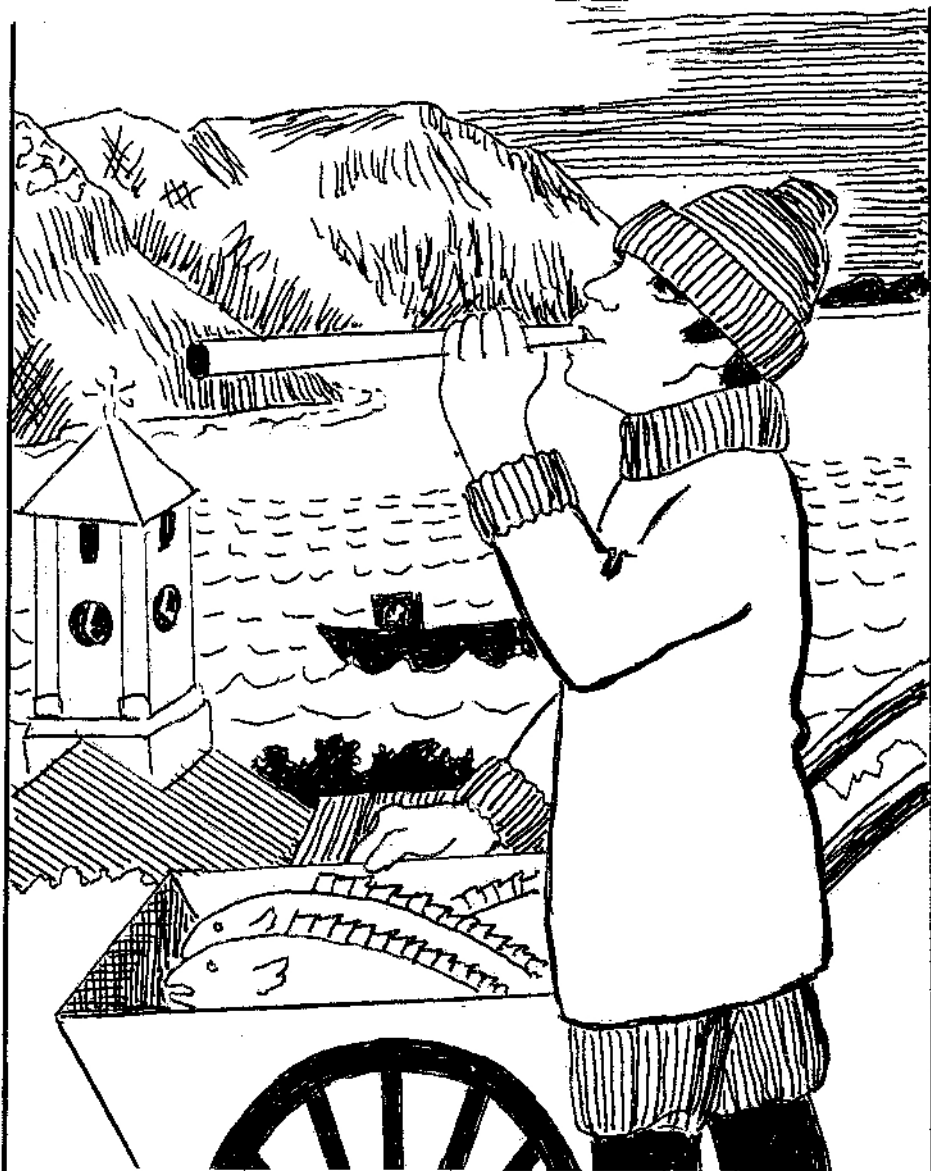


SNOEKTOWN CALLING

Vol 1 Issue 3

20 APRIL 1998



Sponsor for April - Dr Reg Loxton.

Editorial

As promised in previous issues, the Simon van der Stel story will be followed by accounts of the environmental setting of our town. Compilation is in progress but, as a starter, we reprint a reconstruction of the prehistoric scene at Windmill Beach.

Issue No. 3 will introduce the involvement of South Africans in the War with Japan, with an article by Mac Bisset, of the South African Naval Museum. In Issue 4 there follows an account by a young South African who participated in that conflict. Mention is made of the SANF Motor Launch flotilla and I am very anxious to receive a story from a rating - only lower deck, please! - who served on the MLs in Burma.

Registration of businesses and services for the proposed classified Directory is progressing slowly - too slowly! So far only about 30

have registered; so please folks, it is both important for the community and in your own interests to register with Pat at the Publicity office. The final Directory will be published in the May issue.

I am having a problem obtaining a regular contribution on Crime Stop. Of course this is an important issue and we need to know. I am working on this and hope for something better.

Finally, appearing for the first time is a feature on the beaches and coastline of Simon's Town / Glencairn; the first article deals with the problem of washed-up kelp.

Reg Loxton Editor (protem)

P.O. Box 47

Simon's Town, 7975

Tel: 786-1750



Irene Porter Properties c.c.

132 St George's Street

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Simon's Town 7995

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Simon's Town Ratepayers and Residents Association Monthly Update

This is our first Monthly Update, using the vehicle of "SmokeTown Calling". It is our intention to provide these between meetings to keep members informed.

It has become common practice for public meetings to be held on a variety of issues. Most of these meetings are arranged at short notice and we are therefore unable to use this publication to give notice of such meetings. Where possible we will make use of the community notice-board and appeal to organisers of meetings to do likewise.

We are still finding that the number of matters requiring the committee's attention is overwhelming at times, and appeal again for members to come forward and join one of the portfolio sub-committees to assist us in maintaining an effective Association. Please contact either the Chairman or the relevant Committee member.

The White Paper on local government has been published and contains few surprises. The philosophy of the single-tiered "elegance" approach is the dominant feature from our perspective, the implication being that Simon's Town will become an even more insignificant part of the greater city. Provision has been made for change to implement the option of devolution of some powers and functions to sub-structures. There is also provision for non-rated ward-equivalents, which will have an advisory role only. It is also expected that the number of wards will be reduced. Opportunity for further input by the public is limited to hearings, and to submissions to the SPM, including comments on the model to be adopted by the Cape Metro. Members wishing to submit comments for inclusion in our submission should contact the chairman for details and a copy of the SPM's questionnaire. The final date for submissions to the Association is 26 April.

The presence of the toxic blue-green algae in Glenelg has been a cause for concern. We, and the Glenelg Civic Association discussed the issue jointly with SPM officials and subsequently prepared a set of questions for the designers and managers of this visit to answer at a public meeting to be held on 16 April in the Town Hall. The fundamental question requiring an answer is whether the problem resulted from faulty design, or inadequate management. The upper wish is to be drained to remove the bulk of the algae.

The developers of the "controversial" Quarry Road site have approached us to facilitate a second public consultation on their proposals. The meeting will be held in the Committee Room of the municipal building at 19.30 on 27 April.

A number of residents have complained about the lack of a post box on the Main Road. We have requested this to be rectified.

Copies of our proposals for a revised Certification will be available for comment from mid-May onwards, and may be collected from Glenelg Dilly Station.

