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GENERAL BOTHA OLD BOYS' ASSOCIATION

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

November 2010 **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.

As we approach the end of the year and the festive season, this edition of your newsletter comes with the greetings of the Cape Town Branch Committee wishing all Obies and their families a happy Christmas, and a peaceful and healthy 2011.

We have some big celebrations in Cape Town in March of next year, of which you can read about and note the details for your diaries. In fact, rather than just diarize, we urge you to make the bookings now to avoid disappointment later on.

The KZN Christmas lunch is booked for
Wednesday 8th December at the **Westville Club**.

The **COST** will be **R120**

TIME: 1200 for 1230.

The GBOBA KZN will provide wine and there will also be a lucky draw.

Please BOOK if you would like to attend the lunch.

Contact either the secretary at ernestn@saol.com or call Derek McManus at work on 031 8110895 or home on 031 7673719

FORTHCOMING CAPE TOWN EVENTS END OF YEAR JOINT LUNCH

- Venue: Royal Cape Yacht Club, Duncan Road, Table Bay Harbour.
- Date & time: Tuesday 14th December, 1230 for 1300.
- Lunch cost: R160 p.p - Partners welcome
- RSVP: Kathy or Jacky – phone 021 788 5957
or email cptchairman@generalbotha.co.za by Monday 1200, 13th December.

AGM & COMMISSIONING DAY LUNCH	WAR MEMORIAL SERVICE
2011 SATURDAY 5 TH MARCH (Further details below)	2011 SUNDAY 6 TH MARCH

GBOBA AGM/ Commissioning Dinner Dance – Saturday 5th March 2011

The GBOBA committee together with the 2011 Reunion Committee agreed to change the AGM/ Lunch time arrangements to an AGM/Dinner Dance to accommodate the large amount of out of town attendees that are expected to attend the reunion. Unfortunately the normal venue at Kelvin Grove could not accommodate this change and another venue had to be found. The venue that has been organised is the “Silver Tree Restaurant” in the Kirstenbosch Gardens.

The Reunion committee has taken on the task of also organising this event and has used the substantial donations that they have received (mainly from the 60/61's) to largely subsidise the costs of this event and all old boys are encouraged to support their efforts, particularly as, if the target of 150 (limited to 160) attendees is reached there is a significant cost saving! (Any surplus funds from the reunion events will be donated to the Association). The following are the details of the event:

- Date and Time: 18h00 5th March 2011
- Venue: Silver Tree Restaurant – Kirstenbosch Gardens. Parking available.
- Meet & Greet: Arrival Drinks & snacks served in the gardens in front of the restaurant
- AGM 18h30: To be held in separate bistro venue
- Ladies Function 18h30: A sponsored Wine Tasting and Beauty Demonstration will be held on the restaurant patio whilst the men attend the AGM
- Dinner/Dance: The Dinner Dance will be held in the restaurant venue from 20h00 to 23h30. Three course buffet menu (two mains) will be served, the SA Navy Dance band will be in attendance. Wine on the tables and Port will be provided. A Cash Bar will be available from 18h00.
- Cost: R250 pp
- Bookings: Contact Anna Meyer at djmeyer@xsinet.co.za or on 021 930 1455 or Mary Frylinck mfrylinck@worldonline.co.za or on 021-761 7244

FROM THE BRIDGE OF s.s. CAPE TOWN – Tony Nicholas, Chairman

What a dismal Springbok Tri Nations we have had this year, just as well I did not purchase Springbok supporters jerseys for my two grandsons as they would have been too embarrassed to wear them in public. But at the time of writing Western Province are in the Currie Cup final against the Sharks. PROOOOVINCEEEEE! Busy stocking the fridge for me and peanuts & chips for the grandsons, should be a nail biter. Sorry Durban Branch, the trophy comes to Cape Town Branch this year. (*This was written prior the cup final and the Ireland & Wales Games!*)

Previously reported on the class reunions in Cape Town March 2011, classes 1950/51, 1960/61, 1971 & 1981. The organizing is being driven by a group of 60/61 as it was their initiative for their 50th reunion. They are doing a fantastic job. If we break the magic 150 persons mark at the dinner, the venue fee will be waived. Out of town members, book your travel arrangements NOW!

On the subject of reunions, one 50/51 reminisces; “I remember Jock Frame's cane. It was short and thick and he only needed to whack you once or twice. I remember him caning, on one occasion, the entire SC class. To me he was a great teacher and I learned much from him. Anthony and Cleopatra, Arms and the Man and Wuthering Heights remain with me to this day. And I enjoyed his math class despite the many times he declaimed, 'Sampson, strong in the arm but weak in the head. And still they gazed, and still their wonder grew, that one small head should carry all he knew. Get out!' Etc etc. I too enjoyed the fishing and I remember the huge catches of mackerel which stained the breakwater. We used light cotton to improve the contest. There used to be an ancient snapper which we called 'Old Faithful' or some such, which for years swam alongside the breakwater with his consort never taking bait. One of the old capie staff advised me to use a live crab on an unweighted line. This I did and he took the crab. I got him onto the rocks at the base of the breakwater wall when the hook

pulled away from the line due to my poor knot tying. I scrambled down to the rocks and grabbed him. He weighed 13.5 lbs. What a thrill. So many have lived extraordinary lives of which you are an exemplar. And I agree that we owe much to the Bothy.”

