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GENERAL BOTHA OLD BOYS' ASSOCIATION

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

MAY 2008

JOINT NEWSLETTER

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

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

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

This is a belated newsletter this quarter, and I apologise to those who have written in asking if they have missed something. I realise that there are some who are suffering from a serious dose of withdrawal symptoms. Never the less here it is and I hope that you have survived the delay! We have a bumper crop of Scranbag and some more of the bull story to make this an interesting read. This year's Commissioning Day weekend saw a successful 50th reunion which is reported elsewhere in this news letter. In addition there was a ceremony to unveil the new GBOBA plaque at the S A Naval College, Gordon's Bay. Your Cape Town Committee has taken this initiative to record the fact that the South African Nautical College GENERAL BOTHA occupied these premises from April 1948 till December 1966, and that most of the present buildings were erected between 1953-56. We were made to feel very welcome by the Commanding Officer, Captain Mpetshini, and his officers and staff. Captain Mpetshini spoke of the changes that are going on in the SA Navy and the consolidating of training establishments. He said that our visit and the reunion of cadets after 50 years is well timed, bringing the wealth of experience of those present, and he looked to these Old Boys for insight and confidence to move forward in continuing to provide the training grounded by the General Botha and other similar establishments. He congratulated the year of 1958 for the gift of life.

The Pessimist complains about the wind, the Optimist expects it to change and the Realist adjusts his sails. (author unknown)

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

This bumper edition relieves me from a lengthy dissertation. Suffice to report that the 1957/58 class reunion went off very successfully with much thanks to all involved, but principally Van van Rouendal and his lovely wife Rita and Dave de Wet. Much work was put in by them organizing everything. Cape Town committee members and wives were hosted at their reunion dinner which was a rather gala and entertaining evening. Needless to say I had the mother of all hangovers the next day. Our Cape Town AGM and Commissioning Lunch went off well we believe and was very well attended. However, we did not achieve our primary objective in attracting back our OLD SALTS to the

function. OLD SALTS take note, the AGM and Commissioning LUNCH is held at lunch time, thus no need to drive at night. We look forward to seeing you all there next year. On the subject; the date has been set for our 2009 reunion; SATURDAY 14TH MARCH 2009. So every member out there, no excuses, plan your travel itinerary NOW!

On a closing note please be reminded of our Cape Town branch monthly lunch meetings, Royal Cape Yacht Club 1230 for 1300. See ya all there.

ANCHORS AWEIGH

B.G. SWEMMER 1963 - 1964 to 1972 Bernie was Cadet, Third Mate & Second Mate with Safmarine, and in August 1972 he joined S.A. Harbour Service as Mate in Durban. July 1976 promoted as Tug Master to Walvis Bay. January 1980 promoted as Pilot to Saldanha Bay. October 1984 moved to Mossel Bay as Harbour Master. November 1991 promoted to Assistant Port Captain in East London. 1974 to 1976 served as Secretary of the Durban branch of the Association . 2002 retired. Bernie reestablished Bothie Old Boys' functions in East London before moving to Bloemfontein in latter years. Sadly passed away 06/05/2008.

C.A. BOLT 1952/53. Colin completed his apprenticeship with British India Line and then moved to Safmarine. After obtaining his Master's FG Certificate he joined African Coasters which became Unicorn Lines. He sailed as Master for 5 years before taking up the post of Marine Superintendent for the fleet. Left Unicorn about 1969 and went into ship repair for a couple of years with Dorbyl and Long Ship Building. After this he became a Marine Surveyor with Captain G.A. Chettle and retired as Senior Partner in 2001. Deceased April 2008.

H.R.A. MILNE 1938/39. 1941 to 1949 Ramsay was at sea with British India Steam Navigation Company. He served on troop ships during WWII and passenger ships after the war. 1949 joined 'Eastern Province Herald, Port Elizabeth as a journalist. 1950, Johannesburg with the S.A. Press Association. Two years later joined 'The Natal Mercury' in Durban. 1952, reported on 'Daily News'. 1956 to 1960 'The Argus,' Cape Town as Deputy News Editor. 1960, Chief Assistant Editor of the 'Mercury' in Durban. Youngest to hold such a post on a major daily. Was the first recipient of the 'Pringle Award' for editorial writing in 1961. 1966 to 1969, Canada, Editorial Writer on the 'Vancouver Province.' 1969 to 1978, returned to Johannesburg as Argus Company's Foreign Editor. 1979 to 1994, Argus Bureau Chief in New York until retirement in 1994. Deceased 29/04/2008.

D.T. FREEMAN 1958/59. Dave's Bothie nickname was 'Thug' and us Chums wonder how he earned the name. He went to sea as a Cadet on the s.s. President Steyn of the Southern Steamship Line for two years. Then joined AM International in 1963 as a printing technician, being stationed in East London, Salisbury, Bloemfontein and Johannesburg, and retired as General Manager 30 years later. Dave was an active member of Round Table 158 for seven years. Also built a 28' cruising boat and sailed her for five years. Later owned a Kwik Kopy franchise in Pretoria and thereafter joined Minolta Company in 1995, retired in 1998. Dave was an enthusiastic attendee at his recent class 50th reunion in Cape Town Deceased 25/04/2008.

M. STEVEN-JENNINGS 1960/61. Michael sadly passed away 30th March this year. Mike had a long service with the S.A. Harbour Service before his retirement. Any further details of his career would be appreciated.

C.M. DOORNEKAMP 1978. Craig passed away 31ST March after an illness bravely borne. He served the last 18 years with Unicorn Shipping, where he was master of a variety of ships across the company's respective services. He began his career at sea as a cadet with Safmarine in 1977, later transferring to sister company Pentow when that was still a division of Safmarine. Joining Unicorn in 1990 he sailed as a trainee ships master with the offshore fleet before being appointed as master. After two years he transferred to the dry cargo ships and in 1997 to the tanker fleet where he again underwent training before being appointed as a tanker master. His last command in Unicorn Tankers before his illness was with the vessel INYATI which was deployed in the Mediterranean. His colleagues all spoke highly of the man, both as a person and as a seafarer and ships master, who was well liked and loved. One colleague described him as someone with a great sense of humour who could always get the best out of everyone he came in contact with, in particular his crew. "He ran a happy ship but always an efficient ship, which is an all-too-rare thing these days. He looked after his crew and his ships were

spick and span and it was always a pleasure to sail with him," said Captain Dick Young from Unicorn's head office in Durban.

