

SATS *General Botha* Old Boys' Association

www.generalbotha.co.za

Durban Branch
5 Redwood Crescent, Glen Anil, 4051

Chairman Mike Melly
Durban@generalbotha.co.za
Cell: + 27 (0) 83 253 9586

Secretary/Treasurer: Chris Smith
Durban@generalbotha.co.za
Cell: +27 (0) 82 321 8436
Tel: + 27 (0) 31 561 1582



Cape Town Branch
12 Henwick Road, Lakeside
Western Cape, South Africa 7945

Chairman Tony Nicholas
cptchairman@generalbotha.co.za
Cell: + 27 (0) 82 5552877

Secretary Hugh James
cptsecretary@generalbotha.co.za
Tel: +27 (0) 21 530 4484
Cell: + 27 (0) 82 796 7606

NOVEMBER 2022

JOINT NEWSLETTER

2022 CENTENARY CELEBRATION YEAR



MISSION STATEMENT

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:

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.

Enjoy the Collegial Fellowship of Old Friends and Shipmates.

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.

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.
- Note: driver of your vehicle needs to show his driver's license to gain access to the harbour.
- Date & time: **Tuesday 13th December, 1200 for 1300.**
- Lunch cost: R265 p.p. – Partners welcome
- RSVP: Hugh James– phone or WhatsApp: 082 796 7606
- or email: cptsecretary@generalbotha.co.za
- **RSVP by Sunday 1700 6th December.**
- Superb three course menu and even better company. We look forward to your strong support.
- Centenary books "The Legend Lives On!" and Old Salts Yarns shall be on sale, R550 & R300 each respectively. 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. Late booking requests subject to Chef's goodwill.

- 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 on the day.

FORTHCOMING DURBAN EVENT – YEAR END LUNCH

- **Date – 12:00 Wednesday 7th December 2022**
- **Venue – STELLA SPORTS CLUB**, Helen Joseph Road, Glenwood
- The menu to be advised, expect to budget below R200 per head for a 3-course meal
- If you or your company is able to offer sponsorship for drinks, this would be greatly appreciated

FORTHCOMING NSW AUSTRALIA EVENT – YEAR END LUNCH

Function 2022 Lunch Gathering to Commemorate the GB Centenary
Date Friday 16th December 2022
Time 1200
Venue Fitzies Fish and Chips
8 Dangar Rd, Brooklyn NSW 2083
Cost. Order and pay for Food. *Drinks BYO* (Soft drinks to be purchased)
RSVP Lunch Pack \$17.50. Other items as per Menu
Grenville Stevens, Chairman, Australia Branch
Grenville.stevens@gmail.com
P O Box 155 Salamander Bay NSW 2317 Australia

Invitation to all Old Boys, Hon. And Associate Members, together with their partners and family.



Where has the year gone? I think it has flown by, and I can only explain it as having been such a full and active Centenary 12 months for the GBOBA. It has been a great success and for sure the preservation of our history and legend has been preserved in books, memorabilia and memories in perpetuity. Wow! – what a year.

So we wish all Obies around the world safe and happy Christmas holidays, and may the new year and the next 100 continue our LEGEND. - Scribe. –

From the Bridge of Cape Town – Tony Nicholas, Chairman

By the time you are reading this epistle Kathy and I shall be in the wilds of Zambia. Thus address any correspondence to Hugh James and/or Dennis Henwood until we return early December.



Cadet Records Before

It certainly has been a busy centenary year, a few projects successfully undertaken. One of these has been the professional restoration of the six cadet record books, one of which dates back to the first intake of 1922. I imagine the record was opened during 1921 though. Those of you that bothered to view the



Cadet Records After

memorabilia on display at our centenary event in March would have seen the 1922 book, in rather a poor condition. Other achievements shall be reported at our next AGM.

Another centenary project is a book detailing the World War II service of all our Bothie Old Boys' and includes details of the various arms of service, including the Merchant Navy, and many anecdotes. It shall be an interesting, fascinating for some, read and forms another valuable historical record of our training ship and those that trained in her and I have thoroughly enjoyed the research. The publisher is the South African Naval Heritage Trust (NHT), I expect the publishing date shall be January 2023. NHT needs to estimate the number of copies to print. Therefore if you are interested in a copy then let us know by return.

The article in our August edition raising the interesting question of the steaming lights of omni-directional tugs has raised some response. One such from **Marshall MacDonald 1965**; "The article called Alang Beach....all about which way a reversing tug might be going....was fascinating and needs comment from OB's who became pilots?" Well, our pilots around the world, your wisdom please.

Nic Sloane 1981 has been in great demand as a guest speaker at many forums at which he is revered. Ever humble Nic always directs any speaker fee on offer to your bursary fund. We are extremely appreciative of this support, as are the youngsters who benefit from such generosity. The gauntlet (is there a nautical term?) has been thrown down. Honour and Duty.

Graham Jooste 1952/53 is interested in pictures of the ships that we all served in. "I would like to have a picture of the ship/ships that GB men sailed on during their careers, with the names of the ships and the names of the GB men. I am interested in the transmission of design of the merchantmen and this



Blaise Morris with TSW Cadets

document could be of interest to us all. Keep up the great work." Indeed it is of interest and would be another valuable record in our archive. Send your photographs to us for forwarding to Graham. If you only have framed pictures on the bulkhead, ask your children, Old Salts ask your grandchildren, to take reasonable photographs for us.

For many years **Iain Peddle 1960/61** gave our Sea Cadets at TS *Woltemade* chartwork instruction. Iain retired and moved out of town a while ago and his place has been taken by **Blaise Morris 1986**. The cadets are extremely proud and enthusiastic.

REUNIONS MARCH 2023

I have circulated proposals for Term (Class to our Chums) reunions to be held in Cape Town March 2023, including details of their Term (Class) Mates. This I sent to Terms 1952/53, 1963, 1973 and 1983. There has been poor interest and response so far, particularly from our Chums. But my correspondence initiated interesting response among our 1952/53 Old Salts, sharing many interesting memories and anecdotes. **Neil du Plessis 1952/53** writes; "Tony, Ahoy!! Greetings and Salutations!!! Hope all still well with you since you joining the Garden Route GBOBA get-together last July. I love the idea of another reunion - not sure that even a few will attend - I'm like the story of the 'drunken sailor' not very steady on my feet!!! I will be there D.V. boots and all - so you can count me in.