Year end is drawing near and I look forward to seeing many of you at our December lunch, together with wives, girlfriends, partners or whoever. Cheers.

2011 Reunion (50/51's, 60/61's, 71's and 81's) – Keith Burchell

A tremendous amount of interest has been shown in this event which was originally being organised for and by the 60/61's alone, however substantial interest by the other years has required that this now become a joint venture being organised by a combined committee under the guidance and oversight of the Cape Town Branch committee where it coincides with the AGM and Commissioning Dinner-Dance, and the Memorial Service. The expected attendance levels are high with the 60/61-year alone expecting to have 80% attendance of the remaining classmates. The functions planned include:

- A “Welcome Cocktail Party” on the 3rd of March;
- A visit to NavCol in Gordon's Bay (50/51's and 60/61's) on the 4th March - (71's and 81's are arranging their own functions);
- Attendance at the Dinner Dance/AGM on the 5th March (details page 2);
- Attendance at the Memorial Service on the 6th March;
- A visit to Simons Town -Which includes visits to the Naval Museum and Naval Vessels, Lunch at the “Seven Seas” club, and a visit to the “Lawhill” Maritime School on the 7th March;
- A “Farewell Lunch” at the hotel School at Granger Bay and a visit to the maritime training facilities on the 8th March; and
- A “Bitter Einders” braai on the 9th March.

KZN BRANCH NEWSLETTER, DURBAN – Ernest Nellmapius, Secretary

We continue to enjoy excellent monthly lunches at the RNYC. At the last get together we enjoyed a visit from General Louis Botha's great, great granddaughter. Booking details of our Christmas lunch can be found on Page 1. This is the same venue as last year where we enjoyed a very good lunch with easy access and parking.

Allen Pembroke was away for a few weeks in Egypt where he officiated in the world life saving championships. We look forward to seeing Allen at our next committee meeting and to catch up with his news.

Roy Martin is still in hospital and in a coma after a terrible accident on the freeway (*Scribe – at time of going to print we hear that Roy is improving & going home soon, but needs time to recover*). The committee and Obies pass on greetings and concern for Roy to his wife Gwen and family. We trust, and pray that Roy will improve and recover soon. We are thinking of you all.

For our previous committee meeting we decided to visit Ray and Rose at their caravan park, Marlon, in Sunwich Port on the South Coast. Derek McManus, Ray Walker, Ernest Nellmapius and Colin Knowler attended the meeting on the afternoon of 16 October. After the meeting we enjoyed snacks and the rugby and later settled down to a lovely lamb curry prepared by Rose. It was good to socialise and have the time to chat and get to know one another a lot better. The following morning Derek rigged up his ham radio and an aerial from a tall tree in the park and got a very good reception and could communicate with various friends. Through a bit of luck Derek contacted Clyde Hyman (56/57) -ZS1CS - and his morse code is still as good as in Bothie days. It was unusual to hear the morse key rattling away and in the back ground birds chirping in the park-like surroundings. Thanks to Ray and Rose for a lovely weekend in their peaceful surroundings and we can now picture where they stay.

Derek had a call from Bruce Willmann from Spain and John Akester 55/56 who will join us at lunch this week. Richard Sammons 56/57 will also be at the lunch so it will be a little reunion for some.

Neil Brown communicated by email that he has completed his assignment in the Med and will be home for a few months in the USA and will come to Durban early next year for a visit.

UNITED KINGDOM BRANCH – *Ted Fisher*

In an attempt to keep the GBOBA UK flag flying a very successful Sunday lunch was held on the 26 September in The Partridge Inn at Singleton a village near Chichester Sussex. Alan & Maureen Garton, Donald & Kathleen Neaves together with Barbara & myself enjoyed a most convivial afternoon, indeed, extending into almost an early evening!

On the news front, I did report Peter & Norma Heydenryck were over on a visit from Perth Australia earlier in the summer. Barbara & I had a most enjoyable day with them and now they have decided (not I believe as a result of our day out) to relocate back to near Chichester in November. We will be pleased to welcome them at a proposed January lunch, date to be arranged.

Perhaps this lunch could be something that could be established for the future, therefore, if anyone would be keen on 'joining in' would they please contact me so as we could start the ball rolling!

Barbara & I are looking forward to our SA trip in February /March next year and our intention is to be at the AGM/Dinner etc 5/6 March. Touring down from East London so have been in contact with the Garden Route Old Boys Group (Laurentius van Rouendal) for a meeting wherever they decide with us in Knysna.