C.J. CLAYTON 1973. Charles sailed with Unicorn Lines and Durban Lines from 1971 to 76. He then worked for pharmaceutical companies until moving to Canada in 1998 where he worked in the IT industry, 2005 TLE Manager for Wal-Mart. Was also a volunteer with the Canadian Coast Guard Auxiliary as a Captain. President of Mensa Toronto after being chairman of Cape Town and Durban branches of Mensa. Deceased 23/03/2008.

P.W. IMMELMAN 1949/50. After G.B, having been turned down by the Royal Navy for medical reasons, joined Brimble and Briggs as a shopfitter for 13 years. Joined Amalgamated Packaging (now Nampak) as Engineer at the N'dabeni plant in Cape Town. Studied Industrial Engineering and became Group Industrial Engineer, moving to Durban for a while. 1969 left API to go to Ireland to set up a factory producing high density polyurethane film and bags, a process developed in S.A. Three years later returned to S.A. and joined Plasticwrap, a small company manufacturing flexible packaging (1972), later acquiring a share, and running the company successfully ever since. Deceased 18/03/2008.

R.H.M. STRINGFIELD 1942/43. 1947 to 1992 Richard was in the cattle industry in Rhodesia, now Zimbabwe. He had a Diploma in animal husbandry, Veterinary Medicine and retired in December 1992 as managing director of Lenco Zimbabwe Ltd. Deceased 23/12/2007.

F.P. TAYLOR 1951/52. Frank sailed with S.A. Lines and later became a Traffic Policeman in Cape Town. Also previously with Iscor Steel in Saldanha Bay. Deceased 29/07/2007.

R. DANIEL 1946/47. Reported in "Old Salts" 1947/48; has joined the 'Vergelegen' (Safmarine) as an Apprentice Officer. 1948 to 1956 Robin sailed with Safmarine. He then joined Durban lines, coasting to Mozambique. Obtained Masters Certificate in 1958 and did a short spell as a Stevedore Superintendent for Storm & Co in Durban. Joined Durban Harbour Service December 1958 and retired as assistant Port Captain September 1991. Appointed shipyard ship Master for Dorbyl Shipbuilders and commanded three mini container vessels for their trails in 1992. 1996 Marine Consultant for Intershore in Durban, building offshore Oil Platforms for Angola. Deceased 02/04/2008.

Raoul Beaumont (54/55) No 1861, passed away on 3rd January 2008. Our junior at the Bothie, quiet, never getting himself into too much trouble but always well able to stand up for himself. His principal claim to fame as far as we his seniors were concerned was - that Raoul was appointed Head Waiter at our Final End of Year Sailing Dinner! Fifty years later at our reunion, Raoul and son Sebastian were gracious hosts when our reunion bus stopped at Beaumont Wines, Compagnies Drift, Bot River for an hour or so of welcome wine tasting.

Raoul built up Beaumont Wines over a goodly number of years, being the creator of and inspiration for many fine full bodied reds! On lighter note, he and his wife Jayne gave their names to two superb "quaffable" delights - "Raoul's Rustic Red" and "Jayne's Walker Bay White" - both great marketing successes. Today, son Sebastian and daughter Arianne continue running the winery with assistance as required from Jayne. *Barry Cullen.*

Mr. J.P. (Jack) Kent passed away peacefully in Pinelands on the 18th February 2008. Jack Kent, apart from being the first headmaster of Pinelands High School served on the Managing Committee of the General Botha Old Boys War Memorial Fund for many years as our academic adviser. A thorough gentleman his expert knowledge was essential in the awarding of bursaries to children of ex Bothie boys.

Our sincere condolences to family, friends and shipmates.

SCRANBAG

A Bothie mini-class reunion of sorts took place on Sunday 13th April 2008. Four of the Old Salts of 1948 met at a Sydney suburbs restaurant for lunch to celebrate the 60th anniversary of their second year at Red Hill and Gordon's Bay. Present were Stan Damp, Jock Cameron, Richard Edwards and Cedric Clarke. A great time was had by all, much fat was chewed and old photographs reviewed with nostalgic comments. So far the group has steadfastly refrained from sharing some of their war stories with us. Wonder what they are hiding from us?

C.R. SALMON 1969. Chris has finally provided we with his aptly named “life after Bothie, sorry it took so long”. Here goes; After Bothie, joined Safmarine in January 1970. Sailed on all the major foreign runs, mainly on general-cargo ships, but also had a stint on tankers, refrigerated, bulk and container carriers. After nearly 11 years at sea, resigned from Safmarine in October 1980 to begin a shore-based career. October 1980, joined ‘Johannesburg Consolidated Investment Company Limited’ (Johnnies), a large mining-house, in their Head Office, located in the Johannesburg CBD. Spent 10 years in the Costing of Services department, as the Assistant Cost Accountant. In 1990, transferred to the Property Accounts department, where I spent 3 years. In 1993, transferred to the Finance & Investment department, as the Investment Officer, responsible for the equity share-dealing and investments for the Group Mines Pension and Provident Funds. In 1995 Johnnies announced an unbundling process and for the next 3 years was involved in the ‘wind-down’ of the 100 year old company, lasting until October 1998. November 1998, joined ‘Consolidated African Mines Limited’ (CAM) in the Secretarial department, which later became the Group Secretarial services for various listed companies and many subsidiaries within the group. In 2002 the company changed its name to ‘JCI Limited’, where I am to date (2008) as the Assistant Company Secretary for the Group of Companies. Since 1980, I have been based on the Corners of Fox and Harrison Streets, in the Jo’burg CBD, during which time have worked for various companies within the Group, in 4 different buildings. After 27 and a half years, at the same intersection (now as part of the furniture), it is time to move on and in May of this year, (2008) I will have the honour of switching off the lights at 28 Harrison Street (in between ‘load-shedding’ of course) when the company relocates to new offices in Sandton.