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Elections 1999

National, Provincial and Local government elections are scheduled for 1999. Local authorities will conduct the elections under the direction of the Electoral Commission. A new voters role is required as well as delimitation of boundaries by an independent Demarcation Board, appointed by the National Minister.

The intention is that the Electoral Commission and the National Demarcation Board will identify voting districts, built up from the 1996 Census Enumerator Areas as building blocks for wards and local authority outer boundaries. Ward delimitation will be based on combining voting districts of approximately 2000 registered voters. Within each district a registration / voting station is to be identified where voters will be required to register and then to vote. Currently there are 791 local authorities nationally. The in-

tention of new demarcation is to reduce these by approximately half.

Each person eligible to vote must have an I.D. After registration the barcode of the I.D. document will be scanned, or, in the case of I.D's without a barcode, the identity number will be entered. It is unclear whether addresses will be recorded at this stage but local authorities have recommended that this be done. Actual registered voter numbers will be used for delimitating wards. The onus will be one the voter to register. Non South Africans will not be eligible to vote even if they are permanent residents.

Currently the intention is to have elections for National and Provincial government on one day - possibly at the beginning of May 1999, the local government elections shortly thereafter. Special votes will only be allowed for National and Provincial government.



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According to the Draft White Paper on Local Government, elections will be for ward and proportional representatives on a 60/40 basis. The number of ward councillors proposed for the Cape Metropolitan Area i.e. from Cape Point up to and including Atlantis and Somerset West is not more than 60. Since the wards will be based on numbers of registered voters it follows that a ward councillor could represent a large number of people.

The time frames for holding elections in mid-1999 are extremely tight. Unfortunately not all the necessary legislation is in place. It must also be remembered that any challenge in law to legislation arising out of the White Paper in Local Government's proposed changes to current municipal systems will result in a delay in local government elections. National Government must also budget for the elections.

In Summary:

1. There will be a new single voters' roll for the next National, Provincial and Local Government elections.
2. All eligible voters must register again whether or not they were on any previous roll.
3. Only South African citizens will be eligible.
4. There will be a new demarcation of local authority boundaries and new ward delimitation.
5. There will be larger wards and fewer councillors.
6. Voters must register at the station where they will vote.
7. Time is tight.

Councillor (Mrs) N. Holderness
Ward Councillor: Ward 22:
South Peninsula Municipality

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HOME NET

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WATERFRONT

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From the Chairman of the Simon's Town Publicity Association

We have had an extremely busy season to date. On average there have been some thirty nine (39) people visiting the bureau per day, looking for information. We also receive an average of seven (7) telephone calls per day, these include local, national and even the odd international call. Plus requests for accommodation which involve fine consumer lag arrangements.

We have taken an average of R1 240.45 monthly, sometimes as high as R3 and R2 books over the season (See later inclusion). This plus sales of cards, magnets, mugs, books and Anchor Players, looking for a little results in an income which is still a long way from making us self sufficient. We are also the operations centre for Shipboard Cellar.

Peninsula Tourism is constitutionally still SPOT, and answerable to the local authority.

South Peninsula Municipality. Three buildings are being funded at present at R2 000 each per month. i.e. Simon's Town, Fish Hoek and Muizenberg. It's aim is also to include Hout Bay, Constantia and Rondebosch / Zeewaterfront.

Peninsula Tourism has a Board of 15 to 17 members, including two representatives from each area, the intention being to control each area from the central agency, taking direct responsibility for managing the Bureau. Part of its plan is to budget for two permanent employees with casuals and volunteers.

The special general meeting to be held on 28 April 1993 will be an opportunity for members and other interested residents of the town to become well informed and also to express your views on these proposals.

For enquiries please phone 7956 2699.

SPECIAL GENERAL MEETING SIMON'S TOWN PUBLICITY ASSOCIATION

**THURSDAY 23 APRIL
19:00**

"THE FUTURE ADMINISTRATION & MANAGEMENT OF THE ASSOCIATION"

in THE TOWN HALL

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Down the Historic Mile

The Chairman of SLAP (the Society for Loafers and Professional Rondlopers) opened the meeting with the usual request for apologies: Piet Pompies reported that Harold Hardekop requested leave of absence for one month, as due to an unfortunate combination of circumstances he would be on vacation at Pollsmoor for the said period. There being no other apologies, the Chairman continued the business of the meeting: letters of enquiry which could be summarised as follows:-

1. How does one become a member of SLAP?
2. Where and when does SLAP meet?
3. Is there a written Constitution?

Much discussion and argument followed, with noisy contributions from Clara Fijnbosch, who has something to say about everything, and Stoffel "Boesman" Terreblanche, who attends all meetings in Snoekie and considers himself an expert on all matters. Of course, Schultz had nothing to say; but after an hour he exhibited visible signs of agitation and the Chairman thought it was wise to give notice of what he considered a fair consensus.

Membership is accomplished through a process of osmosis: a member gets absorbed by common consent. He / she must be a good Simonite - Simonstonians are not welcome because, as Uncle Albert always said, they have no understanding of the traditions of Simon's Town, which are very important indeed.

Meetings: The popular meeting place was the area between the old winch-house and the Hokkies. There would always be a really good meeting when Harry Williams, owner and skipper of Challenger, had a good catch of cob or Alfkoord (yellowtail), or better still geelbek; then Harry felt good and a few bottles would pass around. In no time at all the good news would spread and we would have a good crowd. The Chairman would sit on Stompie's open-air bed, next to the retaining wall and the meeting would begin.

Of course, the meeting place has been taken over by the parking area of the new Water-

front development and, as a result, our members have become scattered somewhat into smaller groups: some at the end of the pier, some at Albertijn's Cottage, and so on. Of course Harry is not around much anymore anyway, so SLAP has temporarily lost its direction. But we do meet, so SLAP will never die!

Constitution: Like the RDP Forum, this matter was debated many times but without consensus being reached. So it was resolved that SLAP could carry on without a formal Constitution, and rule by precedent, as does the British Parliament - and the Brits have done well enough. So there you have it.

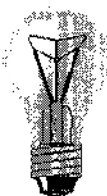
Under matters arising Piet Pompies reports no progress except repair of brick paving - a miracle. Stoffel remarks "Dis 'n skande en beroerd swak" on the part of the Administration. It was resolved that "die Dokter" be instructed to intercede on behalf of SLAP - Piet Pompies to organise.

Under "Correspondence" Stoffel reads a letter from P. van B. about a second Post Box on Main Road, to accommodate frail old ladies who have difficulty negotiating the slope to the new Post Office. Bernie Hoepel, whose normal station is outside the bottle store, confirms the problem experienced by these old folk. Bernie also confirms that the convenient Box at Central Stores has been removed. Everyone agrees that a second PO Box on Main Road is an absolute necessity, but the question is, where?

Argument rages for half-an-hour, when suddenly Schultz stands up and shouts "STOP!". There is a shocked silence because Schultz hardly ever speaks - he just looks. The Box, he states, must be in Union Street, on the corner opposite the Notice Board put up by the "Dokter". With Schultz still standing up and all, the members had no choice but to agree - and so resolved.