This in keeping with my August note to let our organisation know GBOBA The Legend Lives on in the UK and somehow we must attempt to once again gather on a regular basis. Please get in touch. All the best, Ted. e-mail tedfisher@aol.com Tel +44(0) 1903 744400 Mob +44(0)7702 635017

AUSTRALIA BRANCH NEWS – *Peter O'Hare*

As reported in Anchors Aweigh (P.6), we were all sad to receive the news of the passing of Ian De Villiers No. 859. 1936/1937. He had been a regular attendee and supporter of the Queensland group and he and his son John were always great company. Ian was an inspiration to all of us who were lucky enough to meet him.

The Queensland group have agreed to host our Annual Commissioning Day lunch in Brisbane on Saturday 19th March, 2011 at a venue to be decided.

Our next informal and pre **Christmas lunch will be on Saturday November 27 in Newcastle NSW at the Customs House, 1 Bond Street, Newcastle** (50 meters from the railway station).

Regards to all and please get in touch if you are going to be "Down Under".

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

REPORT FROM GAUTENG – *Ivor Little*

The Gauteng Branch's membership currently stands at 103, slightly down from September 2009. Although we have gained three new members – Ted Coote (HMS *Conway* 46/48), Colin Cameron (1967) and Marcel Bestel (1980) - we have lost five who have relocated to the coast. These are Bill Broderick (44/45) and Trevor Kilburn (56/57) who both moved to Durban, Keith Burchell (60/61) to Cape Town and Ted Page (44/45) and Brian Preiss (1964) who both went to Port Elizabeth. We wish them all the best of luck in their new homes. We have also completely lost touch with Vic Smeda (1975) who has moved without leaving a forwarding address.

While the coastal areas were shivering under the effects of a passing cold front moving up the coast, those of us in Gauteng got together for our annual Spring meeting on a beautiful

Sunday, 5 September, at the Harvest Inn in Strydom Park. With a temperature of 28 degrees Centigrade and not a breath of wind, we gathered on the restaurant patio before “stand by tables” and moving inside. The *Botha* flag was up, the décor and table settings were in blue and white and the menu’s were deliberately nostalgic complete with pictures of the old ship. We had returned to the Harvest Inn by popular request from many of our members and there is no doubt that this establishment goes out of its way to give us a top class atmosphere and service.

Grace was said by Frank Wheeldon, who with his wife Shirley were our host and hostess for the meal, and the 54 members and guests sat down for a traditional Sunday lunch of soup, salads, roast beef and Yorkshire pudding just like Granny used to make, followed by tiramisu and coffee.

On conclusion of the main course Alan Ford gave us an excellent talk on the Sea Scout movement past, present and future. Ivor Little then gave out a few notices and a prize each to the oldest “Old Salt” and youngest “chum” present. David Jones was then called upon to propose the toast to “Our Ships” before dessert appeared.

The rest of the afternoon was spent in socialising and the last guests left well after 4 pm. Altogether a very pleasant day.

Those ex-cadets present were Frank Wheeldon (41/42) and thus winner of the prize for the senior Old Salt present, Ron McClintock (42/43), Laurie Barnes and Gordon Bennett (46/47), Gordon Cross (47/48), Rene Poerner (48/49), Drummond Terry (50/51), David Jones (*Worcester* 51/53), Vic Albert, Mike Crewe, Graham Jooste and Ken van der Walt (52/53), Tony Hunter, Ivor Little, Eric Moir and Keith Quayle (53/54), John Orrock (54/55), Archie Campbell, Brian Glass and Brian Watt (55/56), Wim Keiersgieter (58/59), John Driver (60/61), Colin Cameron (1967) and the youngest Chum, Alan Ford (1971).

Ten ex-cadets sent their apologies and, to let their mates know what they are up to, these were Ted Coote (*Conway* 46/48), Bill Goldsmith and Bob Slatter (51/52), the latter being away on holiday, Peter Hall (52/53), Doug Wales (53/54 and resident in Swaziland), Ian Morrell (54/55), Peter Syndercombe (58/59), Ian Thurston (*Worcester* 59/60 and on holiday in the UK), and Gerard Marais (61/62 and on holiday in the USA). An apology was also received from Ian Anderson, Chairman of the Naval Officers Association, on behalf of that organisation. Our next meeting is tentatively scheduled to be held at the Jeppe Boys High School restaurant sometime during March 2011. Members will be advised of further particulars closer to that date.

Ivor Little

NORTH AMERICAN NEWS – Gerry Stalling

Not too much to report from North America.

In the August issue, mention was already made of the AWOL of William Walker. I had made as many enquiries in as many nooks and crannies by as many different means, but failed to locate him and I have had to admit failure.

Mention was also made of the honours bestowed on Colin Harwood. Here in Canada he has done some excellent work, both in the training of our Forces' emergency medics, but also latterly in research.

Our numbers being sparse and spread over such a vast expanse, the best way of our getting together is with the ex Conway, Worcester & Pangbourne Training schools' ex cadets. Our latest was a gathering at the RVYC in Victoria on 28 October for a superb luncheon and AGM. Managed to muster 5 Obies, Walter Harris 1943/44, Jamie Matthew 1952/53, Gerry Stalling 1953/54, Malcolm Clark 1956/57 & Ronnie Wilson 1956/57.

There are a handful of un-named crows (Grannie's term) that were missing with no excuses offered!