J.R. DOW 1958/59. After a career in the banking industry James joined a tobacco company in the Western Cape. He has been AWOL for a while but after meeting his brother at the recent class reunion I found James hale and hearty on the UK somewhere. He reports; “In 1999 The Rembrandt cigarette arm was taken over by British American Tobacco Co and a lot of us "oldies" were give a package and left the fold. Foolishly, against all advice I bought a restaurant in Somerset West. Anyway as predicted it did not work out. Believe me, don't try and run a business that you know nothing about. I went back to Durban to try and recapture the "good old days", which of course did not happen. So in 2004 my children persuaded me to move to the UK as my son was already living here. On the 12th September that year, using what credit I had left on my credit card I bought a one way ticket and left SA, not knowing what to expect or what I was going to do. Prior to my leaving, I attended a funeral of an old work colleague, and at the funeral met a rep who had worked for me in the "good old days" who gave me the name and 'phone no of her sister who had a business in the London. Two weeks after arriving I called her and was invited to a braai at their home. On that day the sister and her husband said that they had purchased a computer system for their business but did not have the time or the know how to install it, and would I be interested. With tongue in cheek, and hiding my blushing countenance said I would be delighted. I started work the next Monday which would have been for a period of about three months. Believe me it is amazing how much you can learn about a subject when you have to. Anyway three years later I am still there, and have upgraded the system since then and enjoying every minute of it. PS If you see Brian Greenwood please tell him that I am the Master of South Africa Lodge in London. He will understand.”

E.P. NELLMAPIUS 1969. After G.B. Ernest completed a BA Education at Natal University and then taught Geography at Greytown and Scotburgh for a few years. From teaching joined the OK Bazaars as Administration Manager. Two years later joined Unilever in their training department. Thereafter joined the Natal Technikon involved in Human Resource Development training courses. Has also completed a Masters Diploma in Adult Education and in 1997 published a book - Human Resource Development Handbook. March 2008 retired but still intends to consult in the training industry.

S. DUWE 1977. Siegfried has provided his update; after leaving The Salvation Army, I opened an office for Joe Mcloughlin in Port Elizabeth. The first year was rather thin, but as time went on we managed to put Independent Surveyors PE on the map. Unfortunately Joe's untimely death has put the brakes on that. By God's providence I started in with the TNPA. I was fast tracked through the tugs and I am now on the harbour pilot training program. At Master Mariner's meetings I joined the chorus of doubt at the pilot training. Now that I am being trained, I am quite impressed. The ideal is the master

mariner route etc. But there is just such a shortage. STC of Holland are the architects and have formulated the 54 week program based on the IMPA curriculum. The theory and simulator training gives a good foundation. Fortunately my experience during the understudy with the pilots of Cape Town has been a rewarding one from which the solid foundation continues to be laid.

A. CROSS 1966 #2277. Finally Andy reports in; "My wife and I both turned 60 in 2007 [*I am sure Jackie will not appreciate your mentioning her age*] and retired at the end of August. We now spend our time between our English narrow boat 'Sextant' and our apartment in Milnerton Cape Town. We have in effect become 'swallows' following the sun for the English summer and the South African summer. How long this will last is anybody's guess but whilst we both still have our health we will make the most of it. Whilst in Cape Town it has been great to catch up on the Bothie lunches and share a pint or two with fellow shipmates. Anybody who wants to catch up with Andrew and share a yarn or two please send an email to cross@sextant.plus.com or phone 078 3955921

M.J.I. FINCKEN 1987. Our very own Greenpeace "warrior" reports in; "I am taking my full leave in New Zealand and then rejoining the Rainbow Warrior on these shores - no air pollution. Presently I am making my way to Bluff (Invercargil) to join a yacht to sail to the Antipodes to fetch and bring back three Ornithologists who've summered there - they've been counting birds. It will take just over a week to return, if..."

N. COOPER 1958/59. Nicholas has had a long and very successful career both at sea and ashore and presently continues to serve as Master at sea as well as President of the Nautical Institute. Recent correspondence with Ted Fisher; "The Southampton Master Mariners Club Sea Pie Supper was the largest gathering I have been to in my nearly two years as President of the Nautical Institute. I missed last years because I was at sea. I really regret that I will not be able to attend the 1957/1958 reunion, as I recognise so many of those names on the reunion list on your website. Dave De Wet was my senior after we were posted to T & J Harrison for our cadetships, and I served with him for some time after that, as well as bumping in to him in odd places like the South of France when he was taking delivery of a submarine for the SA Navy. I wonder how many of my year are still at sea. I don't suppose for a moment that I was the first General Botha to be honoured with a Fellowship of the Nautical Institute, and I would be interested to learn of any others. I do believe however that I am the first GB graduate to fill the post of President. I have always firmly defended our two year training at the GB as being amongst the best in the world, training that has stood us in good stead during our lives." Any other Obies awarded Fellowship of the Nautical Institute? Let us know.

M.C. Marwick 1955/56. Ex Conway member Ricky Flint writes in; "Thanks for your untiring efforts on behalf of the "Bothie Old Boys Association". Although not a Bothie Boy myself I am proud to be numbered amongst you and have certainly worked for and with a large number of you. Apart from the above the reason for this communication was prompted by your mention of one Michael Marwick. Some years ago Michael served as Chief Officer under my command. We loaded in Durban and during our stay in port Michael invited his lovely wife son and daughter to spend the day aboard. They made an interesting group. The son proudly wore a lifejacket the whole day refusing to remove it for any reason. The daughter dressed as if a cast member of "Little House on the Prairie" was accompanied wherever she went by chirruping and chirping. It transpired that she had a patch pocket full of day old chicks! We were engaged on the States run at that time and the passage from Durban was quite long. Michael decided he was getting out of shape and filled a kit bag with sand hung it in his office and used it as a punch bag. Unfortunately that was not the end of his pugilistic aspirations! A member of the crew offended him in some way and he invited him to his Office to discuss the matter. The upshot being that Michael offered the man "his" punishment or proceeding on the official route. The man obviously chose "his" punishment. Michael swung a fist at the man who instinctively ducked and was struck on the top of his head. The blow broke a bone in the hand of Michael and the man went whistling on his way! I was told this sorry tale when I noticed the strapping on the hand of young Michael. Was this poetic justice?" OUCH!