A snippet of personnel interest. When we were inspected by Admiral Lord Fraser 1952 Legassik reported to the Admiral that I was the youngest cadet to attend the Ship, I was 25 and 3months when I got Masters

FG. After leaving the Bothie I had to wait 3 months before I could sign articles as the limit was age 16. Indentured to the Bank Line, first trip was 26 months on the *Moraybank* and *Isipingo* with Bill Rushby 1952/53 as ship mate. Then I had 18 months on the mv. *Roybank* most of which was as 3rd Mate. With my 2nd Mates Certificate I went into Safmarine. All tickets taken in Cape Town **Masters FG dated 11 June 1963 No 43**. When the new SA Seaman's ID was inaugurated I received the No. 2. book." Well Chums, start organizing and include our Old Salts. All contact details available from this desk.

SCRANBAG

R.B. MURRAY 1980 #2697. Ron is on the move again, he writes; "Yes, lots of water passed under the bridge. After Qatar returned to Saldanha and joined SAMS. Stayed there about two years as a surveyor and examiner then moved up to Mozambique where I was the Senior Marine Manager for the Total LNG project in Afungi. In March last year the insurgents chased us out and Total suspended the project. Continued to work on the project from Maputo was laid off in July when they closed the project office in Maputo. Joined PVI, Protection Vessels International as their marine manager operating some force protection vessels out of Equatorial Guinea. Removed equipment out of Afungi for some of the contractors which had its own excitement in the beginning. Now taken up a position in Garacad in Somalia as the Port Manager. It's a developing port and pretty interesting work. The proposed gateway to the central area of Somalia as well as Ethiopia. Apparently until a few years ago this was the pirate head quarters. Hopefully stays that way and quiet." Yes, let's hope so Ron.

D.P. DE WET 1957/58 #2044. News from Philippines where Dave and family now live. "Ja, Graham (Graham Reinders 1958/59 #E18) is still active here in Dumaguete. I see him about once a week on average. He and a retired US military officer meet three times a week at the Sports Bar of a retired SA Breweries exec (who started off as an Engineer in the SAN). I join them most weeks. Cheers. Dave." It takes Honour and Duty to uphold the local pub.

P.F. BLACKETT 1974 #2465. Peter quietly left our shores; I suspect he had difficulty in pronouncing the renamed Port Elizabeth.

"Sailed with Safmarine from 1973 to 1983. After obtaining my Masters certificate I joined the Harbour Service in Durban where I worked for 15 years in various positions, starting on the tugs as First Deck Officer, then promoted to Tug Master and later to Pilot.

In 1998 I joined Pentow Marine where I worked as Assistant Mooring Master at the Durban SBM. During my time with Pentow Marine I had a brief secondment to OCTO Marine, working at the Marsha Bashayer in Sudan as Mooring Master/Load Master.

In 2000 I joined Qatar Petroleum (now Qatar Energy) as Senior Port Supervisor/Pilot. In August 2005 I was promoted to Harbour Master, a position I held for 7 years until I resigned to take up the position of Country Manager with Svitzer in Angola. Based in Soyo up on the Congo River, we operated 11 vessels for our client Angola LNG.

In July 2016, after nearly 4 years in Angola, I relocated back to South Africa with the offer of a job as a pilot in Coega. A nice semi-retirement option, I had the interview, completed the medical, still waiting for the call to start.

Between May 2018 and November 2019, I worked for South African Marine Fuels in Coega on a consultancy basis for their bunkering operations in Algoa Bay.

In March 2021 we sold up in Port Elizabeth and moved to the beautiful town of Sedgefield on the Garden Route in preparation for our planned relocation to Australia. We spent a year there before the Western Australia borders were opened.

We arrived in Perth in mid-March and are now happily settled south of Perth, close to our children and grandchildren. I am involved with marine consultancy work.

I am a Freeman of the City of Newcastle-upon-Tyne, England.

I.G. REES 1966 #2289. Gwilym lives somewhere far north in SA, nowhere near the briny.

1967 to 1976 Sailing with Safmarine; up to Chief Officer. 1977 to 1979 Sailing with Ovenstones; Master, Fleet Manager. 1979 to 1981 Sailing with Unicorn; Chief Officer. 1981 to 1991 Transnet; Tug Master, Pilot, Harbour Master, Chief Operations Manager. 1991 to 2012 D S Oliver & Co. (Marine Surveyors); Director, Managing Director, Owner, Managing Member. 2012 to 2022 Project Logistics Risk Management; Owner, Specialised Marine Surveyor & Logistics Consultant, semi-retired.

M. WESTPHAL 1987 #2920. After mailing newsletters for decades to a street address near Cape Town, I now find Markus overseas. "I left the sea in 2014 and I am now working for the UK P and I Club as a Risk Assessor." I shall add up the cost of posting all those newsletters.

K.G.D. OBERMEYER 1979 #2675. Looming retirement has initiated some interest in our centenary books, one being Kevin. I assume Kevin sailed either with Safmarine or Unicorn before joining the harbour service. "Four years with Portnet in Richards Bay, first on tugs and then as Quality Performance Manager. Followed by three years in Prince Rupert, Canada, as Assistant Harbour Master and then 4½ years as Harbour Master in Nanaimo, Canada.

1999 President and CEO of Marine Operations for the Pacific Pilotage Authority overseeing the pilotage for the entire British Columbia (Canada) Coast. Joined the Pacific Pilotage Authority as Director Marine Operations in 1999. Promoted to President and CEO in 2006 and after 23 years with the organization (16 as CEO) retiring February 23, 2023."

M.J. HACKING 1977 #2588. Michael is another heading for retirement; thus I await your book orders sir. "I emigrated to the UK in 1985 after my national service after spells working as a rep for Nestle and Unilever. I worked for 15 years as a project manager for IT installations in London, tired of the corporate world and started a removal and logistics business in 2001, Movers not Shakers. I married a local girl in 1991 and we have a 29 year old son. We are still happily married and live in Pimlico in central London. I have now sold the business and entered retirement (unless something else crops up!) and look forward to a relatively stress free life. I do visit SA regularly; normally for the first three months of the year to avoid the worst of the London weather (we have a flat in Green Point so I often think of my days at Bothie when I'm there).