Was very pleased to see Malcolm Clark there after his recent operation to replace a valve. Will be banned from travel to Saudi as he received a pig's valve.

Jamie Matthew seems to have settled his wanderlust (for now) after a little jaunt across half of Canada and back.

Simon Lisieki is apparently back to learning the arts of wooden boat building, but I think that living as he does in Alaska, Kayaks, sleds or igloos may be more appropriate. Hope to take my motor home up that way one of these trips, but in the meantime I'll be heading south to look for some sunshine over the northern winter.

I have not received any other messages of ill health from across this continent so hopefully all are well.

Gerry Stalling, gerstal@shaw.ca

ANCHORS AWEIGH – Compiled by Tony Nichlas, Chairman

I.W. EDWARDS 1940/41. March 1942 City of Dunkirk, joined in Cape Town and sailed to Europe and wartime convoys. August 1944 promoted to 3/0 (uncertificated) 19 yrs 4 months old. May 1945 wrote 2nd mates and July 1947, 1st mates. September 1951 Masters. Served most often on Ellermans Ships but also a Bank boat, and Safmarine ship. After Masters, returned to SA and applied to S.A.R.& H. Worked on coasters and as a stevedore until vacancy found in Durban, 1952. Spent full harbour career in Durban except for 79-83 as Port Captain, East London. Retired from Durban May 1986 as Port Captain.

Interesting letter describing harbour life and how it changed through the years. Also expands on war-time service and describes how Botha Boys were always well received by shipping companies. 39-45 Africa, Italy, Atlantic Stars. War Medal. Deceased 24/09/2010.

H.G. HOY 1951/52. Henry passed away 27th September. Henry commenced his apprenticeship on the SAR&H ship Dalia. Before completion he joined Thesens as 2nd Mate on the Griqua Coast. He then went to Safmarine. He also sailed on the Fisheries Research vessel, Africana 2, for several years. Whilst serving there he met Helga, a scientist aboard. They married and had three children. Then joined the Bothie at Granger Bay as a lecturer and later served with Andy Morris's Seamanship School. During this time Henry was also, for a lengthy period, the Treasurer of the Society of Master Mariners. Henry eventually left the nautical world to go into business; he founded his own solar heating company. He was Keith Meyer's Old Salt, Best Man and Best Friend for fifty seven years.

W.A. ROWE 1931/32. Apprentice and 3rd Mate British Tanker Co. Later to be called B.P. Then 3rd Mate in Bullard King & CO. Then to Harbour Service, Tug Mate & Dredger Master at Port Elizabeth. Then Tug Master and Pilot at Cape Town till retirement. Well known in the maritime circles for some very difficult mooring of large vessels including the QE2. Deceased 17/06/2010.

I. DE VILLIERS 1936/37. Ian sadly passed away 3rd September. Previously he wrote; "In September 1939 Bob Hack & I reported to Scapa Flow as midshipmen RNR & joined HMS Asturius there. Soon transferred to HMS Aurania (Merchant Cruiser) Northern Patrols & Convoy Escort duty (Tail of the Bank Greenock to Halifax run). 1941 onwards Fleet Air Arm on Stringbags, Albacons, etc. North Atlantic, Med, North Africa, Ceylon & India (but not further east than Cutchta). From 1939 onwards had the pleasure of meeting Bert Holman, Snoek Danks, Jacko Jackson, Alistair Hay and other Bothie Boys in London from time to time. A great pal there was Peter Bjorgman, not an Old Boy, but "one of us." No 1 Commando & Black Guard." After the war involved in forestry and sawmilling in Rhodesia. On retirement returned to S.A. and later joined his family in New Zealand.

H.C. BAARTMAN 1958/59. Previously Engineering Manager of Gebo South Africa, Cape Town. Deceased 20/09/2010.

F.W APLIN – past GB officer. Frank was born in Wood Green, London, UK on 25th May 1923. His early years of schooling were at Wallington, Surrey where he resided with his parents. Frank was a keen swimmer and at aged 13 years he won a number of cups competing for his school in swimming galas. Frank spent a lot of his spare time at the beach where he enjoyed swimming in the sea, no matter what the weather. Frank was a typical boy

