

SNOEKTOWN CALLING

Vol 1 Issue 6

20 JULY 1998



Sponsor for July - Dr Reg Loxton

Editorial

Sad to say: a facility in Simon's Town for the issue of new ID Books (with barcode) has not yet been resolved. The crux of the matter appears to be one of finance: who pays for the overtime of relevant staff to perform this extra-mural service? Bruce Parker of Simon's Town Ratepayers is working on the matter and we look forward to a positive resolution of the problem. Members can expect no loss from their Association: we await the AGM on Thursday 30th July with interest. The fall-back option is 08:15 Fish Hook Civic Centre, on 19th September 1998.

The matter of renewal of season tickets for Boulders remains unclear at this writing (Sunday 4pm). I have persistently requested Parks Board for clarification. By way of a statement published in this Journal. Should an announcement arrive before publication, it will be printed.

The matter is urgent: my season ticket expired on 30.9.98. However, I am advised that existing season tickets will be renewed by way of endorsement on the back of the old ticket - not sure as to where and how much?

Be careful out there!

Reg Loxton
Editor

P.S.: spare copies of Snooktown Calling are available at the Publicity Office.



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Issues Affecting the Election Process

Election of national and provisional spheres of government will be held in terms of the Constitution, in 1999 in the first week of May. Local government elections for the whole country will be held in the first half of 2000.

The election process is managed by the Department of Home Affairs and the Independent Electoral Commission (IEC). ID books with barcodes are essential to register and vote. Home Affairs officials are responsible for issuing barcoded IDs.

Home Affairs will run offices locally, provided that someone pays for the overtime for their staff and for their transport. The opportunity to apply for new documents in Fish Hoek was organised by a political party (the Democratic Party) and the tab was picked up by the political parties. The cost for Home Affairs to provide this service would be approximately R1.7 million for the Cape Metropolitan Area. Here is a dilemma: if the Cape Metropolitan Council covers the costs, will it be allowed by the Department of Finance? Is it legal? Is it politically expedient since a large number of pre 1994 voters are the ones without barcoded IDs? Should Local Government pay for something National Government is supposed to do? Is this another unfunded mandate?

At it is Local Government has been tasked by National Government with the day-to-day running of the elections for all three spheres. National Government says it will pay for Local Government staff performing the functions but it will involve a considerable number of local government personnel. Who will pay for the replacement staff? Will certain necessary functions at municipal level be frozen during the months of preparation?

My own personal experience at Home Affairs office (in Wynberg) was far quicker than the 3 to 5 hours people queued at Fish Hoek. I was in and out in twenty minutes. There were five people dealing with new IDs, they were pleasant, patient and quick.

The process is painless: get the form at the entrance, fill it in while you queue. Hand over the form with two recent ID photographs plus R5. You get a receipt, then have your thumb prints taken - and that's it. Your new ID will be posted to you. (You retain your old ID). Getting a passport takes much longer!

It must be noted that one of the reasons local government elections will be delayed is Central Government's further restructuring of municipalities. Although the White Paper on local government has been taken back for review, the Municipal Structures Bill has been published. In this bill metropolitan areas will have a single tier government. The Cape Metropolitan Council is already announcing itself as the sole authority for the Cape Metropolitan Area. Elections also have to wait for demarcation of new local authority and ward boundaries. This of course can only take place when the new structures are determined.

Confused? The flood of legislation coming from Central Government at the moment is very difficult to keep track of. The reality is that local government is in for some more years of upheaval. The question to be asked is: is local government becoming too expensive, too remote and less responsive? What do you, the ratepayer and resident want?

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

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Simon's Town Police Community Forum

Have you seen the Forum's latest weapon against crime snaking through the CBD? The local police approached the forum with an idea of a bicycle squad, and the forum bought George and a number mountain bikes, capable of moving quickly through the CBD - up and down steps, around corners, and generally being in a position of fast reaction (Simon's Town's very own fast-track force!). Problems have surfaced - only Bellville has provided us, and uniforms have yet to be designed, let alone approved. No short-sleeved uniform would be hopelessly impractical in summer - tankies and a speedo with "community police" embroidered anywhere aesthetically appropriate have been suggested. Perhaps we could create another tourist attraction!

Seriously though, with the crime statistics (even in Simon's Town) climbing, and national financial outpourings declining, we, as a community, must be innovative. Captain Du

Pisan (and his staff) could be encouraged to use the bike idea as an experiment for the town. The bicycle squad has been operational for a very short period, and the word on the street is that petty crime and looting has declined markedly. Focus on bikes as opposed to vehicles should free up the vans for patrols on the outskirts of Simon's Town - the "hot spots".

Unfortunately the figures for May show that burglary in particular is increasing. One such incident has been a break-in at a restaurant. The thief was apprehended, but proved to be a hungry old man. The owner of the restaurant declined to press charges, and instead, fed the man. On the brighter side, several arrests were made, and stolen goods recovered. Theft from vehicles continues to plague the area, particularly in isolated parking areas. Motorists are urged to take every precaution by locking up, and not displaying items begging to be stolen.



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As a result of an anonymous tip the premises of a hotel in Glendora were searched by members of the SAPS and the Western Cape Gambling Board. Three gambling machines were confiscated, and a case is presently under investigation. Blue Waters and its historical clubhouse were raided by a combined force, but no liquor was found. The premises will be monitored on an ongoing basis. As apart from contraband, the alleged operation is situated on municipal property.

The Forum's next project will be the refurbishment of the charge office at the police station. In its present state it is dreary and unwelcoming. We therefore ask - do you have anything which we might use to improve the ambience? Furniture, ornaments, plants, paintings (and paint) will be gratefully accepted, as will skills. Elio Hoek suggested (in not only renovating the charge office, but created a trauma room, all by donation. Perhaps we might go likewise? Another project under consideration is something for our underprivileged children.

For about the children within our area the festive season is only something other kids enjoy. We think it is time that the community step in and make a difference. The Forum can provide the venue, some of the organisation, and perhaps some cash. The question is: will the community help? We will need toys, entertainment, and social goods spirited people to assist. We think it can be done, for many years the townsfolk were capable of giving our elderly citizens a day. Perhaps we are capable of doing the same for our disadvantaged youth. Please give us your comments and suggestions as soon as possible.

Our next meeting is at Dandara Conference Centre, on Monday 27 July, at 8pm. The Forum would really appreciate the attendance of representatives from the business community and the residents' associations, as we feel it is vital that these sectors become involved. Observers are always welcome, as is their input.

Pauline van Eck, Chairman

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Simon's Town Ratepayers and Residents Association

Notice of Meeting

Notice is hereby given of the Annual General Meeting of the Association; in the Town Hall, St George's Street, Simon's Town on Thursday 30 July 1998 at 19:30

Agenda

1. Welcome and apologies
2. Address by Councillor G. Lawrence, Chairman of Exco of the South Peninsula Council
3. Address by Alderman Councillor N. Holderness (Ward 22)
4. Confirmation of the Minutes of the Half-Yearly General Meeting held on 26 February 1998
5. Matters arising from the minutes
6. Chairman's Report
7. Treasurer's Report
8. Amendments to the Constitution
9. Election of Office Bearers
10. General
11. Closure

Tea (Donation: R2.00 per head) Kindly arranged by Simon's Town Girl-Guides and Boy-Scouts Associations.

Outstanding subscriptions may be paid at the door or handed in at Gladys Dilley Estates

Proposed Amendments to the Constitution

The following proposed amendments to the constitution are tabled in terms of paragraph 9.6 of the Constitution. Some of these amendments are required to update the constitution to take cognisance of the SPM, others have been suggested by members and the committee. Numbering refers to the current constitution; the proposed replacement paragraph is listed below unless otherwise indicated:

Members wishing to comment on these

proposals are requested to do so in writing before the AGM, to reduce lengthy debate at the AGM. Copies of the original Constitution are available at Gladys Dilley Estates in Simon's Town.

