SATS *General Botha* Old Boys' Association

NOVEMBER 2021

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JOINT NEWSLETTER

CENTENARY CELEBRATION

SAVE THE DATES!

4-6 MARCH 2022
CAPE TOWN

MISSIONSTATEMENT

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

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

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Enjoy the Collegial Fellowship of Old Friends and Shipmates.

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

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

FORTHCOMING CAPE TOWN EVENT – YEAR END LUNCH

- Venue: Royal Cape Yacht Club, Duncan Road, Table Bay Harbour.
- Date & time: **Tuesday 14th December, 1200 for 1300**.
- Lunch cost: R245 p.p. – Partners welcome
- RSVP: Kathy or Tony– phone: 083 778 5957 / 082 555 2877
- or email: cptchairman@generalbotha.co.za
- RSVP by Tuesday 1700 7th December.
- Superb menu and even better company. We look forward to your strong support.
- Centenary book "The Legend Lives On!" shall be on sale, R550 each. Card payments accepted.

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, card payments accepted.

From the Bridge of Cape Town

The end of 2021 is fading astern; our centenary is looming on the horizon ahead. What shall 2022 herald? Hopefully a very low or repealed lockdown enabling us to celebrate our training ship's centenary in true Bothie fashion.

For a while I had been concerned that we were planning the same course line as before. But COVID-19 lockdown regulations certainly forced a change of course and for that I am pleased. We intend to live stream the AGM, Centenary Event and the Memorial Service on Zoom, therefore we gave the scheduled times of each event careful consideration. It is impossible to satisfy all the time zones of our members worldwide and selected what we deemed to be the best fit. I am hopeful that everyone shall join us, whether in person or on Zoom whatever your time zone may be. Let's recap (all times GMT+2):

- Friday 4th March 2022 @ 1100 - Annual General Meeting held at Kelvin Grove in the morning as usual.
- Saturday 5th March 2022 @ 1100 - Commissioning Centenary live event at Kelvin Grove. This shall be a hybrid event meaning that members shall be physically in attendance plus members joining the event on Zoom. Those in physical attendance shall Standby Tables following the screening of the Commissioning Centenary Event.
- Sunday 6th March 2022 @ 1000 - Memorial Service at the cenotaph.

As mentioned, all the above shall be live screened on Zoom. This makes the entire celebration available to all members worldwide; we look forward to your overwhelming support as a lot of work and expense has been invested in the centenary celebration. Durban branch is also contributing towards the costs of the centenary celebration.

Application forms and details for the on-line Zoom attendance will be sent out soon.

The special event on Saturday 5th March is the screening of a video using the theme of our centenary mission statement; The Past, The Present, The Future. We shall have intervals between each chapter when we shall invite and encourage Old Boys, on Zoom and in the room to relate their stories, short stories of course. So come prepared in case the MC calls on you.

The video shall also serve as a further record of the proud Bothie history preserving our legacy. Producing this film is a challenging undertaking and we are investing a fair amount of money in it. To contribute capital towards this valuable record we are offering **NAMING RIGHTS** on the film. If any Old Boy is interested in supporting this project, please contact me.

More details shall be communicated to all in Centenary Newsletters, keep your inbox open.
Perhaps it is too early to say; let the celebration begin!
On a different tack we have had a change of command in the UK branch, but I did not see the handing over of the command telescope. After many years of loyal service to the association and Old Boys', Ted Fisher decided that he has earned his time on the golf course and handed over to Jonathan Warren. We wish them both fair winds and following seas and a vote of appreciation to Ted.
Of note is that a few months ago Jonathan and Ted initiated monthly Old Boys' meeting on Zoom. Attendance is growing and there is lively interaction between all, very interesting. Bravo Zulu to our UK team.
By the time you are reading this newsletter our locals shall all have received their copies of our Centenary Book; *The Legend Lives On!* All the international deliveries were dispatched first week of November, unfortunately excluding New Zealand. As soon as I receive news of flights resuming between us I shall dispatch their copies which are all packed in readiness. Feedback so far has been very positive. We still have 200 copies available so place your order now for the read of the centenary.
There is always a caveat. In order to protect the books for international postage, particularly the Library Edition, I obtained sturdy cardboard packaging. Unfortunately this has increased the weight of the parcel by some grams with a resultant increase in postage cost, on average R100 Hopefully everyone can spare a few more AU$, GBP, US$, ILS, CA$, NZD to keep the association in the black and me out of the debtors prison.
Breaking news, your Bursary Fund in the news! One of the first bursaries awarded in 2012, Tsoso Hanong, has just obtained his Certificate of Competence Master (<1,600 GT Port Operations). A great milestone for your Bursary Fund and Bravo Zulu to Tsoso.