and because of his love for the beach and the sea his father enrolled him into HMS Worcester Nautical Training School when he was aged 15. After completing his pre-sea training, he was apprenticed into a British shipping company and served mainly on tankers. In 1942, during the 2nd World War whilst serving at sea as a 4th Officer on the “ WYE WEARER,” his ship was sunk in the North Atlantic by a German Submarine. He spent just under two weeks in a lifeboat before being picked up by another Merchantman and taken to New York in the United States of America where he recuperated before returning to sea. As far as can be ascertained, Frank was sunk twice during the 2nd World War, whilst serving at sea and both occasions were on tankers. Frank was reluctant to talk about his war time experiences and avoided it whenever the subject was broached. However some years after the war when Frank was in Rotterdam, he had the pleasure of personally meeting his favourite female singer in person, none other than Vera Lynn. Frank at some stage was serving onboard a Cruise Liner the “UMGENI” on the South African run where he met Aggie who was a passenger and shortly thereafter in 1952 Frank and Aggie (Agnus) were married in Port Elizabeth. Frank then applied for a post as Navigation Instructor at the General Botha in Gordon’s Bay where he spent a few years. In preparation for the post, Frank was concerned that he spoke too softly and therefore used to go out into the veld and practiced raising his voice loud enough so the General Botha Cadets would be able to hear him on assuming duties at the GB. Frank and Aggie had 3 daughters, Carol, Suzanne and Mary Lou and even though he was strict disciplinarian he was idolised by them. According to his two sons in law, Michael Hollis and Jolyon Melville they could not have asked for a better father in law. Frank has three grandchildren, Matthew, Jason and Jonathan. Around this time Frank purchased a 1938 Ford, which he completely overhauled the engine and reconditioned and repainted the car using a paint brush and enamel paint.....! This vehicle was Frank’s pride and joy and he often referred to it affectionally as Matilda. After the General Botha, Frank moved to Durban and remained in Shipping shore-side in stevedoring and in particular with Durban Bulk and he was instrumental in setting up stevedoring operations in Mauritius. Frank was an astute businessman and in the late 70’s early 80’s he was Chairman of the Durban Chamber of Commerce and Industries. Frank established the Durban Maritime Museum in 1985 and was instrumental in convincing the SA Navy to donate the SAS Durban a Ton Class Minesweeper to the Museum on her decommissioning for scrap. Frank served as Chairman of the Board of Trustees to the Durban Maritime Museum served on the Board for many years. Frank was also a long standing member of the Naval Officers’ Association (Durban) as well as a member of both the Society of Master Mariners of South Africa (Durban Branch) and the Ancient Mariners. Franks favourite poem was “Sea Fever” by John Masefield and favourite hymn was ‘Eternal Father Strong To Save.

B.J. HORN 1949/50. Bernard passed away 28th August. Bernard was “a true sailor at heart”. So his family members say. During his Old Salt Year in 1950, his father died in a motorcar accident shortly after they bought the Kloof Hotel in Joubertina. The family and friends who attended Bernard’s funeral 60 years after his Dad’s funeral, today still remember how stunningly handsome Bernard looked, dressed up in Bothie’s No.1’s. Bernard finished his Bothie course, but Honour & Duty called to help his Mother to run the new Hotel ... which he faithfully did for the next 53 years. During his lifetime in the Langkloof, he was always 100% involved in the community, was Mayor of Joubertina; served in the SWD Rugby Union Management; was Chairman of the Round Table and Lions; owned an aeroplane; was very fond of steam trains *and circuses* (at one time he even wanted to become a Lion Tamer); had Tickey the Clown visiting him in Victoria Bay, his favourite home away from home; Bernard passed his love for the sea on to his children (sailing, fishing, diving); had a remarkable knowledge of nature and especially of the sea (fondly referred to Bothie as his General Knowledge College); was known to his intimate family as Captain Cook. No wonder that he wanted his ash to be strewn over the sea. He retired to George during 2003 and became a Parish Member of the St Mark’s Cathedral; he joined the Friends of the Cathedral, served as

a Sides Person and was a Double Bass choir member (he took special singing lessons to find the exact pitch). As a person Bernard is remembered as a true gentleman with a cheeky smile, who never spoke an unkindly word about anybody in his whole life, with a lovely sense of humour, and an enjoyment of everything he did. He loved life; he loved his family and often spoke about them. Bernard Horn was a greatly respected member of the Garden Route GBOB Luncheon Group. We salute you, Bernard, and will sorely miss your quiet presence.

W.O. MORRIS 1935/36. After G.B. William joined his brother's construction firm in Johannesburg. In 1938 he enlisted in the Rand Light Infantry and qualified as a member of the Bisley Team. On the 8th June 1940 the Regiment was mobilised and on the 10th June 1941 sailed with the regiment on the 'Ile de France' to Egypt. On the 21st June 1942 was taken prisoner of war. After the war continued as a building contractor in Johannesburg before moving to Durban. On 1st August 1966 joined the Borough of Amanzimtoti as Building Inspector and was later promoted to Chief Building Inspector in July 1972. Retired 1st December 1987. Deceased November 2009.

C.J.H. ROBINSON 1927/28. Chris Nash reports a remarkable coincidence; "Last week I had lunch with a lady I have know since I was 5. She is now 95 and during our conversation I mentioned the Bothie. (We moved from Durban to Simon's Town and there were some missing years in our association). Her brother, Cecil Robinson, was at the Bothie. She has sent me a picture of him taken whilst on leave [on our website]. The family lived at Harding in Natal. He did not go to sea but probably joined the Railways and or Harbour Service."