At this point the members had no further interest in proceeding and the meeting closed. Pending was an application from Mientjie Boepbens who wished to be elected as Mayor of Simon's Town.

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Beach and Coastline Patrol

Problem of Seaweed on Beaches

Quite rightly, some residents along Boulders Park recently created a big stink over stinking seaweed. It is all very well to suggest that these people should never have bought houses there in the first place. However, they were not to know that the necessary tidance of washed-up kelp on these particular beaches gets little help from Nature!

Unlike the situation at - for example - Komnietje, there is no periodically dry sand into which air-breathing amphipods can burrow. At Komnietje, as many as 25,000 beach hoppers (*Talorchestia bipinnis*) per square metre emerge nightly and usually consume some 315kg of dry kelp per metre of sand. When wet, this figure is close to 3150kg! On decomposing, the fine particles are then swept back into the sea and any remaining slugs lose their unpleasant odour on drying out.

As Boulders has virtually no sand above the high-tide water mark, washed-up kelp can-

not be buried on site. Neither can it be lost - particularly "in season" - to disappear during a high spring tide. When the accumulation is just as likely to increase. Furthermore, the impossibility of vehicular access makes removal an extremely labour-intensive task.

The elements, topography and a vacuum in the Animal Kingdom make it inevitable to maintain Boulders. To further aggravate the situation, removal of kelp can be a heart-breaking job. All too often, cleaners finish raking a beach when another load gets washed up. In the case of Water's Edge, perhaps they should rather concentrate on ridding the beach and its badly-hegged access path of "soggy loads"! Ignoring the obvious warning sign, some homeowners are creating both a health hazard and a poor environment for the many foreign visitors.

Beachcomber

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ELEANOR CURRAN
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Cell: 082-481-5046

SURE WE SELL PROPERTY, BUT PEOPLE ARE OUR BUSINESS

SA Naval Dockyard Simon's Town

On dark winter mornings a seemingly endless flood of headlights moves along the main road, headed for the Simon's Town Dockyards, and the thought arises: 'what on earth could there be for these hundreds and hundreds of people to do there every weekday?' Some statistics: the Naval Dockyard Simon's Town is manned by about 1 220 employees - all of them civilians. Approximately 63% of the labour force is directly involved in the execution of the technical maintenance work; the majority are qualified artisans. This workforce is very stable, with an average of some 17 years' service per employee.

In 1956 a private company was formed by the citizens of Simon's Town to build a drydock or a slipway. The company's capital proving to be inadequate, an imported "patent ship" was built immediately south of the anchorage, capable of slipping a ship of up to 1 000 tons; this was the first great marine undertaking in South Africa. In 1965 the ship was sold to the Admiralty and incorporated into the Naval Dockyard. By 1993 the Simon's Town Dockyard consisted of 5 hectares, which held every facility from slips to workshops, to offices and coelstacks. The Dockyard became unable to cope with increasing demands on it, and an Admiralty grant was approved, to build a full-scale dockyard.

In 1957 the Dockyard was transferred to South Africa as part of the Simon's Town Agreement between Great Britain and the Union of South Africa. Since then the East Yard has been expanded: in the late 1960s to accommodate the needs of the newly formed submarine flotilla and, in the 1970s, to prepare for the planned expansion of the South African Navy. Today the Dockyard occupies a land area of about 10 hectares, with approximately 80 000 square metres of workshop, storage and office space. The three tidal basins providing berthing for the ships of the Navy are also situated in the East Yard. Statistics don't always conjure up a true picture, but a view from a vantage point overlooking the dockyard would give some

idea of the size of this vast, impressive complex.

The Naval Dockyard's mission is to execute planned preventative maintenance, repair and construction of ships, their technical systems and equipment, to the owner's mutually agreed standards and at the lowest cost. The primary market of the Naval Dockyard is naturally the ships of the South African Navy; however, due to the favourable exchange rate many shipowners utilise South African ship repair yards for the repair and maintenance of their vessels. This has resulted in a large number of repair contracts at the various ports.

Because of the high standard and availability of the facilities at Simon's Town, the overflow from Cape Town is handled in the Naval Dockyard. This has resulted in substantial earnings for the State and provided a much-needed boost for the local economy. It is envisaged that this will continue in the foreseeable future, making the South African Naval Dockyard in Simon's Town an invaluable asset to both the South African Navy and the Republic of South Africa as a whole.

Acknowledgements:

Media Liaison Officer, Naval Base Simon's Town
Navy News / Dock News Vol. VI No. 1 1987
Simon's Town Historical Society



The Selbourne dry dock with SAs
Cuthbert on the blocks and the inner
Basin in the background

Simon's Town's Vital Role During WW2

About 500 men were normally employed, but during the war years 1939 to 1945, demands on the Dockyard increased to the extent that, by VJ Day, 5 500 men and women were "on the books".

During the first months of the war the Seaward Defence Force - which became the South African Navy - was born. *Southern Maid* and *Southern Floe* (the latter sunk eventually by enemy action in the Mediterranean) were among the first SASN ships fitted out in the Dockyard.

Three days after war was declared the luxury mailship *Carnarvon Castle* went into dry-dock at Simon's Town and, seven weeks later, *HMS Carnarvon*, quite transformed and equipped as an armed merchant cruiser, sailed on her maiden voyage as a unit of the Royal Navy. She was to win battle honours in a fight with a German raider off the South African coast.

The 7 000 ton Australian liner *Bulolo* was next to be transformed. Within six weeks of entering the Dockyard, she emerged as a merchant cruiser. With her new identity *Bulolo* served with distinction on the Northern Arctic patrol, took part in the landings in Italy and, on D Day, in the Normandy landings.

In August 1940 *HMS Hermes*, one of the Royal Navy's few remaining aircraft carriers, limped into Simon's Town for repairs, battered almost out of recognition, having been in collision with the armed line *Corfu*. 36,6 metres from her stern, *Hermes's* bows had disappeared. Flight deck, mess decks and stern were an awesome picture of destruction.

The 700 tons of steel plates and sections needed for repair work were waiting when *Hermes* dry-docked; in less than 12 weeks she was back at sea, completely restored in record time. A special signal of commendation and thanks was received from the Admiralty.

As the war proceeded other damaged ships came in: *HMS Dida* and *HMS Orion*, torn

and wrecked by bombs in the Battle of Crete but still afloat. While patching *Orion* up, Simon's Town workers found grim reminders of the 200 men killed by one bomb.

In 1942 the "lost" ship of the US Navy arrived from the Far East. Officially sunk by Japanese bombers in the Java Sea, *Marblehead* crept into the Docks, a maritime miracle, kept afloat only by the determined refusal of her officers and men to accept defeat. The ripped and torn *Marblehead* had all Simon's Town's resources diverted to her repairs; three weeks later she was fit to sail across the Atlantic to the USA.