G.C. SPIRES 1975. Somewhere in Russia; "still gainfully employed in Russia and really enjoying life. We have had a fairly mild winter with only about a metre of snow. Unlike Western Europe we have beautiful sunny days between storms - the penalty for the sunny days being extreme cold! About -28C

some nights, warming to -16C during the day. I have a great company house (5 bedrooms/3.5 bathrooms) on the Zima Estate which has all the bells and whistles such as school, library, indoor pools, steam rooms, saunas, fitness centre, restaurant, bar etc. I and bought a second-hand Toyota Harrier (Lexus to you) and am now fairly expert in snow/ice conditions. Mike Fleming [1979] has just arrived back in Russia on rotation but we can only chat as he flies into Khabarovsk on the mainland and travels overland to De Kastri which is on the mainland side of Tatar Strait - Mike is Smit Ops manager looking after Exxon TLU operations.” *And I thought Cape Town was cold, phew.*

R.K. Mc CLELLAND 1974. Class mate Peter Burnham literally bumped into Ross at PLZ airport recently. Ross is presently branch manager for HRP Distribution Services based in Port Elizabeth.

A.B.D. JOUBERT 1956/57. Bruce provides an interesting and amusing update; “to up-date you on my news over the last fifty odd years, wow how time flies! I left the Bothy in December 1957 and climbed aboard the train which took us back to Johannesburg en route for Swaziland. There were several Bothy Boys on the train including my good friend Malcolm Clark, Trevor Kilburn and quite a few others. Together we all raised “merry hell” all the way back, arriving in JHB very much the worse for wear. I did my apprenticeship with T&J Harrison Line mainly on the SA, West Indies and USA runs. Those four years were great years during, which I sailed with Hoes Hughes 1955/56, Barry Young 1955/56 and Dave de Wet 1957/58. Studied for 2nd Mates at Warsash near Southampton where I teamed up with another good friend Mike Forster 1956/57. Mike and I so enjoyed the summer of 1961 that we took a lot longer over our studies than we should have. During this period we ran out of finances and decided to go to sea for a month on a North Sea trawler catching fish, cod mainly, off Greenland. This was organized by another Bothy friend Dick Helleyer 1956/57 whose uncle ran the trawler company Helleyer Brothers, out of Hull. This trip rectified the finance situation and enabled us to finally pass our exams. On graduating Mike went back to Clan Line and I joined Ellerman and Bucknell’s on the mid and Far East runs, mainly Pakistan, India, Singapore and Borneo. This was an interesting period during, which I did not run into any old Bothy Boys except for Dave de Wet and Barry Young who I bumped into in Liverpool. In 1963 went back to Warsash to study for Mates and who should be there but Mike Forster. Good news for the companionship, Bad news for the study. Surprisingly we both completed our Mates tickets in a reasonable time during, which Mike also managed to get married. Mike went back to Clan Line whilst I signed on the RRS John Biscoe for a stint in the Antarctic. This was the high light of my seafaring career. We spent eight months over the summer in Antarctica supplying the research bases in the British Antarctic Territory and surveying un-charted seas off the Graham Land Peninsular. For each Antarctic winter we returned to the UK for a two month holiday. Wonderful life! In 1967 went to Liverpool Technicon to study for Masters. There I met and married my wife Elena who lived in Formby and on graduating at the end of 1967 we both shipped out to South Africa. Was lucky enough to get a job on the CSIR research ship Meiring Naude captained by George Foulis also an ex Bothy boy and operating out of Durban. Had a great year trundling up and down the East coast measuring everything it was possible to measure in those seas. In 1969 went to Natal Varsity to study engineering. Here I bumped into one of our Cadet Captains Brian Marwick 1955/56, who was also studying for his BSc. After graduating in 1974 I was employed by the Department of Agricultural Technical service at the Division of Agricultural Engineering in Silverton, Pretoria. In 1980 I was offered a lectureship in Agricultural Engineering at Fort Hare University where I was employed up until 2005 when I retired. In 1997 I was fortunate to be able to attend the Bothy 75th Anniversary, which was another highlight during which I met up with Malcolm Clarke, Dave de Wet, Clive Reid, Robin Riley, Mike Forster and many others from the 1956/57 intake. Since 2005 I have been employed on contract with the Eastern Cape Department of Agriculture as manager of the Animal Traction Unit at Fort Hare University. Elena and I have lived on the Hogsback near Fort Hare University since 1980 and enjoy a wonderful life style, which we would be glad to share with any old Bothy Boys who might be passing through this neck of the woods. In June 2007 Elena and I were in the USA visiting my daughter in Kansas City when I got a call from Malcolm Clark inviting me you join him in Vancouver for a reunion. He and my old Swaziland friend Peter Clarke 1957/58 sponsored my trip up. Malcolm met me in Calgary and we motored across to Vancouver through the Rocky Mountains, what a trip! At Vancouver we teamed up with Peter Clarke and Malcolm’s wife June for three very special days

including one out on Malcolm's power boat catching lobsters. This was a day to remember and we had, none other than Ronny Wilson 1956/57, with us to make it an even more special Bothy foursome. We caught plenty of lobsters, consumed some chilly beers, as well as some of Malcolm's delicious home made wine and had a typically Canadian lunch. We chewed the fat all day, catching up on over 50 years of news in a way it is only possible to describe as unforgettable and fantastic. Thanks to Malcolm and Peter for making it all possible. Congratulations Tony to you as well as to Derek McManus and all your editorial teams, for the sterling work you are all doing to keep those wonderful "Bothy" memories alive. *It is teamwork Bruce – cheers.*

J.D, BAXTER 1961/62. John has re-located from Australia to Indonesia, where he is in the process of setting up a sister company to his Australian company, namely Marine Consultants Qld Pty Ltd.

P.T.S. EVANS 1957/58. Peter unfortunately missed his recent class 50th reunion which was a great success. He lives in Muscat, Oman, and visits S.A. regularly. Spent the last 22 years as an Air Traffic Controller, & more recently as a trainer of Air Traffic Controllers.