K.J.L. CLIFTON 1941/42. Michael Linck writes; "I read the "Anchors Aweigh" note requesting details of Keith Clifton's past history, in the August Newsletter. Keith was a great guy and one who favoured maintaining high standards, albeit personally remaining quietly in the background. He was born in Kimberley. Like me, both he and I were General Botha 1941/2 vintage. Also, similar to me, he went to sea as a midshipman R.N.R. and served on cruisers of the East Indies and British Pacific Fleets. At the end of the Second World War he transferred to the S.A.N and later obtained a B.Com degree at the University of Cape Town. Around about that time he was also Honorary Secretary of the Cape Town Branch of the General Botha Old Boys Association, successfully helping its early development. Subsequently he held positions with both Imperial Tobacco and Mobil Oil, both in secretarial and accountancy roles. For a time he was also a principal aide to Evan Campbell, the former High Commissioner for Rhodesia in the UK and travelled with him on Tobacco Industry promotional visits, mainly to the Far East.

Before finally retiring Keith moved from Johannesburg to Cape Town and ultimately settled at Silvermine Village, Noordhoek, where incidentally both former GB cadets Admiral Bierman and his brother Philip also reside."

Further information on these Old Salts will be welcomed.

Our sincere condolences to family and shipmates listed above.

THE LEGEND LIVES ON – H.R. GRAHAM 1925/26.

David Pike [1945/46] continues with his hobby of researching and collecting medals [I am sure there is a fancy name for this] and has identified another Old Salt whose medals were recently on auction, reserve price R35,000

"Born 1910. After Bothie Henry Rudolph Graham was apprenticed to Union Castle Line. Joined the RAF in 1931 and served as a bomber pilot during WWII being awarded the DSO and DFC - the latter for his part in the attacks on the German pocket battleships Scharnhorst and Gneisenau in December 1941. The Czech War Cross was announced January 23rd 1941. Air Vice Marshal RAF, CBE [Commander of the British Empire], KCB [Knight Commander of the Bath]". There is reportedly a reproduced colour photograph of Henry wearing his medals and decorations. *Perhaps David can obtain a copy of this photograph for us. Does anyone have further information of Henry, when did he pass away?*

SOS

Only one that I have not been able to locate since our previous newsletter; **GRAHAM BANKS 1957/58**, last known in London England.

There are still others reported in previous newsletters that I have been unable to locate. All please assist in locating all AWOLs.

A plea from the daughter of **Bernard Alexander Hildebrand 1942/43** of whom we have no detail on our Muster List. Any information will be appreciated. "My Dad's name is Bernard Alexander Hildebrand. I found him on the muster list for 1942/43, but how to find out what ship he went to Japan on eludes me!"

UNDERWATER EXPLORERS – dive on the Bothie.

You shall recall our reporting previously of the team that dives on the old ship in False Bay and who also laid a plaque on her denoting her Heritage status. The recent dive was done on our S.A. Heritage Day and detail is reported on the website www.underwaterexplorers.co.za

ROBBEN ISLAND GUNS

Following our appeal for information the response was considerable. A note from the researcher; "I began sending replies individually but it almost became a full time occupation so this round-robin is to thank you all for replies via Tony about my problem with information on the barge that took the 9.2-inch guns across the bay to Robben Island. Each weighed 28 tons so it was a huge logistical problem. Since my original request I have discovered a little more but frankly not enough to satisfy my curiosity so the search continues. At least I now have a photograph of the barge...although not a very good one. But thank you all for advice and help, and will as suggested put together a short article for the GBOBA magazine if and when I have more to tell."

SCRANBAG

P.J. HEYDENRYCH 1952/53 #1770. Peter and Norma shall be moving from Australia to England mid November. Trust they shall support the Bothie gatherings over there.

W. KEISGIETER 1958/59. Willem shall be visiting Australia early November and intends to meet with a few of his class mates there. We look forward to all your reporting back on your reunions.

S. DUWE 1977. Siegfried previously contracted to represent Joe Mcloughlin as a surveyor in Port Elizabeth. He writes; "In July 2007 I asked Joe Mcloughlin if I could join Transnet to hopefully do piloting. The plan was to fit in the surveying during "off" times. He agreed to this because of the quiet periods we experienced at times. Little realizing that tragedy would come in that September. [Joe passed away in a tragic accident in Durban harbour.] In August I started on the tugs. The agreement was that I had to learn to drive them in two months. Then I would be eligible for pilot training. This went well and I joined the pilot training program in October. Even though I have a Class 1, I thoroughly enjoyed the training and found it very effective. As a member of the Master Mariners I was sceptical as with the other M.M. about the program. Yes, some have "only a Class 3" but the program has various exit points for those who don't reach the required standards. Three "had to leave" for not reaching the mark during the program I was on. In August of 2008 I got my first license in Cape Town after completing an excess of 300 understudies. Then back to P.E. In August of 2010 I obtained my Open License in P.E. and for Ngqura (Coega). This was possible because there were more ships above our license and we were able to join the more senior pilots for understudy on a regular and on going basis.

The "Windy City" certainly offers its challenges but also its beauty of nature. Ngqura is functioning well. At any time there are two ships alongside. When one sails, another takes its place. The whales have come back into the bay (seasonal). Twice now I had to ask a tug to stay close to the whales to avoid them coming across the bow of the sailing ship!!"