SCRANBAG

B.D. WEBSTER 1977 #2593. Galley wireless hummed that Bryan had retired back to Durban somewhere. However SAR (search and rescue) found him still working somewhere exotic. 2002 - with S.A. Stevedores as their National Operations Manager. 2005 joined the CTS Group based in Ghana. Retired in December 2020 and contracting in ports' development and management, amongst other port related activities. 2021 on a contract in the Seychelles. The mystery is what did Bryan do prior 2002?
A.J. VILJOEN 1964 #2256. Al is taking retirement seriously, or at least Carmel is. We now find him happily ensconced in the little *dorp* (a small rural town or village, often used to suggest that a place is backward or unimpressive) of Piet Retief. We wonder what he does for fun up there.
B.I. DAWKINS 1982 #2757. Brian AKA Doc is still in the offshore industry. Currently in the O&G Industry serving as OIM on board West Jupiter (DP3), fully DP certified. Does this industry actually speak English?
B.J.R. ZWAAN 1973 #2464. When ordering a centenary book I often find a change of address, some even a different continent. Jan is one such. "Sailed with Unicorn till second Mate, before relocating to Canada in 1975. Sailed on bulkers and tankers around the Newfoundland coast, US East Coast, Great Lakes and Europe, before coming ashore in 1984 with the Canadian Coast Guard, part of Transport Canada Ship Safety after obtaining MFG. Initially a few years on the St Lawrence north shore as Port Warden. Latterly in Ottawa as Marine Surveyor including inspections at Arctic loading facilities. In 1996 the division became Marine Safety part of TC as Coast Guard moved to Department of Fisheries. Various positions in Marine Safety eventually as Manager including for Pollution Prevention, Occupational Safety and Health, Navigation Safety, and Cargoes and Containers, Tonnage Measurement, Emergency Response. Attended many IMO sessions at various Committees, Sub Committees as part, or head of the Canadian Delegation in London 1996 till 2013. The proceedings at IMO are very formal, and steady progress is made on many aspects of the maritime world. It was always a very interesting experience to contribute to regulatory work in regards SOLAS Chapter VI and VII and the associated Codes, Guidelines and Recommendations, including through correspondence groups, working or drafting groups at Technical Committees. Attended as well, at the NATO Planning Board for Ocean Shipping in Brussels.
Travel and transport certainly go together, in 2001 when flying to London from Toronto to attend one of the last meetings on the IMO Bulk Carrier Safety Group, which resulted in many recommendations and changes to SOLAS, it coincided with 9/11, and we were turned around in short order to fly back to

Montreal. I started noticing the plane turning around, when I saw a particular wharf and bend in the St Lawrence River from above turning slowly. This looked just like a chart I remembered. You just never know when chartwork hammered in at Bothy, comes in handy. This event brought in a whole new slew of international requirements on security, and it never fails to amaze how many changes shipping has undergone over the years, from new technology to pollution prevention, ballast regulations, security, and shipping corridors for whales, etc. Retired in 2013 as Manager Marine Safety and Security Cargoes and Ship Port Interface and Port State Control."

J. CARSE 1961/62 #2199 Johan has certainly had an interesting career. I knew him well when he was with Portnet Cape Town, a gentleman to say the least. "1963 joined Safmarine as cadet *South African Seafarer* 1966. Obtained my 2nd Mate certificate in Liverpool and joined 3rd Officer *South African Shipper*. 1966 Left Safmarine and joined mv *Glyntaf* (Glenafon Shipping Co, Cardiff) tramping. 1967 Left mv *Glyntaf* and obtained my Chief Mates certificate in Cape Town. 1968 Joined Zapata Oil Co as Mate/Navigator tug *Plato* and signed off Texas, USA. 1969 Immigrated to Canada joined Canadian Coastguard as 3rd Officer ice breaker John *A Macdonald*, escorted the ss *Manhattan* through the NW Passage to Prudoe Bay, Alaska. 1969 Obtained my Masters certificate Halifax, Nova Scotia. 1969 to 1975 Worked Imperial Oil Ltd, Northland Navigation and BC Ferries. 1975 Obtained my Masters certificate in Cape Town. 1975 to 1999 with Portnet, last three years as Marketing and Port Manager, port of Cape Town. 1999 returned to sea with S.A. Marine Corporation/Maersk as Chief Officer. 2000 Immigrated to New Zealand. 2000-2006 GM, Lamnalco Nigeria and Oman. 2006- 2010 seconded to Abu Dhabi JV ADNOC-Lamnalco. 2010- 2013 APMSCO-Jordan. 2013-Lamnalco consultancy work including Kuwait. 2014 Resigned from Lamnalco and retired to New Zealand."

B.J. SMITH 1974 #2489. Bothie Boys certainly make interesting and varied career choices. We found Barry somewhere unpronounceable in the wilds of Canada.

"Life on the ocean wave started as a cadet with Safmarine in 1973. Highlight was working on what was then known as passenger ships, the S.A. *Oranje* as fourth officer and S.A. *Vaal* as third officer. In 1979 decided to work closer to home so joined Unicorn. Change of career to the finance industry in 1983 found me doing my articles with the accounting firm Deloittes. This was followed with a session working as an audit supervisor for the conglomerate, Anglovaal. In 1993 we moved to Canada. I returned to sea and worked with Maersk as a second officer until 2004 when I converted my S.A. Ticket to Canadian. Did a short stint with B.C. Ferries as a captain on an island hopper ferry. At this point we decided life was more important than the stress of endless work so I went into semi retirement. Got a job with Alberta Forestry looking out for wild fires. Easy life; working five to six months a year; no boss, no office politics; no dress code. Just trees, the occasional fire to call in, and bears! With the available free time I turned to things artistic and began dabbling with visual effects for film. Did some work for a few films and won several awards on the international film festival circuit. Decided to direct and produce my own film, a short scifi venture called Pirette. This was released beginning of 2021 and has so far won 14 awards on the film festival circuit. Should be available on Amazon's Prime VOD in 2022. At the time of writing, I am a few days from permanent retirement (August 2021). What's next? I am already working on the preproduction stage of my next scifi film, The Dark Away, for release in 2023. Maybe retired, but still working!"