Marblehead was hardly cleared when *HMS Hecla*, Britain's newest and most useful Destroyer Depot repair ship, on her maiden voyage eastward around the Cape struck a mine near Agulhas and was blown almost in two. Only a dead calm and excellent construction saved her from total wreckage. On May 14 1942 *Hecla* was placed in a dry dock.

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Apart from destroying valuable stores, the explosion had torn a hole 24.4 metres long and 12.2 metres wide through bottom, decks and bulkheads; 24 men lost their lives and about 112 were injured. The dead were buried in Finsé Bay. Two months later a brand new *Hecate* was ready for sea again. The work done on her reckoned with 1,000,000 out at Hermes as the two biggest ship repair jobs ever carried out in South Africa.

The Merchant Navy also manœuvred *Simon's Town* when in trouble. In 1943 *SS Titia* was torpedoed off the South African coast and a huge hole was blown in her bottom. Workers in the Naval Dry Dock laboured night and day for two weeks, after which *Titia* was fit to go on to the USA for permanent repairs.

The big tanker *Sollom* piled up on Bird Island, off Port Elizabeth, was refloated and reached Simon's Town with a great rent in her bottom. After two weeks of tremendous effort *Sollom* 2 was able to head for home. Another tanker, the 10,000 ton *British Resolution*, was involved in a collision in November 1943, when in convoy off the Cape, and was almost cut in two; sides, bulkheads and deck were set through from keel to upper deck. *Simon's Town* was once more required to do its best, and by dint of men working to the point of exhaustion, *British Resolution* was undocked after 23 days - another great achievement in which South African citizens played a vital part.

Other visitors to Simon's Town, in need of repairs, included the destroyer *Paladin*, her side rent by a Japanese submarine (which she sank); *HMS Janus*, damaged by Visby French gunfire off the Syrian coast; *HMS Cumberland*, hit on the waterline by a French shell; *HMS Rapid*.

in all this time of strenuous operations during which about 820 vessels were repaired or docked, routine work had to go ahead and ships had to be kept in commission. Simon's Town's contribution to World War 2 can truly be classed as international. It was indeed the Dockyard's "finest hour".

Acknowledgements

Navy News (Victorians, Vol. VI No. 1, 1989)

South Africa and the War Against Japan, 1941-45 Part 1.

Although South Africa was never attacked by Japan during the Second World War, the threat was considered to be so great that one of our most distinguished soldiers, Sir (later Maj Gen) W.H. Evered Poole was recalled from the Western Desert on 25 May 1942 and appointed Fortess Commander at the Castle in Cape Town.

South Africa's published *Official History of the Second World War* contains few details of the South Africans who served in the Far East. Col H.R. Gordon-Cumming's unpublished *Official History of the SA Naval Forces in the Second World War 1939-1945* includes narratives of the two South African ships which served in the Far East, *HMSAS Barkley* and *HMSAS Natal*, and *HMS Ismail* and *HMS Salvator* which were recruited by the SANC.

The war medal research work carried out by the late Mr G.R. Forsyth reveals how many South African servicemen worked campaign stars or clasps for service in the Far East:

<i>Pacific Star</i>	472
<i>Pacific Clasp</i>	393
<i>Burma Star</i>	7 392
<i>Burma Clasp</i>	151

Since no recipient could receive both stars, the total number of South African servicemen who received awards for their service in the Far East is 2,408.

Seconded

An official press release authorised by Col J. Dalgleish, Director of the SANC, dated 22 May 1945, stated that there were more than 2,000 South Africans seconded to the Royal Navy serving in the Far East. Apart from the SANC ships' companies mentioned above all our naval personnel were seconded to the RN and constituted the largest group of South African servicemen in the Far East. A number of South Africans in the Merchant Navy also served there but it is not certain whether the details were included in Mr Forsyth's statistics. Our naval personnel was in the thick of the fighting when a Japanese victory was declared. Ordinary Seaman W.R. Adamson was lost with *HMS Popoia* on 11 December 1941.

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Chilli pizza	R6-95
Cheese pizza	R9-95
Feta Cheese pizza	R9-95
Margherita Basic pizza - Tomato, Oreganum and Mozzarella.....	R19-00

TYPE A - R25-00

Bermuda	Ham, Banana and Pineapple
Botticelli	Salami and Gherkin
Hawaiian	Ham and Pineapple
Jamaican.....	Bacon and Banana
Just Nuisance	Sliced Boerewors, Monkey Gland Sauce, Tomato and Onion
Macho	Chicken and Peri-Peri
Madras	Curried Mince, Banana and Onion
Milano	Chicken and Mushrooms
Napoli	Anchovies and Olives
Olympus	Spinach, Feta Cheese and Olives
Puccini	Salami and Mushrooms
Regina	Ham and Mushrooms

TYPE B - R28-00

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Capo	Bacon, Mushrooms, Avocado and Garlic
Four seasons	Salami, Mushrooms, Olives and Artichokes
Highlander	Smoked Salmon, Onions and Capers
Jimmy	Bolognaise, Bacon, Green Peppers and lots of Chilli

Roque	Roquefort Cheese, Ham and Mushrooms
South Seas	Tuna, Mushrooms, Onions and Gherkins
Vegetarian	Asparagus, Olives, Mushrooms and Artichokes
Breakfast	Bacon, Fresh Tomato, Mushrooms and Eggs
Spring Chicken	Ham, Chicken, Bean Sprouts and Spring Onions

TYPE C - R30-00

Valare	Smoked Salmon, Avocado, Cream Cheese and Chives
Suzy	Ham, Mushrooms, Salami, Green Peppers and Chilli

TYPE D - R36-00

Pescado.....	Calamari, Prawns, Mussels and Linefish
Spanish	Chourico, Feta, Artichokes, Olives, Red Peppers and Sundried Tomatoes

EXTRA TOPPINGS

R2-00 per portion

Banana, Chilli, Egg, Garlic, Green Pepper, Gherkin, Onion, Pineapple
Tomato

R3-00 per portion

Asparagus, Avocado, Boerewors, Capers, Mushroom, Chives, Spinach

R4-00

Anchovies, Artichokes, Bacon, Calamari, Chicken, Chourico, Feta, Ham
Line Fish, Mince, Mozzarella, Mussels, Roquefort, Salami, Tuna

R5-50 per portion

Prawns, Smoked Salmon, Sundried Tomatoes

And it is probable that these were other un-
dermined South Africans (about) who survived.

On 1 March 1942 the York class cruiser HMS
Exeter and 'E' class destroyer HMS Encounter
were lost with most of the Allied Striking
Force in the battle of the Java Sea in a gall-
ant fight against a superior Japanese force.
A South African survivor from HMS Exeter, a
young seaman, later witnessed the explosion
of one of the atomic bombs while he was a
prisoner of war in Japan. Another South
African survivor of the battle of the Java Sea,
AB Nelson Hoffmann from Port Elizabeth,
who had served in HMS Encounter, later died
in a Japanese prisoner of war camp. His
tombstone at Hartwood (rug) has survived and
is now on display with his medals in the SA
Naval Museum in Simon's Town.