3.1 "Municipality" shall mean the South Peninsula Municipality. (abbreviation SPM)

3.1.2 "Council" shall mean the Council of the SPM

3.4 Delete "Associate Member"

4.1 to work for and promote the welfare and development of all parts of the Municipal area, with special attention to Simon's Town through the following objectives;

4.1.2 Delete "Town"

4.1.5 Delete "Town"

4.1.7 Delete "Town"

Add in:

"4.1.8 to protect the environmental heritage of the area by all actions appropriate to the maintenance of the area as an ecotourism destination through the insistence of the enforcement of applicable environmental legislation".

"4.1.9 to encourage residents of Simon's Town to become members of the Association."

4.2.1 The Councillors and municipal officials.

5.1 There shall be two classes of membership: Ordinary Member and Life Member.

5.1.1 Ordinary Membership: Every registered owner of rateable property situated within Ward 22 (Simon's Town), or the representative of a registered company owning such property, or a person registered, or eligible to be registered, as a voter within the Ward by virtue of permanent residence.

5.1.2 Delete this paragraph

5.2 Delete: "or associate membership"

5.3 Delete: "and associate membership"

9.3 Delete: "or Associate Member"

11.1.2 Members must vote for up to eight Committee members; the number of vacancies being dependant on the number of those whose term of office has not expired, as determined in terms of paragraph 11.2 below. Any ballot paper where more candidates than required have been voted for shall be deemed a spoil paper.

11.1.3 Delete this paragraph

11.3 Any casual vacancy on the Executive Committee may be filled by co-option of a member until the next Annual General Meeting.

11.4 Delete the section referring to Presidents and Vice-presidents. Replace with: "A single member may not hold the position of Chairperson for more than two consecutive terms of office (four years)."

13.1.1 A quorum shall consist of 5 members with voting rights. (Note: This amendment was passed in 1995, but the constitution was not re-issued to all members after that, which may cause some confusion.)

Simon's Town Ratepayers and Residents Association Chairman's Report for the Year 1997/8

The past year has been one of considerable turmoil and has included the uncovering of many examples of misuse and mismanagement by those in power. The increase in the crime rate has become a national disaster.

If one asks how this has touched Simon's Town, the answer appears to be "not much - directly". No doubt all of us can cite examples of horrors that have effected us, or those close to us, but our locality seems to have escaped for the time being.

Let us not be deceived, however, for unless we are vigilant, threats looming will overtake us. The recent property rates increase, for example is likely to be smaller than the one to be effected next year; unsuitable property

developments threaten our landscape; the Megacity approach to local government will leave us with no representation for Simon's Town; the local Municipality seems to become more distant and ineffective with each succeeding day.

It is not surprising therefore, that a member of your committee remarked recently that he felt that the tasks asked of the Association made it seem that we were becoming a "Council in Exile" - with many responsibilities and expectations placed on us, and yet with no power to deal with problems directly. Only a well-supported association with a large membership has any chance of success against such odds!

During the past year we have unfortunately been forced to divert a considerable amount of effort to deal with matters which one would have hoped to regard as part of the normal functions of the Municipality. We have been so dismayed by the performance of the Municipality in certain areas that the Glencairn Civic Association and our Chairman have jointly requested a meeting with the CEO of the SPM. Unfortunately this had not yet taken place at the time of writing, but we will report back at the AGM.

The Committee has been affected by several resignations, so that a predominantly new Committee will need to be elected. Members wishing to stand for election should be aware of the following: Availability for daytime and evening meetings both in and away from Simon's Town is advisable; knowledge or skills in a particular field can be learnt, but from a practical point of view a Committee composed of individuals with diverse skills and interests would serve the Association best; the Committee has currently been operating with a number of co-opted additional members to reduce the workload on a particular individual. A sincere word of thanks needs to be addressed to all members of the current Committee and their assistants for the tasks carried out! Special thanks need to be given to Reg Loxton for

his "baby", Sneakdown Gully.
The Constitution of the Association requires updating and a copy of the proposed changes is attached.

The following represents a summary of portfolio reports submitted by the communities. For better or ill, further explanation will be required at the AGM.

FINANCE (Derek Edwards)

This portfolio seems to keep track of the SPM's budgeting and expenditure with special references to Simon's Town.

The rates and services increases issue was monitored. The main factor in the increase was the cutting of the central government's subsidy to the SPM. It is also clear that our area is regarded as an "advantaged" one and therefore capital improvements in road and feature in the budget.

LOCAL GOVERNMENT (Chris Hart)

Since the publishing of the White Paper on local government, and the subsequent furore over certain aspects of it, little of note has happened. New legislation covering amendments to the Metropolitan Authorities Municipal Structures Act go hand in glove with two proposed changes to local government legislation. This may lead to increasing problems with the forthcoming municipal elections unless sorted out in time.

AMENITIES AND SERVICES (Dan Diney)

The waterfront development is nearly complete with a further 8 weeks required to complete Wharf Street. A proposed development of the Seaforth Restaurant has disturbed residents as the proposed seems to be of much greater size and magnitude than necessary or desirable.

PROPERTY (Bruce Parker)

This portfolio now includes scrutinising all proposed developments, monitoring the Architectural Advisory Committee meetings and our feature "Property Watch". Several controversial developments have been mentioned including those at Highlands,

Seabroft, Quayside, the Bayview development on Red Hill, Quarry Road and some of the railway sites.

HEALTH (Dr S van der Merwe)

After the Association's assistance with the fundraising for a local cardiac rehabilitation centre, issues such as facilities for the disabled, the investigation of local air pollution and the question of real toxicity of blue-green algae have been investigated.

ENVIRONMENT (Dr Reg Loxton, Juliet Bass and Others)

This portfolio has grown to the extent that almost all Committee members ended up involved in some aspect of it. Boulders Park is now in the hands of the SANP and already certain problems relating to access for locals, funding and the development of the proposed infrastructure have arisen. Glendal has been mismanaged by the SPM and as a result not only did we see the appearance of blue-green algae but also witnessed a very unhealthy situation with regard to the output of our sewerage plant.

The issue of pollution emanating from activities in the Dockyard was pursued both with the Navy and the SPM and we underline the matter now rests with the Minister of Defence.

BUSINESS (George Bowes)

The current problem is the lack of parking in the town's CBD. New developments, increasing tourism and lack of traffic policing by SPM officers are all adding to this problem thereby reducing the custom to local businesses. A series of meetings are being held to address the issue, as well as that of the informal trading sites.

The Navy is to be thanked for making Gule Point parking available to local traders. The police and our own local "bobby on the beat" are to be thanked for the low crime rate.

**Chris Hart
Chairman**

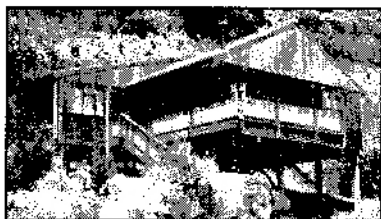


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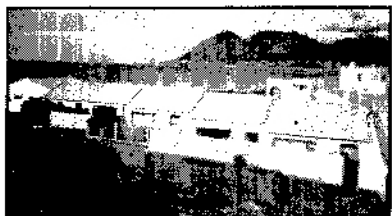
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Property Watch

1. Current Applications:

Four departure applications are currently being processed. The closing date for objections and/or comments for three of these has passed:

1.1. Departure to Relax Street Building Line applicable to Erf 4075, Glencairn Heights, Simon's Town. Closing date for comments and/or objections was 29 May 1998.

