

S.A.T.S.

**6 Davallen Avenue,
Glenashley, 4051**

Chairman: Derek McManus
Tel. (H): +27 (0) 65 889 0845

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



**PO BOX 414
Muizenberg
7950**

Chairman: Tony Nicholas
cptchairman@generalbotha.co.za

Cell: +27 (0)82 555 2877

Secretary: Hugh James
hughsig8@gmail.com
Tel: +27 (0)21 530 4484
Cell: +27 (0)82 796 7606

GENERAL BOTHA OLD BOYS' ASSOCIATION

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

November 2019

JOINT NEWSLETTER



Has your address changed? Please send your updated details to Tony Nicholas Chairman Cape Town (details above).

Do you have an interesting article for this newsletter? Please send your contributions to Dennis Henwood, dhenwood@iafrica.com Phone: +27 (0)21 6716373. Fax: +27 (0)86 6706710.

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

FORTHCOMING CAPE TOWN EVENT – YEAR END LUNCH

- Venue: Royal Cape Yacht Club, Duncan Road, Table Bay Harbour.
- Date & time: **Tuesday 10th December, 1230 for 1300.**
- Lunch cost: R220-00 p.p– Partners welcome
- RSVP: Kathy or Tony– phone: 083 778 5957 / 082 555 2877
- or email: cptchairman@generalbotha.co.za
- **RSVP by Monday 1700 2nd December.**
- Superb menu and even better company. We look forward to your strong support.

IMPORTANT NOTICE: Booking to attend is very important, no booking in advance no seat. The Chef at the club requires firm numbers about a week in advance to ensure we are well catered for. Your cooperation in this regard highly appreciated.

- 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

Please ensure your surname and name is used as reference for your EFT payment. If processing an EFT is not practical (e.g. overseas members) please inform us.

Brief note from the Scribe – *The NL is full, what a happy problem, so I am limited to just wish all readers a happy and safe Christmas and holiday season, and blessings for the New Year. “Off my Bookshelf” will take a back seat till the February 2020 issue about Brian Hoatson’s book which is full of interesting reflections of his career at sea and the shipping industry (see page 2).*

The Merchant Seamen By Brian G. Redding - (Submitted by Ralph Thornley)

This poem is dedicated to all Merchant Seamen

No poppies wave above our heads
Or mark the place where we must sleep
Below the oceans wild and wide
Our resting place is in the deep



Out of the night torpedoes came
To start the roar of flash and flame
The stink of burning oil and then
The cries of all the dying men

We ask you not to call us brave
For we volunteered 'tis true
We gave our lives so you could live
And asked no thanks from you

Armed forces from around the world
Put their lives upon the line
Just the same as we did
Having faith in the divine

The wolf packs now no longer roam
And peace then brought the heroes home
No poppies wave above our heads
But we are gone and long dead



From the bridge of Cape Town. Tony Nicholas, Chairman

The year is fast approaching its end which also signals an end to youngsters' secondary school career. Many Bothie Boys were represented at Lawhill Maritime Centre, of Simon's Town School, annual prize giving. Indeed, many "mentions in dispatches" of our *General Botha* Association Bursary Fund from the grade 12s elected to speak at the event. Our Legend Lives On. Grade 12 learner Julian Manual won our GB prize of binoculars this year; he was judged to meet all our criteria with ease, which reads:

The prize is awarded to a student who:

Shows an interest in following a career within the spectrum of the South African maritime family;

Has demonstrated perseverance in academic work;

Has demonstrated complete integrity;

Has been an enthusiastic participant in the practical components of the Maritime Studies course;

Has an excellent rapport with his/her seniors, peers and juniors;

Has impeccable manners and bearing, and

Has passed the Maritime Studies Course.

We wish Julian fair winds and following seas in his chosen career.

Many of our 12 bursary fund bursars were awarded during the evening; a fact that all can be proud of.



Brian Hoatson 1941/42 recently sent us copies of his memoirs printed only for family. Unfortunately Brian slipped his cable shortly thereafter. Extracts appear elsewhere in this publication. For posterity I donated a copy of Brian's memoirs together with other GB related books to the National Library of South Africa. These are:

1. GENTLEMEN - THE SHIP! - author Captain Ian Manning, ex cadet of the S.A.T.S. *General Botha* - donated by The Naval Heritage Trust.
2. NO REWARD FOR DUTY - author Captain Ian Manning, ex cadet of the S.A.T.S. *General Botha* - donated by The Naval Heritage Trust.
3. The Seagoing Memoirs of Brian Douglas Hoatson- author Captain Brian Hoatson, ex cadet of the S.A.T.S. *General Botha* - donated by the S.A.T.S. *General Botha* Old Boys' Association.
4. Two Years below the Anchor - compiled by Paul Semark, ex cadet of the S.A.T.S. *General Botha* - donated by the S.A.T.S. *General Botha* Old Boys' Association.

Although not relevant to the S.A.T.S. *General Botha* we included CAPE TOWN SHIPPING - author Peter Newall - donated by Captain Nicholas Cooper, ex cadet of the S.A.T.S. *General Botha*.

Following recent communications with Adrian Havenga I wondered the origin of his email address which reads *mudbank*. His explanation is worthy of The Goons (remember them?):

"*Mudbank* comes from my first ship in Safmarine, the S.A. *Vergelegen*, otherwise known as the Virgin Legion. We were under pilot up the Houston Ship Chanel when the vessel went aground on a mud bank. I happened to be the cadet on the wheel. The clincher was going aground AGAIN outside Maputo, same voyage. A buoy was missing and the Master altered too soon. Bump. Yours truly was the cadet on the wheel again. *Mudbank* was the nickname given and it stuck. The rest is history."

The new year brings class/term reunions again which I am hopeful are being arranged to coincide with our March 2020 *Bothie weekend*.

1. Tuesday 10th March 2020 - Pub Lunch - Royal Cape Yacht Club - Table Bay Harbour.
2. Saturday 14th March 2020 - Annual General Meeting and Commissioning Day Dinner - Kelvin Grove Club, Newlands Cape Town.
3. Sunday 15th March 2020 - War Memorial Service - GBOBA Cenotaph, corner of Heerengracht and Hertzog Boulevard, Cape Town.