C.P. SUTTON 1983 #2816. Chris got lost in the sea clutter recently but we soon acquired his target opening a London office for Island View Shipping.

1982 - 1988 Safmarine.1988 - 1994 Polaris Shipping - various positions, last being Branch Manager, Richards Bay Agency office. 1994 - 1999 Operations Manager for Christensen Canadian African Lines (CCAL) based in Durban.2000 - 2005 Operations Manager - Seaboard Overseas Ltd. 2005 - Grindrod Shipping - first as Operations Manager for Commodity Trading Division, Atlas Trading & Shipping. 2017 General Manager, Operations, Durban for Island View Shipping, a division of Grindrod. 2021 relocated to the United Kingdom, still with Grindrod Shipping (Island View Shipping a Division of Grindrod) opening office in London.

D.I. LOUBSER 1981 #2742. David is another Chum who went AWOL, our SAR team launched their boats and we rescued David, bringing him back on board. "After leaving Bothie remained with Safmarine until 1984, leaving to attend the Universities of Witwatersrand where I studied Zoology and Microbiology, I later went on to the University of Cape Town to complete my postgraduate studies in Spatial Ecology. After working in various parts of SA for a few years, together with my family we

immigrated to New Zealand in 2002. In NZ I worked on climate change related activities until 2010, gaining citizenship and ultimately starting my own small climate change focused consultancy. After a while, wanderlust took hold again and we left NZ to work and live around the world. I project managed the topographic and bathymetric mapping of a new port development on the Gulf of Bahrain in Saudi Arabia, I consulted for the Abu Dhabi Environment Agency on mangrove restoration and environmental information for a while and then moved back to Africa to work for a large environmental NGO based out of Nairobi. As the Director of Climate Change, I got to implement projects across the African continent and beyond into Southern Asia. In 2015 we moved back to the Pacific region where I took up a diplomatic role as Head of Mission in Vanuatu for the Regional Pacific Environmental Agency, while based in Port Vila Vanuatu, I got to travel and work across the region. In 2019, together with the family we moved back home to New Zealand. I now run an environmental consultant working on the Kapiti Coast of New Zealand, but with a focus on providing environmental consulting services into the broader Pacific region."

O.J. JOUBERT 1974 #2475. Placing orders for our centenary book gives me the opportunity to update details of many defaulters. 1973 - 1979 Safmarine as Cadet through to 2nd Mate. 1979 - 1983 Various Companies, including Unicorn as Chief and 2nd Mate. 1984 - 1990 Ellerman & Bucknall as Container Manager. 1990 - 1992 Own transport business. 1992 - 1997 Moved to Johannesburg, joined Marcol (Afris Line) as Operations Manager. 1997 - Moved to England.1997 - 2007 - Worked as an IT contractor. 2007 - Present - Cyber Security Manager.

P.J. FERREIRA 1984 #2831. Pieter is another on my defaulters list having not only changed address but continents, without advising the convoy commodore. He is now based in France. Pieter left Safmarine in 1988 and started working as a captain on sailing yachts the following year. Then he made the move to motor yachts in 2001.Completed his merchant training in the UK, and now holds an MCA Master Unlimited certificate. 2001 to present, Captain on various different motor yachts ranging in size from 50m to 90m.

M.G. BUNN 1974 #2466. Mike manages to keep himself occupied in retirement. Cadet - Safmarine and Unicorn.2nd Mate/Mate - Unicorn and Sea Fisheries.Studied CIS/IAC Diplomas (ACIS/AIAC Management). Portfolio A.C - D.C.F. Properties. Assistant Management A/C - Safmarine (SAECS Service). Financial Manager - ITC Travel, Admin Manager - Grindrod Containerlink. Financial Manager - Media Film Service. Production Accountant - Ground Glass. Insurance and HR - Media Film Service. Retired - part time accounting and bookkeeping.

E.P. NELLMAPIUS 1969 #2378. Ernest has moved north from Knysna to Pretoria and is seeking the Bothie fraternity up there. We look forward to reports of Bothie shenanigans up north.

B. HAWLEY. Brendon has returned from the east, now commuting between Durban and Cape Town. Sailed with Safmarine and Unicorn before coming ashore with Gearbulk for 18 years in many worldwide postings, last of which was in Shanghai. 2013 with Wilhelmsen Ships Service based in Singapore.

2021 Wilhelmsen Ships Service, South Africa. 2021 "have been out of the country since 1997 with 10 International transfers (Stamford CT / US, Montreal / Quebec, London, Jakarta/Indonesia, Vancouver/ BC, Shanghai/China, Singapore and several other minor postings such as Hong Kong and Stephenville /Newfoundland (Canada), back in SA.

I am a Board Member of the MACN (Maritime Anti-Corruption Network) which has over 180 global members."

ANCHORS AWEIGH

A.T.E. PROUDFOOT 1961/62. Anthony slipped his cable 11th September. We know that he was with Gremrick Security up north but we have no details prior. I would appreciate any detail of his career that you may recall.

P.J. HAYES 1953/54. Peter sadly weighed his anchor following COVID-19 complications, 18th June. Peter Hayes was a dyed-in-the-wool Eastern Cape man. He went to the General Botha from Port Elizabeth Technical College, just in time to be one of those confirmed by Bishop Lavis.

On finishing at the Botha Peter returned to Port Elizabeth, where he went straight into the family painting and decorating business (Hayes Decorators). He eventually took over the business and ran it until his (semi)-retirement, leaving his son John to carry on the family tradition.