N.C. BROWN 1969. I spent my last leave (November/December) in SA for the first time in many years. Attended the November lunch in Durban, and also the Christmas lunch in December. It was great to see people I had not seen for many years. I met with John Abercrombie, Alan Pembroke and Ernest Nellmapius, all from 1969, the same year as me, as well as many others I had not seen for years including Tim McClure who I sailed with in the 70's on the Stellenbosch. While on leave I went back to Kidds Beach my stomping ground of the late 60's. Who should I find there but Ken Brown of I think 1972 intake. Unfortunately he was on his way to the airport to join a ship, so we only had a few minutes. Employment continues with Transocean Shipmanagement, now under the new name of Essberger Shipmanagement, still driving self discharging cement vessels in various parts of the world. At present at sea between Langkawi Island Malaysia and Mayotte. Thereafter on to Mauritius. This is fun, however earlier last year I was running between heaven and hell - Brazil to Nigeria. Nigeria is NOT fun. I cannot believe it, 38 years later and still at sea. As a seafaring member of GBOBA I seldom get to functions, however whenever I do I am amazed at the enthusiasm shown. The dedication of the committees is just amazing. We at sea really appreciate all your hard work, even though we are seldom seen or heard from. I am hoping that someone (Kieron Cox) will get his butt into gear and organise a 1969 40th reunion next year. *Yes, get your butts into gear 1969ers.*

THE ANCHOR - CLASS OF 1966 – ANDREW CROSS

"With all the talk of the past in recent newsletters I thought it was about time to give you some idea of what went on in 1966 the year of the big move from Gordon's Bay to Granger Bay. Mind you the old memory box is not what it used to be, the 'hard drive' was not built to last nor did I keep a diary of events so apologies before I even start if some names and dates are wrong. My recollections of events may be faded with time but there are plenty of other '66's who can correct me or add their own views. There were 20 of us who started at Gordon's Bay in January 1966 and amazingly enough still 20 when we passed out of Granger Bay in December the same year. The first three months at Gordon's Bay were difficult to say the least, we started off with the place to ourselves but it was not long before the navy national service recruits arrived and we were squeezed into less and less space eventually living in a converted classroom. We were 'merchant' navy but we became part and parcel of the 'military' navy and I am not too sure it was what we had signed up for. Our final act of defiance was on the night before finally leaving for Granger Bay when made our way to the large white GB on the mountain with vast quantities of red paint but there was nowhere near enough paint and to our dismay the next morning the white GB was a delicate shade of pink. Nobody really noticed. What we did notice was the navy boys trying to trash our dorm (the converted classroom) whilst we were up the mountain. So after three months at Gordon's Bay we moved to the new premises at Granger Bay (and who would have thought that 40 years latter you can buy an apartment there for just R24M!!!). When we first arrived there was still a lot of construction going on and in particular a dredger in the harbour which made a god almighty noise all day every day for months. We had no Howard Davies in those days but we did go to her launching in Victoria Basin (pretty well where the NSRI station is today). What we did have was "Lorraine" a magnificent yacht built and owned by Arthur Holgate. Personally I had many

enjoyable times sailing on her and remember on one occasion going aground at the entrance to GB harbour one evening, (not so enjoyable on that occasion) no damage done and she floated off some hours latter. I was also privileged (not so sure that is the right word) to sail on Howard Davies in the first Rio race in 1971 with Phil Nankin and numerous other 'pirates'. Amazingly enough and contrary to all predications, we crossed the line 15th out of a total of 65 boats that started and 5th South African yacht. Part of me is happy to see that she is still afloat (a testament to her builders) as the 'Maharani' but sad in her role as a tourist attraction in the Victoria and Alfred waterfront development in Cape Town. Sorry I digress this is meant to be about 1966. In July we had the grounding of the Seafarer just about on our front door. That night we had been out at some judo competition and had only just returned and were preparing for bed when we were called out to 'assist' in the rescue of those on board. Our roles that night were as varied as crowd control, helping with the rocket line and the final helicopter rescue. Frankly it should have been a lesson to us all watching a vessel breaking up on a hostile shore and perhaps careers as shoe salesman might have been safer. To our credit we all ended up at sea, to start with at least. As a result of the Seafarer's grounding we were invited to the Mayor's 'thank you' cocktail party, a rare night of freedom, food and alcohol, the end result was quite predictable. Another result of the grounding was the cargo that floated ashore and into our little harbour. Lots of pipe tobacco if I remember correctly. We also ended up with the lifeboats and some enterprising cadets managed to motor out to the Seafarer and get on board. One way or another we all ended up in the mire and dinner one evening consisted of life boat rations. One of Phil Nankin's little 'jokes'! During 1966 I do not remember any holidays and certainly never went home to Durban, shore leave was a rarity and going out at night or weekends never happened. If we wanted out it was over the wall after lights out and I guess the final straw was when 17 out of the 20 of us were caught. Fortunately, or unfortunately, depending whether you were a lecturer or a cadet, this was just before the passing out parade which was also the opening ceremony for the 'New' General Botha at Granger Bay. It would not have looked good to have a multi million Rand complex being opened with all the pomp and ceremony and just 3 cadets passing out. We were not expelled and the passing out parade went as planned. These are just some of my memories of 1966 and no doubt fellow cadets will have other memories and tales to tell.

MORE BULL **- HANS FRAHM**

Regarding the "Bull" story (1967) you wanted to know about. I was under the impression that the bull escaped while being transhipped in the harbour. At any rate, Bothie was alerted that this animal was swimming around in the bay. Joe Almond and a few cadets set out in the launch looking for it. In was mid evening and a strong wind was blowing. That they found it at all was considered to be a stroke of luck. I recall that Kadish got some brownie points because he was the one who lassoed it round the horns. Once lassoed, they towed it back into Bothie's harbour on the slip where the rest of the cadets were waiting. The lasso rope was thrown to us without anyone having a clear idea what was going to happen next. With much fanfare we hauled away on the rope. The last thing the bull had on its mind was to cooperate with us. As soon as it found its footing it was determined to go in the other direction. And then it changed its mind and charged towards us. Suddenly it wasn't so important to hold onto the rope anymore. Fortunately somebody had the foresight to push the end of the rope through an eyebolt mounted in the ground on the slip. We all attached ourselves to the rope again and heaved away. None too gently, I am sorry to say. The bull was forced down next to the eyebolt with some minor damage to its horns because it was not prepared to lie there quietly. And so we hung on until the owner(?) arrived with a bakkie. I don't know exactly how he pictured this but we had no success in loading it on board until after a vet was summonsed to tranquilize it and a ramp procured. Somewhere during all this we noticed that it was a cow. However, mentioning this fact somehow detracted from the story.

SOS

Thanks to all members who respond to this section, I do locate those AWOL with your assistance. Another bumper crop of returned mail again.