1.2. Rezoning of Erf 267, Glencairn, Simon's Town. Closing date for comments and/or objections was 5 June 1998.

1.3. Rezoning and Scheme Departure of Erf 3590, Simon's Town (Quarry Road). Closing date for comments and/or objections was 19 June 1998.

After due process and evaluation of objections/ comments received, the above departure applications will be submitted to the South Peninsula Municipal Council for consideration.

The fourth application is still open for ratepayers and residents to inspect. The details are available for inspection at the Engineering Department in the Municipal Offices in Fish Hoek during normal office hours. This concerns the redevelopment of "The Pantry" on Erf 3403 in Queens Road, Seaforth. The closing date for objections and/or comments is 29 July 1998.

2. Other property matters:

2.1. Bayview Heights, Simon's Town: The current application to rezone to single residential and to subdivide the property is still pending with the South Peninsula Municipality. The SPM recently resolved to resume ownership of the land not yet developed in terms of the agreement between the developers and the municipality and to claim the outstanding payments for the areas already developed. The opinion of senior counsel on these resolutions is still awaited and the validity of the application is

dependent on the resolution of these two matters.

2.2. Highlands Development, Goede Gift: The applications for departures is still with the Provincial Government Planning Services Department. There is no indication when a decision on this matter will be taken.

2.3. Jan Smuts Drive, Seaforth: The application for the subdivision of Erf 1315 included a proposal to encroach on council land which requires the alienation of the affected land to the developers. Notices in this regard inviting objections have been distributed and the closing date is 20 July 1998.

**Bruce Parker,
Simon's Town Ratepayers'
and Residents' Association**

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Down the Historic Mile

The July meeting of SLAP started with a real bang and the Chairman had great difficulty in maintaining order - everyone wanted to talk about the goings-on in the main road at Jubilee Square. Trucks and earth-moving machinery, a brigade of labour arrived one morning and the whole place was in 'rep and roer', with traffic control, noise and dust and then what! Two red brick strips across the road.

Stoffel thought the strips would be raised to form bumps, to slow down the traffic - as SLAP had recommended several meetings ago; but no: the strips were level, so what now? Mientjie Boep-pens suggested the plan was to make the place look pretty. Pretty, like in "gek", Stoffel remarked: after spending all that money, for what?

Harold Hardekop, who was sympathetic to the Municipality because his uncle, Pietman du Preez, worked at the SPM, suggested all was not lost and perhaps the robot would be moved to the red brick strips, which would make sense! Hadn't SLAP recommended the robot be moved because the present position was dangerous - after all, the Dok had been bumped three times and had at least ten misses, because traffic from the west, intending to turn into Jubilee Square tended to watch the turn-off and ignore the robot. So it was resolved to wait and see and hope for the best!

Stoffel then reported-back on the beautification of the CBD and the hanging flower basket promotion: the editor of Snoektown Calling had agreed to support the campaign with publicity and a free full page advert for the December competition.

So that's all fixed up, but in the meantime, Clara Fijnbosch had had a fit of sulks; indeed, she was on the verge of a nervous breakdown because of the pathetic response to the SLAP appeal - "blommetjies, mense, ons soek blommetjies op die straat"!! Only Melanie, of Coastal Properties, had made a visible effort - thank you Melanie. It was resolved

that Dr van der Merwe investigate Dan, Paul, Andre, Brad and Norman for possible symptoms of Simonitis, which could explain their lack of performance.

Streetwalker



God put me on earth to accomplish
a certain number of things,
right now I am so far behind,
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Crime Stop

The Simon's Town Business Forum has employed a Business Community sponsored Police Officer, and a very positive effect is being felt.

George Watton is our man, and he is doing his utmost to keep our town crime free and safe, which will ultimately benefit us all as business people and residents. George is earning a market related salary and has a cell phone, the costs of these are paid for by the businesses and some residents.

The types of arrests that George has made range from shoplifting, car thefts, to the removal of drunk and disorderly people who harass the public for money.

George is well known in the community, he spent 15 years in the SANDF, seven of those as a Military Policeman in Simon's Town. He was a firearm instructor for the Military Police and he also has a 2nd Dan Black Belt in Karate. Because George is a police reservist he is able to wear the SAPS uniform and draw a weapon. He also has to serve 8 hours a month doing official police duties, that is over and above his

normal working hours.

As a police reservist, George has access to Police back-up, a police radio and information which makes his job on the streets more effective. George has a very good working relationship with the Simon's Town Police Station (STPS). The STPS have allocated Sgt. Cassie Carstens to partner George on a permanent basis. The two of them patrol the CBD, and all problems and complaints are dealt with by George and Cassie.

Simon's Town Police Forum (STPF) donated the money for two top range bicycles, so that George and Cassie are more mobile and can cover a larger area, not only the CBD but also Thomas Street and Ricketts Close.

Remember George and Cassie are only a phone call away:

George's Cell No.: 082 809 8168

Security and Crime Prevention is a Community Effort

***Brad Raymond,
Chairman Business Forum***

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Peninsula Tourism - Simon's Town

(Simon's Town Publicity Association)

Message from the Chairman:

Peninsula Tourism has decided to become involved with the Cape Whale Route Beach Clean Up Projects using local school children and involving the private and public sectors. Peninsula Tourism - Simon's Town has been asked to assist with a project to take place on 24 July.

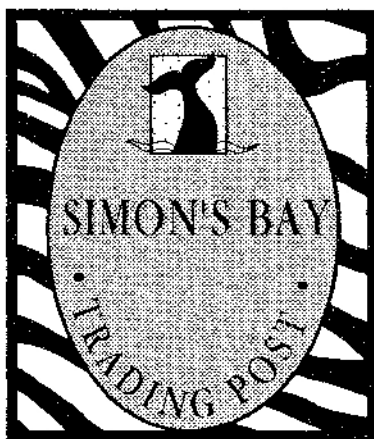
The stretch of beach in question is 2km from Sunrise Circle along Baden Powell Drive, which has been in need of attention for some time. The project involves approximately 500 children from five local schools with support staff from the South Peninsula Municipality, the SAPS and the Beach Office. Each Tourism office has been given certain supportive tasks to perform and will work together with each other.

In future, monthly staff meetings will be held at the Peninsula Tourism Office in Muizenberg where ideas and projects will be

discussed with a view to promoting and developing tourism in our area. This will lead to more business in the holiday accommodation scene with a spin off for business generally. Any area of need in Simon's Town can be brought to our notice and you may be sure the matter will be brought up. The first meeting will take place on Monday 13 July.

Finally, don't forget our AGM on Wednesday 22 July, 5.30 for 6pm start. The venue - Oatlands Conference Centre. You should have received a notice about this, but just in case it went astray in the post, please make a note now and remember the AGM will be followed by one of our popular Pub Nights in the Rock 'n Rafter Tavern (Oatlands). There will be supper with entertainment by Phyllis Early. To reserve a place for this, let Pat know at 786-2436. The cost is R25 per person.

Peter Fewell

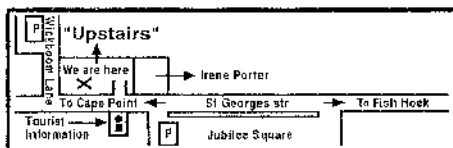


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MetroRail Commuter Group

Over the past year or so MetroRail has been evolving a method of getting commuters and their complaints throughout the Metro Area involved in the process of improving services on their lines. Perhaps surprisingly, our section of the line (Mulzenberg to Simon's Town) is the last to get organized but organized it now is.

Following a lively and good-humoured public meeting in Mulzenberg on 1st June, called together by the local ANC branch, a Commuter Focus Group (CFC) was set up to carry forward the process. It has representatives (commuters) from nearly all the communities along the line, as well as MetroRail executive and the Station Master for this section of the line, Mr Ken Magedo.