I have written to the 1980 class & 1959/60 term. I remind all that there were no cadets in the *Bothie* 1970. We went to sea directly from school and joined *Bothie* in 1971. So far only Roy Meaker 1959/60 has replied in the affirmative but nothing further. *Bothie Boys, Both Watches, Honour and Duty!* March 2020 is looming on the horizon, we need you here. I look forward to hearing from you without further delay.

SCRANBAG

R.T. MARTIN 1972 #2420. A notable honour recently for Roy; the Maritime Law Association of South Africa honoured Roy at their annual conference. The tribute reads:



A tribute to Captain Roy Martin for his dedicated and enthusiastic service over many years to the Maritime Legal Fraternity in SA and this association.

MLA presented Roy with a painting of his first ship *Judicial Sale*, the *Monte Alto*.

Bravo Zulu Roy!

B. WALLACE-BRADLEY 1951/52 #1696.

Unbeknown to many of us Brad is a *Bothie* Boy of many talents. I recall Brad going aloft by means of the ratlines of the SAS *Unitie* mast during our

1997 anniversary celebrations. His feat certainly drew the attention of everyone on the parade ground below. Brad's biography:

February 1953: I joined my first ship *Kenilworth Castle* and served in her for 18 months on the round-Africa trade. I then made voyages in *Tantallon Castle* and several fruit ships on the "Cape Run". I became known as "Brad" from then on.

1956: I studied for and obtained my Second Mate's Certificate in Durban then spent 14 months in the mail ships *Carnarvon Castle*, *Athlone Castle* and *Durban*



Castle. I was then appointed as Third Officer in *Riebeeck Castle*.

Aside: Company rules stipulated that I had to take all my leave in the United Kingdom. During my leave I took two rock-climbing courses in North Wales and the Lake District and then enjoyed the first of six skiing holidays in Austria. On summer leave I sailed with a good friend on his engineless ketch around the North Sea and along the English East Coast.

January 1959: I obtained my First Mate's Certificate in Southampton. I then joined Furness, Withy & Co. Ltd., initially as Third then later as Second Officer on the North Atlantic iron ore trade. I then went to the Mediterranean in the Prince Line [part of Furness Withy & Co. Ltd.] and then around the world in general cargo ships to the Pacific Islands, Australia and New Zealand [out by way of Panama and home by way of Suez - or the reverse] on five-month voyages in *Medic*, *Mystic* and *Bardic*.

February 1961: It was five years since my last leave at home in South Africa so I took unpaid leave from "Furness" to do a delivery voyage to Cape Town as First Mate in the new trawler *Linaria* built in Hull.

March 1963: I Passed for Master [Foreign Going] in London. Now a decision! The law required that the Master of a British registered ship be a British subject. South Africa, now a Republic, had left the Commonwealth. If I wanted to stay in British companies and progress through the ranks to Master, I would have to exercise my right to adopt British nationality because of my having had more than ten years' service in British ships - inheritance aside! Unwilling to relinquish South African citizenship and finally start paying British income tax, [reclaiming British tax had paid for my skiing holidays] an opportunity presented to finally fulfill a long-time ambition to do an ocean crossing under sail. In late 1963, I joined the American-owned, Bahamian-flagged 56-foot ketch *Skywave*, newly built in Germany, as crew/navigator. We sailed from Southampton, England to the Mediterranean then to the Canaries, West Indies and the Bahamas. I was then given command to charter her around the Bahamas. My sister Jennifer joined me as cook/stewardess for some months before taking up a nursing contract in Canada. Then I went up to the Cape Cod and Maine area to charter. In late 1964 I left *Skywave* to go on a 99-day \$99 Greyhound bus tour right round the United States of America.

March 1965: I came home to South Africa bringing my cabin trunks, suitcases, skis etc., on another delivery voyage as First Mate in the trawler *Lupin* from Aberdeen to Cape Town. After that I sailed as Chief Officer in the "up and down" steam coaster *Reef* belonging to African Coasters.

1966: My next sailing voyage was as navigator/crew aboard the American-flagged, 36-foot yawl *Aldebaran* from Durban to Cape Town and then on to St. Helena, Ascension and Natal in Brazil, so sailing from Natal to Natal. We called at several small ports on the Brazilian North-West coast. I left *Aldebaranin* in Surinam.

March 1966 to December 1966: I sailed as First Mate in Rennie's *Induna*.

December 1966 to December 1967: I was Master of *Jolanda*, of Rennie's Angola Line out of Durban to all ports to Pointe Noire.

1968: I took a one year sabbatical, touring South Africa's five old ports: Shepstone, St. John's, Alfred, Beaufort and Knysna; then "berging" in the Drakensberg [My longest walk was 13 days along the top from the Royal Natal National Park to Giant's Castle (Bushman's Pass)]. I also surfed but not at all well and had the first of many skiing weekends on Matroosberg.

December 1968: I was appointed Second Officer in Safmarine's *Marland* for six months. I then took flying lessons at Virginia Airport, Durban.

October 1969 to June 1970: I was Second Officer in *SA Weltevreden* then took my next sailing voyage.

January 1971: I sailed as skipper/navigator on *Eshowe* in the first Cape to Rio Race. We came in on handicap and were commended by the South African Meteorological Service for the quality of our weather reports.

April 1971 to April 1973: I was Second Officer in *Vergelegen*, *Letaba*, and *Morgenster*, then for 17 months I was Second Officer of *RSA* the South African Antarctic research ship. I made two voyages to the South African SANAE Base in Antarctica and several voyages to Marion, Gough and Tristan da Cunha Islands.

Late 1975: I embarked on my fourth sailing voyage as skipper/navigator of *Phayet* from New York to Cape Town with stops at Bermuda and Recife. In all it was 60 days sailing. We used the engine [needlessly] for only 2 1/2 hours in the Doldrums.

February 1976 to March 1978: I was Master in several of the Kuswag pollution patrol ships then went back to deep-sea as Chief Officer in the fruit ship *Hexrivier*. I made passages from Seattle on the West coast of the United States to South America, the Red Sea and the Persian Gulf.

July 1979: For one month I was appointed as relieving Chief Officer of the cable ship *SS Cable Restorer*, managed by Safmarine. This was my second "up and down" steamship.