NAME	CLASS	LAST KNOWN LOCATION
Richard Whipp	1953/54	Araruma, Brazil
Taffy Billett	Ex staff	Cape Town

Charles Giffard	1953/54	Washington, USA
Goerge Byrom	1985	Richard's Bay
Alex Hunter	1948/49	Gauteng
Jack Harvey	1938/39	Cape Town
Reg Rowe	1931/32	Gauteng
Kevin Wilson	1974	Durban

KZN BRANCH NEWSLETTER Durban April 2008

Ernest Nellmapius, Secretary K-ZN Branch

A very pleasant and successful Christmas lunch was enjoyed at the Royal Durban Golf Course on 12 December last year. An excellent meal was enjoyed and the same venue has been booked for Wednesday 10th December this year.

Our AGM and commissioning day dinner was held on the 14th March at the Point Yacht Club. It was a particularly pleasant evening and after the meeting much yarning took place amongst the Old Salts until late in the evening.

Dave DeWet and Dave Freeman attended their reunion in the Cape during March and thoroughly enjoyed the outing. Although Dave Freeman was ailing at the time he really enjoyed the chance to meet old friends and it was very fortunate that he was able to undertake this journey before passing over the side not long after.

We lost two Obies, namely **Colin Bolt** and **Dave Freeman** and their memorial/ funeral services were on the same Day in the Durban area and at the same time.

David Thomas Freeman (17 7 42 – 25 4 08) **GB 58/59**. About 8 years ago Dave De Wet and Dave Freeman were strolling along the marine parade and met, by chance, and started chatting. Dave De Wet invited Dave to come to the monthly lunch and since then Dave seldom missed one. The two Daves remained firm friends and would often meet and walk along the beachfront. At the first lunch Dave attended at the old Merchant Navy Club in Aliwal street it was mentioned by the Chairman that it was Tony Da Silva's birthday. Dave piped up that it was his too and Neil Brown visiting from abroad indicated that his birthday was also on that day. Amazingly it was also John Dart's birthday but unfortunately he was not at the lunch. Is this one for the Guinness Book of Records??

Dave Freeman was elected onto the committee and for many years served as Treasurer. He only missed a lunch or committee meeting when his health disallowed him to be there. Since 1972 Dave had a long battle with cancer and never complained and tended to get the better of it until very recently.

Five Committee members attended memorial service for Dave at the Old Fort Chapel on Tuesday 29th April where fitting tributes were offered in his memory.

UNITED KINGDOM BRANCH

Normally news from the UK is the first to be received in the mail. We are saddened at the news of the passing at the beginning of May of Caroline, the wife of Ted Fisher. Ted has been a stalwart and great mover and shaker to gather the Obies together and never misses contributing copy to this letter.

Ted writes "A Service of Celebration for the Life of Caroline was held on Thursday 8th - some 170 attended and the family and myself received over 200 letters and cards which indicated the number of friends through the many organisations with which she had been involved over the years - a truly lovely lady! I am heartened to have messages of condolences from a number UK & abroad Obies and to see Douglas Wrathmall, Donald & Kathleen Neaves, Alan & Maureen Garton at the service last week."

Ted, our sincere condolences to you and your family. We respect your silence in this edition and look forward to your copy and interesting news next quarter.

GENERAL BOTHA OLD BOYS AUSTRALIA BRANCH NEWS

11th May,

2008.

Our Commissioning Day Lunch was held at the Fortune Village Chinese Restaurant at the Bowlers Club in Sydney on 15th March. The lunch was very good and we all had a good time. Numbers were

down on previous years and we were pleased that our Vice Chairman, Andy Fotheringham came all the way from Mackay to attend.

The following weekend our SE Queensland group met.

We will be planning an informal lunch in July in Sydney and are planning to have the November Lunch in Newcastle. Further information will be sent to members in Australia.

Regards to all and please keep in touch.

Grenville Stevens (2189 60/61) Chairman

Andy Fotheringham (2525 '76) Vice Chairman

Peter O'Hare (2247 '64) Hon Secretary, Email peteroh@bigpond.com Telephone 0417 028809

Australia Branch.

Unveiling of a Commemorative Plaque at S. A. Navy College at Gordon's Bay.

P. Coetsee. 1960/1961

It has long been an objective of the Cape Town Branch of the GBOBA to install a commemorative plaque, at an appropriate spot in the old General Botha site now the South African Naval College, with the object of reminding Students of what took place there in the past.

At a recent AGM an idea was promulgated that there should also be a plaque situated on the Gordon's Bay waterfront to inform visitors and tourists of some of the history of General Botha and also the origins and meaning of the anchor on the hillside. Planning and arrangements to install the two plaques were put into place shortly thereafter.

When it was learned that a Class Reunion was to take place in March 2008 a deadline was established. It certainly was a relief that the plaque, situated on the verandah of the Accommodation Block, was ready to be unveiled on Friday, 14th March 2008. It was unveiled by Captain Mpetsheni, current Officer Commanding of the College in front of the assembled Cadets, Wives, College Ratings and Staff. The unveiling proceedings were opened by an address by Captain Tony Nicholas, Cape Town Branch Chairman, when he explained some of the detail etched onto the plaque.

It must be noted that Captain Mpetsheni and staff were extremely supportive throughout the planning and installation stages.

The second plaque on the waterfront, as indicated, has also been installed adjacent to the cannon. The plans for the unveiling ceremony will be advised in the next newsletter.

THE GENERAL BOTHA EXHIBIT AT THE SA NAVAL MUSEUM, SIMON'S TOWN

The GENERAL BOTHA exhibit at the South African Naval Museum, Simon's Town is again open for viewing, however, at present only by appointment. It was closed for more than a year while the large former store that houses it was repaired and redecorated. Our exhibit has been moved to a new, bigger and better situated site on the same floor as before. The approach to our exhibit is still designated a "hard hat" area due to construction work and visitors require an escort. We now have far more wall space than previously. In consequence, some parts of the display are relatively sparsely populated. We are looking for artefacts and for good, clear pictures of life in the ship, at Red Hill, at the College and at SAMNA.

Anyone who has artefacts or sharp, reproducible photographs that they consider suitable for display are requested to send them to the following address:

The Curator, South African Naval Museum, Private Bag

Simon's Town.