As the only Simon's Town resident and member of the CFC (so far) I am writing to keep you up to date with what I and others believe is an issue of great long-term importance to Simon's Town. I am also personally looking for one or two other train-users to join me - more of the same sort.

The CFC's purpose is both to raise the level of local concern in a way that engages MetroRail, hear their views and are prepared to take action, and to assist MetroRail in developing a strategy that is likely to "fix" the present and future needs of our communities.

There are clearly numerous issues that matter to people in Simon's Town related to the train service. They include commuter and "local user" issues that MetroRail are having to square up to right across their network, such as safety, scheduling, punctuality, cleanliness, etc. But they also include a number of issues that are specific only to our section. These relate to the fact that our section of the line is also a tourist hotspot and has the potential to be vastly more visitor-friendly than it is.

I doubt anyone would dispute that the stretch from here to Mulzenberg is one of the most attractive coastal railway lines in the world as well as being the gateway - potentially - to a long day's exploration of Simon's Town, 30 bidders, Ocean Point, etc. And the marketing

of it as such and the necessary price of starting up of systems and rolling stock is a process MetroRail clearly has given little thought to. There are really as many great opportunities as there are problems and for MetroRail as there are problems needing to be fixed.

So, having demonstrated your interest in the subject by reading this far, how about joining me on the CFC and bringing your opinions, ideas, networking ability or whatever to the party? The time commitment is genuinely light - meetings are usually in Mulzenberg, start at 6.00pm and are usually up, less than ninety minutes. If you are interested please feel free to call me on one of the numbers below. Similarly if you have a constructive suggestion to make regarding the development of the MetroRail service. Specific complaints, however, please direct to MetroRail's Customer Service line on 786-2448.

Peter Willis
786-1010 (H) or 786-0540 (W)

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R13 million Upgrade of Simon's Town Dry Dock

Increasing demand on the Simon's Town dry dock facilities has led the Department of Public Works to place a R13-million contract with the Concor Engineering and Marine and Mineral Resources joint venture, which has been specially formed for this project. The consulting engineer is Watermeyer Prestedge Retief of Cape Town.

In terms of the 18-month contract, the joint venture will manufacture and commission a new outer caisson gate and refurbish an existing inner gate at the Selborne dry dock in the Simon's Town naval dockyard.

The floating gate is operated by sinking it into position in one of three sets of grooves in the dry dock. This allows ships of different sizes to be repaired.

The new gate is 13,5m high and 30m wide and has a mass of 275t. The gate will be built in sections at Concor Engineering's workshop in Amalgam, Johannesburg, and transported to site where it will be erected in the dry dock.

A high-quality paint specification is called for in order to resist corrosion. The joint venture will also install pumps and controls.

The second part of the contract calls for the refurbishment of the existing gate, which will be completed by Marine and Mineral Resources. This consists of replacing corroded sections and completely blasting and repainting the gate as well as upgrading the pipework, replacing corroded steel section and replacing seals and fenders supplied by Marine and Mineral Resources.

Concor Engineering, which is the mechanical and structural division within Concor Holdings, gained unique hydraulic steelwork experience on the Katse Dam project of the Lesotho Highlands water project and this will prove invaluable when the joint venture tackles the demanding Simon's Town project, while Marine and Mineral Resources is highly experienced in marine work.

News from Naval Base Simon's Town

SA Naval Military Police

The SA Naval Military Police in Simon's Town is responsible for the policing of all Naval units in the Western Cape but particularly those units in the Simon's Town area. The Military Police station which is situated in Palace Hill Road provides a 24 hour service to these units.

The maintenance of law, order and discipline amongst SANDF members and the reduction of crime within Naval units is the primary objective of the Military Police.

During the normal course of their duties members of the Military Police interact closely with all other law enforcement agencies in the area. The result of this interaction is that the Naval Military Police is represented on the Community Policing Forum and the Co-ordinated Crime Prevention Committee. This last mentioned organisation was formed by the then Chief Magistrate of Simon's Town to improve on the policing in the area. Mutual co-operation between the SAPS, the traffic department, law enforcement agencies and other interested bodies is the prime objective of this body.

Since Simon's Town is considered a Naval Town and many sailors are found on its streets the Military Police have adopted a high profile visual policing strategy to improve on discipline, dress and bearing amongst these members. This "Bobby on the Beat" philosophy has not only had the desired effect on the sailors concerned but has resulted in the reduction of petty crime in the area.

Although all actions of the Military Police is in pursuit of their fundamental task of reducing crime within SANDF units, any other crime committed is not ignored. Due to this many crime prevention operations initiated by the local SAPS include members of the Military Police. This has been done with much success and led to members of the military police being exposed to working in a civilian environment. The added advantage is that

the relationship between the local civilian population and the Military Police has improved to a great extent.

After all the promotion of good relations between the police and public, both civilian and naval, will result in people voluntarily complying with the law.

Courts Martial Tradition and Procedures

1. The first regular Naval Tribunal was instituted by the leaders of the long Parliament in 1945. They passed a measure called "An Ordinance and Article of Martial Law for the Government of the Navy." It was this act that for the first time authorised "General and Ships" Courts Martial with written records - the former for captains and commanders, and the latter for subordinate officers and men. It was in a later law that the Lord High Admiral was given the power to issue commissions to officers to hold courts martial.

2. The origin of the military law system in the SANDF is hybrid, although the system largely reflects the development of the English law, English military law was, to considerable extent, derived from the Roman law. Yet it would not be inapt to state that, military law applicable in South Africa, was predominately influenced by the English military law.

3. Although the procedure corresponds to the procedure originally laid down by the British Army, courts martial in the SA Navy include certain ceremonial aspects. These do not derive from the British Army, but from the Royal Navy.

4. Courts Martial are formal affairs and consequently several ceremonial regulations are applicable. The dress for courts martial, depending on the season, dictates what to wear. Headgear (caps) must be worn for the beginning of the courts martial and may only be removed once members have taken the oath. Swords are not worn by officers. It is placed in front of the member facing the court, with the grip to the right. After the oath has been taken, caps are removed and placed over the swords, with the cap badge facing the court. The same rules apply for the prosecutor and defending officer -

although they will remove their caps from the table whenever they leave the court. Lady officers with caps, with swords, follow the same procedure. If the accused is found guilty, the court orderly will turn the blade of the sword toward the accused. If the accused is acquitted, the blade of the sword will face in the opposite direction i.e. the grip will point in his direction. The difference between rating and officers is ratings are marched out by the court orderly after taking the oath. They will then enter the court without caps and remain so throughout the trial. They will only replace their caps when being sentenced. No swords are used. The courts martial will always start with one canon shot at 08h00.

Petty Officer Basil Smal

SA Navy Represented in UK Sailing Championships

The SA Navy (SAN) will participate in the Royal Navy sailing event known as the 1998 Bosun Open Championships later this month. The championships will be held in Portsmouth, UK. Only two sailors viz. Lieutenant Commander (Lt Cdr) Andrew Blake and Able Seaman (AB) Keith Harvey will represent the SA Navy.

Due to the International Navies Sailing Regatta held last year in Simon's Town, the Royal Navy Sailing Association invited the SAN to take part in this event. Because of budget constraints in the SAN, it was decided that members wishing to participate would do so at their own cost. Lt Cdr Blake and AB Harvey decided to take up the invitation but found that it was more expensive than first thought. It was discovered that without sponsorship, the SAN could be represented.