Would be interested to hear from/about the guys I was at Bothie with (think it was June/July 1977??), is there a way I can check out their "resumes" on your website?"

Yes, your Bothie Term was June/November 1977. Yes, resumes are on our website. And our Cape Town monthly lunches are the SECOND Tuesday of EVERY month and are held at the Royal Cape Yacht Club. Let me know when you plan to join us there.

H. METCALFE 1983 #2809. I guess Hugh is still too young to consider retirement.

1982 - 1985 Safmarine Sea going Staff. 1985 - 1987 Safmarine Shore Staff based in CPT Container Terminal (Ship Supervisor). 1987 - 1993 Grindrod Ships Agency based in CPT Container Terminal (Ship planner / Agent). 1993 - 2009 Green Africa Shipping (OPS Ship planner and Equipment Control / OPS Manager / Branch Manager). 2009 - present Evergreen Ships Agency (Branch Manager).

I.F. GONNEAU 1983 #2799. My circular encouraging the 1983 Terms to organize their reunion March 2023 dredged up Ian. "It is good to be reconnected and I really enjoyed looking back at all the names and whereabouts etc of our 1983 Muster List and what they/you have been up to over the last 39 years and reminiscing about the many good times that we all shared at Bothie.

As for me: I resigned from Safmarine end of 1983. Did a National Diploma in Architecture 1984 85 86. Then National Service 1987 88. Worked for the NPA 1989 90, and have worked (and still work) in the Valuations Office of the Durban Municipality since 1990. Married my wife Jetta in 1992 and we have one son doing his final year B:Acc in Stellie. We love travelling both in SA and internationally, photography as a hobby and plenty of sun and exercise mainly walking. Feels good to be part of the "1983 cadet group" again. Hope to catch up and see you all at our 40th in March 2023." Indeed, I hope to see you all in Cape Town 18 & 19 March 2023. One of you needs to coordinate matters. E.g. which pub to first meet and which pub for"the *bitter einders*.

John Hammer 1976 #2527. Another one that has retired, we must be maturing. John writes; "I have been retired for 3 years from being a Table Bay pilot for 21 years. Am chairman of Friends of Mosterts Mill coordinating the restoration of the last remaining working windmill in Africa, built in 1796 and badly damaged in a fire in April 2021. Hope to have her up and running by April 2023." When you are not milling John we expect to see you at the monthly lunch.

AWOL

Geoff Williams 1976, last known to running a survey business in France. Also no response from his West Indies survey company.

Colin Dwyer 1944/45, last known in Valentine, NSW, Australia. Apparently his house has been sold.

John Bowman 1950/51, last known living in Glencairn, Cape Town.

Clive Harding 1982, last known living in Durban to where I have been posting hard copy newsletters for YEARS. LinkedIn has him with Chevron in the UK. Messages via LinkedIn bring no reply from him. **Paul Motson 1980**, last known running his own business Extreme Signs, Warner, Queensland, Australia. Apparently the business is closed and calls to his phone numbers bring no response.

ANCHORS AWEIGH

M.D. OHLAND. Dave was the Bothie engineering instructor from the mid 1980s and left when Bothie was handed over to the Cape Technikon. Early 1995 Dave and family went cruising on his own yacht *Dream Fever*. Later same year he was at sea with the Department of Environment Affairs on m.v. *Algoa*. Later relocated to California, USA, and worked as a computer technician at a local school. 2104 Retired. Sadly passed away 6th October 2022.

N.C.J. COXON 1987. Neil previously sailed with Unicorn and only recently were we advised that he had sadly passed away 23rd September 2014. Any further detail of his brief career would be appreciated.

D.S. OLIVER 1953/54. Don Oliver went to the General Botha from Wynberg Boys' High making his mark at the Botha with his piano playing skills, being conscripted into duty as the church pianist and 'sing along' accompanist. On leaving the Botha he went into the marine insurance industry for a three-year learning spell, before joining E A Hiles and Company, Marine Surveyors and Average Adjustors. After eight years with them Don launched out into business for himself, opening his own marine survey practice, D S Oliver and Company, in Cape Town in 1964. In 1966 he opened a branch in Durban which grew to become the firm's head office entailing a move to Durban for Don. His company's business was far from just looking at damaged cargo. Over the 48+ years the firm built itself a worldwide reputation for carrying out thorough investigations and Don had visited well over a hundred countries, being without doubt the most widely travelled of the 53/54 Term. His work entailed investigating maritime fraud as well as interesting problems concerning cargo, ranging from live animals to gold bullion.

Don returned to Cape Town in 2000, leaving Gwilym Rees, a 1966 Botha Boy, in charge at Durban where the firm had branched out to the supervision of abnormal cargo lifts all over the world.

In the midst of all this, Don found time to marry and father two children, Cameron and Linda. (Cameron Oliver was well-known in rugby circles as a Transvaal fly-half, with every chance of making the 1995 Springbok World Cup team had he not been tragically killed in a car accident in 1993.)

Don had no intention of retiring and he and his wife Di moved from Kalk Bay to Marina da Gama near Muizenberg. At the end of 2011, Di was the recipient of the first University of Cape Town Chancellor's Medal. She received it from Graca Machel (the Chancellor) 'In recognition of your many and significant contributions over many years in advancing the cause of peace and justice in our country. Your record of having profoundly impacted the lives of many and no doubt continuing to do so, is remarkable'. Di was rightly thrilled to receive the medal personally from Graca Machel, whom she admires very much. Following a debilitating illness Don passed away 21st August 2022. But even in his hour of need Don remembered his Alma Mater and requested his mourners to donate to your Bursary Fund which they did handsomely. A very welcome input, we thank you Don.

I.C. Little 1953/54. Ivor sadly passed away 9th September 2022. Ivor had a long, interesting and illustrious career. However Ivor was a very welcome member at our multi day centenary celebrations earlier this year, although not well at the time.

Ivor Little was another of the large Rondebosch Boys' High School contingent to pass through the *General Botha*. His sole moments of fame at the Bothie were winning the Navy League Essay Competition and being a silver bugler in the band. On leaving the Botha he joined Southern Steamships as a cadet in the President Brand, along with Ernie Hinterleitner.