G.C. LEALE 1944/45. Graham's wife wrote to us to advise her "beloved husband of 67 years passed away peacefully on 9th July. "1945 was not a good year to get a posting to a ship and as a result I took a clerical job. In 1949 I joined Welfit Oddy Ltd (Oddy's Bodies) the commercial body and trailer builders who in 1986 diversified into the manufacture of stainless steel tank containers for worldwide operation. I later became accountant of the company and finally company secretary. I retired in 1991 after 42 years service. I am a member of the Probus Club and still active in tennis and gardening."

W. VAN RYSWYCK 1954/55. Bill passed away 25th July. After spending a number of years teaching mathematics to the Lawhill Maritime Centre kids, Bill retired to the West Coast. Brian Ingpen writes: "After his time at General Botha (1954/55) where he was Senior Cadet Captain, Bill van Ryswyck went into business and later, set up a very successful IT operation in Johannesburg. He was a very astute man, with a brilliant mind and a gift for mathematics. He readily imparted his mathematical knowledge to Lawhill students. He and his very dear wife Sue enjoyed hiking, mountaineering and generally being in the outdoors.

Bill was a wonderful, sincere man, enthusiastic in everything he did, and a man of his word. We will miss his cheerful personality, his generous spirit and his great interest in Lawhill Maritime Centre. A great man is no longer with us."

G. ABRAHAM 1944/45. George was previously a Commander [Engineer] in the S.A. Navy and later joined the mining industry. Retired. Deceased 26th October 2021. Any further information of his career would be appreciated.

R.C. van der KROL 1955/56. Rijk sadly slipped his cable 7th November, a proud Bothie Boy and staunch supporter. Rijk's sea going career spanned the years 1957 to 1965. He commenced as a cadet with the Clan Line and ended in 1965 as a Second Mate in Safmarine. In 1965 upon obtaining his Master's he joined the SAR&H as a mate on tugs in East London. He proceeded to serve through all the ranks at various ports and upon reaching retirement age in 2002 went on pension from Transnet/Portnet in the post of Executive Manager (Marine Services) in Johannesburg. This position was perhaps better known as Nautical Adviser. Then started his own consultancy Nautad Consulting c.c. which closed in 2010.

Our condolences to family and ship mates.

AWOL

Alan Rathbone 1972 Term has gone AWOL. I still have him in KZN but phones and emails go unanswered.We obtained a lead in Australia and sent an Old Boy on a Search and Rescue mission there, to no avail.

Robert Mc Dougall 1958/59 Term last known address Kokstad, Kwa-Zulu Natal.

Find them please.

FUN WITH NAMES

Our intrepid surveyor **Don Oliver 1953/54** writes; I am reminded of an incident in Durban many years ago. Whenever I was appointed by an insurance company to have a look at a piece of cargo that had been landed damaged from a ship I would get hold of the ship's agents and invite them to appoint their own surveyor to attend as well so that in due course the insurance could claim back from the shipping line; if they did not have an opportunity to look into things at the beginning they would simply tell us to go away.

On this occasion the joint inspection occurred at Maydon Wharf and I hadn't met the other surveyor before but I knew who he worked for. I didn't want to let on that I didn't know his name so I did the usual trick by asking him to remind me of the spelling. He replied, "Same as in orange". You can imagine how nonplussed this left me yet from his side he presumably thought that would be quite sufficient. Anyway, when I got back to my office I phoned his switchboard and asked who had been down to Maydon Wharf that morning. She said, "Oh, you mean Doug Peel."

Editor's note; Now **Douglas Peel 1971,** whatever happened to the courtesy of exchanging business cards? I note Douglas is spending the southern hurricane season in some obscure place named Saskatchewan. Send us news Douglas. Can you purchase beer in those wilds?

Nederberg Slacks - an amusing anecdote from Ron Herman

Pier 6 Brooklyn 1970 SA *Nederburg.* A number of us Bothie Boys spent years on the US run, got to know the stevedores at Pier 6 Brooklyn, their idiosyncrasies and ways. It was Dave, 2nd mate's last trip in Safmarine and was saying goodbye to old friends. On Friday evening, a couple of hours before usual sailing time, Dave was on deck doing cargo watch, when the stevedore foreman Joey, approached him and said that the "Boys" had a farewell present for him, which was coming on board at No 6 hatch. Dave rushed down aft to see a 2m x 1m x 1m crate, being manhandled off a pallet which had just been landed by derrick. Stevedores said that the crate was for Dave and where should they put it? Quite flustered, Dave rushed forward to find Joey to clarify what was happening!!! The conversation went something like this; Dave: Joey, what on earth is that coming on board at No 6 hatch? Joey: Dave, it's a present from the "Boys" Dave: Yes Joey, but what is it? Joey: Dave, you're married yes? Your wife wears slacks? Dave: Yes! Joey: Well she now has 12 gross of pairs of slacks!!!!! Every crew member on the ship had a present for his wife and girlfriend when the ship docked in Cape Town.

UNITED KINGDOM BRANCH – Ted Fisher

Welcome to this November ramble from GBOBA-UK. They say 'all good things will come to an end.' This for me is my final note before I 'sign off' and hand the helm of GBOBA-UK Hon-Sec over to Captain Jonathan Warren (GB 1980) who shall no doubt, provide his own introduction.