G.R. STEVENS 1960/61 #2189. Grenville reports; "Well job wise I have moved again. While still employed by ACP Worldwide Ltd (Melbourne London and Johannesburg) who act as General Cargo Sales Agents for a number of airlines-United Airlines, Etihad, South African, Air Mauritius, Martinair, Asiana (South Korea) and British Airways. I have moved from Etihad Cargo Sales to British Airways World Cargo sales." Grenville, we trust you are attending your class reunion March 2011.

W.D. STEEL 2001. Wayne attended the maritime studies programme at the Cape Technikon Granger Bay campus in 2001. Joined Teekay Shipping as cadet and upon completing sea time obtained 2nd Mates ticket with tanker endorsement. Sailed onboard tankers with Teekay until 2005. Came ashore and worked in operations and vessel management before joining Rennie Murray & Co. as Marine Surveyor. Completed post graduate studies in Maritime Law at the University of Cape Town.

R.D. WALKER 1959/1960 #2162. "Thank you for the note you put in the mag. for me regarding our move to Marlon Holiday Resort. Unfortunately I slipped up with my cell number. I gave it as "092 786 0990" when in fact it should be **082 786 0990** Have had a number of e mails regarding my move and it was great to here from these old salts.....one being Harvey Miller who was with me at Bothie and has been living in Canada for the past eighteen years! Hopefully you can correct the error in the next bulletin."

G.L.R. WHITE 1979 #2680. Guy recently purchased a GBOBA tie [I wish you all would] and reported; "After completing my "A" course in 1979 I returned to Safmarine and sailed for another year and a half before being forced to leave due to medical reasons. I then worked for Old Mutual for two years before joining Mobil (later Engen) in 1983 as a Clerk based in East London. Several transfers and new positions later I took a post as Managing Director for Engen Botswana in 1990 based in Gaborone - a far cry from my sea-faring days! 1998 resigned from Engen and relocated to Grahamstown, Eastern Cape. 2010 Director of Development and Alumni Relations for Rhodes University in Grahamstown."

M.H. PICKERSGILL 1974 #2483. After a number of years in Australia we now find Mike in Banbury UK in semi-retirement renovating houses.

N.C BROWN 1969 #2362. Neil has been on a self discharging Cement Carrier since late January trading in the Mediterranean between Greece (loading Volos or Mylaki) and discharging in Libya (Misurata or Tripoli). Expect to be off in mid October. 24 hour loading, 2 day sea trip, 30 hour discharge and then 2 days back to the load port. Enjoying it greatly, but it is a full hard schedule. Food at both ends is really great, but no wine in Libya which is a bummer. Greek sausage is the best I have ever known. I thought boere wors was great, but this stuff knocks it off the perch! Unbelievable, a blend of lamb, pork, various unidentified herbs and lemon rind!!! On my 60th birthday my sister sent me some photos [on our website] of the passing out parade that for reasons best known to her she has withheld for 40 years! The pics were taken with what was then known as an Instamatic at long range. Must have been the start of colour, as all my Bothie photos from 1969 are black and white. Also one of the port watch whaler crew in action from my files. My favourite pic of all time! Even better than seeing Schalk score against NZ on Saturday! Cox Rudy Baumgartner, Brown at stroke, ahead Meindert de Koning, Ian Bosman, Tony Crabbe and Nick Middlekoop. Is it not amazing to see no tall buildings in the background? We HAVE to beat Aus this weekend!! I get no live rugby TV in Greece, just get a written commentary and live scoring from SA Rugby.com. A miserable way to follow a game, but no other option. We will be in Volos on 28/08. I will be as always when the Boks play be wearing my Boks jersey. We have to win these two games to maintain credibility. If we lose the first then senior players must step aside and allow the youngsters in. Smit is way past his sell by date and Mattfield the same. It is great to get 100 games, but it is costing our pride. Have to return to SA in May next year to update STCW for renewal of Masters Cert. Hope to see you then. Let us pray for a win Saturday." [Yes, S.A. international rugby has been very disappointing.]

J.W. THORPE 1974 #2490. 1973 Jeremy sailed with Safmarine on the tanker Marland and on the SA Van der Stel. 1975 to 1980 journalist, Pretoria News and Citizen. 1980 to 1997 news-writer SABC TV News, eventually rising to Chief Executive Producer, TV News. Also freelanced as 5FM news presenter. 1997 to 2002 news anchor Radio 702. 2003 to set up newsroom for Classic FM. 2004 to present, set up and running community radio station in Pretoria. Presently TUT Top Stereo; “soon to be Tshwane FM. Gauteng’s fastest-growing radio station.”

The unflappable Pilot Willy Rowe

Cutting from The Cape Times Saturday May 24th 1980. By George Young, Shipping Editor.

Job satisfaction as a harbour pilot working in all weathers, day and night, has meant so much to Captain Willy Rowe for the past 24 years that he declined elevation to executive chairborne posts in the harbour service. He retires next week and confesses he may be most restless and could return to sea again as a deck officer of one of the local companies.