After a visit to the Australian Defence Industry (ADI) facilities in Canberra, Newcastle and the Mine Counter Measures (MCM) exercise in Brisbane, in November last year, Lt Cdr Blake approached ADI for sponsorship. As Lt Cdr Blake is the SA Navy MCM project officer, this seemed an ideal avenue of approach. It took only three days for the request to be approved. ADI agreed to sponsor part of the

stars of the show.

According to ADF General Manager Jack Symes, the reason for this sponsorship was that both ADFs and ADFsall are of a similar sporting mind and both rely heavily on an Island economy - hence the reason for this.

Another problem experienced by the team was the transport to and from the air. After approaching Virgin Atlantic Airways, it was agreed that they would sponsor the trip to London. The team will be transported to London via Virgin Atlantic Airbus A340. The trip would have cost the team nearly \$5,000. According to Lt Cdr Blake: "We are grateful for the opportunity to sail against international competition in foreign waters. The Boston Sloop has been a firm favourite in the SA Navy for many years and this will allow us to bring our own Boston Sloop to life with other fleets in the world." Now, thanks to ADF and Virgin Atlantic Airways, they can.

Sub Lieutenant Lisa Hendricks
SA Navy

A Submarine Success Story

The recent successful completion of the first Submarine Officer Course (SMOC) to take place since 1985, has brought the SA Navy's Submarine Branch into the spotlight.

An important contribution to the success was the active participation of units of the Royal Navy, the French Navy and the Royal Air Force for the first time since the establishment of the Submarine Branch. No longer having an air or surface borne anti-submarine warfare (ASW) capability, the SA Navy gained excellent exposure working with these very professional participants.

At the same time, the exercises presented the visiting units a unique challenge in detecting a conventional submarine in waters particularly unsuited to the detection of submarines. An added challenge was posed by the highly experienced and professional officers and ship's company of the SAS Emily Hobhouse.

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The effectiveness of South Africa's submarines has also been highlighted in a front page article in the authoritative US Weekly Defence News. It noted that "In exercises over several years, the US Navy's most advanced anti-submarine warfare (ASW) ships have been unable to detect the South African Navy's Daphne subs, which were built 30 years ago."

The success of the Submarine Branch is to a large degree attributable to the professionalism and diligence of our submariners as well as the dedication of the support staff, both civilian and uniform. The South African Defence Industry has also played a major part in the modernisation of submarine systems, ensuring that we keep abreast of the latest available technology.

This has enabled us to bridge the gap until new submarines are acquired, hopefully in the not too distant future. The replacement of the Daphnes is of vital importance as it is becoming increasingly expensive to support them as they are growing older.

The SA Navy can justifiably be proud of the part being played by the Submarine Branch to ensure and maintain our high international standing.

SA Navy

SA Navy in the Antarctic Part 2

The South African Navy is often actively involved in the transportation of people and equipment to the Antarctic, the most recent being phase 2 of Operation Southern Lights VII. Lieutenant Commander Brian Stockton recounts his voyage aboard the SAS Outeniqua.

February 6: Sailed at 15:00 from Cape Town. On board are members of private industry involved in the building of SANAE IV, a public works representative, Steve Metcalfe from the weather bureau, who is a regular on KFM Radio and a journalist from Die Beeld who

will be operating a web site called "My World". Also on board are naval officers from Angola, Belgium, Brazil, Gabon and Mozambique. This is the second phase of the two-phase operation. The first phase, completed in January, included conveying the Nordic teams to their base at Wasa to the west of SANAE IV, loading and offloading environmental affairs department personnel and equipment and placing 18 automatic weather buoys.

February 7: Sea roughened slightly. Scheduled braai cancelled due to weather.

February 8: Weather buoy (first of two) dropped at 36th parallel.

February 9: Ship enters the Roaring Forties. Second buoy dropped at 48th parallel. Temperatures dropping; currently 5°C with a wind chill lowering it to between -3°C and -5°C. Seas eased and the postponed braai was held. Typical South African tradition. No matter where we are and what the temperature, we still love our braai.

February 10: Getting colder by the day. Sea still fairly rough, but coming from the beam making the ship's movement easier. Passengers start emerging after spending the first few days stricken with mal-de-mer. Fog has reduced visibility to almost zero. Expecting to pass close by the "most isolated piece of land on the earth's surface" - Bouvetoya Island later.

Visibility down to about 250m on approaching the island. However, as the ship passed in the lee of the island, the fog lifted and revealed a spectacular sight. The rough terrain and glacier of the island were clearly visible. Bouvetoya is a volcanic island of some 19.3 square miles. Olav Peak in the centre of the island is perpetually covered in snow. Later Arctic gear is issued. About time as it is getting really cold. The first ice floes were sighted at 55° 2'S and 03° 16'E. A larger berg was later sighted on radar at a range of 14.4nm. Sea birds abound including the beautiful snow petrel, the only pure white petrel in existence. Full-time radar watches and extra alertness required from lookouts for possible growlers and other bergy bits.

February 11: Approaching the Greenwich Meridian. More ice bergs visible on radar but none seen due to the fog. Later the fog cleared and some bergs sighted. Safety in ice lectures were given.

Generous quantities of suntan lotion are required as the snow tends to reflect the sun and one can become badly burned down here. Lip balm is a must as the air is dry; Sunglasses are also mandatory to prevent snow blindness. There are even sunglasses for spectacle wearers. These make one look like a space alien but they are effective.

Later the crossing of the line charges were laid and a rough time was had by the unfortunates. Neptune is unforgiving.

February 12: Mist has cleared. Fairly large iceberg passes down the port side. At 08:00 the Greenwich Meridian is passed. At 14:00 we cross the Antarctic Circle. Neptune and his bears had a ball. The "novices" did not, but will never forget the experience. The "gunge" which was applied was rinsed off using the fire mains; the water being -1°C. Later it was noted with surprise that there were no more bergs, which was considered strange as we were only 300 miles from the ice shelf.

The area we were entering was ice shelf in December. This time it was clear of ice and speed was increased. Reports from SANAE are of storm conditions. Later the weather closed in and by 02:00 the ship was rolling heavily. Some cargo on the hangar top started to shift.

February 13: Arrived off Christmas Tree Bukta (bay), also known as Muskeg Bukta, early this morning. The bukta was named after a Christmas tree planted on an earlier visit. This is the nearest landing point to South African research base, SANAE. Once the cargo was offloaded, the ship proceeded to Rampen Bukta, 360 miles further west, to uplift cargo and Nordic teams. However, a blizzard persisted through the day and offloading was postponed.

February 14: The blizzard had not abated. It was decided to proceed to Rampen where

the weather would hopefully be clearer. The Nordic teams set out from their base for Rampen. As Outeniqua headed west, the weather cleared and the ice shelf was visible for the first time.

February 15: Hopes for clearer weather were dashed. At 15:00 the ship moved slowly into the mouth of the bay. By 16:00 the weather had still not cleared sufficiently. Plans to send a Delta boat to uplift personnel proved unfeasible and the only way to recover the teams would be by helicopter. The Nordic teams spent another night in the ice.

February 16: Weather remained unfavourable. After a delay, the Delta boat left to investigate the area inside the bukta. By 14:00 the weather cleared dramatically and the ice shelf was revealed properly for the first time. Miles and miles of pure whiteness as far as the eye can see. Many large ice bergs, bergy bits and growlers littered the sea.

Contact was made with SANAE and the helicopters would finally join the ship. Once this happens work can begin in earnest. At 19:00 the first helicopters would finally join the ship. Once this happens work can begin in earnest. At 19:00 the first helicopter was landed and stowed; the second made a short stop onboard and then started ferrying personnel and baggage from the ice.

February 17: An aerial recon into the possibility of coming alongside revealed too many uncertainties. It was decided to postpone any plans to land bollard parties and attempt the berthing. Various sorties flown for the Nordic teams and methods of uplifting the cargo still on the ice were top priority. A number of flights were undertaken and the loading parties worked through until 23:00.

