services. Please go to www.thenma.org.uk and acquaint yourselves.

After almost a year in planning by Christopher Smith, President the Conway Club and Nick Young the Sculptor of the new badges and plinths, the service took place on stated date above. Weeks of fine weather preceded the event, however, the day dawned in typical English fashion, heavy overcast and pouring rain. Guests, made up of representatives and ladies of each organisation, assembled late morning. The Arboretum site covers some 150 acres, therefore limited Buggy Transport was provided from reception to the Merchant Navy site, some ¼ mile distant. Seating assumed dry weather around a small gazebo. Naturally umbrellas were in short supply and sympathy for the ladies in open toed sandals.

The Service….conducted by Rev. Simon Douglas Lane, Honorary Chaplain, The Conway Club, with opening prayers – Hymn: Lead Us Heavenly Father – First Reading – Re-dedication led by David Parsons representing TS Mercury and the Merchant Navy Welfare Board, representatives of each of the five establishments said a few words about the contribution made by their former cadets to the war time conflict at sea and elsewhere – Last Post – 2 minutes silence – Reveille – Hymn: Eternal Father – Prayers – Second Reading – Address by Rev. Simon Douglas Lane – National Anthem – Final Blessing.

A buffet lunch was held at the Crown Inn, Alrewas, attended by some 40 guests. This ended a somewhat moving occasion especially as the weather was rather inclement.
GBOBA – UK members in photograph are left to right – Richard Hellyer (56/57), Ted Fisher (54/55), Derek Kemp (57/58) and Ted's Barbara, all sharing a joke despite the weather !
Ted Fisher

Grateful Thanks for Donations to GBOBA

Our Chairman has expressed appreciation to all who have generously donated to the GBOBA. The list of known donors from January to October this year are: -

John S Orrock, DT Breckon, H Stroebel, Hugh James, O Grappow, RC Bairstow, Class of 86, Durban Branch, David Lovell, Fred Setzer, WJ Damerell, Macleod, Robin Bailes, Neil Lawson, Michael Neill, AJ Viljoen, PTS Evans, Bill Goldsmith, K Meyer, B Joubert, McDonald 2508, S Liisecj, J Tully, Mike Jones, DDT 1680, Alistair Struthers, For the Pot 9422, Jimmy Binos, Donations 9672, EW Jupp, A Briton, Balance of fund raising in UK (Arboretum), Robin Gratjios, AV HagueCharles Fre, Baartman, Robert Candy, Frank Wheeldon, Valerie Biebuyck, Dobeyn, Leale, Wallace-Bradley, Edward Fisher, Australian Branch Donation, Phil Leaver.

Our thanks to ALL Donors, listed and our apologies for any omissions (the bank statement does not always reflect the Payee).

S.A.T.S. *General Botha* OLD BOYS ASSOCIATION BURSARY FUND – October Update

Lawhill is sailing towards the shores of year-end with every academic sail set and the students working hard to maximise their success in the final examinations of the year. We wish them all a safe passage into 2017, particularly our two grade 12 bursars, Archie Leeu and Keanon Daniels, who are aspiring to continue their maritime studies at the Cape Peninsula University of Technology. They were given a special boost during the mid-year school holiday with a one-week intensive tutorial course in mathematics and science, taught by Charles Reid and Hugh James. The feedback from everyone involved has been very positive and it is planned to include this type of intervention in the annual mentoring programme for the Fund's bursars.

Spain 2016

While the focus of the Committee is always on the progress and wellbeing of the bursars, it is never forgotten that amongst the Fund's general objectives is the preservation of a consciousness of the culture and legacy of the SATS *General Botha* as a significant part of South African maritime history, through the encouragement and education of young South Africans to pursue careers in the maritime industry. There can be no better indication of the Fund's success in this regard than the acknowledgement, recognition and appreciation of the GBOBA's contribution through the Fund expressed repeatedly each year by industry speakers, faculty members and students at Lawhill's annual student awards evening in October.

This year was especially celebratory as it was the Lawhill Maritime Centre's 21st. The Fund's bursars featured prominently throughout. **Archie Leeu** spoke of his sailing experiences with Phil Wade's Marine Inspirations in 2015 and others spoke of their and **Loyiso Jantjies** (our Grade 11 Bursar) experiences in June 2016, when they were on winning yachts in a major super yacht race.

The Choir Master

Archie, a Speciality Metals Scholar, made a powerfully inspiring speech describing how his years at Lawhill had transformed his life. In addition, **Archie** also received one of the main awards of the night, a full Smit Amandla tertiary studies bursary for next year.

Archie and **Keanon Daniels** were both awarded performance certificates for grade 12 nautical science and maritime studies. **Menelisi Mkhize**, a grade 10 bursar and Master Yachts Scholar, received an award for outstanding merit in nautical science and maritime studies, achieving 95% in both subjects. Two Fund bursars participated in the Centre's excellent choir (singing far better than we OBs at our annual commemoration service!) which was very ably conducted by a third bursar, **Ntsika James**. Ntsika is in grade 10 Bursar and is on a MUR Scholar. It is most gratifying that, t*he Legend lives on*, evidently well beyond the Association, amongst this next generation of future seafarers. *May it long continue to do so.*

The Committee is, of course, watching the current developments on university campuses with concern, and is formulating strategies for responding to whatever the outcome might be for our bursars. *Rough weather or fair, the voyage continues.*

Archie Leeu

There has been a major development in the structuring of the SATS GBOBA Bursary Fund with the recent agreement to incorporate the *Society of Master Mariners South Africa Bursary Fund*. The formal changes to the constitution remain to be made and ratified, but in practice it consolidates the administration of both funds, allowing for a seamless continuation of funding and mentoring support from the secondary school level into tertiary education. It is very encouraging that several SOMMSA members have volunteered as representatives to continue serving within the new structure.