I was Chief Officer in Safmarine fruit ships, general cargo, bulk carriers and container ships. I finally became "established" with Safmarine after entering into an employment contract with them.

1980 29 February. Vera and Brad married. Vera had two grown-up daughters with children of their own so he became an instant grandfather [with none of the hassles of bringing up children]. After that she did several voyages with me to Europe, the Mississippi, Japan, the West coast of the United States of America and places in between.

1988 to 1993: I sailed as Master with Safmarine, commanding bulk carriers and general cargo ships

October 1991: I was appointed Relieving Master for a month of *SS Cable Restorer* - she was at buoys and still in commission.

October 1993: Retired on pension [16/40] from Safmarine.

Post 1993 Up-dating the Mostert's Mill saga: from 1968 when the poll-end rotted through, dropping the mill's sails to the ground, I became seriously involved with the revitalization of Mostert's Mill. It is the only working windmill in South Africa and possibly in the whole of Africa. [There are thousands of wind-pumps, in South Africa.]

In 1996 two other volunteers and I [one, another "Bothie Boy"] were trained by Dutch milling experts to run the renovated Mostert's Mill and have since gone from strength to strength.

In the meantime I became a Life Member of the False Bay Yacht Club and served on their "Safety and Training Committee" for six years.

2014: Elected as Chairman of the Friends of Mostert's Mill Committee but I no longer take part in active milling.

Now (2019) as an eighty year old, I have become interested in the 9-inch Rifled Muzzle Loader [RML] at Middle North Battery on Red Hill, Simon's Town. Among other tasks, I sweep out the gun emplacement preparatory to each firing. These take place probably ten times a year. I often say the gun gives a very satisfying ROAR! I am also involved in keeping the Glencairn wetlands clean and undertake tasks concerned with the development and beautification of the Wetlands.

I have had a life-long interest in cetaceans [whales and dolphins] and having been a supporter of the Dolphin Action and Protection Group [DAPG] for many years, I was recently elected chairman of the DAPG Committee for all the fact that as Chief Officer of *SA Waterberg*, I found a hump-back whale wrapped around the stem on berthing in Cape Town.

K.A. TATE 1976 #2542. Kevin's fanfare was his retirement a few months ago. However recently we found him on another salvage job in Brunswick, Georgia. We trust he shall bring some entertaining stories back with him.

N.R. EAGLESTONE 1971 #2389. It has taken a while for Norman to heed the call of Both Watches but he has finally thrown his line out, he writes:

During my end of term at Bothie I wrote an article called something like the Future of the Computer at Sea. I sort of believed it then but never dreamed I would end up developing artificial intelligence systems automating the updates for cartography, Notices to Mariners (for US and UK) and a few other interesting challenges along the way.

General Botha and those extraordinary lecturers certainly lit a flame in me that never really faded. I am ever grateful for that year.

Sailed as Deck Cadet and Radio Officer with Safmarine having earned a diploma from *General Botha* and a Telecommunications and Marine Telegraphy Certificate from the Cape College for Advanced Technical Education. Having the technology bug bite me, I later joining the South African Broadcasting Corporation (SABC), in Johannesburg, where I was involved in building out the new

national television station and studios headquartered in Johannesburg. During this time I was awarded a bursary by the SABC and attended the Witwatersrand College for Advanced Technical Education (WCATE), (now known as the University of Johannesburg, where I earned a Higher National Technical Diploma HND), in Light Current Engineering.

While being shore bound in Johannesburg, I joined the SA Navy Reserve where I was assigned to the SA Navy Training Ship, *SAS Rand* teaching celestial and marine navigation. Through this work, I was sent to study Naval Systems (SONAR, TAS, ASDIC, SA Navy doctrine), at the SA Navy College in Simon's Town and then promoted to Lieutenant and assigned as Officer Commanding (OC) of the *SAS Nautilus*, a Navy Seaward Defense Boat, based at the Naval command in Durban. The role of the *SAS Nautilus* was focused on coastal patrol chasing Russian Fishing boats from the coast of South Africa, Namibia and eventually Angola. The roles in Angola were more focused on Cuban infiltration under Russian control and influence.

For personal reasons, I later relocated to USA and worked for several organizations supporting US DOD and Intelligence Agencies as follows:

1. Sun Microsystems: Chief Technology Officer, at Sun Microsystems Federal, driving the strategic vision for developing Network Centric Warfare (NCW) vision for the US Navy. During this time I created a data distribution service (DDS) and led an international team of engineers and architects to enable that technology to be an international standard for military and commercial systems. This work was completed under the Object Management Group (OMG) and emerged as the OMG-DDS, an open international standard technology now employed by over 50 Navies, 250 ship classes, UAV systems and many commercial applications around the world.

2. Northrop Grumman Corporation (NGC): Director of Strategic Technology at NGC Defense Mission Systems. Developed strategic plans for USN AEGIS Guided Missile Systems using DDS. Developed outline and vision for USN Consolidated Afloat Networks Enterprise Services (CANES), awarded to NGC, for future Aircraft Carriers instantiations. Supported research for NASA deploying internet to the planets to ensure constant communications for future launches and planetary exploration.

3. Science Applications International (SAIC). Support Space and War Command (SPAWAR), in Charleston, South Carolina and develop advance weather systems and models for USN Fleet Numeric Weather Forecasting office.

4. SIERRA NEVADA CORPORATION - Lead research and provisioning of complex model based development systems. These included:

a. Delivery of automated systems to enable dynamic cartographic updates for International Notices to Mariners for the National Geospatial Intelligence Agency (NGA). Successful implementation here extended to Her Majesty's Stationary Office (HMSO), in London. These are the two largest cartographic organizations in the world deploying updates to charts and cartography for the entire planet.

b. Delivered a complex autonomous robotic system for the US Marine Corps research center at Quantico, VA, that would work collaboratively with humans to assess, plan, deploy and engage competitors, autonomously on the battlefield. This demonstration made history for the USN, and was recorded as the first time true autonomous engagement was automated, moving man from in-the-loop to on-the-loop. This demonstration was announced to and attended by members of the US Congress, as well as recorded and aired on CBS News - 60 Minutes.