February 18: Another fine day but it was still not possible to come alongside. The captain decided to finish loading what the helicopters could carry and return to Christmas Tree Bukta to commence the task there.

February 19: The cargo at Muskeg stretched

for approximately 1km, maybe more. Two flights take off for SANAE. On their return the helicopters immediately commenced their loading.

February 20: The day passed quickly with numerous flights to and from the ice. By early afternoon the wind had dropped for the first time in the deployment and conditions were excellent. At 15:00 the ship was joined by SA Agulhas, her bright red hull providing a spot of colour to an area which was predominantly blue and white.

Loading was sporadic as some cargo was shuttled to SA Agulhas and other loads to Outeniqua. At lunch time a party boarded a large 'Challenger' caterpillar type tractor and, after a slow, bumpy ride arrived at E-Base. This is an emergency base only a few hundred metres away from SANAE III. Personnel were feverishly working to lift the whole structure as it was heading the same way as the old base, into the ice shelf. Later the group was taken down to the old base. The base had sunk 23m. The group entered through a shaft reinforced with steel scaffolding, which was twisted and bent by the enormous pressure crushing it. Inside the Nissen-hut type structure was a maze of tunnels. Here and there were 'teillales', lengths of string hanging from the roof with a small piece of card on the end. On it was written the distance this piece of card was last measured from the floor. One showed 10cm from the floor but was in fact a mere three or four centimetre now. The guide said it was measured only days before. Among all of this was the incredible beauty of the ice crystals that had formed on the roof and down the sides of the base. Cameras flashed incessantly. An awesome experience. Back on the ships, cargo loading continued.

February 22: At various stages of the day Agulhas was handling two helicopters simultaneously. Most of the cargo was loaded aboard her. Time is running out as both ships have to head for Rampen to uplift the remaining Nordic equipment.

February 23: Weather closing in. An air inspection of the bukta was carried out.

Agulhas entered Rampen and went alongside. On Outeniqua, preparations began for bringing the cargo on board.

February 24: The Agulhas teams worked throughout the night and she sailed before 06:00. By this time a strong swell was running halting cargo work. It was decided to move north eastwards to Capp Norvegia in the hope of finding better weather and a large iceberg to create a lee in which the cargo transfer between the two ships could take place.

February 26: By the early hours of the morning a gap was found near the German station, Neumayer, and the two ships came alongside. The transfer of smaller items of cargo and personnel took place, but the swell was too high to risk transferring the vehicles, which remained on Agulhas. At lunchtime the Outeniqua set course north and Agulhas returned to SANAE to load the rest of the containers.

February 27: Getting warmer. Whales sighted. Firstly a pair of humpbacks and then a lone humpback that appeared right in front of the ship, necessitating sharp avoidance action.

February 28: The last ice berg seen at 54.08'S. The planned braai and much awaited clay pigeon shooting were called off when the weather closed in.

March 1: Winds of over 55 knots and spray reaching the bridge windows some 36m above the sea. The ship takes a pounding.

March 2: By midmorning it's blue skies up ahead and spirits rise. Preparations for the postponed braai are under way.

March 4: The pilot was aboard early this morning and alongside scheduled for around 06:00. After a short wait in the roadstead, the Outeniqua entered Cape Town. The family reunions were, well, warm.

Lt Cdr Brian Stockton

Simonitis: the Specific Simon's Town Syndrome

An old (not so much in age though) resident of the town, has rediscovered an old disease and has asked me to report on it to the public. I have consulted with him for a length of time and report as follows on the disease "Simonitis"

Epidemiology (where does it occur): It is a disease unique to Simon's Town and no reports have been received from elsewhere. It is directly related to the length of stay in the Town and due to its unique aggravating circumstances (see **Ethiology**). The disease can present itself at any age, but the symptoms are more severe the older the patient. There are no differences in the incidence among men and women, the ratio is 1:1.

Ethiology (causes): Firstly the South Easter is to blame. It blows anti-cyclonic - which is abnormal for the human mind. After all, our watches and minds work clock-wise. The next major cause is the "End-of-the-line" or so-called "Tip-of-Africa" syndrome. This dates back to the previous centuries when it was believed that the earth was flat and you might fall off at this end. This leads to insecurity and periodic loss of confidence. The third major cause could be the "False Bay Syndrome" where it is forgotten why the bay was called false in the first instance, and leads to a temporary loss of personal identity.

Pathology: (what does it do to the body): From the date of immigration to Simon's Town the brain slips into neutral and nothing happens.

Clinical picture: (the important part): The clinical picture is brought about when the victim is reminded or questioned about a promise he or she made eg. recent reported case: Question. "Why did you not complete and submit the registration form for the Classified Directory of Business in the 'Snoektown Calling'?" Answer: "Oh, was I supposed to deliver the form somewhere, I honestly thought you would collect it from me - oh, well maybe next time". This accompanies the first symptom of temporary apparent amnesia. Some patients get a blank expression when questioned, together with a sideways look towards Roman Rock as if to search for the missing link. Some patients merely change the subject eg. the latest cricket score or weakening of the Rand

Differential diagnosis (ie. should not be confused with): 1. Gulf war syndrome; 2. El Nino syndrome or 3. Sleeping sickness (brought about by infestation with Trypanosomiasis and can be excluded by a blood test)

Treatment: Shock treatment (eg. jump into the water off the town pier in mid-winter; attend a SPM council meeting or being told that there has been a mistake in the processing of their new ID document and the patient has to stand in the queue for 6 hours again. The only medical treatment that works is Castor oil at 5 teaspoons three times per day and Epsom salt enemas three times per day.

Prognosis. At the moment it is impossible to give a prognosis since no one has followed the treatment yet and we are very keen to find any volunteers who would be willing to go through the above regime so that further studies could be performed.

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Simon's Town in the Quaternary Geological Era

First the bad news: once upon a time sea level was approximately 60m higher than current mean sea level (m.s.l.). This circumstance would have meant: the shoreline would have been at Runciman Drive; the older Simon's Town would have been under-water; the Peninsula south of the Fish Hoek gap would have been an island; all the Antarctic ice would have melted and it would have been darned hot. For instance, the temperature range for 3rd July could have been: minimum of 25°C and a maximum of 50°C - some global warming I should say! That's the bad news.

Now the good news: this 60m sea level stand was in place a million years ago, but to seek the convenient protective cover of geological time perception, I should say the 60m stand was in place in the plio-Pleistocene ie: 3 million - 700 000 years ago. But for practical reasons, a million years ago is good enough, that is, at the beginning of the Pleistocene: the great Ice Age.

One could well ask, how come 60m? So, with respect to the Cape West Coast, I selected the Olifants River at Lutzville as a study area. At Lutzville the Olifants is tidal - in other words, there is no "nick point" or natural barrier between the village and the sea which could influence natural landscape evolution, relative to sea level fluctuation. At about 60m above river level a well-developed high-level River Terrace can be identified at an elevation verified by two Trig. beacons located on this characteristic landform: Beacon no. 100 - 75.4m above m.s.l. and Beacon no. 174, with an elevation of 60.9m above m.s.l. Making allowances for certain site disturbance and a beacon location relative to river level, and distance from shoreline, we end up with an acceptable correlation with a sea level stand of 60m above m.s.l.

This land surface has been referred to as the Limpopo Surface (ref No. 1) in view of its extensive occurrence elsewhere in Southern Africa. The soils on this surface are normally red, with characteristic subsurface horizons, such as calcrete - the most common - occasionally Dorbank, an iron / silica cemented material; and rarely silcrete, a silica

cemented material. At Lutzville the indurated subsurface horizon is Dorbank.