The seconded South Africans serving in the
Dorset class cruiser HMS Dragon narrowly
escaped being sunk in the battle of the Java
Sea and one of them Eric Little, became the
first South African to write a book about his
life in the Royal Navy which he entitled most
appropriately The Luck of HMS Dragon.

FRIENDS OF SIMON'S TOWN COASTLINE

The Annual General Meeting of the Friends of
Simon's Town Coastline will take place on
Friday April 24th, at 2.30pm at the Museum
in Ocean Road, Simon's Town.

Guest Speaker will be Mr Anthony Maclean
from the Two Oceans Museum.

Your Committee is:-

Joachim Zimmer
Chris Van Wyk (Chairman)
Hugh Taylor
Beryl Hart
Jeremy Dean
Rajesh Menon (Secretary)
Julia East

We hope that you have all received your
brochure through the post. We planning and
postage were sponsored by WAF (SA) to
whom we are extremely grateful. Without their
we would have been unable to contact you all
personally.

We please to be strong. Simon's Town is under
threat as never before, from human invasion,
sea pollution and scouring of the coastline.
We have got to act as watchdogs, and
we need your eyes, ears and pen/paper.

Sinkings

On Easter Sunday, 5 April 1942, 29 seconded
South African sailors were lost when the Kent
class cruiser HMS Cornwall was sunk by the
Japanese. Another 16 of them were lost in
the Norfolk class cruiser HMS Dorsetshire
which was sunk on the same day.

The Japanese aircraft machine gunned the
survivors in the water. Nonetheless many of
them were rescued after the one and a half
day ordeal which most had spent in the sea
as space in lifeboats or rafts was limited and
reserved for the sick and wounded. Two
South Africans were mentioned in des-
patches: LT G.M. Barber of HMS Dorsetshire,
who swam with one group of survivors to
another to keep their morale up, and Stile
Kent Attentable RNVR, Thorne, who was hon-
oured for his devoted services in the care of
the wounded when HMS Dorsetshire was
lost. Another 16 seconded South African
sailors were lost in the aircraft carrier HMS
Hermes which was sunk off Ceylon on 9 April
1942. A wartime booklet lists the SA Naval
Forces as one of the few navies which lost
at Dorset. Although the South Africans in
the Triton motor launch which served
with great gallantry in the Burmese campaign
were all seconded, their ships had been built
in this country. Many of the ratings who
manned them had served in HMS Strachan
in the first Russian convoy codenamed Der-
vish. One of them, Eugene Kneal, has re-
cently published his war memoirs which are
entitled The Forgotten Few.

In addition to the seconded South Africans,
many other South Africans served in the Far
East in British Forces and in the Indian Army
in which a number had made their careers
as officers.

Maj Gen E.C.H. 'Babs' Mansergh com-
manded the 8th Indian Division in Burma. He
ended his long and distinguished career as
a full general, GCB, and Master Gunner of
the Royal Artillery. Another South African,
Maj Harold Langford-Brown, a wartime vol-
unteer, was second in command of the In-
dian 8th Engineer Company of the Royal In-
dian Engineers. He was awarded the MBE
and twice mentioned in despatches and his
gallant exploits are described by Lt Col J.H.
Williams in his book Elephant Bill.



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Distinction

South African officers seconded to the Royal Marines served with distinction in the Far East. Most of them had landed in France on D-Day and served in the campaign to liberate North West Europe which followed. Maj Eideen Jacobs, then 23 years old, was awarded the CBE for his services in Sumatra after the Japanese surrender which are described in his book *Prisoners to the Moon*. Another distinguished South African CMM officer, Capt Denis Ranger, MBE, MC was the only non-SANF South African of the Pacific Star.

Very few South African Army officers appear to have served in the Far East. One of them was Maj Gen Kenneth Ray, CB, CBE, DSO who was Chief Engineer South East Asia Command from late in 1944 until July 1945. South African Air Force and SA Naval Forces Fleet Air Arm pilots also served with distinction in the Far East. The most remarkable South African Air Force officer was Maj Gen J.L. Durrant, CB, DFC, who is believed to have been the youngest general officer in the British Forces during the Second World War and was Air Officer Commanding 231 Heavy Bomber Group, RAF. At the Japanese surrender on board USS Missouri on 2 September 1945 South Africa was represented by Cdr A.R. Cartwright, SANF. Other South Africans present on V-J Day included Cdr G.P. Norton, RN, AB Harold Bruce in HMS Duke of York, Lt R.E. Taylor in HMS King George V and S. Lts C.G.G. Ghedwain and E.S.W. Simpson in HMS Derg.

South Africa recalls with pride her part in the Pacific War and the great sacrifices made by her gallant servicemen.

Cdr W.M. Bisset



LtCdr AG Mills DSC RNVR (SA) of Port Elizabeth and East London. Senior Officer 49th ML Flotilla, Sub-Lt Herbert Twine RNVR (SA) (later Chairman of WP Cricket Association) and Lt RLJ (Bungie) Williams DSC RNVR (SA) of Port Elizabeth (Bartholomew).

The following events and/or activities are currently taking place in the SA Navy:

1. Simon's Town has got an Admiral!

The rank of Commodore often causes confusion when interacting with Defence Forces of other countries. The Military Command Council has decided to change the rank of Commodore to Rear Admiral (Junior Grade), and in Afrikaans to Skoeladmiral (junior grade) as from 1 April 1998.

The rank insignia will be as follows:

- Summer Dress (White): The rank insignia is worn on the shoulders and will be a crossed sword and baton with one nine pointed star.
- Winter Dress (Black): The present Commodore's sleeve insignia is retained.
- Combat Dress (Black): The present

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Commodore's shoulder insignia is retained.

* The Admiral's cap and tunic jacket buttons will be worn on both summer and winter dress.

* There will be change of words at present, but the cost of changing the acubars is being investigated.

The verbal form of address is 'Admiral'. The abbreviation R Adm (JG) in English, and in Afrikaans, S adn (gg), will be used.

The change of rank applies to officers holding the rank of Commodore on 1 April 1998 and who are serving in the Full Time Force or Part Time Force as active members. Officers who hold the rank of Commodore, but are on the reserve, do retain their current rank. Should one of these officers be called up to regular service in terms of Chapter 10 of Defence Act, 1957, they go to serve in civilian dress and will be addressed according to their officers' status namely 'Commodore'.

2. From 26 Apr - 26 May 1998 the SA Navy will be testing ammunition and firing will take place on a daily basis from Tangri wall in the SA Naval Dockyard. You will wonder why it is necessary for the SA Navy to do this. Firing over such a long period of time, but you can be assured that it is not without good reason.

It is essential for the SA Navy to test ammunition regularly to maintain and ensure operational preparedness. The SA Navy has recently purchased new ammunition and it is of utmost importance to test this ammunition to ensure that it complies to the manufacturer's specifications. You might wonder why it is necessary to fire from the Dockyard and why firing cannot take place from a silent, more remote location. A simple reason for this is that firing from Tangri Wall does not affect the SA Navy (and in the end the Tax Payer) anything. If the SA Navy wants to test ammunition at a different location they must fire that facility and that can cost up to R20 000 a day!