After passing his second mates examination in Cape Town, Ivor joined Sarships as third mate on the *Dalia*, where the master was their old navigation lecturer, Morgan Williams and the senior cadet was Hans Schröder. When this ship was sold Ivor moved across to Safmarine, serving in various ships until he obtained his masters in 1961. At the time, he was the youngest officer to achieve this qualification in South Africa, a record broken a month later by Neil du Plessis. During this period, Ivor met Patricia Anne Cullen of Fort Lee, New Jersey, and they were married there in 1960.

Ivor came ashore joining the harbour service in Port Elizabeth (now Gqeberha), where he served until 1966 in their tugs and dredgers, being particularly involved in the salvage of the *Margin* and *Reef* and doing relieving duties in Mossel Bay and East London. This was followed by a brief foray into the

business world as sales service manager with Greetermans and then personal assistant to the managing director of the United American Ice Cream Company. Ivor then moved into his real forte, teaching, joining the staff of the General Botha in Granger Bay and remaining with them until 1970. During this time he did a sabbatical as master of the Unicorn Line ships *Intombi* and *Frontier*; served as an assessor in a number of marine enquiries; founded the Master Mariners 'Bridge Watch' magazine and wrote a number of columns for the Cape Times while their shipping correspondent, George Young, was on leave. In 1970 Ivor accepted an offer to transfer to the SA Navy with the rank of commander, and was appointed lecturer in nautical science in the Faculty of Military Science at Stellenbosch University, then based at the Military Academy in Saldanha. During this time he also qualified as a coxswain and watch-keeping officer at SAS *Flamingo* Air Sea Rescue Station at Langebaan. His duties also included spells at sea as midshipmen's training officer in the minesweepers *Johannesburg*, *Mossel Bay* and *Durban* and as officer in tactical command of the training squadron. He was appointed Officer Commanding HDML 1204 and the fast patrol boat P1558, which were attached to the military academy and did a training patrol in the submarine SAS *Emily Hobhouse*.

Together with Bill Leith, Ivor drew up and presented the first long navigation and direction course to be given in the South African Navy. In 1974, Ivor won the US Institute of Navigation Prize for the best article submitted to them and was invited to present a paper at its conference at the State University of New York. In 1975 he was awarded the Military Merit Medal and successfully passed his naval command and staff course, after which he was appointed to the SA Naval Staff College in Muizenberg to lecture in English and statistics. In 1978 he was appointed officer-in-charge of the college and was then transferred to SA Naval Headquarters in Pretoria as staff officer counter-insurgency. There Ivor was tasked with establishing the SA Marines.

This done, he handed over the battalion to its first officer commanding and was then sent to Chile as an exchange officer with the Chilean Navy. Here, Ivor served in the Chilean Antarctic Squadron as assistant navigator in the attack transport *Aquiles*, completing three supply trips to the Antarctic.

On his return to South Africa, Ivor was promoted to Captain and appointed senior staff officer, force development at Defence Headquarters in Pretoria, his job being to convert the Transkei Battalion into the Transkei Defence Force. When the TDF was up and running he was sent to the Defence College on its senior staff course and was subsequently appointed director of communications operations at SA Naval Headquarters. From there he was selected for overseas service and was posted to Buenos Aires, Argentina, to fill the post of Military, Air and Naval Attaché. Five months later he was transferred to Italy as Defence Force Representative at the South African Embassy in Rome.

On returning to South Africa in 1989 Ivor was awarded the Southern Cross Medal and appointed senior staff officer, public relations, at SA Defence Headquarters. This necessitated studying for and passing the various grades of the Public Relations Institute of South Africa (PRISA), until he eventually found himself as Chairman of their Pretoria Branch.

As a hobby and an ancillary part of one of his projects, Ivor also achieved the status of professional tour guide for the Natal Battlefields Association and SADF representative on the Military Art Council and Delville Wood Museum Boards. A transfer followed to senior staff officer, shows and exhibitions, which entailed the supervision of all SADF participation in arms exhibitions, shows, parades and air shows. This international exposure led to his appointment as Director, Foreign Relations, at the Ministry of Defence (Defence Secretariat). In this capacity, Ivor also served as a member of the military staff serving the Southern African Development Council (SADEC); the International Security and Defence Committee (ISDC) and the Parliamentary Security and Defence Committee. Ivor retired from the navy at the end of 1997, having also been awarded his naval bridge watch keeping certificate; surface warfare badge; bronze and silver good service medals; the Unitas Medal and the South Africa Medal (for combating terrorism). He then returned to sea in the merchant navy (just to do it one more time!) and, after revalidating his masters certificate, served in the offshore mining industry enjoying a short spell as chief officer in a tug on the Agulhas Bank offshore oilrig area. He then served as master in various ships, including the Cape Town to Tristan da Cunha mail ship and aboard a support tug in the Eastern Mediterranean.

On retiring from the sea in 2001 Ivor entered into an active retirement and at various times served as National Chairman of the SA Military History Society; Acting Chairman of the South African Chapter of the Commonwealth War Graves Commission; President of the Professional and Businessman's Club of Pretoria, Chairman of the Gauteng branch of the GBOBA and Warden of the Garrison Church of Christ

the King in Voortrekkerhoogte. He was also awarded the City of Johannesburg Medal of Appreciation with Bar for services to veterans whilst serving as a member of the SA Legion. He was the doyen ("Godfather") of the Pretoria Branch of the Naval Officers Association. Ivor published an well received autobiography titled "Above Board and Under Cover".

Tom Fraser writes:

“Six Bothie Boys and one Old Worcester Associate member attended a beautiful, eloquent and touching funeral service for Ivor on Wednesday 14 September 2022. During the service, a poem of Ivor's choice was shared with the congregation; Crossing the Bar, Alfred, Lord Tennyson.

Death and acceptance are the major themes of this poem. Throughout the poem, we find many examples which indicate that the poet is talking about the approaching dawn of his life. Although the poem is not morbid or sad, it describes the poet's meditation over his future demise.

The GBOBA contingent was made up of seven members, from oldest to youngest:

GBOBA: 1902 - John Orrock 1954/55, 2286 - John Muller 1966, 2295 - Brian Carver 1967, 2391 - Alan Ford 1971, 2430 - Joe Birtles 1973, 2643 - Tom Fraser 1979 and Associate Member: Ian Thurston (Worcester), 1959-61.