5. Eaglestone Consulting LLC - Work with the US Naval Post Graduate School (NOS), to assist students with Post Graduate studies and theses concepts. Work closely with Chair and staff of the IT Faculty on Consulting for US Army General Command.

G.D. BAIN 1964 #2235. Gordon has been sailing under the radar for a while; or is that submerged?

1963 - 1963 Audit Clerk, Natal Provincial Administration.

1965 - 1967 Cadet Officer, Merchant Marine (Safmarine).

1968 - 1969 Audit Clerk, Natal Provincial Administration.

1970 - 1975 Computer Programmer with PMBurg Corporation.

1976 - 1969 Data Processing Manager with PMB Corporation.

1979 - 1981 Senior Systems Analyst with Port Elizabeth Municipality.

1982 - 1990 Data Processing Manager with Port Elizabeth Municipality.

1991 - 1998 Information Systems Manager with Port Elizabeth Municipality.

1991 - 2000 Retired but contracted to Municipality to insure applications were Y2K compliant.

2001 - Retired but still support a few special customers with legacy applications.

J.A. BIRTLES 1973 #2430. Following his retirement Joe may consider returning to sea for a rest.

"I am really busy every day doing steel work and am also working at woodwork and am becoming fairly accomplished with the lathe, router etc. Also, doing handyman work at the moment for the ladies next door plumbing, electrical, rebuilding garage doors, restoring the gate intercom, repairing sliding wooden glass doors etc. Never a dull moment. (*Ed note: is the neighbor perhaps Mrs Robinson?*) We also have a full menagerie of 2 dogs, 3 cats, two fish tanks, 1 goldfish tank, 3 large Corn Snakes, 1 Leopard gecko, another really nice lizard that I am not sure of its genealogy. Generally, I am up at six - feed the zoo and give everyone breakfast before they get off to work. So, at 66 I am really enjoying every moment of retirement and do not have a moment to spare."

A.C. BROWN 1980 #2684. Alan writes that he is heading home from Qatar to Dana Bay early 2020. We hope to see him at our March events in Cape Town.

S.A. Navy 1984 - 90. Served on Strike Craft - Assistant Weapons Officer. Drafted to S.A.S. Saldanha 1989 as Senior Divisional 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.C. ZANDEE 1964 #2259. Pim has recently opted for a very quiet life somewhere out in the Karoo. I am positive that a Bothie reunion out there shall liven up life a bit.

1965 joined Safmarine as Deck Cadet, SA Seafarer being the first and SA Zebediela the last. Later Chief Officer with Zapata Marine bringing the first oil exploration rig to South African waters. Joined BP in 1970 as Industrial Representative in East London. During 1974, was Coxswain of NSRI Station 7 rescue craft that took 36 crew & 2 pax. off SA Oranjeland aground on the East London beach front. Rejoined Safmarine in 1975 in a shore based position as Marine Superintendent, special ships division: SAFTUG. Attended outfitting of Ocean Tugs John Ross & Wolraad Woltemade, as well as three Voith Schneider tugs for Saldanha Bay Harbour and five Kuswag oil pollution patrol vessels. Active in international rig towage, salvage, oil pollution abatement and ship management projects. 1985 Promoted to Executive Manager for SAFTUG.

1986 PENTOW MARINE formed. Appointed Assistant GM. Provided the marine logistics and navigational infrastructure for the search for SAA Boeing Helderberg off Mauritius. 1987 founding member together with SAAF personnel of SASAR. Developed AIDLIFE air deployable liferaft system. 1992 appointed Managing Director OCTO Marine, a J/V company with FISH of Paris for West African offshore oil and gas, based in Cape Town. 1988 Established offshore tanker terminal for Mossgas (PetroSA) in Mossel Bay. 1993 Designed and owner built at Dorbyl Cape Town, the inland bunker tanker barge PENTOW ENERGY for service in Durban Harbour. 1996 Appointed Commercial Director of Pentow Marine, various projects including logistical support vessels for De Beers out of Port Nolloth, and additional bunker barge, an offshore tanker terminal for the Georgian Pipeline Co in the Black Sea; and together with TELKOM undertook a fibre optic cable maintenance study for the new SAT-3 system that resulted in the ship management contract for the Chamarel. 12/99 SMIT BV of the Netherlands purchases Pentow Marine. Appointed as Business Unit Manager Ports and Terminals, South Africa and Commercial Manager for Smit Area Africa. 1/2002 Appointed CEO of Smit Marine South Africa as well as GM Operations for the Terminals in Nigeria, Gabon and the balance of West Africa. 9/2004 Relinquished GM Terminals Africa position. Focused on BEE and recruited prospective new CEO. Restructured Smit Marine SA into two companies and relinquished position as CEO 10/2005. Directly as well as indirectly involved in 207 salvage operations during the period 1975 through 2008. Retired 01/2009. Appointed to the SCR (Special Casualty Representative) list at Lloyds that involved me in global salvage operations and added to the total of 79 countries visited, my greatest achievement. Finally retired 12/2018. Purchased a small 'lifestyle farm' (Olives & Figs) on the other side of 'Towerkop' in the Klein Swartberg mountain range in the Karoo. Clean air and NIL noise!

M.J. SMITH (Coetzee) 1958/59 E2. Marius went AWOL after retirement but with the help of Harvey Millar E36 we have him back on line again.

After Bothie qualified as a Millwright with the S.A. Railways before going to sea with the Union Castle and Safmarine. Obtained Chief Engineer's Certificate followed by a B.Sc at University of Cape Town. Returned to SA Railways & Harbours before joining SA Airways. 1978 relocated to Canada and 2002 was a consulting engineer working in the field of electric power station design.

H.B. MILLAR 1959/60 E36. Harvey joined SAR & H: for a Millwright apprenticeship with fellow Bothie Boys H. Lincoln, B. Akkerman, N. Hobbs, old salts Maruis Smith, W. Steyn and J. Kraus. Safmarine: Marine engineer SA Trader and SA Drakenstein to about 1967. 1967: Moved to Canada, worked as a Millwright in British Columbia, Ontario and Alberta. 1992: Took over BTS Services, Calgary [vibration analysis, dynamic balancing, precision alignment, maintenance on rotating equipment] 2010: Retired.