This testing of ammunition takes considerable time with outside interference also having an influence. It is unfortunately not possible to indicate a time that these things will take place because outside factors have an influence on the firing. For example, if the weather is bad and the visibility is too low, firing cannot take place, because they must be able to see the projectile's path and the distance that it travels. Other factors that have an influence are fishing boats, aircraft taking off at D.F. Malar Airport, ships sailing, whales in the area and many more.

Residents must take these factors into consideration when becoming agitated with the SA Navy's testing of ammunition.

3. The French Combat Support ship the FUS Spume will visit South Africa (and most likely Simon's Town) during the period 19-26 May 1998. This will be the second time that this ship visits South Africa. The first time was from 5-25 September 1996 when she was


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the first foreign warship to have a refit in the SA Navy Dry-dock since sanctions against South Africa were lifted. The FNS Somme is a Supply ship and also the Flag ship for the French Maritime Forces in the Indian Ocean. The ship is deployed for one year after which they return to France. This visit will be for rest and recreation for the crew.

4. The Navy News is in the process of updating their subscribers' list. Anybody interested in subscribing to the Navy News can contact CPO J. van Niekerk at Tel: 787-3421.

5. The Simon's Town Fleet Pulling Regatta is postponed until 1 October 1998.

(SLT E. Shelley)

Flag Officer Commanding Naval Base

Simon's Town: Rear Admiral (JG)

Breast Cancer

A diagnosis of breast cancer can be devastating to the patient and her immediate family. It is a visual disease, affecting the woman's body image as well as her sexuality. It incidence has increased (through more awareness; screening and more frank discussions) over the past 30 to 40 years. Every year 3 500 to 4 000 women are diagnosed in South Africa alone. The cornerstones of good management are: early reporting to the GP; undelayed referral to a surgeon for speedy confirmation of the diagnosis and specific treatment.

Breast cancer's prevention lies unfortunately in early detection, since the elimination of risk factors (as in for instance heart disease) are disappointing. The reason being that there still remains so many unknown factors. Obviously it is not at all possible to discuss all the current controversies in the compass of this summary but more to create awareness.

All the considered "risk factors" account for



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only 30% of the causes of breast cancer. The rest remain unknown. Some of the factors include age, genetics and diet. Some factors have been falsely blamed e.g. hormone replacement therapy and previous benign disease. With judicious use of HRT in the right setting and right patient the risks of breast cancer are far outweighed by the benefits. As far as previous lumpy breasts or non-cancerous disease of the breast are concerned - it does not mean a higher risk of cancer.

A woman of 30 years of age has a risk of approximately 1 in 6000, at 50 years a risk of 1 in 600 and at around 70 years a risk of 1 in 300. As far as genetics are concerned, when one first generation (e.g. mother) has breast cancer the risk approximately doubles. If two first generation (e.g. mother and sister) have breast cancer the risks are 5 to 6 times higher. It is suggested that a high fat diet could (amongst other differences in environment) also account for added risk as seen in comparisons found between the USA and Japan - breast cancer incidence in the USA is 60 to 70 per 100 000 whilst it is 25 per 100 000 in Japan. The migrants alter this within two

generations when they change their habits as found in studies comparing Japanese in Japan with those in Hawaii.

Screening is the name of the game. Every woman should examine her breast from the age of 30 years on a regular basis. Studies have suggested that women over the age of forty should have a baseline mammogram and then every three years after that, halving the interval after menopause. When the risk is thought to be sufficient to warrant it, a mammographic screening is suggested after the age of 50 years on an annual basis in some women.

The answer remains that the precise causes of breast cancer have not been found. The precise risk factor elimination is not possible. Despite all this, we know that it is a major disease. The only chance we have is early detection. Rather present to your doctor feeling like a neurotic fraud than become another statistic.

**Greetings in Health
Get-a-fix!**

The Froggy Pond Midden : 1

A Reconstruction of Indigenous Vegetation

(As noted in the previous Bulletin (p.98), a team of archaeologists associated with Simon's Town Museum and the University of Cape Town excavated a shell midden at Froggy Pond between Windmill Beach and the Golf Course. Evidence regarding the dietary and food-gathering pattern of prehistoric communities has recently become of great importance with world-wide interest in environmental studies. This study, reconstructing the now largely replaced indigenous vegetation was undertaken in conjunction with the excavation of the midden itself).

The midden on the leeward side of a low coastal dune, faces across a narrow wave cut platform to the steep sandstone slopes of the Simonsberg. Soils of the lower slopes are derived from granite. The bedrock is covered by recent sand on the flats, but reap-



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pears as massive granite boulders on the shore. A fresh water spring, source of the Hazy Pond, seeps out where a fault splits, contact the granite. The various soil types, degrees of slope, drainage and aspect offer a wide range of habitats with a small area.

At present the flat area between the main road and the sea is used as a golf course. It is maintained as a lawn of exotic grasses (Kikuyu and Kowakgrass) and is surrounded by introduced woody plants recognised as weeds throughout the S.W. Cape, e.g. rooibank, Port Jackson, Hakea, Myrica, Calli and Pine. The clearing and levelling of the dunes for a South War P.O.W. camp in 1950, and subsequent use as a golf course, together with its isolation by weeds mentioned above, and canalisation of the spring have brought about great changes in the habitats and plants and animal communities of the Hazy Pond area.

The following description is a reconstruction of the vegetation of the site as it might have been before the arrival of European settlers. This reconstruction is based on existing vegetation records, studies of similar habitats in a better state of preservation, literature dealing with similar sites, and examinations of photographs taken in 1950.

Among the granite boulders on the beach itself are salt tolerant grasses, annuals and succulent halophytes. In sheltered places with little sand movement, a dry scrub forest of trailing sclerophyll shrubs and trees such as *Ebora laurifolia*, *Olea* (olive), *Blue* (sage), *Pyrocladus*, *Cassia*, *Lycium* and *Sideroxylon* (fruitwood) would develop.

Unstable beach dunes as the one on which the miller is situated, support typical seasonal dune communities. About forty annuals such as the purple and yellow daisy-like chick the dunes in spring, and the reed-like grass, *Stipa* (hyacinth), and a few woody shrubs: *Metastel* (broom), *Stipa* (sage), *Solan* (caper), *Leucophaea* (a succulent salty leaved shrub), *Caryophyllus* (cotton-leaf) as well as *Myrica* (sage), *Chrysanthemum* (monarda) (skipped beach) and *Helianthus* (known for their sweet sticky berries).