At the end of the service two of the GB Old Boys present, Rear Admiral John Orrock and Major Tom Fraser, both decorated military veterans and military officers, were invited by the minister, together with all other military veterans to, on behalf of the family, participate in a Military Veteran's Guard of Honour. A be meddled and typical Warrant Officer took charge of the Guard and called them to attention in double line abreast, after which he explained their duties. The function of the Guard was to pay final respects to Captain Ivor Little in accordance with accepted military tradition.

As the pall bearers exited the Narthex, the Guard again came to Attention. Once the casket-was stowed in the vehicle, each family member stepped forward to pay their last respects by saying a final word and placing a flower petal on the casket.

After the family completed paying their respects, the Guard of Honour sequentially took their turns individually to do likewise. After saying their final words and dropping a flower petal on the casket, each smartly stepping back, gave Captain Ivor Little a final salute, and thereafter, executed a smart left turn and fell-out.

Upon reflection, doing this as military veterans and also, as proud and dedicated GB OB's, was a privileged and most opportune moment to execute and live the GB Motto of "Honour and Duty."

Tom Fraser spoke warmly and poignantly with Anne and the rest of the family, reminiscing with them about those great days in the early 1990's, when the Littles unselfishly, and warmly, year after year, opened their home in Valhalla to Gauteng Branch musters.

These gatherings often exceeded 100 ex cadets and their families, who loyally attended the annual Bothie Old Boys Association (Gauteng Branch) Commissioning Day Celebration lunches. The success of these annual events was due to Ivor and Anne's commitment to Honour and Duty, taking on this role and great responsibility for more than 15 years, from the early 90's until Ivor finally swallowed the hook.

Let us also never forget the strong foundation of support that Ivor had in Anne, who was present at every GBOBA occasion throughout all those years, as she diligently assisted Ivor to ensure that all went well and smoothly at every gathering, which it always did! Those were indeed wonderful days and times. To Ivor and Anne, we will never forget.

In a way, Ivor's funeral service was also a celebration of all that he had done professionally for so many, within his GBOBA and S A Navy spheres.

Rest in peace Captain Ivor Christopher Little. Until we meet again, from all your GBOBA Comrades and friends."

P.J.A. LE BLOND 1968. Pierre passed away 16th October. All we know is that Pierre was in the South African harbour service as tug master. Any further details of his career shall be appreciated for our archive.

K.A. OLDRIDGE 1955/56. Keith passed away 31st May 2022. In 1964 Keith was second mate in the *South African Pioneer* and later joined the harbour service where he became a harbour pilot. Any further details of his career shall be appreciated for our archive.

Anne Pearson, wife of Simon Pearson (Chairman of GBOBA Bursary Fund) passed away peacefully on 22 September 2022.

Our condolences to family and shipmates.

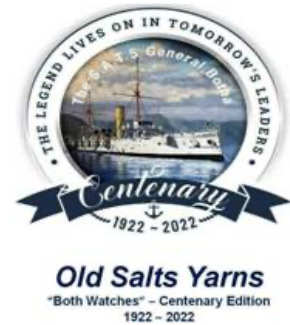
GB Centenary Publications - Place your orders now!

To order email cptchairman@generalbotha.co.za or phone/WhatsApp +27 82 555 2877



1. **“The Legend Lives On!”**
Credit from Rod Neethling (2287, 1966) - *the book is beyond awesome; in fact, it is a literary masterpiece.*

2. **Old Salts Yarns – Centenary Edition.**



FROM THE BRIDGE OF DURBAN – Mike Melly, Chairman Durban Branch

As I ponder swallowing my anchor, the weather gods seem to be conspiring to delay my return to the sunny shores of KZN in time for the Christmas lunch. (It certainly makes the decision to retire easier!) After a week of scrumming into force 5 to 9 winds and of course the seas that become somewhat angry as a result of having been disturbed, finally, the Bay of Biscuits (Biscay?) is finally behind, and I can concentrate on bringing some news of our KZN branch.

Monthly luncheons continue to be held on the 1st Wednesday of every month (except January) at Stella Sports Club in Helen Joseph Rd, Glenwood, which has become our de-facto clubhouse. It offers all we need – a central location, safe parking, good food, good prices, and a chirpy pair of hosts who always welcome us and keep us well-fed and lubricated. What more do we want? Ah, more company – yours’! There are of course the usual regulars, and this year we’ve also had the pleasure of catching up with a number of members who we’ve not seen in a while, However, some have been ill, others busy or away with the result that attendance has dropped a little for the moment. So, thanks to those who make the effort to keep our branch alive and well. There has also been a call for an additional regular lunch further up the hill, for those who live in the Highway or beyond. Watch this space, or, your WhatsApp! (If you are not getting WhatsApp messages, we don’t have your number, so please drop an email to durban@generalbotha.co.za or send a message to 0832539586 – just don’t try to call that number, it’s WhatsApp only until I get back ashore.)



Durban Lunch November 2022

LtoR Ken Shirley, Allen Brink, Neil Purdon (Terry’s brother who went to Warsash), Roy Martin, Mike Jones, Rob Farren-Hanford & Derek McManus.

We have recently become aware of a growing number of Old Salts who are not on email, but live in the Midlands. Please do contact us on email or 0832539586 (myself) or Chris Smith (0823218436) and let us know if you'd like a visit. Invite us over for a braai or a beer, and you have a deal! (Even if we have to bring the goodies!)

For those who are not aware perhaps, KZN branch is also rather active in the OBA Bursary Fund. Other than hosting a very successful Golf Day at Mt Edgecombe in July, we presently have no fewer than 6 youngsters at Lawhill, all doing very well. Our grade 10 scholar is 1st in class! We also have several cadets and 3rd Mates at sea. Two, Smanga and Menelisi, are full members of the OBA, and are doing very well. They’re flying not only our flag very high at sea, but are doing a tremendous job of marketing South African seafarers. We have every reason to be proud of them. They take our motto – Honour & Duty very seriously, and are taking the lead in what is effectively, a revival of the reputation of South African seafarers – the reputation Bothie Boys nurtured for a century.

We do need additional mentors for our youngsters – so if your knowledge of soft skills is right up there (am I addressing Bothie Boys??) or you enjoy working with and encouraging youngsters, then please contact me. Our local Bursary Fund committee will always welcome new members!