"Unbeknownst to each other Mike Duff and I landed in Vancouver in 1967 for me, 1968 for him.

Thanks to GBOB website we connected years later." *Our Old Boy network works.*

M.A. RIDDELL 1980 #2716. Mike has been lost in my sea clutter for a while but with the help of Face Book and class mates I found him happy in Singapore.

Previously with Safmarine and Smit Salvage, 2005 joined Svitzer Wijsmuller as Salvage Master. 2015 following a merger salvage master with Subtech. 2019 with LOC Singapore.

M.R. JONES 1974 #2474. Mike has also joined the ranks of comfortably retired recently and thus we hope to see him at the Bothie reunions in Durban and surrounds.

January 1973 joined Safmarine as a Cadet. Served all ranks from Cadet to Chief Officer. Sailed on all types of vessels including salvage tugs.

1984 - 86 - container stowage coordinator for SAECS in Safmarine Head Office.

1986 - 88 - Cargo Superintendent for SAECS/transatlantic joint RORO Service (seconded from Safmarine based in Cape Town).

1988 - 1991 - appointed Port Coordinator in Durban for the above mentioned service (seconded from Safmarine).

1991 - appointed Cargo Manager for Safmarine, Durban office, and seconded to MACS whom he later joined. September 2019 retired. Competitive in Latin American dancing.

AN OPEN LETTER to all Bothie Boys - "Brad" Wallace-Bradley 1951/52

GBOBA August 2019 newsletter page 40 of 52, 4th paragraph refers; please note a glaring mistake.

Deserving as she is Owami Zuma, a Grade 11 pupil of Simon's Town High School, cannot be referred to as "General Botha Cadet" – that should read "Lawhill School No....?" (in its low hundreds referring to the school number).

From its earliest days, until CPUT, cadets doing the two year course in the various establishments underwent a semi-military training that Lawhill Maritime Centre cannot hope to emulate. By all means maintain the current smartness of dress and behaviour (discipline). Yours aye, Brad 1696

Committee reply:

Good day Brad, yours of 21st August 2019 refers.

Our two newsletter editors and I have reviewed our newsletters and find that nowhere have we made reference to a "*General Botha Cadet*". In fact our newsletters refer to a "*General Botha student*" which is technically correct as the individual is sponsored by your bursary fund; i.e. the S.A.T.S. *General Botha* Old Boys Association Bursary Fund.

If this terminology remains unacceptable to you then we shall in future endeavour to refer to the scholars and students as "*General Botha Bursary Fund students*".

We have no idea whether Simon's Town School, of which Lawhill Maritime Centre is a department of, issues scholar numbers and is of no concern to us.

The establishment of the bursary fund was commenced in 2011 and was done in a fully transparent manner. Progress reports were published in every newsletter as well as at the association's annual general meetings. At the AGMs the member support was unanimous as was the support from our other constituted branches.

Your committee does recognize that the S.A.T.S. *General Botha* was a unique institution which cannot be replicated by schools such as Lawhill Maritime Centre. However your committee also views your bursary fund *as the vehicle to perpetuate the legend of our training ship and those that trained in her.* We shall of course publish this correspondence in our next newsletter as you have requested.
Yours, Tony Nicholas Chairman.

ANCHORS AWEIGH

B.M. GEORGESON 1957/58. Brian passed away unexpectedly being one of the fittest Bothie Boys around.

Brian's first ship was the *Clan Macintyre* followed by *Umtata*. After that *King Robert* and then sent to Springbok Line on the *Grysbok*. Cadet with B & C, King, Bullard King, (on the old '*King Robert*' tramping) Springbok thence Safmarine. After 2nd Mates various. S.A. vessels including reefer and 2/O-3/O on the *RSA* to the ice. Obtained Mates then assorted vessels amongst which S. African (S.A. *Huguenot* building and maiden voyage from Japan). Portuguese (C/O on '*Capitao Abreu*'), Norwegian (including AB on tanker '*Widan*', 3/O with Karlanders in South Pacific Isles). Australian (with Colonial Sugar), Hong Kong (C/O on the '*San Roberto*' tramping with Manners Navigation.) 1970 wrote Master's Foreign Going hence a contract on the *LM Gemsbok* of Land and Marine as Mate. 1971 Sailed on first Cape to Rio yacht race on *Howard Davis* in company of several GB Old Boys, sailing on two subsequent South Atlantic yacht races thereafter. The following eight years with Leo Raphaely Group firstly as Master of the reefer '*Judith R*' and subsequently as Marine Superintendent/Supercargo/Surveyor/Agent dealing with and sailing on owned and chartered vessels operating worldwide. The late 1970's saw him sign the dotted line whilst on a hitch-hiking trip to Rhodesia during their bush war, regular army. Engineer's Boat Squadron, Kariba and Zambezi including operations in the bush and externals returning after independence in 1980. Back to sea on the '*Perla Frio*' then two years Master of the '*Atlantic Isle* (passenger/cargo South Atlantic isles, West Africa, C.T.) 1983-1989 Marine Superintendent and Master Kuttel Group including delivery '*Brazilia*' to China and others. Next fifteen years contract work mostly as Master assorted vessels worldwide including general cargo/tugs/supply vessels/hydrographical survey/reefer including many deliveries, particularly fishing vessels. This included a period 1993-1994 with Spanfreight Mombasa as Master of their *Aventure* and *Acor* running mostly WFP cargoes to Somalia coming under mortar attack in Mogadishu once, and an unusual treasure hunting trip to the Seychelles as Master of the tug '*Argo Cape*' (Unsuccessful!) 2004-2006 two years with Smit Salvage and 2007 completed a contract as Master of the Svitzerwijsmuller tug '*Battleaxe*' in Angola. Continued sea-going doing contract work when not mountain climbing. 2011 retired. Deceased 2nd October 2019.

Brian was an enthusiastic hiker in our mountains and elsewhere in the world. Brian was held in high regard by the Botanical Society and was a regular guest of honour at their annual dinner owing to his expert knowledge of Table Mountain and the Flora and Fauna. Brian also assisted fellow Bothie Boy, Mike Lundy, update his hiking books by revisiting all the various hikes Mike detailed in his books and brought them up to date with current detail.