So, after all that, we get back to Simon's Town and the sea level stand at 60m above mean sea level. During the Pleistocene, sea level dropped dramatically, in due course, reaching a lowest level of about 100m lower than current m.s.l. This event would have meant, *inter alia*: the Antarctic ice would have become enormously thick and accordingly very extensive. Indeed, the ice could have been pretty close to Cape Point, with corresponding very cold conditions, say, at Simon's Town, on 3rd July, a minimum of -25°C and a maximum of -10°C. Also, one could easily have walked from Simon's Town across False Bay to Gordon's Bay, and even across to Pringle Bay; this low m.s.l. would of course have exposed large areas of the continental shelf, thereby providing source material for the vast deposition of lime-rich eolian sands such as the Kalahari sand deposits which cover enormous areas in Namibia, Angola, Botswana and the Northern Cape.

Then, as the Pleistocene came to an end and we entered the Holocene - 100 000 years ago to present - things got warmer and m.s.l. rose to about 15m higher than present. At this elevation an extensive low-level river terrace was developed and identified as the Zambezi Surface (ref No. 1). In the last 5 000 years or so, coastal river systems have cut down through former flood plains to form the Zambezi Surface. The soils on this landform are relatively young and unorganised, ranging from Vertisols (Aracadia Form) to Solonetz (Estcourt Form) and many intergrades (eg. Valrivier Form).

Pedological indications are that m.s.l. continues to fall accompanied by the landward movement of eolian beach sand - for instance, in Northern Zululand such wind-transported beach sand overlies the Zambezi Surface.

Now in Simon's Town, concurrent with falling Pleistocene m.s.l. - remember the shoreline was at Runciman Drive - the void created would be filled by soil and loose rock material transported by colluvial action from higher-lying land. It should be visualised that, with

both rising or falling shorelines, all soil and loose material will be eroded and washed away. In other words, exposure in bare rock. An excellent example of the nature of this transport of material can be seen at the Quarry Road Excavation. Take a look! The excavation profile shows a weathery sorted clayey material with sunken and boulders. The origin of the fine material is the pre-weathered granite which erodes above Ruckhart Drive. Check the road cutting leading to Harbour Lights.

I use the term "pre-weathered" to mean that the Pre-Weathering - probably Tertiary (30 million years ago) - is of considerable age and substantially precedes the fill in m.s.l. Theoretically this alluvial fill could have a depth equal to 100m below m.s.l. - the lowest level of the Pleistocene fill.

An interesting observation which can be found in the colluvia fill is that of terracotta or iron-rich vesicular concretion, usually well cemented and rounded - locally known as Koffieklip; also gravel, stream, laterite. Ferricrete is the hardened product of hydromineral and the translocation of

enriched iron in the soil. As an example, an exposure of ferricrete can be seen at the old burial ground and the main road, opposite the main entrance to the SA Navy sick bay.

The age of ferricrete has not been determined, but it is, somewhere in the colluvial fill, the process is taking place this very day - there is evidence of this everywhere!

Reg Loxton

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REG LOXTON • JON LAMBERTCHIE • P. ELLIS
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17th Congress
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Beach and Coastline Patrol

As I previously mentioned, the South Peninsula Municipality is "wide awake" and at least its field staff are aware of the urgent need to rescue our deteriorating infrastructure. Unfortunately, its desk-bound "budget cutter" appear to favour less privileged communities with most of our rates! This could affect our tourist image with resultant loss of valuable foreign exchange. By not collectively voicing our objections at Ratepayers' Meetings, we have only ourselves to blame for the unacceptable state of affairs in our area.

Thanks to Pauline van Eck (Chairperson of Glenvlei Advisory Committee), at least our Vlei and the adjacent Children's Park could hopefully soon regain their previous attraction! With regard to beaches, some senior representatives of SPM Departments recently undertook a highly productive tour of inspection from Glencairn to Miller's Point.

Accompanying them were Cllr. Nicki Holderness, Jacky Weaver (Chairperson of Glencairn Civic Association) and Chris Hart (Chairman of Simon's Town Ratepayers Association). Of particular concern were a partially submerged private jetty at Long Beach and the untidiness of Intersite land. Many other problem areas were also identified. However, whether we get a fair share of the R15 million "People's Budget" set aside by Council to undertake the necessary improvements is highly unlikely.

Another item in need of attention is to reduce the level of faecal coliforms at Long Beach. Although not yet dangerous as is the case at Kalk Bay Harbour, the level exceeds that of internationally accepted norms. Incidentally, this also applies to Fish Hoek and St. James Pool. There is little flushing action during winter months, since the currents influenced by north-westerly winds flow anti-clockwise



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Crazy Daisy



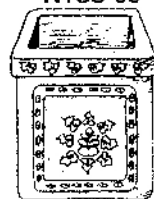
NURSERY AND

GARDEN SHOP

NORFOLK
R145-00



MONICA
R188-00



FRANSCHOEK
R118-00



LIBERTAS BOWL
R32-50



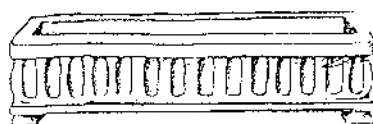
CARRINE RIBBON
R35-00



ITALIA (m)
R87-00



REGENCY TROUGH R175-00



FRESH CUT FLOWERS EVERY WEDNESDAY AND SATURDAY

POTTING SOIL 20dm R 8-00

SNAILBAN R18-80

SHAKE & GROW (large) R22-30

GARDEN GLOVES R 8-99

NITROSOL (200ml) R12-30

SEAGRO (1l) R25-65

PANSY AND VIOLA SEEDLINGS STILL ONLY R6-00 per punnet

ALL ROSE PLANTS LESS 10% TILL MID AUGUST

**ROSE PLANTING & PRUNING DEMO. SUNDAY 26 JULY AT 14H30
(WEATHER PERMITTING)**

YOUR LOCAL GARDEN SUPPLY SHOP

less than 10% of the time. Unfortunately for scientists, the environmentalists have to create clockwork surmises as much as 50% of the time. All this is no secret. However, we also need to know the level of other pollutants such as heavy metals and persistent hydrocarbons which could affect the marine life in False Bay. We should bear in mind that of the some 2000 different species, 50% are endemic to Southern Africa and 10% of these to the Bay itself. Most groups have existed since the Cretaceous Period for 500 million years. Do we not care that our children are eating their aquatic heritage?

Southcoaster

EVERY WOMAN'S POINT OF VIEW

- The only problem with women is men.
- Whether like the air phobics in *Mid-September*.
- When a woman makes a fool of herself it's usually an improvement.
- Boys are never safe to be with, because most men cannot help but they can hurt.
- The trouble with some women is that they get all worked over nothing, and then hurry on.
- Boys will be boys, but men are better at it.
- What do you call a man who has just lost 99% of his hair - a widower.
- If you catch a man, throw him back.



Your Garden in July

Containers are decor accessories that can transform your home. When planted up they add a living dimension to environments which often comprise of bricks, paving or concrete. Knowing what to plant, when to plant and how to keep it flourishing is the key to success.

Did you know?

- Container gardening with annuals is a visual art. Every bloom in the container is important, and arranging the colours will give free reign to your artistic vision.
- Fertilising the plants with fertiliser promotes flower and leaf growth.
- A thorough soaking every few days, rather than a daily light spray will ensure deeper root growth.
- Bold evergreen plants in large containers create a dramatic effect. Small leafed, trailing plants soften hard edges.

First Impressions ... A reliable combination for a shabby spot to be planted now.

Ingredients for 300-450mm pot
2 containers mixed English
1 plant trailing Lobelia

7 50cm potting mix

By April, your container should be practically smothered by impatiens, while the trailing Lobelia spill over the edge. Regular watering and feeding will ensure that your container looks fantastic.