The sand flats, landward of the miller dunes, would bear a very similar vegetation except where the soil was kept moist by the fresh water from the potential spring. Here the tall bulrush, *Lythra* (brassica) grows in association with strongly scented herbs like *Salvia*, mint, *Populus* and *Chrysanthemum*. Watercress (*Agrostis*) are found their edible white flowers in standing water in winter. In late summer when a surface water rather than the spring itself, had dried up, hollows in the sand remained damp enough to support sedges (*Cyperus* spp.), *Scirpus* spp., and creeping buffalo grass, *Luzula* spp. of *Durhamia* (sage), *Asar* (lily) and creeping *Helian*. It was in these ed- was that huck might be found in the dry season. The water, *Chrys*, lived in the marshy areas throughout the year, but the large sun mole, field rice, shrews, rabbits, the meadow, the puff adder and the Cape cobra, are likely to have concentrated here in the late summer.

As the ground rises from the sand flats to the granite cliffs of the east slopes of the Simonberg, the grassy vegetation is replaced by taller shrubs, *Boerhaavia*, *Euclea*, *Alnus* (sage) and thorny *Asparagus* and *Butterfly*, often overtopping by trees or taller bearing plants such as *Chamaecypariss* (durham), *Alnus*, *Gladiolus*, and *Kudzu* (sage). *Pyrocladus* plant species become more prevalent as the gradient steepens and the soil becomes sandy and stony.

Pyrocladus vegetation is characterised by the large bushes belonging to typical Cape genera *Erica*, *Aspalathus*, *Gilliesia*, *Malva*, *Phyllis*, *Amelanchier* and *Chamaecypariss*. The last named genus is related to birch, and like birch, its leaves contain sweet, pungent smelling volatile oils. Common in the transition zone between Pyrocladus and coastal forest is *Passiflora*, the tough, fleshy bark which peels off in long strands, and can be plaited to form rope. The grasses of sedge and marsh are replaced by *Restioides* (sand reed) and stunted tussocks of *Themeda* (sage) and *Amphibaccharis* (caper), in narrow gullies and near the source of the spring, are remnants of mountain forest: *Diospyros* (sage), *Myrica* (sage), *Podagracea*

and *Tarchonanthus*. They also occur in shaded, moist sites at the bases of sandstone cliffs, high up slope.

The people of Froggy Pond Midden would have had at their disposal sea foods and game, bush and seabirds, a variety of edible fruits, bulbs, roots and herbs with medicinal properties as well as sources of fibre, wood and perennial fresh water. Appended to this article is a list of plants with useful properties likely to have been found in the vicinity of Froggy Pond. There is little doubt that people living off the land would have utilised a far wider range of species than those listed here.

**Susan J Milton : Bolus Herbarium,
Dept of Botany, U C T.**

Editor's Note: This extract is followed by references and photographs of the site and an extensive list of useful plants. Extract from Simon's Town Historical Society Bulletin No. 4, July 1979.

The Simon's Town Historical Society

The Society was founded 38 years ago and in accordance with its Constitution the object of the Society shall be:-

- (a) The collection and collation of information concerning the history of Simon's Town and district.
- (b) The collection, collation and preservation of documents concerning the history of Simon's Town and district.
- (c) The collection, collation, preservation and eventual exhibition of objects of any kind in anyway connected with Simon's Town and district.
- (d) The preservation of buildings of historical interest in Simon's Town and district.
- (e) The placing of descriptive plaques on buildings and other places of historical interest in Simon's Town and district.

Adm H.H Biermann (Ret) SSA SD OBE is the Society's President. Vice President's are: Vice

Adm R.A Edwards (Ret) SSAS SM, Vice Adm G. Syndercombe (Ret) SAS SD SOE SM, Prof E. Axelson and Dr A.M. Davey.

At present the Society has enrolled over 800 members who are known as "The Friends of the Simon's Town Museum". These members reside mainly in the Peninsula whilst a few live as far afield as Pretoria and 15 in the United Kingdom.

Membership is open to the public, especially to those who are interested in matters of an historical nature, particularly in and around Simon's Town. Membership forms are available from the Simon's Town Museum shop.

The Society is an autonomous organisation and is not part of the Simon's Town Museum which in itself, is also autonomous. However, the two organisations work closely together and support each other throughout the year. The Society helps the Museum raise much needed funds and from time to time donates funds it has made, to the Museum.

The Annual General Meeting of the Society was recently held at which the outgoing Chairman Mr Nigel Farquharson tabled his yearly report as did the Chairman of the Museum Board of Trustees, Mr Harry Dilley.

The following members were elected to the Society's committee:

Chairman - Capt T Korsten SAN (Ret)
Vice Chairman - Mrs A Read
Secretary - Mr N Farquharson
Treasurer - Mrs M Thorne
Mrs S Kinkad-Weekes
Capt W Rice SAN
Miss M Cartwright

The Society wishes to ensure the community of Simon's Town that the historical ambience of our town is always at the top of our agenda and that we will do all that is possible to preserve our historical heritage and special character. To this end it must be mentioned that the Society was awarded the Cape Times Centenary Medal in the Amateur Category in 1996 for its sterling work in preserving Simon's Town's cultural, historical and architectural heritage.

Historical Society

Prince Albert Autumn Tour - 24 - 26 March 1998

"Pick-up at ALFRED HOTEL/Quarry Rd at 0805" the explicit tour instruction said; so, at 0800, at pick-up station. At 0815 no bus, so a sense of anxiety: have we missed the bus? Have I wrongly read the directions? At 0830 an empty bus comes hurtling by, heading towards Jubilee Square. I learn later that the tour bus was held up on Strandfontein Rd by a roadblock, caused by an accident.

A bad start to the tour and I am reminded of one of Murphy's Laws: all bad luck events come in threes. Number 2 was the failure of the air conditioning system, which caused several of the ladies to succumb to a fit of the vapours, due to heat stress.

Picnic lunch stop at Matjiesfontein and then on to Prince Albert, a church town - very reminiscent of Robertson, with classic Victorian architecture and open irrigation furrows, down the curbside. Accommodation was provided by Bed & Breakfast establishments, some six or seven in all: certainly a cost saving, but an inconvenience in the extra time taken in drop-off and pick-up time.

For me the highlight of the stay in Prince Albert was the visit to the farm Weltevreden, well known for its speciality of dried Adam figs. The scenic setting of the farm is magnificent: like a moon landscape, with barren mountain slopes. The site had the appearance of a massive geological fault in which the Table Mountain sandstone is in juxtaposition with younger Karoo System sediments. The scenery is a dream world for landscape artists.

Final day of tour we set off for Oudtshoorn - and into bad luck No 3. The bus comes to a dead stop on the Kareedouw Pass. The prognosis is fuel starvation, a blockage in the fuel supply system. Driver Winston hitches a lift back to Prince Albert to arrange a rescue operation through his main depot. Meantime our fearless tour leader Nigel

heads up to the top of the Pass to make cellphone contact and activate Plan B with respect to the scheduled tour stops.

Everyone watches the road anxiously for the arrival of the rescue vehicle. After an hour and a half a bakkie arrives with a drum of diesel, mechanic, toolbox and spare batteries. The mechanic works on the engine and after many restart attempts and an hour or more later: no success, and we remain stuck. Plan B is now contemplated and a relief bus is sent for; bets are being offered that if something positive doesn't happen within the next hour, Nigel will either blow his top or he will burst into tears. Nigel came very close to either, but he did suggest we contemplate the Empire. However, he did not explain whether we should consider the glory of the Victorian era, the Decline and Fall, or the last stand at Gibraltar.