As mentioned in my August note I have for well over 20 years been the UK-Link of our Old Boys Association. I was indeed roped in back in 1997 by Chairman Tony Nicholas when on my first visit to the Cape for over 35 years. Over this period, I have always made a conscious attempt to maintain contact with our members wherever they reside, well spread throughout the UK in an attempt to keep the Bothy Spirit alive. At times very difficult when telephone numbers were changed or where house moves took place again no email updates!

Trawling briefly through the Newsletters on our website since 2002 provided some interesting and amusing anecdotes. Our Social meetings/lunches under my tenure began back in 2001/02 where with the assistance of Chris Nash (GB 61/62) a lunch was held at an Italian Restaurant tucked away in London's Covent Garden. Yes, a great do it was. Other occasions were Port Solent, Lyndhurst, Gatwick, Goodwood Golf Club. We did of course combine with Old Conway, Worcester, Pangbourne whenever possible. Transit visitors added interest.

The early days had high guest numbers including our ladies but, with Anchors Aweigh, age declining health, travel costs combined with the spread of members around the country events have ceased. That said, modern social media technology in the form of Facebook, Zoom, WhatsApp Video, Facetime etc may change attitudes. For many it is over 60 years since they left the 'Bothy' for pastures new.

We have the three-day function being held on 14th 15th and 16th June 2022 Falmouth 4 Orders to look forward to. This is being organised by the Old Worcester Association for all former Commonwealth Nautical schools with Conway, Pangbourne, Botha and Worcester represented on the organising committee under Chairmanship of Bob Lineker (Old Worcester) I will continue as General Botha representative working to ensure a successful event. The event is now fully booked with a waiting list. Hopefully, with the easing of travel restrictions there is no doubt our Centenary will be well celebrated both in the UK and SA.

I've had an interesting time, met many people so, in closing, I wish all our membership continued good health, SUCCESS to Jonathan Warren who will have my support on whichever route he chooses.

My Very Best Wishes to everyone for Happy Christmas and New Year.

Aye, Ted Fisher (GB 1954/55)

"Handing over the Watch" - United Kingdom Jonathan Warren

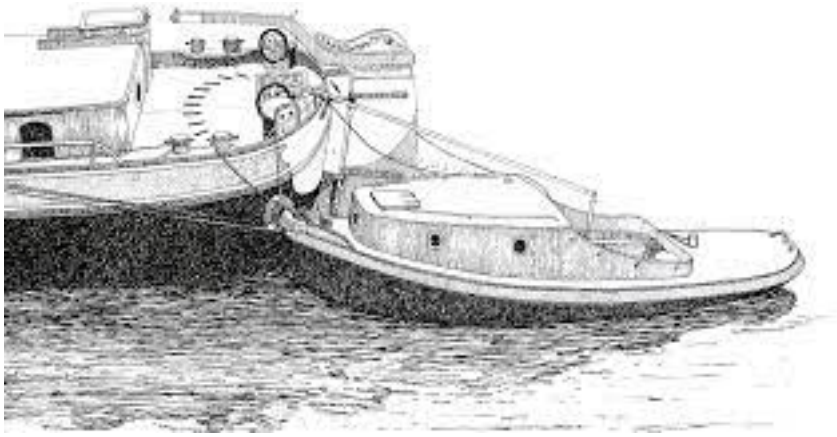
After many years of looking out over and reporting on the goings-on from the bridge of ss GBOBA-UK, Ted is handing over the watch to me, Jonathan Warren, and it is my hope to be able to continue doing Ted's fine work.

I approach this with some trepidation, almost like that first solo watch I took so many years ago, mainly because of the widely scattered nature of the Bothie diaspora here in the UK. Between us, Ted and I have managed to gather our members via Zoom, and at time of going to press we are heading in to our fourth Zoom Gathering.

We meet on the second Tuesday evening of every month and exchange views, news and banter over a serving of your favourite beverage, with which we toast the Ship. If you are not aware of our meetings, do email me at martrainltd@gmail.com and I will add you to the mailing list. Currently we meet at 18h00 local time, which will be 18h00z from next week as we pick our way through the yawning chasm of the winter months, rapidly approaching. Do join us – I need your contributions in order to be able to write these despatches!
Best wishes to everyone for the Christmas and New Year Season, soon to be upon us.
Jonathan

"Alang Beach" – Gauteng

The end of 2021 approaches with alacrity and I thought it prudent to end off the year's contributions to the newsletter with a bit of interesting history for a change, which will hopefully be appreciated.
Quite by chance the really annoying new YouTube algorithms dealt me a wild card and gave me a glimpse of a small facet of the maritime industry in the Netherlands which I never knew existed. The Dutch have always been, and still are world leaders in many aspects of the maritime industry and have developed very distinct types of vessels many of which are easily synonymous with traditional looking vessels specifically designed for their environment. Shallow draft broad beamed sailing vessels with leeboards are what are normally depicted in art and on ceramics, but who has ever heard of an "Opduwer" or has the faintest idea of what they are or what they are used for?
I tasked our Netherlands resident kaaskop and fellow '71 cadet Fred Kop to do some research on Opduwers and report back with some history. I had hoped that he would have wangled a ride in one, but it appears that he is far too busy cycling for hundreds of kilometres all over the show, but to be fair, that is the main past time of the locals apart from smelling the daffodils, scoffing poffertjies, eating chocolate and ham, and drinking koffee and Amstel. He did however do a sterling job with the research and based on what little I was able to learn from the Great Google, along with his interesting input, I have cobbled together a brief history on those cute little boats.