We are also engaging with other organisations, not only to build support for the Bursary Fund, but also, as a spin-off, to fly the Bothie flag and all that it stands for, as high as we can. Let's not forget that although it all happened in Simonstown, then Gordon's Bay, before coming to rest at Grainger Bay, it in fact all started in DURBAN where Capt TBF Davis was based! Howard College up on the hill is a further evergreen (white actually) testament to the generosity of this legend, who rests eternally at Stellawood cemetery.

After a rough couple of years thanks to Covid, the Durban Seafarers Mission is slowly starting to become a hive of activity. They too have sadly lost a couple of stalwart members, Roy Turnbull and Barry Haley in the last 12 months, and would greatly appreciate any support we can give them.

The Durban Port Welfare Committee is also active, and doing much for seafarers in Durban. We can rightly be proud of the seafarer support services in our port! Finally, our Christmas lunch will be held at Stella Sports Club on Wednesday 7th December, from 12:00. Wives and /or partners (just not at the same time please) are very welcome to attend. It's our opportunity to thank them for letting us off the leash once a month. Menu and costs (less than R200) will be communicated via our email base, and WhatsApp, soon. See you there!

Australia Branch News – Grenville Stevens, Chairman, Australia Branch

As listed earlier in this Newsletter a 'Lunch Gathering' will be held on 16th December at 1200.

Captain Colin Dwyer 1944/45 has changed address. (see AWOL Page 5)

We welcome Peter and Mrs Blackett to our shores. (See Scranbag Page 4)

'Yours Truly', Grenville Stevens, recently was on the 'Coral Princess' bound for Melbourne, Adelaide and Port Lincoln. Mike Carrington had arranged a "Bothie" get together with Mike Rowe and Gordon Hayward (Gordon was intended to pilot the ship out of Adelaide apparently but see following). We had also arranged to meet up with John and Jinny Hussey in Port Lincoln. However, due to bad weather the 'Coral Princess' Captain kept the ship alongside in Melbourne for three days - thereby curtailing the itinerary and cancelling calls to Adelaide and Port Lincoln. Very disappointing, but passenger safety first...

From GBOBA Yass NSW Tony MacQuillan 1662 1950/51

With the passing of the Queen people went into reminiscing mode, including Tony MacQuillan, who, not wishing Her Majesty's early demise, had already anticipated her Platinum Year with an article in his local village newsletter!

Vale Queen Elizabeth *This is a GB Cadet's account of H M Queen Elizabeth's Coronation in 1953.*

With Queen Elizabeth's platinum jubilee celebrated this year it is coincidental that we can publish a personal account of the events that a young man witnessed on the day of her coronation on 2 June 1953. One of the Hyde Park crowd, was Tanganyika (now Tanzania) born Anthony MacQuillan, a young cadet serving on the Union-Castle Line's cargo ship 'Richmond Castle'. He recounted the events of the day in a letter to his parents Dr and Mrs Cecil MacQuillan then living in Port Alfred, South Africa."

STANMORE Mdx, Wednesday, 3 June 1953 Dear Mum & Dad,

Arrived back from Hamburg Sunday afternoon, and so came straight out here with the radio, so as to save me carrying it around the following morning, when I went back to sign off. Left here about 7am and went back aboard on Monday, packed, signed off and took my trunks to the Missions to Seamen hostel, and dashed back here to Uncle Ian and Aunt Kathleen Cramb's, made sandwiches and coffee, bundled them into a rucksack and met my friend, Andy Saunders, hereinafter referred to as Andy, at Charing X. We went immediately to a cafe, and proceeded to make the waiter's eyes pop, with the amounts of eggs, chips and sausages we devoured. Dashed to Hyde Park after lunch. Even then the place was packed, all along the pavements next to the railings, people sitting, lying down and standing, singing, shouting and some playing cards. We settled down on a piece of wet pavement across the street from the Dorchester Hotel and behind some friendly Hampshire ladies.

While Andy guarded the fort, I went miles to buy a few shillings worth of newspapers to sit on. In the mad rush, we hadn't thought of a groundsheet and rugs, anyway we spread the newspapers and settled down, not too soon either, as the crowds really began to assemble then, and were soon ten or fifteen deep behind us. We were all packed like sardines! Andy and I had our duffle coats

fortunately and parked our heads temporarily on my rucksack. I had a girl's feet almost in my face and another's legs over mine. As it was so cold, I didn't mind and neither did they.

Neither Andy nor I got any sleep. By twelve midnight all traffic was diverted from Hyde Park, but still the crowds came in. Then, came the great news about the Himalayas Conquest just after midnight, with all the late coronation scoops - in the first morning paper was recorded Hilary and Norgay's success - which had started as a rumour earlier on, but it turned out to be true after all. Wonderful.

Things we heard: "Buy tomorrow's Mirror today", this about 10.30 pm. Naturally, a call like that gets someone wisecracking. Just as the man came by with his papers, yelling this, a young 'varsity wisecracker', said something indistinct. The paper bloke stopped, turned around and said "Feelin' brite tonite ain't yer! Youse won't be in the mornin', mate, only 18 more hours to go", and he moved on, leaving our wit with a rock in his mouth. "Daily Mail! Read all about rain for tomorrow, Daily Mail, extra special 16-page edition, waterproof copy!" "Hot chocolate, hot chocolate! Hot chocolate! Walls ice-creams". "Blankets! Blankets! Genuine clean blankets, only 10 bob each!".

Some people had candles alight and were playing cards, while some like us, were trying to sleep, or failing that – sing popular songs. Andy and I were in a daze by 1 am, and I almost fell asleep on my feet, which I'm sure would have meant a sticky end for me. At 3.30 am the air temperature was just about 40°F [5°C] and everyone had to stand up, the pavement just too cold to sit on, so stand up we did, for the rest of thirteen hours, unable to move for anything.

By 7 am all the nearby stands were full - they had all been empty up to 4 am. The BBC started a program of music through loudspeakers at 5.30 am, so we had something to keep us going. They later relayed the coronation service and commentary as well, thru' the loudspeakers strung up on buildings, trees and stands. Then the cars of peers, dignitaries and foreign potentates started dashing thru' the park, but we couldn't make out who was in them. Later, about 8 am, came a character jogging with a look on his face, as much as to say, "coronation day or not, I won't miss my run". The crowd cheered him like fury, but it wasn't half as funny as the three cockney garbage men on a dust lorry, who went past waving regally, bowing and smiling sweetly, seated on the lorry cab top.