Class mate Stephen Clarke writes; "Brian was a real character and I remember him with affection from my Bothie days. Brian started a brief craze after one six-day leave in our second year. As we all gathered around our bunks to exchange [highly illuminated and exaggerated] yarns about our exploits on the leave, Brian emerged from a cloud of *Texan* smoke to reveal a GARISH eagle tattooed on his upper arm. This immediately sparked off a rash of imitators and the reign of body art re-was born."

Many have written in after hearing the sad news, Brian was, and remains, one of our Legends.

B.D. HOATSON 1941/42. Brian passed away 17th September. For me his passing was unexpected as he continued to communicate with me by email whilst in hospital. Brian recently published a fantastic book of his memoirs which details a most interesting and exciting career, which started at sea during WWII. In summary:

1943 - Joined S.A.N.F. (South African Naval Forces) Lower Deck.

1944- 1948 - Bank Line (S.A. - India - Far East).

1948 - 1950 - Jardine Matheson & Co (China Coast.)

1950 - 1951 - Bank Line (SA - Far East).

1952 - Obtained Masters Certificate in U.K. settled in Australia.

1953 - 1964 - Howard Smith Ltd (Australian Coast & 6 years as Wharf Superintendent).

1964 - 1987 - Training Division of Shipowners and Stevedoring Employers Association of Australia. Retired 1987. During Late 1960's was instrumental in forming the Australian branch of G.B.O.B.A. & was Secretary until 1987.

Brian's daughter: "Dad often spoke fondly about and was very proud of being part of the *General Botha* Old Boys Association."

Australia Branch Chairman Grenville Stevens: "On behalf of the Australian Branch of the *General Botha* Old Boys Assoc. I extend our deepest condolences to you and the families on the passing of Brian. Also personally from me

Brian was a stalwart in the formation of the Australian Branch of the GBOBA and in the years following during his tenure as Hon Secretary.

Under Brian's baton we enjoyed many successful functions and the Association went from strength to strength.

When Brian left Sydney, I was voted in as his successor in the role of Hon Sec. Big shoes to fill but Brian had set the pace and thanks to him the Australian GBOBA was on a firm track."

W.K. DICKSON 1949/50. Deceased 25th September 2019. Those that attended our Cape Town Commissioning Day celebration last March shall recall Warwick attended with his wife and family. His was a family of Bothie Boys; both his brothers, Francis Graham Dickson and Claude William Dickson in 1948/49 and 1950/51 respectively. His father, Michael Arnold Dickson, 1923/24 as well as his uncle James Dickson 1925/26. His father is on our Roll of Honour.

After leaving, had a short spell with Thesens Coasters before joining the Elder Dempster Line in Liverpool. Sailed on various ships of the line as cadet, Third Mate and Second Mate after achieving his Second Mate's Certificate. Subsequently achieving his First Mates Certificate, he then joined Shell Tankers and later Safmarine where he sailed as Second Mate. After not having been home for seven years he returned to Cape Town to write his Master's Certificate. There he met Betty, his wife to be, and decided to swallow the anchor. Then followed a variety of employment positions in Cape Town and Johannesburg before finally retiring to George.

A.T. JACQUET 1954/55. Anthony sadly passed away on 21st September. We have no further details of his career and would appreciate further contributions.

W.F. GOLDSMITH 1951/52. 1953 Bill joined the Anglo Saxon Petroleum Company (Shell Tankers) as an apprentice cadet. 1955 Acting 3rd Mate.

1956 Passed 2nd Mates exam [classes held at the Mission to Seafarers building, where Phil Nankin is purported to have been lecturer at the time, then sailed as 2nd Mate on what was the oldest tanker in the Fleet. No Gyro/No Radar and Echo Sounder did not work as the bridge was of timber construction and leaked above the echo sounder.

1958 Passed 1st Mates exam, swallowed the anchor and got married. 2nd Mate to Foreman Grade "B" with Caltex Oil unloading tankers and load & dispatch all rail tank cars. This from the old quarry which is now part of V & A Waterfront in Cape Town.

1962 Transferred to Johannesburg to be the first Aircraft Refueling Manager for Caltex in South Africa. To begin with two flights a week to be refueled. Sabena and Pan Am.

1967 Left Caltex and went into sales, mainly related to filtration and thermal insulation with a number of companies.

2008 Formed his own export business and also into partnership with others in the polyurethane business, blending chemicals and manufacturing thermal insulation products.

2013 Shut down export business due the inefficiency of South African labour resulting in being uncompetitive.

2018 retired but still involved in the polyurethanes business as a director and shareholder but not involved in the day to day business but as a consultant on and when required basis.

Deceased May 2019.

Our condolences to family and shipmates.

Australia Branch News – Grenville Stevens

Regrettably this newsletter is filled with sadness. Sadly our Hon Sec Peter O'Hare suffered a bad fall, as we write he is in St Vincent's Hospital Sydney in an induced coma with a fractured skull. Our thoughts and prayers are with Jenny and the family.

Captain Brian Hoatson one of the founding members of the Australian Branch of the GBOBA passed away 17 Sept 2019. His funeral service was held at St Marks Church Buderim on 27th September at 10 am. Old Boys Mike Pomfret and John Samson attended.

During Brian's tenure as Hon Sec the GBOBA down under flourished, we enjoyed a strong membership and many happy functions were enjoyed by all.

We have two Old Boys John Cameron and Paddy Martin who have gone off the radar and to date we have been unable to trace their whereabouts or any information.

3rd December (Tuesday) has been set as the date for the last Luncheon of 2019.

Chit Chat Bistro, Chatswood RSL Club, 446 Victoria Avenue
Chatswood.(adjacent to Railway Station).

Gauteng Branch News – Alan Ford

As we emerge from a mild winter we await some decent rain to get some water under our keels to get us floating and bobbing about again. At this point in time we still look like rusty old ships stranded in the Aral "Sea".

We recently lost Tony Jaquet (54/55) who had been a branch supporter for a long time and regularly attended our luncheons in the past. Unfortunately knowledge of his passing was received so late that to my knowledge the GBOBA was not able to be represented at his memorial service. Our condolences to Judy and family.