An "*Opduwer*" or "*Opdrukker*" is a small tug or towboat that was used in the Netherlands to push barges on inland waterways. Opduwers were predominantly in use in the first half of the twentieth century. During that time internal combustion engines got adapted for inland shipping. Earlier, barges were propelled either by sail or by towing from shore by horse or manpower. Fitting an engine and propeller to an existing barge was found cumbersome however. It was easier to construct a small tugboat and use this to propel the existing barge.
Opduwers were built circa 1910 to 1940. A large number survive as pleasure craft.

The skipper of the barge was commonly also the owner of the Opduwer so barge and tugboat formed a working pair. The barge was sometimes towed but most commonly pushed by the Opduwer. The word Opduwer literally translates to 'on-pusher' in English. When used as a pusher the Opduwer was lashed to the stern of the barge and often controlled from the barge using a string or the boat hook. The Opduwer offered additional advantages to the skipper as it could be used as a handy motorboat for various tasks and there was

no noise or vibration from the engine in the barge itself.
The first Opduwers were simple wooden rowing boats that had an engine fitted. Later Opduwers were built in shipyards, often from material that was left over from the construction of large ships. Early Opduwers were made of either wood or steel but later only steel was used. Common sizes were from 4.5 to 6 meters long and 1.5 meters beam, weighing between 1 and 3 tons. Some were completely open boats while others featured decks and a cabin to protect the engine from the weather. Common engines came from automobiles, often including the gear box. Having an engine of around 6 Hp the Opduwer could reach about 4 to 5.5 knots.
*Credit***:** *R. Martens & F. Loomeijer. Binnevaartschepen. Uitgeverij de Alk, Alkmaar 1977*

Today great fun is had at meetings where Tug 'o War competitions are held. New boats have been built and some have been designed to utilize the cabin as living space as one would commonly find in small yachts, and smaller diesel engines such as one would find in modern English canal boats have been moved to under the cockpit sole, thus freeing up the completely sparse open volume which was previously occupied by a huge powerful motor.
What I find interesting is the similarity in the design of the cabins and cockpits of many of the traditional Opduwers and the sailing catboats of the Chesapeake and Delaware areas of the USA. There must be some common naval architecture DNA there somewhere!
SAMSA would suffer apoplexy if someone tried to have such vessels surveyed to comply with our regulations today, most of the old opduwers have zero reserve buoyancy, and would sink like a stone if holed anywhere below the waterline. But in their natural environment that would not be a problem as the water is so shallow they would not sink very deep and could easily be salvaged and repaired.

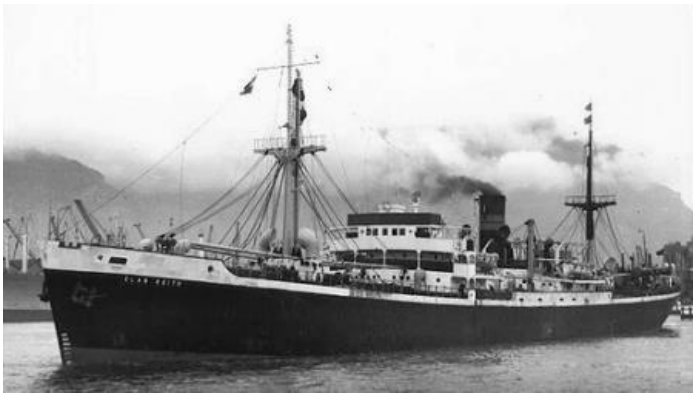
Australia Branch Newsletter November 2021

From GBOBA Sydney; Grenville Stevens 2189 60/61.

The Strict Covid lockdown regulations which have been in place in Sydney and Regional New South Wales since July may be lifted effective 1st November. Subject to this and the regulations on gatherings we are considering a GBOBA Lunch function on 27th November.

Dedicated to the Memory of Edward James Pollecutt1954/55.

During an email exchange with Tony regarding the Australian Branch GBOBA membership, Tony raised the question as to whether the late Edward James Pollecutt, Engineering Cadet 1954/55, was related to Assoc Member Richard Pollecutt (who studied for his 2nd mates at General Botha Granger Bay 1967) now living in Nowra, New South Wales. Richard confirmed that indeed the late Edward Pollecutt was his beloved cousin.



With Richard's permission we researched the sinking of the *Clan Keith*.
Edward (sailing as Fourth Engineer) together with 2 other South Africans and 59 members of the crew of the *Clan Keith* tragically lost their lives in the sinking

An Extract from the House of Lords Hansard of November 1961
The "Clan Keith" sank off North-Western Tunisia and it was reported that she broke in two following an explosion. The weather in the area at the time, I gather, was very severe. The ship carried a total crew of 68, of whom 54 were residents of Pakistan, 3 of South Africa and 11 of the United Kingdom. First news of the casualty was received from the motor vessel "Durham Trader"

which, during the morning, encountered one of the lifeboats of the "Clan Keith" carrying 5 survivors, including the master. Two further survivors were later picked up from the water by the Finnish tanker "Nunnalahti", but one of those survivors unfortunately died. Her Majesty's Cruiser "Blake", with the frigates "Plymouth" and "Rhyl", the destroyer "Diana" and the French minesweeper "Narvik", went to the scene and, together with aircraft and other merchant vessels, searched the area for further survivors, but I am sorry to say, without success. They did see wreckage and a number of empty lifeboats. Therefore, my Lords, it must be concluded, unfortunately, that 62 members of the crew have lost their lives in this very sad occurrence, and I am sure the House would wish to join with me in expressing our deep sympathy with the bereaved relatives.