Rain? We had plenty. Got soaked, so did the procession. After what seemed like years the first part of the procession came by, only to halt for some time before moving on again. I've never seen anything like it, so it is impossible to even attempt to describe it. We saw everything and everyone, and hope my photos come out [they didn't – hole in bellows]. Saw the large Queen of Tonga, probably the most popular figure from overseas. She was in the rain in an open landau. Winston Churchill, Duchess of Rutland and Princess Alexandra, SA PM Malan and others, the Athlone's, the Queen Mother and Princess Margaret, and of course Queen Elizabeth, looking very beautiful and smiling, but looking very tired, alongside her the Duke of Edinburgh, naturally.

Andy and I thoroughly enjoyed it all despite our hardships. By pushing thru' the police barriers to the Underground later, we got back here to Stanmore by train in time for supper. But I was too tired to go down to the Embankment to watch the fireworks, just went with the mob to the pub for a celebratory pint, came back here and crashed! Won't be quite recovered for a couple of days.

Love, Anthony

From Allan Du Toit Rear Admiral, RAN (Rtd) Hon Member OBA

The Royal Australian Navy's Fleet Air Arm (FAA), which provides the Navy with aviation capabilities to fight and win at sea, has recently celebrated its 75th anniversary. Since its formation in 1947, with the acquisition of Australia's first aircraft carrier, HMAS Sydney, the Fleet Air Arm has contributed to Australian operations in war and in peace, including the conflicts in Korea, Vietnam, and the Middle East. More recently, it has contributed to Humanitarian and Disaster Relief Operations in Fiji and Tonga, and also bushfire and flood relief in eastern Australia.

The 75th anniversary of the Fleet Air Arm is a significant milestone and as much about the future as the past. In the next ten years, the Royal Australian Navy will expand from 8 to 26 flights at sea. Twelve of these flights will operate Uncrewed Aerial Vehicles, reflecting how the RAN is constantly evolving to meet the challenges of Australia's worsening strategic environment.

CHRISTMAS NEWSLETTER UK BRANCH – Jonathan Warren (1980)

Time has flown, the leaves are turning brown, the cold weather is upon us, and we have reverted to GMT. After a summer characterised by warmth, we are now in the rundown to Christmas and the Solstice, the sun having passed the First Point of Libra on its way to you since last we communicated.

The reversion to GMT means that our monthly gatherings, still at 18.00 local time, are now at 20.00 SAST for those wanting to join us on the second Tuesday of the month.

Rob Foster (1965) reports that Dave Ohland has passed over the side; as I remember, he was the mechanic at Granger Bay.

There is not much to report from our part of the world as far as GB social news is concerned – we are tending to stay huddled close to our warm fires these days!

In other news, we now have a new King as you all know – I'm led to understand that those of you in KZN have one too, so we have that in common. We've also been going through Prime Ministers at a rate of knots, so who knows what the new year will bring? Remembrance Sunday and the accompanying Armistice Day looms bright on our gloomy horizon now, and then we're on the runup to Christmas and the welcome lengthening of days thereafter.

With every best wish for a Happy Christmas and a very Prosperous New Year from us all – until next time, Jonathan Warren (1980).

Alang Beach

As our Centenary year draws to a close I thought I would end it on a positive nostalgic note with a report on a historical training ship which has survived and just been given a new lease on life. Enough of the controversy of the last few contributions...no more heart palpitations for the editor when opening my email attachments, just something plain and nice this time. Hopefully 2023 will bring some new topics to comment on and put some spray over the readerships bows.

I seem to recall that a couple of years ago in one of the newsletters I made mention of an old sailing ship which had been a museum exhibit in New York, being put on a barge and taken back to Germany for restoration. I can now report that the restoration was completed last December in an incredibly short period of 3 years and the ship is looking beautiful and back in the water.

A relatively unknown Youtuber Trevor Pugh has put together a very interesting video of historical value relating to us the history of the *F Laeisz P Liner* originally christened as *Peking*. After a hard working life she became the Training Ship *Arethusa*, and from the video content it is obvious that "our Ship" and *Arethusa* had much in common in the way cadets were trained back in the day. From what little I know the name *Arethusa* does not feature much in our records. I don't think there was ever the same connection or rivalry between the Bothie and *Arethusa* as there was with Conway and Worcester. I suspect the heyday timeframes of these illustrious institutions were a bit out of phase. Perhaps our historians can dig up something relevant and append it to my offerings.

What thoughts do I come away with after watching this amazing video? It is that money is a double edged sword, and that one of the edges gets used and blunted and resharpened far more than the other. Powers that be, who control potential future valuable heritage assets rarely have the leeway to make emotional decisions about the fate of those assets and are usually forced to sell them off to realise a bit of capital and to stop the financial drain that maintaining these assets entails. It is sad but understandable. When *Peking -Arthusa* was sold off to the Americans at what appeared to be the end of her useful life, no one knew what her next chapters of existence or final fate would be. Fortunately in her case the other sharp edge of the sword was wielded and a substantial amount of money was raised by far sighted individuals who understood the value of the vessel and were able to see past her just being a financial burden to be gotten rid of to appease the relentless bean counters. Enjoy the video and contemplate what could have been... <https://www.youtube.com/watch?v=uXvt7dd1nN0>

I find it sad that our few measly Bothie floating assets were not deemed to have future historical value and were disposed of and responsibility for their future cast into the wind. How wonderful it would be to still have the *Howard Davis*, General Botha motor cruiser and the little cutter lovingly restored and looked after.... even if they were in private custodianship.

On a very much smaller scale, wearing my sea scouting cap, a few years ago I came across a Loch Fyne dinghy which had languished for many years in a 20ft container at a scout property at Vaal Dam.



"Teacup", my tiny contribution to our nautical history. AB

Some of the older folks reading this will remember a South African icon, Brian Lello who was well known in the yachting world of the 1960's. He designed the tubby little Loch Fyne dinghy as a lightweight fibreglass car topper which had amazing inherent seaworthiness built into her very rounded lines. These dinghies became very popular as yacht tenders and thus had a hard working life at the coast and particularly inland, where they spend most of their time upside down in the blazing Sun. Rigging was lost and gunwales rotted, fibreglass became brittle and most probably they ended up being burned or cut up and thrown in the bin.