“Trouble is, my navigation is so rusty now,” he said with a sigh. Pilot Rowe piloted most of the biggest ships using Table Bay, including the giant tankers, the Queen Elizabeth 2 and the France (now renamed Norway). But having turned 63, he must quit.

Starting at the General Botha at 13, in 1932. (It was a rough house in those days), Willy served his apprenticeship with British Tankers, then went into the Bullard King “Um” boats before joining the harbour service in Port Elizabeth.

He came to Cape Town as a tugmaster and learner pilot in 1955, and has been here since. Quite unflappable, Pilot Rowe has difficulty recalling any hair raising experiences, for he takes them all in his stride.

But the visit of the Queen Elizabeth 2, 10 years ago, was enough to send the blood pressure of any pilot soaring. The southeaster was so strong that the tugs could not get their lines up, and when the big ship entered Duncan Dock Willy Rowe’s plan to keep the wind on the port bow until he reached the quay, went awry.

With the wind on the starboard bow the big ship blew down the dock. Anchors dragged. The three tugs had little influence, and when he went ahead on the big ship’s engines to avoid striking B Berth, the tugs fell flat and were of no use.

It was a two-hour battle to push the ship to H berth where he eventually walked off as though it had been any other job.

The tankers are a bigger handful than the Queen liner, but they are moved only in relatively calm conditions in any case, the era of Voith-Schneider tugs which can push at any angle have revolutionized the science of manoeuvring ships in confined space.

Nevertheless if the wind does take hold of a giant tanker, it represents a much bigger problem for the tugs to get it under control again. Pilot Rowe also handled the American carrier President Roosevelt when its call here was cut short after crew were prevented from coming ashore by executive orders from Washington.

The pilot’s logbook indicates that Pilot Rowe handled thousands of ships in his long tenure. He preferred the wild winds and stormy seas to any office job, and told me yesterday that he would have stayed on longer had it been possible.

It is likely that one of the local companies seeking a relieving deck officer will find a quick response from Willy Rowe who is not disposed to spend his retirement playing bowls or mowing the lawn.

1961 and 1962 Honours Board Plaque – Keith Burchell

In the course of arranging the 2011 events the Reunion committee discovered that the Honours Boards now held and displayed in the Simons Town Naval museum, with all other GB artefacts, did not reflect the Chief Cadet Captains/Best Cadet of the 1961 and 1962 years. This discrepancy arose because during that period when the SANC General Botha at Gordon’s Bay was run by the SA Navy, South Africa declared its independence and the

Republic was formed. Where before the Chief Cadet Captains received the Queen's medal it was no longer appropriate and that award and the Honours Board were discontinued. The award was replaced by the Naval Chief-of-Staff's award for the "Best cadet of the year" and no Honours Board was created for this award. This award was then discontinued in 1963 and a new Honours Board was created.

This matter was raised with the GBOBA committee who in turn referred it to the GB Trust committee. A decision was made by this committee to overcome this discrepancy in the records by creating a separate plaque that will be placed in the Museum and unveiled when the Reunion party visits Simons Town on Monday the 7th March 2011. The final arrangements for this unveiling will be communicated in the next news letter.

A LAUGH FROM CANADA – Rod Paterson No. 2422, 1972

Sent to Roy Martin 2420, 1972 to cheer him up as he recovers from a serious car accident

Did you ever wonder why there are no dead penguins on the ice in Antarctica – where do they go? Wonder no more! It is a known fact that the penguin is a very ritualistic bird which lives an extremely ordered and complex life. It is very committed to its family and will mate for life, as well as maintaining a form of compassionate contact with its offspring throughout its life.

If a penguin is found dead on the ice surface, other members of the family and social circle have been known to dig holes in the ice, using their vestigial wings and beaks, until the whole is deep enough for the dead bird to be rolled into and buried.

The male penguins then gather in a circle around the fresh grave and sing:

“Freeze a jolly good fellow
Freeze a jolly good fellow”

Then they kick him in the ice hole.

You really didn't believe that I knew anything about penguins, did you!

Rod Paterson. Cranbrook, British Columbia, Canada

The Admiral returning from a long voyage at sea sent his yeoman to send a telegram to his wife. "In today. Home tonight. Lots of love. Rodney". A few scoops later the telegram was sent reading

Home today. In tonight. Lots of Rod, Lovely.

Classic telegram sent to naval newly weds.

Please state course, speed, depth, and nature of bottom at midnight.

Two elderly hard of hearing sisters were about to have their photograph taken.

"Do sit still Mavis, he is going to focus". "What? Both of us"

Did I read Correctly?

Notice in an office – "After tea break, staff should empty the teapot and stand upside down on the draining board."

Notice in a Farmer's Field – "The farmer allows walkers to cross the field for free, but the bull charges."

Notice on a Repair Shop Door – "We can repair anything. (Please knock hard on the door, the bell doesn't work)."

Spotted in a Safari Park – "Elephants please stay in your car."

With greetings from the Scribe dhenwood@iafrica.com

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

"A cloudy day is no match for a sunny disposition." (William Arthur Ward)

"In nature there are neither rewards nor punishments; there are consequences." (Robert Green Ingersoll)