Further reading on this tragedy can be found on the *Clan Keith* Memorial Page

http://www.bandcstaffregister.com/page4400.html

From Tasmania Hon Member Rear Admiral, RAN (Rtd) Allan du Toit - Arrival of RSV *Nuyina*

Photo: Australian Antarctic Division

Greetings from Tasmania, where the world's most advanced Antarctic icebreaker, science and resupply ship, Australia's RSV *Nuyina*, has arrived at its home port of Hobart, after a 13,000 nautical mile, 47-day passage from Europe round the Cape. *Nuyina*, pronounced noy-yee-nah, means 'southern lights' in palawakani, the language of Tasmanian Aborigines.

Despite Tasmania's snap three-day COVID-19 lockdown, the 160 metre-long, red and white icebreaker was impossible to miss by those with a waterside view, as it sailed up the River Derwent for the first time on Saturday, 16 October, and tied up at Macquarie Wharf 3.

The $500 million vessel is part of a $1.9 billion investment by the Australian Government to build, maintain and operate the ship over the next 30 years. This represents the single biggest investment in the history of Australia's Antarctic program. *Nuyina* will be the main lifeline to Australia's Antarctic and sub-Antarctic research stations and the central platform of our Antarctic and Southern Ocean scientific research.

Photo: Australian Antarctic Division

Messages from the Governor General, Prime Minister, other dignitaries, and celebrities, reiterated Australia's commitment to Antarctica and the importance of this historic moment in Australia's Antarctic history.

The Danish-designed ship, which was built by the Dutch Damen Group at their yard in Romania, was fitted out at Vlissingen in the Netherlands. *Nuyina*, which has replaced the locally-built *Aurora Australis* (1989–2020), Australia's previous icebreaking research and resupply vessel, will now undergo a period of testing and commissioning to ready it for Antarctic service in some of the harshest conditions in the world.

Nuyina which will be operated by Serco on behalf of the Antarctic Division, can deploy helicopters, landing barges and amphibious trucks to support the resupply operation. The ship also provides a modern platform for marine science research in both sea ice and open water with a large moon pool for launching and retrieving sampling equipment and remotely operated vehicles.

Nuyina at a glance
Length overall: 160.3 metres
Maximum beam: 25.6 metres
Maximum draught: 9.3 metres
Displacement: 25,500 tonnes
Icebreaking: 1.65 metres at 3 knots
Speed: 12 knots economical, 16+ knots maximum
Range: > 16,000 nautical miles
Endurance: 90 days
Cargo fuel capacity: 1,900,000 litres / 1671 tonnes
Container capacity: 96 TEU
Cargo weight: 1200 tonnes
Passengers: 117 Crew: 32

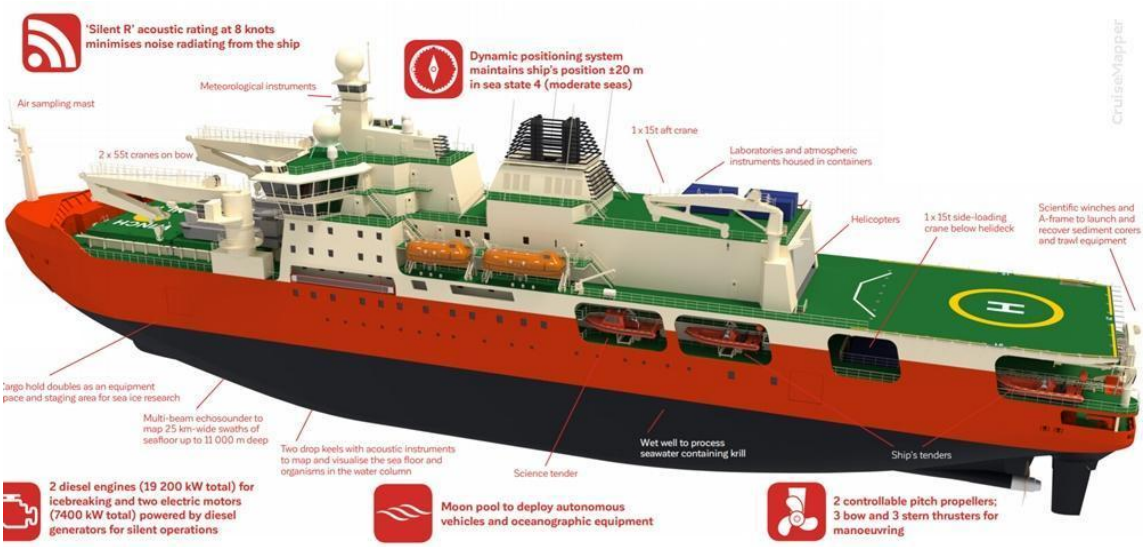


Photo: Australian Antarctic Division

"Old Salts Yarns" – request from Charles Kingon

Several members have already submitted anecdotes/stories/memories for publication in a 2nd Edition of Old Salts Yarns that is being prepared as part of the Centenary Year celebrations. For mainly Covid-19 related reasons, the final printing of this book has been put back to early 2022. This is good news, as it will allow time for further entries from Obies for the book. Many of the submissions received in 2020 have been incorporated into the Centenary Book, which is being delivered in the next few weeks. Some of you have asked what is expected: Just a page or two, or even 3 or 6, relating an experience, either at the bothie, or at sea, or in your life ashore. If you can include interaction with other Bothie Boys, that is a bonus. And if you can wax lyrical about how the bothie training helped you in your career, another bonus!