So to discover one in relatively very good condition with all her original sails, mast and foils, and have her emerge from a 40 year time warp was a wonderful surprise. This little boat is probably, according to my extensive research probably one of the only, if not the only, remaining example of this South African boating history in original condition. I have fully restored her and now her custodians in the Scout movement have been read the riot act regarding her use, maintenance and storage.

Our "Incognito Pseudonym" contributor to the newsletter has previously introduced some interesting discussion articles, and the most recent in the August 2022 edition raised the question about the application of the Colregs in modern technology and whether or not tugs which have a habit of

proceeding from A to B stern first should not be required to have a set of suitable navigation lights to indicate so? This did raise a brief but interesting discussion among some of the Obies.

In this article by same "Incognito pseudonym" (perhaps one of these days he might identify himself!!) another question has been asked why our old training establishments were not preserved as museums or show pieces? Well, as it so happens, this next article sent in by Dave Murray is a positive answer to the question. Thank you, Dave who was not aware of the above story of the "Arethusa" and thank you Alang Beach!

Scribe is inviting your comments, opinions and recommendations, please!

"TIM" - *The Impossible Machine* ex "Howard Davis" by David Murray No.2726, 1981

I am pretty certain most of the Old Salts would never have heard of Ard Matthews. Well he is the biggest selling South African artist of all time in the soft rock music genre. His latest album "*The Impossible Machine*" won him a SAMA award and was voted the best album of the year last year. He recorded



this album during lock down at his home in Noordhoek, with no outside input, doing all the instruments (guitar, drums, keyboards and bass guitar) himself, as well as the recording and producing of the album, a highly talented individual with a most fantastic voice.



My wife Kim has been crazy about his music and follows him on Instagram. We have been married for 38 years and she remembers my time at Bothy very well, and remembers the "*Howard Davis*" – we used to often sit onboard her when she was alongside in Granger Bay over weekends, just enjoying being on a boat. One evening when going through Ard's Instagram posts, Kim told me that Ard had bought the "*Howard Davis*" and was refurbishing it. He is an avid yachtsman (and is just completing his Ocean Going skippers ticket) and saw an opportunity to refurbish what is basically a South African classic yacht – however he had no idea of her history.

I decided to make contact with him, and when I told him the story of the "*Howard Davis*", he was absolutely fascinated and completely taken aback – he had no idea. He told me that the Bothy crest was still up in the for'd cabin and he had often wondered what it was.

He renamed the yacht “TIM” after his album *The Impossible Machine*. He arranged for the Old Lady to be completely refurbished with a new engine and completely spruced up the whole yacht. He advised me that when she went up on the hard, her keel bolts were almost completely rusted through and it was a just matter of time before the keel came away.

In any event I have stayed in touch with him – he is the most amazing person and no matter his fame and respect in the South African music scene he is incredibly humble and unassuming, with absolutely no airs or graces unlike some of other prima donna musicians who have not achieved half of what he has. He was quite happy for us to do an offshore cruise on the “TIM” for Kim’s birthday. So off we sailed into the Bay, Kim and I, our daughter and her boyfriend and 8 of our closest friends. I had a really good look around her, and she is pristine, he has done such an amazing job of refurbishing her, and I think all of us ex-Bothy cadets owe him a huge vote of thanks for saving the Old Lady and preventing her from ending up on a scrap heap somewhere.

No matter that he has played at concerts with over 20 000 people in attendance and other events, he was unbelievably nervous when giving us the safety briefing. Onboard we had an ex-Chief Engineer, Phil Collett who sailed with Unicorn and Pentow (now AMSOL) as well as Neil Mouton and myself who were the foreign going deck representatives. As such he advised that he felt that as he was in the presence of professionals (well at least myself in any event, I cannot comment on Phil or Neil) and had to do it properly as he was “in the eyes”. After the safety briefing we sailed, and Ard gave me the opportunity to take her out – wow, what a surreal feeling was that. I was doing a similar thing 40 years ago when we took her out, who would have thought that in 40 years’ time I would be doing the same thing, but in a completely different scenario with so much water having flowed under the bridge. Unfortunately the weather offshore was perfect, but no wind, so we were unable to sail. But once offshore, Ard pulled out his guitar and led a Happy Birthday song to Kim, but also played one of his massive hits called “Shallow Waters” which reduces Kim to tears every time she hears this in remembrance of a very dear friend who we lost at the same time he released the song. What an unbelievable special and unforgettable moment in time. He advised that he does not normally play when he takes guests offshore as he likes to keep yachting and his music separate, but for Kim he was prepared to make an exception.



In a little speech I thanked him on behalf of all Bothy Old Boys for what he had done for the maritime community in South Africa, particularly those who had passed through the Bothy, in what he had done to preserve what is really a part of South Africa’s maritime heritage, and having turned her into a pristine vessel of beauty again. But as he said, owning a boat is like pouring money into a bucket with no bottom.

One abiding memory I will have of our time offshore was when I remarked to him how humble and unassuming I found him, almost like the boy next door, after all he had achieved in the South African music industry, and how much I respected him for that. His response was that all he had been given by the Greater Power was a good voice and the ability to play musical instruments, however those who had made a success of their lives in other spheres should garner just as much respect. It is just that most of ourselves are in a less prominent role, and that he was no better than anyone else or in fact he did not have the right to put himself on a pedestal, just he lives his life in the public domain and is more noticeable.

I am so glad that I linked up with Ard, and seeing first-hand how he has given a vessel so close to our hearts a new lease on life, and long may she serve him well. He is planning to do the Cape to Rio on her, another memory in that I understand she was the “guardship” on the first race many years ago. However he will in fact be “racing” her on this voyage, and he feels that they have the possibility of challenging for handicap honours. I, for one, will be watching this intently.

He also advised me that he is thankful and honoured to have played a part in preserving the legend which is the “Howard Davis” and now being able to be linked with the GBOBA, and constantly refers to all alumni of the General Botha as ‘legends’ in their own rights, and is happy to be linked with us. He says that the crest will never be removed and will still fill pride of place on her for as long as he owns her.

I will surely stay in contact with Ard and report back on the road ahead for the “TIM”.

How about that for preservation Alang Beach?

We look forward to having Ard as a guest at the Cape Town December lunch – book your tickets!!!