[Attention Captain Ian Manning]

Some of the types of photos we want are:

A 1938 Term Photograph [Ships Company photograph]; Small groups of Cadets [where faces are clearly visible]; Special events; Officers, Instructors, Teachers and other staff [small groups or individuals]; Portrait pictures of Officers, Instructors, Teachers and other staff; Classroom or instruction scenes; Boat work – cutters, whalers, dinghies under sail and oars; The Cruiser, the Launch and the SAMNA ketch, the motorboat SNOOKIE; Pulling crews and sports teams; Photo albums with pictures clearly identified.

All pictures should have descriptive captions. Where appropriate, people should be identified by name. Unfortunately, "snaps" are very seldom usable as they usually become "pixilated" or go out of focus long before they can be enlarged to a suitable size for display. All usable, original pictures will be scanned and whether used or not will be filed for reference with all available details attached. Photo albums will be kept intact and identified. They will be stowed for reference in the GENERAL BOTHA section of the SA Naval Museum Library.

Many GENERAL BOTHA artefacts have never found their way to the Museum. Anyone who has anything in their possession such as crested GENERAL BOTHA crockery [ship's badge or G-anchor-B] or one of the badged "silver" sugar bowls is encouraged to send it to the Museum. We are also looking for one of the cellophane-covered hymn-cards used in the Chapel and at evening prayers in the 1950s. Badges and uniform items are still required.

If items are not used, they are catalogued and stored safely. Every item is placed on an inventory and donors, where known, are noted. Trustees do regular stock checks at the Museum.

I have a scale model of a Japanese Samurai [?] helmet in the Museum store. I know what it is but do you have any background to it. I believe it was presented to SAMNA by a visiting MARU. It comes complete with a cushion! I just need some details of *why* we have it. Just to say it is a Japanese helmet is not enough.

Southern Lunches

The next GENERAL BOTHA Southern Lunch will be held on Tuesday 15 July 2008 at the Seven Seas Club, Simon's Town from 1200 for 1300. Those wishing to attend are requested to telephone **Brad Wallace-Bradley** on **021-786-1957** or **Ian Manning** on **021-782-1559** before 1700 on Friday 10 July 2008.

SLOP CHEST NEWS ITEM - Historical DVD's of the Ship in the thirties, Red Hill in 1946/47 and Gordons Bay in 1954 are now available. For a full write-up on these excellent new DVDs, open the "General Botha" website, click on "GALLERY", "SLOP CHEST", "CATALOGUE". The Slop Chest introduction page opens. Click on "CATALOGUE" again; the "catalogue proper" now opens. Scroll down to Item No's 10, 11 & 12. (And look at all the other well presented items on the way down!). Place your orders without delay with Kathy or Louise Nicholas:

Phone: 021-7885957 fax: 086 604 0811 Email: cptchairman@generalbotha.co.za

BADGE	R100
FLAG	R100
TIE [STRIPED]	R60
PLAQUE	R125
PEAK CAP [BASEBALL TYPE]	R70
'n NAAM WAT SEEVAARDERS EER Geskiedenis van die opleiding skip.	DONASIE
A NAME AMONG SEAFARING MEN History of the training ship.	DONATION
FIRST DAY COVER 60 th anniversary of our Old Boys' Association	DONATION
BELT BUCKLE	R100
DVD "THE SHIP" Filmed on board during the thirties.	R40
DVD "RED HILL 1946/47" Collection of Rex Chamber's photographs with titles and accompanying music.	R40
DVD "SOUTH AFRICAN NAUTICAL COLLEGE GENERAL BOTHA 1954". Filmed by Barry Cullen and Chris Copeland.	R40
	PLUS PACKAGING AND POSTAGE!

Thank you for donations received from the following: -

GL Weale, R Hogg, Z Swartzberg, M Neil, HB Bridgman, K Fuller, Mrs E Hunt, JA Rayner, C Clarke, M Kies, D de Witte, S Wood, WF Goldsmith, JB Cullen, A Struthers, V Bradfield, B Gerskine, H James, J Cooke, C Kingon, C Hellyer, D Snowdowne, D de Wet, B Steyn, W Kiersgieter, C Harwood, H de Kock, P Syndercombe, H Smit.

We apologise if there have been any names missed out. We do try to keep a comprehensive list up to date. In some cases funds have been deposited to our account without any clear identification. We do also thank any anonymous donors.

CAPE TOWN'S NAUTICAL ACADEMY - PART II by Ivor Little (1953/54)

This is a continuation from the February 2008 Newsletter.

In actual fact we were all, at Second Mates level, a very studious bunch. Second Mates was “crunch time” – the difference between being an officer and slipping back into the fo’cs’le. Honour forbade the latter. Also, after three years as cadets or apprentices, we didn’t have much money and were reliant on family handouts and what little we had saved. There was no paid study leave for us, unless we returned to our shipping companies plus Certificates, in which case some of them, not all, would reimburse us. Only three of us had cars. Tinker had an old Peugeot; Jamie Matthew a little Fiat Cub and Jeff Davis purchased a Lanchester. Jamie’s Fiat was a constant source of amusement as it was so small it was forever being picked up and placed sideways in the most inaccessible places, much to its owner’s disgust.

Despite the proximity of the “Queen’s Hotel” across the road (Ben Cope actually stayed there and swore that it was top class) the preferred students’ pub was the “Fireman’s Arms” in nearby Mechau Street, where Ernie, the barman gained a few life-long regulars out of our crowd. “Going on the Toot” was confined to Fridays – cash being the perennial problem.

The recommended length of time to be spent studying was three months, but because of a weakness in mathematics I spent six months at the Academy. One or two of the guys did it in three but, strange to say, six months was our norm and on the appointed day, after this time, about twelve of us report to Captain Bob Kenny at his rooms in Duncan Dock Road.

Captain Kenny was a gentleman’s gentleman. Small, grey-haired, soft-spoken, with a pleasant Scots’ burr and a twinkle in his eye, he was an absolute contrast to his tyrannical counterparts in the UK, and we all respected him tremendously. He was also as hard as iron and a tough, but fair, examiner.