The provisional revised deadline is now 31 January 2022. Please send your submission(s) direct to Charles Kingon at: ckingon@gmail.com. Send them as a MS Word or Text document, or even in an email and he will copy and paste them to the book file. Rgds, Charles

Capt. G.A. Chettle, General Botha Cadet 1923/24 – by Ian Fishley

While the majority of Botha Boys pursued their chosen career at sea, many had also taken to the air, where their success rate was remarkable. The Vital role of G.A. Chettle (119) in the war-time SAAF, as well as the career which led up to it, were well described by Francis H. Gibson in an article in *The Outspan* of 21 April 1944:

"Major G.A.Chettle, SAAF, Chief Instructor of No. 42 Air School, Port Elizabeth, is……one of the *Botha's* early cadets (1923/24). He joined the Ellerman-Bucknall Line as an apprentice, and rose to

Fourth Officer in 1928, but, like many others, was driven ashore by the Great Depression, becoming a freelance journalist.
"In 1935 – 1937 he delivered ships all over the world as master in the service of a London Company specializing in ship delivery. In 1937 he gained his Extra Master's Certificate, the Merchant Navy's highest qualification, facing many hardships ashore to gain the time to study and sit for it. In the same year he became an associate member of the Institute of Naval Architects and the SA Harbour Marine as mate.
"In 1938 he opened the only marine school for masters and mates at the Durban Technical College. The next year he was put in charge of the SAR & H Marine School at the Point.
Released for war service he joined the SAAF as navigation instructor; many thousands of pupils have since passed through his hands; hundreds of them are blitzing Germany now."
Ian adds – "Among other things GAC (*G A Chettle*) was the First Principal Officer and Chief Examiner at Durban when the SA Merchant shipping Act came into force in 1952. Before the internet came into being he published his 'Chettles Cricket Chronicles' which regularly published or listed all the test match scores and statistics from the cricketing nations. GAC was the President of SOMMSA in 1968. I had photo of him at Congress in SA Shipping News which is somewhere in my office at Richard's Bay. Of course everything was much more formal in the fifties and sixties black tie and the lot. Nothing much has changed these days but there were certain govt connected shareholders involving the coal contract from LM and elsewhere, and Chettle left the department and opened up GA Chettle in Picadilly House in Aliwal street right next door to The MN officers club in Lindsay house. GAC was well connected with Anglo, and Rand Mines were prominent advertisers and prize sponsors for the Bothie in the old days. GAC was also the inventor of his well known draught measuring instrument for gaming down the swell for draught reading particularly at the BCA were the swell came right through the breakwater especially with a mother easter blowing. There were many generics made of this instrument which was engineered and graduated in inches in those days, but an inch was 25mm as well.
Cheers, Ian

Stop Press – "Brian Ingpen Scoops Major Award"

The front page of the Cape Times Wednesday 17 November – "For his contribution to the education of young people about maritime life, leading many to recognise him as 'Father' of secondary school-based maritime education in South Africa, shipping and maritime expert Brian Ingpen will tomorrow (18 November) have the National Order of the Baobab Silver award bestowed on him. President Cyril Ramaphosa will bestow the National Orders, the highest recognition that the country can award citizens and eminent foreign nationals who have contributed towards the advancement of democracy and have made a significant impact on improving the lives of South Africans."

Bravo Zulu Brian!

And this I am sure comes with heartfelt congratulations from us all in the GBOBA and the Bursary Fund. Many of our Obies have had a part in Brian's career and association in the maritime industry and education over his 46 year career. In fact some Old Salts would have known or come across him when in his "Kort Broek" days he would ride his bicycle around the harbour and sneak on board ships and tugs.
The last newsletter we advertised Brian's latest book "Cape Town's Docklands", a pictorial and interesting anecdotes of Table Bay history. Anyone interested to obtain the book may contact Brian brian@capeports.co.za.
Brian is currently in Montreal collecting information for his next book. He has been commissioned by Fednav to write the history of that ship owner and operator company of about 60 bulk ships operating worldwide. In his absence, Brian's son, Graeme, will receive the award from the President on his behalf. In the Cape Times front page report he is quoted as saying "Any work I may have done also received the full support of my wife Margaret and my family. I thank God for the opportunity to serve in education for 46 years, of which 23 were at Lawhill Maritime Centre."

Simulating the future of maritime - https://www.wartsila.com/insights/article/simulating-the-future-of-maritime

"In a world where 'autonomous' is a reality, a marketing strategy and a race to the finish line, what lies beneath is often lost in anonymity." So begins an interesting article in the Wartsila Insights magazine. The scenario is two autonomous ships made by different manufacturers meet each other. How will these ships interact? Will the vessels discuss complex navigational maneuvers? How complex will navigation be? Is there a guarantee that the two intellectual machines will interact in a proper way? The article suggests that the answer(s) lie in SIMULATION, and to develop mathematical models for IT systems to mimic authentic real-world outcomes. This of course requires the human element to set it all up in the first place. Yet human kind continues to struggle to overcome his/her own errors, opinions wars and accidents. So, are we any closer to finding the perfect solution – I hesitate to ask!

Keep safe, have a blessed Christmas and holiday season, and we look forward to seeing you in our Centenary year. – Scribe!