Also called for container: *Patience*, *My Phloxes*, *Trailing Bridgeron*, *Brachycomma*, *Falala*, *Panicle*.

Practical Container Gardening Tips:

- Check that the containers have holes in the bottom, ensuring that they are free for draining.
- Use only fresh, weed free, high quality potting soil.
- Remove dead flowers, seed heads and tidy the plants. This will promote extra flower production.

Remember: July is a maintenance month; a time to tidy up, take stock and plan your spring and summer gardens.

Next issue: Plant Guide: What to plant when, starting with the coastal zone.

Cape Peninsula National Park: Season Tickets

Entry Permits

Entry permits are available for individuals and families.

Entry season tickets are available for weekly, monthly and annual entry.

Season Ticket	Individual	Family*
Annual Entry	R 35	R 145
Monthly Entry	R 40	R 155
Weekly Entry	R 25	R 45

* A family is defined as two adults and all accompanying dependants declared on the application form.

A 50% discount is available for pensioners and scholars, subject to proof of pensioner and scholar status.

The entry season tickets may not be used for the removal of the profits of the landing thereof on the shores of the National Park.

Annual Angling Permits

The permit costs R250.00 and is only available

for individuals.

General Information

The above mentioned permits are not transferable and expire on the date indicated on the permit.

The season tickets will allow entry to the Cape of Good Hope, Silvermine and Bouklers areas within the Cape Peninsula National Park.

Permit holders are required to provide the names, addresses and telephone details of the registered users and are required to sign the reverse side of the permit to acknowledge that they fully understand and will comply with all conditions under which permits are sold.

Permit holders are required to enable proof of identification as permanent residents in the Park. Permits can be obtained at the Silvermine Office between 9am and 4pm.



SIMON'S TOWN COASTAL PROPERTIES

125 St George's Street, Simon's Town 7805

P.O. Box 375, Simon's Town 7805

Tel: (021) 786 3272 or 786-1936 • Fax: (021) 786-1936

Cel: 082 884 9927 Voice Mail 082 125 8908

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AGENTS:

Piet Delpert
082 895 9099 a/h

Deonara Ouwis
082 411 9903 a/h

Linda Harris

Simon's Town Museum News

In the 1980s, the late Ms Ursula Schwittay of "The Firs", Queens Road, Simon's Town purchased a Dolls House Kit for a Georgian-type House called "St George Hill", from the Doll's House Emporium in England. It was assembled by the Museum's first Curator, the late Prof. Owen Pryce-Lewis. He modified the original design and added a basement section. The additional wooden sections, not supplied with the kit, were cut to exact specifications by Mr van Besouw.

The furniture and fittings were collected over a number of years by Ms Schwittay, with donations from many friends.

Ms Schwittay passed away in 1996 and this most handsome Doll's House with all its furniture and fittings was bequeathed to this Museum.

To celebrate its official opening we will be

holding a Children's Tea Party on Saturday 25 July at 2.30pm in the Museum. Tickets, available from the Museum, will be R7.50 per child, this includes the refreshments and entertainment.

All funds raised will be donated to the Red Hill Informal Settlement Pre-School Children's Feeding Fund. Their plight was reported in the False Bay Echo a few weeks ago.

If you are prepared to assist us with the party in any way, such as donating cakes, sweets, cool drinks or balloons please will you telephone the Museum (786-3046). We will also require assistance in transporting the pre-school children from Red Hill to the Museum so that they can attend the party.

We hope to hear from you!

Cherry Dilley, Curator

**Bob, Suzanne,
Scott & Eva
Gosney**

**over 25 yrs
Experience**

Café

PESCADO

Seafood • Pizza • Bar • Coffee

Criterion Centre, 118 St George's Street, Simon's Town 7995
Bookings: ☎ (021) 786 2272 • For Pizza ☎ (021) 786 3460
Cell: 082 259 1765

Simon's Town Art Show: 18-24 December 1998

Arrangements have been finalised for the 1998 Art Show as follows:

Venue:

Albertyn's Stables, Gole Point

Final Registration:

on or before Monday 23 November

Hanging of work:

Wed 16 Dec to Thurs 17 December

Formal Opening & Cheese and Wine:

8pm on Friday 18 December

Close down and Collection of works:

8pm Thursday 24 December

The Gallery has indicated its intention of continuing the show after the 24th, on Gallery terms and conditions - those artists who wish to remain on show would need to make arrangements accordingly.

Registration forms are now available at the Simon's Town Library. Potential exhibitors

are reminded that the 1998 Show will include a photographic section.

General conditions of participation remain unchanged:

inter alia:

R20 per item exhibition fee

15% of sales to the Show

Must be original, new work

Maximum of 15 craft and/or 12 art-works

Participants are restricted to Simon's Town residents - if not a resident, then at least employed in the old municipal area of Simon's Town.

The catalogue will be published in the December issue of Snoektown Calling; therefore the importance of final registration on or before Monday 23 November.

Art Show Convenor

Reg Loxton



HEATHER LUNDERSTEDT ESTATES

Simon's Town

786 3505 B \ 786 2120 H \ 982 786 0038 C



"THE HERITAGE COLLECTION"

MOUNT PLEASANT

R630 FOR BOTH

Large Victorian Stone Cottage, B & B potential. Lots of accommodation. Presently two separate dwellings. North facing, sheltered from wind, thick stone walls, sea views, mountain and waterfall views. Quiet, secure & peaceful.

A very special property in sought after historical area.

SEAFORTH

MID R400's

Victorian - in immaculate condition, wooden floors, teak windows, large rooms, high ceilings, small garden. SEA VIEWS, 3 min. walk to beach. 2 Bedrooms, study area, lounge, sep. dining, modern kitchen, large garage & workshop.

Forthcoming Events July 1998

1. SIMON'S TOWN MUSEUM

Saturday 25 July at 2.30pm at the Museum

"A Children's Tea Party" to celebrate the official opening of the Doll's House and to raise funds for the Red Hill Informal Settlement Pre-School Feeding Scheme. Tickets at R7.50 per child will include entertainments and refreshments. To book please phone the Museum at 788-3046.

2. SIMON'S TOWN PUBLICITY ASSOCIATION

July 22 at 8.30 for 9pm. Outlands Conference Centre: Annual General Meeting. Pub Night to follow in the Tavern. Supper with entertainment. R125 per person. To book please phone 788-2436.

3. FRIENDS OF SIMON'S TOWN COASTLINE

Allen Vegetation Hack and Indigenous Re-Planting

August 1st at 8.30am: Boulders Car Park

A freelance journalist will join to promote our responsible attitude to the environment - be part of the occasion!

If you have the necessary tools, bring them along. We also have a small supply. The hack will end at 12 noon.

Enquiries: 788-8903 or 788-8990

Coastal Walk - Saturday 22nd August, 8.30am Glencairn Station

Prof Charles Griffith, Marine Biologist is to conduct a walk at low tide to examine sea-life amongst rocks and sand. Use this opportunity to learn from an expert about your own coastal waters.

International Coastal Clean-up Day - 19th September

Join us for a fun day (or morning) for old and young. Watch this space for further particulars.

The South African National Parks is planning a **VOLUNTEER GUIDE SYSTEM** for Boulders Coastal Park. Training will be provided. Enq: Patricia Stegling 782-8920 (email: patricia@parksa.co.za)

4. EXERCISE CLASSES IN SIMON'S TOWN

Muscle stretches and low impact aerobics

Anyone interested in joining please telephone Max at 782-5608.

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

Deadline for August edition - Friday, 7th August

Contact Pat Luchhead, Peninsula Tourism - Simon's Town

Telephone: 788-2436