That examination of ours was a disaster. Twelve went up and twelve failed, mainly because of a horrendous mathematics paper, some of which questions are even today still engrained on my memory. For my seamanship orals I was lucky not to be sent back to sea for extra sea time. Coming off a super-tanker, where the only ropes were the mooring and stage ropes, I was dumbfounded to be told to do an eye-splice in a tatty old piece of rope, just as Captain Kenny was dumbfounded when I made a hash of it! He was particularly upset as two of the Masters with whom I had sailed were old shipmates of his and I think he considered that I was letting the side down.

On our chastened return to the Academy, I think that there was a lot of telephoning between Kenny and Nankin because it was announced that, in view of the 100% failure rate, we could, if we wished, re-write gain in two weeks’ time, rather than waiting the mandatory one month. Two of us, Louis Nel and I, accepted the offer and sailed through a particularly easy set of papers. At the orals, I was handed a brand-new piece of rope and invited to re-try an eye-splice, for which I was prepared. At the end of a nerve-wracking week, we were presented with our Buff Forms, signifying that we had passed and I was away off to sea again that same evening.

A year later I was back, studying for Chief Navigating Officer, as Mates had now become known. The situation was unchanged, but Mates was a doddle. We were more-or-less the same bunch of buddies; after all we were all moving up the ladder together. However, now we were on paid study leave; had a salary; cars and girl friends. We also had the good solid academic backing of our previous studies and most of us sailed through the course in what can only be called six weeks of carefree student life.

Two and a half years later, in 1961, the situation at the Academy had changed dramatically. After a short sojourn somewhere in the Gardens, the Academy had finally acquired its own premises at Granger Bay. The campus consisted of a stretch of open green ground on the seaward side of Beach Road, across the road from Fort Wynyard, between the road and the beach. On this piece of land were two buildings – a large tin hut on concrete blocks, serving as a classroom, and a small wooden administration building that also had the toilet. We brought our own sandwiches for meals, as there were no facilities at all. Behind us, to the right, was the Somerset Hospital and further down the road on the left, the “Bay Beach Hotel”.

I was up for Masters’ Foreign Going and, like most of my compatriots, was already married, so the nurses at the hospital offered no temptation. Strangely enough, neither did the “Bay Beach” because, except for a few die-hard regulars of the “Fireman’s Arms”, the preferred student pub was now the “Terrace Bar” at the “Grand Hotel” in Adderley Street, with side excursions to the various pubs in Chelsea Village in Wynberg. Recreation was limited. A bit of sailing at SAS “Unitie” or an occasional cricket match against, say the “General Botha” staff at Gordon’s Bay being the most we did. Once again, it was “crunch time”.

In the South African maritime world of that time, getting your Master’s Certificate usually meant the start of a new career ashore, either in the Harbour Service, surveying or stevedoring. Very few of us continued on at sea. Studying was, therefore, our top priority, with the second overwhelming interest being cars, cars, cars. As regards studying, by this time Bill Storm had been replaced by Jim Buchanan – and a finer replacement could not have been found anywhere. Tall, blonde and very proud of being ex-City Line, he had endless patience and a puckish sense of humour. Without surrendering his authority, he was always “one of the lads” and an excellent teacher, taking a deep personal interest in pushing each of us through the exams.

Nankin was still the Principal and by this time working hard to establish the “Botha” at Granger Bay, an action for which he deserves recognition. However, he was also at that time obsessed by saloon car racing and owned a Mini Cooper S in which, in the days before breathalysers, he carried out all sorts of death-defying feats. This filtered down to us through tea break discussions and we were, quite frankly, also car obsessed!

The pecking order was quite distinct. Top of the heap were tanker plutocrat Bill Leith with his Fiat 2100; Gerry Stavides with an MGB sports car and Donald Rowe with a two-tone Ford Cortina. At the bottom was Dave de Wet who was doing Second Mates and so cycled to school. In between were the rest of us with the typical small English and Continental family saloon cars of the day, with Minis and Morris Minors predominating.

Strange things were done with these cars. Neville Hoffman proved that you could consistently drive a Morris Minor on half-a-crown’s (25c) worth of petrol a week, petrol being 2/6d a gallon. Andy Morris demonstrated hand-brake turns at high speed all over the “campus grounds”, leaving the area looking like a ploughed up Free State mielie field! Strangest of all was Doug Ward who proved that you could drive around in a Ford Prefect for a whole week without noticing that there was a huge beach boulder placed in your car’s boot by your so-called buddies!

At the end of the necessary two-month study period the by then three of us studying for Master’s took the exam with Captain Kenny and moved on, leaving this little Academy behind us. It was a phase of our lives never to be repeated but which left us with very fond memories and lasting friendships.

Five years later this little place of learning was incorporated into the huge new SAMNA “General Botha”. Over the years it operated, its graduates must have been numbered in scores and yet, as I have said before, it seems to have faded into complete obscurity, existing only in the memories of a few old-timers. This is particularly true of it’s time in the Gardens, of which nothing is known. **I wonder if any photographs or written records of Cape Town’s very own Nautical Academy, and the young men who studied there, still exist somewhere.**

Received the following interesting comment -

There is a simulator for anchor handlers in Marseilles. Why can't we do that sort of thing?

Apart from that, more than 100 newbuilding capesize bulkers will be delivered in 2010. That is in three year's time. There is no sign of any being removed from the market either. So, where is the world getting the 3000 extra crew from? In addition there are some 40 VLCC's being converted to VLOC's, that being the only way the Chinese can handle the rising costs of their imports, other than buying the mine of course. Better watch that space. The way things go here, it may not be long before our guys sell out. Just like Safmarine. Typical RSA logic - when you are at the very front of making a fortune, sell the company and never mind the national assets. We urgently need a Mandela clone to be our Minister of Marine. Haven't got one? Then we better make one very soon, and seriously rethink. Or we can close down the MM Soc also - a dying breed.

With all that going on in the world, we will not even get machinery to modernize our ports, because they will all be busy in China also.

Do you know what "f o b" means from a nationalistic point of view? Tick one: -1 Free Of Bother; 2. Fat Old Baksheesh; 3. Fast On Bank-account?? Clearly "we", the raw material exporter, should always go for "c i f" = Cash In First.

"IS THE MOON MADE OF CHEESE" by Allan Parkinson, #2269, 1965

The Bible & science of life, the Universe & everything in-between. For enquiries write to parki137@wirelessza.co.za.