Today's sick bay report mentions Rene Poerner who has recently been in hospital a couple of times to effect repairs to some of his structural members and ancillary equipment. His Chief Mate Karen tells me he should be out of drydock and alongside the repair berth to continue with efforts to get him back up to Class... maybe not Lloyds A1, but perhaps to condition which will satisfy a dubious Pacific island jurisdiction.

I believe Brian Kewley is also to be found at the Repair Berth, and has been there for some time. I have had no further reports of others attempting to double bank there, which is a good thing and something which we are thankful for.

Like the rain there has been a dearth of interesting news filtering down through the maritime media these last few months. One report did catch my eye and that was about a new Maritime Academy under the auspices of the University of Gibraltar which will begin operation later this year. The report says they will offer four undergraduate maritime degrees, whatever that means. Whether there will be traditional cadets as we know them I don't know, and the chances of them building a nice white anchor up on top of the Rock are probably slim.

Sifting through the rest of the news which is mostly about the CO₂ and Sulphur emissions regulations and whether the industry is going to meet the IMO targets, left me with a question regarding institutional memory and knowledge. It seems that technology which was in its infancy in the 1970's has not progressed very far, or if it has, has not been taught to the new breed of naval architects and engineers.

When Inert Gas systems were first introduced to the crude oil tanker fleet in the late '60's early 70's, flue gas scrubbers were designed and installed on the new generation tankers of the time. Some of us were lucky enough to benefit from the increased safety they provided as well as observe the headache they caused for the ships engineers. Corrosion was the number one problem, evident within 6 months of operation. The maintenance required was enormous, and in hindsight one wonders if that was not a contributory reason for SafTanka to get out of the game relatively soon after the Kulu, Gondwana, and Sinda sailed under the blue and white company flag.

That was nearly fifty years ago. What sort of design expertise based on performance, or should we say non performance, has been gained over such a considerable period of time. One would think that such



a wealth of knowledge and experience would have been easily available to the current engineering companies who have been suddenly called upon to design and fit exhaust gas processing equipment? Apparently not according to a sector of the industry faced with the repair work as indicated in the following extract from a report from **Schednet**

There have been cases reported of corrosion to scrubber system pipe work and discharge outlets less than six months after installation, resulting in costly replacement works, experts told Lloyd's List. Several major classification societies are tracking an increase in scrubber-related issues and while no class society is prepared to reveal exact numbers, experts within societies have confirmed there have been several instances of corrosion related to quality issues traced back to the installation. Scrubber manufacturers, including Wartsila Scrubber, and owners who have installed systems have told Lloyd's List there are no issues with systems, many of which have operational experience dating back a decade. However, the recent acceleration of scrubber installations to meet the International Maritime Organization's 2020 sulphur cap deadline of January 2020 has led to a significant increase in corroded pipe work repairs handled by companies being called in to fix problems. "Corroded scrubber pipe work and discharge outlets is a serious problem that is not widely understood by people installing these systems, and we're seeing more of it," chief executive Boud Van Rompay of Hydrex, an underwater repair and corrosion specialist, was quoted as saying. "Piping is being eaten by corrosion because it is handling acidic residue. The problems we are seeing are quite astonishing and the speed of the corrosion is like nothing I've seen before," he said. According to marine engineering expert Gary Rawlings at the Bureau Veritas consultancy TMC Marine, corrosion occurs because of the acidic nature of the residue being processed, but the problem is not with the manufacturing of the scrubber itself, rather it is the ancillary piping and pump mechanisms that can cause issues. Corrosion can happen if pipes are not cleaned properly prior to coating, or if the coating has not been properly applied, or if damage occurred, for example the equipment was bumped during the installation, he said at a conference during London International Shipping Week. "Materials and coating choices are critical to avoid issues," he said, but pointed out that expensive corrosive-resistant materials are becoming harder to source and some manufacturers have stopped taking new orders as lead times can be four months or longer. "One of the key problems is that there is no reliable way to predict the speed of the corrosion and that can result in safety issues," said Mr Van Rompay. Mounting delays at shipyards to retrofit scrubbers on vessels are already causing costly delays for owners scrambling to meet the IMO's deadline for sulphur emission compliance. The average time for installation is currently running at 40 days depending on the type of ship. Despite the concern from corrosion experts, owners who have already installed systems report no significant downtime due to repairs and one major shipowner has cautioned that much of the anti-scrubber rhetoric being widely spread around the industry can be tracked back to stakeholders with a vested interest in discrediting scrubber systems. When Lloyd's List approached the Clean Shipping Alliance, a lobby group established in 2018 by leading shipping companies that have invested in scrubber technology ahead of the 0.5 per cent sulphur cap, for a comment, a spokesman pointed Lloyd's List to DFDS – a company that reports almost no downtime due to its scrubbers.

All I can say is the lawyers are going to get rich.

The loom of Christmas lights can be seen over the horizon. Soon they will appear, and be winking red green and white all around us bringing back memories of bridge nights past.

Gauteng Branch wishes all Obie's all over the globe a happy Christmas and may 2020 be on auto helm all the way. *Alan Ford.*

United Kingdom Branch – Ted Fisher

The subject of the monthly Training Ships Old Boys informal lunch at **The Rising Sun Pub 74 Shore Road Warsash Hants SO31 9FT** has again been raised! I'm sure our members are all aware the **1st Wednesday** of the month is the scheduled date and has been for some considerable time. The establishment has undergone a refurbishment programme resulting in closure during October hence no meeting was held. However, all is well and the **December date is Wednesday 4th** meeting ahead of lunch at 1230. Would any possible attendees please telephone Hannah on 01489 576898 to reserve?

I'm given to understand the Conway Club members are the main attendees. On a personal note, I've not attended for some considerable time and I do know our few local 'Old Boys' have also been absent for various reasons.

Once again, a poll indicates that travel distance, cost of travel, catering and food indicate a lack of enthusiasm for a lunch when we all have other weekday commitments in retirement. Personally, I am pleased at being able to do justice to my regular Wednesday round of golf!!

Fear not though as I will be on parade for the 4th December and in a recent conversation with Richard Hellyer he has suggested meeting at some time to discuss a plan for early summer 2020. Watch this space for the February Newsletter!!