Finally, after 4½ hours, when all seemed hopeless, the engine started - a miracle had occurred. A great cheer went up and we were on our way to Meiringspoort. What magnificent scenery, as for 17km the road follows the watercourse of the Groot River, as it winds its way between impressive cliffs of Table Mountain sandstone. The magnificence of the scenery made it all worthwhile and the discomfort of the breakdown was forgotten. A return visit is recommended, but then one should spend a whole day in the Poort.

We were now operating on Plan H and the original lunch stop at Barrydale became the evening dinner stop; finally arriving in Simon's Town at midnight.

Man of the match award to Nigel and Audrey for keeping their cool under very trying circumstances, and for all the hard work they put into the planning and organising of a very successful tour.

Reg Loxton

The MOTH Order

What is a MOTH and How Do I Join?

The Brotherhood of ex-drafting servicemen is the Movable Order of The MOTH founded in 1977 by Charles Eversden, better known as 'Evo' of MOTH 'O'.

The Order is based on education and learning and acts independently of race, religion or politics, in the same way as front line services, but without demerit.

Its ideals are: To maintain the living spirit of the front line comradeship through the ideals of:

- 1) F.C. (True Comradeship) by making front line friendship a civilian life
- 2) M.H. (Mutual Help) by acknowledging the personal and collective obligation to help each other as in front line services
- 3) S.M. (Sound Memory) by recognizing the failure of a living comradeship to serve their memory in practical actions, whilst men above divisions of social status, race or politics.

Its objectives are to protect and advance the interests of war veterans and their kin, by carrying out benevolent activities of an ex-servicemen character.

Membership of the Order is conferred to ex-servicemen or women or serving servicemen / women who have served in a recognized theatre of war. Ex-national servicemen who had served in an operational area are also eligible. Men and women who were awarded the Two Patria Medals and/or the Southern Africa Medal will be considered for membership.

Snook's Shoebote is situated at the Workshop Estate, which forms part of the Simon's Town Museum in Coast Road, and has its meetings on the third Monday of the month at 20.00.

For more information contact the commander, Gavin Eyre (Tel. 056 9071) or First Lieutenant Bruce Hetherington (Tel. 056 9138).

You are also invited to meet the education and other Snook's MOTHs socially every third Friday of the month at 17.00.

Philip Barmann

Simon's Town Museum News

SAN Rock-Art Exhibition

Art Exhibition capturing the SAN period in South Africa - their religion, rock art, their life-style, the interpretation of the rock art and its protection - has generated considerable interest since it was mounted in the Museum. The Exhibition is open on week-days from 09:00 to 16:00 and from 11:00 to 16:00 on Saturdays, Sundays and Public Holidays.

Walking Tours of Simon's Town

Should you be interested in learning more about the Historic Mile you are invited to join one of our Walking Tours which take place every Tuesday and Saturday at 10:00 starting at the station and ending at Jubilee Square. At the end of the Historic Mile you can join a tour of the CORRALLED LAMES - a fascinating stroll along the winding lanes above the town, passing the Mosque and many interesting properties in the old part of Simon's Town. The cost for each tour is R10.00 per person and to book please telephone the Museum 786 3946.

Cherry Disney, Curator

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Simon's Town Artists get their Gallery

The Easter weekend saw the opening of the first art exhibition in a spacious new gallery at the historic old Albertyn's Stables. Located just off Jubilee Square, Simon's Town, the building was granted to a group of local artists by the Southern Peninsula Municipality - much to the joy of the members of the community who are encouraged to see local government showing more interest in cultural matters.

For some years now, the artistic community of Simon's Town, under the leadership of Dr Reg Loxton has been putting on their annual art show. It was clear from the response of local artists that the town could benefit from a space dedicated to art.

From this idea grew the establishment of the Simon's Town Art Group. When the Albertyn's Stables site (which temporarily housed the Post Office) became available, a joint tender was submitted to the Municipality by Clive Calder (for a bronze foundry) and Ryno Swart (on behalf of the then informal artists group). This tender was accepted and the dream of a permanent gallery run by artists for artists is now a reality.

It is fitting that this beautiful and historic space can now provide a home for our artists. You are invited to come in and browse amongst the paintings at present on view. This is a spontaneous exhibition - we realise that there is a lot of work yet to be done in the Stables therefore your comments and suggestions will be valued. Let's make a go of this Simon's Town initiative! We're all for it, but we need your interest and support.

Not to be missed is Bronze Age, the brain child of Clive Calder. This 'lost wax' bronze sculpture workshop is situated in the back half of the stables. The entrance to his show-room, where you can enjoy a cup of coffee, is through the anterior art gallery.

The gallery, although a non-profit entity, will be operated along professional lines with the

emphasis on quality fine art. It will be run for the benefit of its members - artists who live or work in Simon's Town - but also for the long-term benefit of the broader community. How can you assist? If you are an artists, be it with paint, clay or any other media, do contact us and consider joining. If you would like to be a patron and be actively involved, invited to openings and so on, again you are welcome. Musicians too ... here's a large and creative venue.

For more information regarding membership fees and benefits, please contact Lindi Loxton: 786-2296. or Estelle Byrne: 786-1212.

Albertyn's Stables, as the gallery is to be known, is located at the South end of the all day parking area, between Jubilee Square, the Yacht Club, and the Naval Dockyards. The Gallery will be open seven days a week from 10am to 5pm on weekdays and 10am to 4.30pm on weekends and public holidays.

John's Collectables

John S.G. Mackenzie
Dealer in all collectables

60 St George's Str. Simon's Town
Tel: (021) 786-3121 (Bus)
(021) 789-1250 (A/h)
Cell: 082 951 3531
Fax: (021) 786-3121

We Buy and Sell

- War Collectables
- Postal History
- Railway Collectables
- Old Toys • Nautical Items
- Valuables • General

Forthcoming Events

April / May 1998

1. Simon's Town Museum

Mar - May: SAN (Hunter gatherer)
Rock Art Exhibition
May 13: Dr David Livingstone
- Part Travel, Part Personal
A talk by Elizabeth
van Heyningen,
5.30 for 6pm with a
complimentary glass of wine
or fruit juice.
R9.00 per person.

Walking Tours of "The Historic Mills"
The cobblestone lanes of Simon's Town

2. Masonic Club

April 24: Sing & Supper
May 9: Monthly Dance
R10 Bring own snacks
May 10: Mother's Day Luncheon

Booking at the Club, Tel: 788-3827

3. Friends of Simon's Town Coastline

April 24: Annual General Meeting
at 7.30pm.

Guest Speaker: Dr Tony McEwan.
General Manager - Two Ocean Aquarium.

Please let us know of any forthcoming events you would like publicised.

Deadline: **6th of the Month**

Contact: Pat Loshhead, Simon's Town Publicity Bureau.

Telephone: 788-2436