They Charles Kingon, Colin Flockhart and Tiaan Rabe are *welcome aboard* greatly strengthening the Tertiary Selection and Mentoring sub-committee. In addition, the Committee was pleased to co-opt and welcome Yvette de Klerk and Lloyd Merriman onto the committee. Yvette is the founder and managing director of *Maritime Training Enterprise*, with significant seafaring and maritime industry service. Her wide experience in the training and placement of seafarers is going to be invaluable to the Committee and as Secretary of the Tertiary S&M Committee. It is a further pleasure to welcome Peter Coetzee *back on board,* having been a founder member- *Peter has re-joined the crew after a period of shore-leave*.

Sadly, however, Derek Russell has retired from the Committee. As a founding member, his valuable contribution as committee secretary will be sorely missed. *Go well Derek – thank you!*

The Fund's bursar mentoring programme is a key element of its success and, therefore, a major aspect of the Committee's annual work planning and budgeting exercise at this time of the year. A review workshop was held in early September to facilitate this. Sixteen invited guests attended, all of whom are directly or indirectly involved with the programme. The frank and wide-ranging discussions were very useful, providing a comprehensive basis for further initiatives next year. It was most encouraging to receive such enthusiastic and valuable input – thank you! In addition, heartfelt thanks are due to

Mary Burchell for providing an excellent finger-lunch to complete the morning's work. Simply marvellous Mary!
The annual golf day is already working out to be a great success this year, with 4 ball Bookings booked out three months in advance. It is not only the core of the Fund's fundraising, but it has become a major feature of the maritime industry's annual brand marketing and social programme. In the agreement on incorporation of the SOMMSA bursary fund, it was agreed that the 50% split of funds from this event, between secondary-level and tertiary-level bursaries, will remain.
The Fund benefited from two donations of valuable maritime memorabilia this year. Obies Roger Shearer donated his valuable sextant and Alan Smith donated a magnificent model of a naval corvette, which was beautifully mounted in a glass display case by Derek Russell. An e-auction of the two items was held midyear, raising a total of R16 500. *Bravo to all concerned!* This was the second successful auction of this type and we plan to have an annual e-auction, *so any donations of this type will be most welcome.*
Although not directly related to the Fund, there is much excitement about the donation of an L26 yacht by committee member, Phil Wade and Anthony Just's Marine Inspirations to Lawhill Maritime Centre through the Bursary Fund. The yacht will be based at the FBYC in Simons Town, with club generously providing mooring and management of the maintenance and sailing program as part of their Corporate Social Responsibility program. Thus making it available for giving serious boat-handling experience to Lawhill students. This will broaden the opportunity to gain essential seamanship skills beyond the few who are able to benefit through sailing with the Marine Inspirations team in Palma, Spain, annually. This will add a valuable dimension to the Lawhill experience. Phil and Anthony besides arranging the original purchase are arranging a Big Bottle Wine Party BBWP on the 3rd December to fund the original purchase and ongoing maintenance. *Yet another Bravo, Phil and Ant!*
And so it goes. It has been a busy, fascinating and successful year for the Fund.
Nothing could have been achieved without your continued support. Thank you!
We wish you a great voyage into 2017.

Davis Challenge Cup *by T. S. Birmingham, 1934*
The cup is in the National Maritime Museum, Greenwich, London. *Extract from NMM*
http://collections.rmg.co.uk/collections/objects/62167.
On the side is an engraving of three cutters racing, and the inscription: 'HOWARD DAVIS CHALLENGE CUP Presented by T.F.B. DAVIS In memory of his son HOWARD who was a Worcester cadet and gave his life for his KING at the battle of the Somme in the Great War. For Competition between the Cadets serving on the Training Ships WORCESTER, CONWAY AND GENERAL BOTHA. The race to be in cutters of twelve oars. The winners to retain the Cup. Challenger to give three months notice. Holders of the Cup to select waters for race. First race to be held in London 1935. IN COMMEMORATION OF THE SILVER JUBILEE OF HIS MAJESTY KING GEORGE V'. T. B. F. Davis of Durban founded the South African training ship 'General Botha' in 1920. Training ship HMS 'Conway' had been established on the River Mersey in 1859 and the Thames Nautical Training College HMS 'Worcester' was founded in 1862. The first race for the trophy was held in the Royal Albert Dock on 29 June 1935 over a distance of one mile. The 'Worcester' crew won by two lengths, 'General Botha' came second, and 'Conway' third. The trophy was never raced for again, but retained by the 'Worcester', and in 1970 it was presented to the NMM by the Incorporated Thames Nautical Training College at Greenhithe.

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**
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'n NAAM WAT SEEVAARDERS EER Geskiedenis van die opleiding skip.	**DONASIE**
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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