May I wish, on behalf of Barbara and myself A Very Happy Christmas and New Year to all Bothy Old Boys and their families. *Ted Fisher.*

Durban Branch News – Derek McManus

Our Christmas Lunch was held somewhat earlier this year so as not to clash with the many functions that take place at this time of the year – a most successful day where some thirty enjoyed good company and good fare.

I announced my stepping down from the Chairmanship – at three score and twenty and ten years over my sell by date time has come to call it a day.

My tenure started when Gordon Jones passed over the side and our Secretary at the time Tony da Silva informed me at about three in the morning that I was now the boss.

We held a short service at our forthcoming lunch – Gordon passed on in Australia. This was attended by about 45 members.

A remark was made to the effect that Gordon has gone – that's the end of the Durban Branch. Well 87 years after the OBA in Durban was founded by Herby Horsley it is still going and some thirty years later I call it a day.

I have been fortunate to have had the pleasure to relate to members, from 1924 until today and the many incredible memories and stories I can relate. I hope in the Feb newsletter to call on the memory bank and bring some of these to life.

It was nice to see Smangaliso Dlamini at our lunch – he has one week to go before he leaves the DUT and was pleased to see a couple of members in conversation with him who would take him under the wing and hopefully get some form of employment even if it is around the port while an opening at sea arises. Well done, I can assure you Smangaliso is a very good candidate and an associate member as of now.

In closing I hope you all get spoilt rotten over the Christmas period and Santa avoids being hijacked and reaches his many destinations. Regards *Derek McManus.*

GBOBA Bursary Fund News – Thalia Hock (General Manager)

Student Mentoring News - On Friday 20 September ten nervous LMC and Sea Cadet students set off to Kommetjie to participate in the annual NSRI Introductory Camp. Two students Nerrisa and Ngabelwa had elected to complete this camp for a second time in order to better prepare themselves for the NSRI Advanced Camp in 2020! On Day 1 began with introduction to Sea Rescue, General



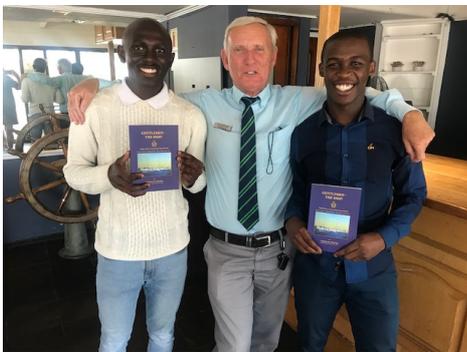
Safety and knots (*bends & hitches*). While the class struggled to participate there were two of the students, Nerrisa and Nqabelwa who had done the course last year, who encouraged the others on.



They were then dropped off in the open ocean, but their apprehension was again overcome with the help of the two. Everyone participated to the full and successfully completed Pre-Sea. Enrico Menezies, NSRI

Training Officer, reported *“The personality change from the morning to debrief was noticeable with students smiling and participating and telling their stories of personal achievement and conquering the unknown.”* The next day, Sunday, Enrico continues *“Sunday morning had a notable change in the personalities of all students on the course. The group started coming together and working as a team. They got involved and participated in the exercise with the NSRI Station 26 Duty Crew. Tuesday morning was test time with two individual tests on what they had learned over the previous days. All the students had improved tremendously from day one.”* The camp ended with a braai for students and trainers, mentors, funders and GBOBA BF committee members. The day culminated in a very touching prize giving during which the students delivered heart-warming speeches about what this camp had meant to them followed by the handing over of certificates. Nerrisa won Barry’s Board for the student judged to have determination and overall character. She had proved to be a real example of *“Winners never quit, and quitters never win.”* Well done Nerrisa! GBOBA BF is most grateful to the volunteer mentors Blackie Swart and Peter Coetzee who gave up their long weekend to be there for the students. None of this would have been possible without our partners the NSRI and our fantastic sponsors SAIMI.

Tertiary Student News - The fund year end is approaching and the Lawhill and Tertiary Committees



have been busy with selections for 2020 where we will welcome four new students as our Lawhill Maritime Centre students in Class 10, two from Durban and two from Cape Town. We will finalize the selection of the two Tertiary Student Bursars for SSTG in 2020 after completion of further tests. On the 5th of November we held a farewell lunch for the two SSTG students Menelisi and Avela who completed their course the previous day and subject to passing their final tests will proceed to sea as cadet officers in 2020. We were joined by representatives of their main sponsors SABT represented by Janine Manuel and

MUR/Dockendale represented by Capt. Mike Brown and by their transport sponsors FPT represented by Michelle Nicholas.

Fund News - The fund has been in a period of transition within the Administrative staff as well as in respect of the Board. Our much-loved Administrator Nicole Burchell has left us to support her husband John, who is in the throes of taking over a new business. We wish Nicole and John all the very best going forward and hope that Nicole will continue to support us in the future. Nicole has in no small way been responsible for the substantial growth that the fund has been able to achieve during her time with us. *You will be missed!!* As a result, we have had the pleasure of welcoming Thalia Hock on board as a replacement, into the expanded position of General Manager. Encompassing the work that Nicole has been doing, but as the new title indicates, with increased responsibility in the critical areas of fundraising, promotion and marketing where her strengths lie.

We have in addition lost our Student Administrator Salina Govender to a job as a Learner Attorney and wish her all the best in her new career. *Many thanks for all the good work you have done for the fund in your time with us.* We have been lucky to secure the services of her sister Divanya Govender on a part time basis to replace her.

Since the AGM in June the special sub-committee under Dave Main has been seeking to replace board members who have left and have indicated that they will stand down. Keith Burchell has asked to be relieved as Chairman and we have recently confirmed Simon Pearson who many will know to replace Keith as Chairman on the 1st of January 2020 at the commencement of the new financial year. The fund is privileged to secure Simon as our new Chairman with his extensive experience in the Educational and Training environment. All of us at the fund wish him well as he commences his new voyage.

We are pleased to welcome aboard both Thembela Taboshe a Master Mariner and Executive: Safety, Health & Environment Blue Continent Products in the Oceana Group in Cape Town and Rear Admiral (Jnr Grade) Koos Louw SAN retired on board as Board members and we will post some more details on them in our next News- letter. *Welcome Aboard.*