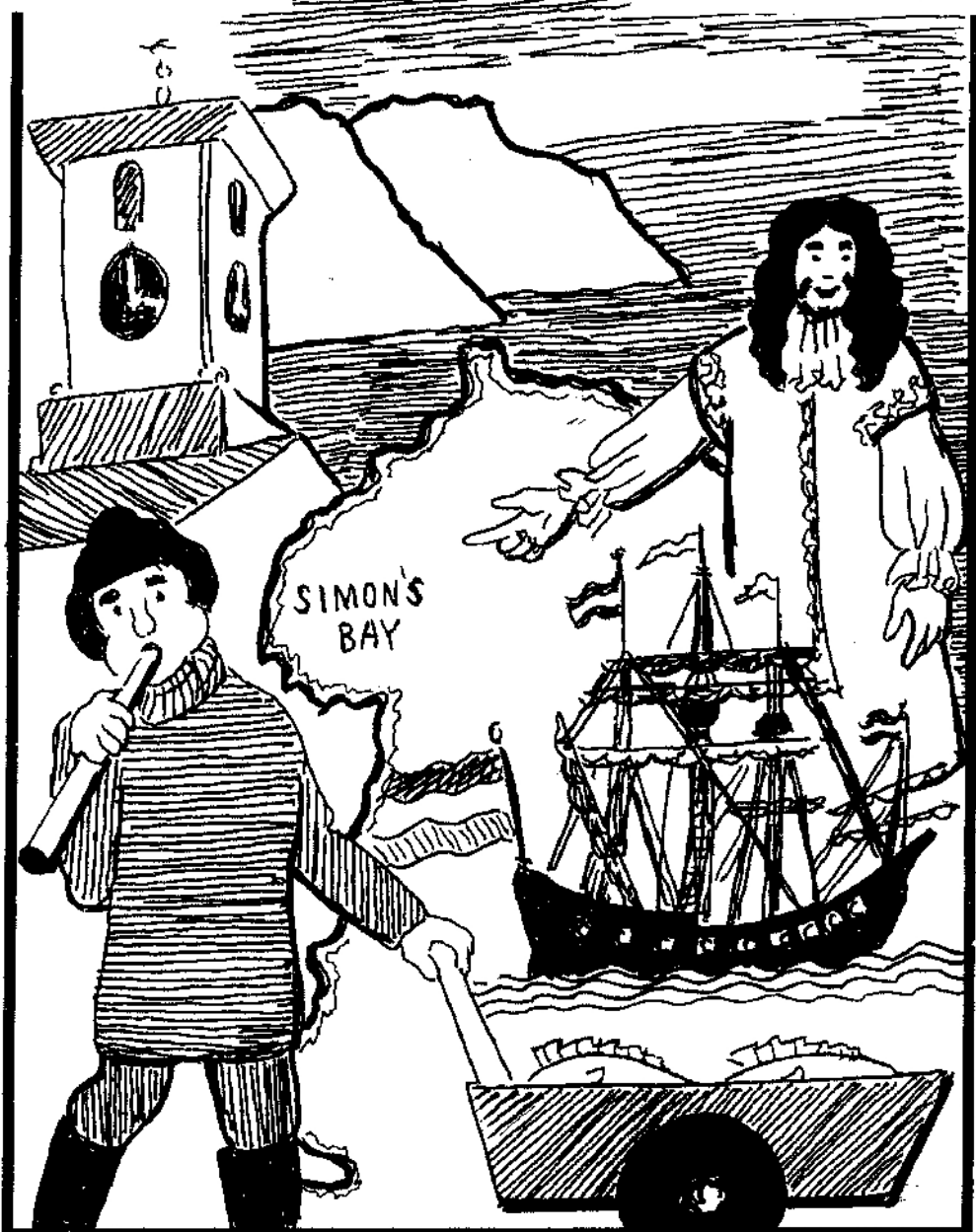


SNOEKTOWN CALLING

Vol 1 Issue 7

17 AUGUST 1998



Sponsor for August - Dr Reg Loxton

Editorial

So we had a major oil spill on the main road at Long Beach! By all accounts the SPM reacted promptly and gave it their best shot.

However, some oil found its way into the sea, I'm told; but was the SA Navy alerted to stand-by with seaward defence? I have asked our Ward Councillor to comment on: What was done right, what was done wrong and what do we do next time round? At this writing I have no insight into what our Councillor will have to say; let's hope for something positive!

I am still not satisfied with the report-back on crime management - it has no penetration and fails to give efficacious guidance to the community. Guidance is needed and work has to be done in this regard.

The AGM of the Simon's Town Ratepayers & Residents Association has come and

gone, and a new committee has been elected. I give the retiring committee five out of ten for its performance of the year past; let's hope the new Executive Committee can do better!

In order of priority, the issues that face us are: the prospect of substantial rates increases, declining quality of municipal service delivery, the exploitation of our environmental assets for the financial benefit of the SPM but to the disadvantage and discomfort of the community. The Executive Committee must address these issues with vigour and determination, and will need your help and support in order to succeed.

Reg Loxton
Editor



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Pollution Problems

There have been some serious examples of pollution in Simon's Town this year. The first alarming event was the discovery of toxic algae in Glencairn Vlei. It is clear that mismanagement lead to the rapid escalation of problems. What has also become clear from effluent samples is that the quality of treated effluent leaving the Simon's Town sewerage works has been way below standard. Whether it runs into the vlei or into the sea this effluent must meet a standard set by the Department of Water Affairs. It has not done so. Quite why this sad state of affairs continued for so long before the Cape Metropolitan Council, the authority responsible for the sewerage treatment plant, or the Department of Water Affairs, the ultimate authority, acted to rectify the situation remains a burning question.

The second major event was the accident on Sunday 19th July 1998 when an articulated petrol tanker carrying furnace fuel oil overturned and spilt its contents, effectively blocking Dido Valley and the main road. Furnace fuel oil is an extremely corrosive substance and the South Peninsula Municipality's emergency and environmental services reacted promptly. I shall report fully on this event in the next edition as the "washup" will be held on 17th August 1998. Apart from the environmental considerations this accident showed how a major disaster at a critical junction of the main road can isolate the central portion of Simon's Town and the naval base.

Event number three was the discovery of a small amount of mercury spilt on Seaforth Road on Friday 31st August 1998. Again, this is a highly dangerous substance and was reported by a resident who is an expert in this field. The South Peninsula Municipality's environmental team responded swiftly and the mercury was finally cleared up by Wastech. It has now come to light that there have been other instances of spillages of this toxic metal. The whole matter is being urgently investigated and I will report further. If any resident has any infor-

mation about this please contact either myself or Mr Serfontein at 786-1551.

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

Simon's Town Community Police Forum

After summoning the courage required to view TV News at Eight, a Simonstonian may be forgiven the assumption of living in a time warp, where crime is something that happens to somebody else, living somewhere in another place. "Comparisons are odious", but even a cursory glance at the statistics available show that Simon's Town is either very fortunate, or that crime prevention, as practised in the area, works. In contrast to the greater metropolitan area, crime levels in the town have increased only marginally in

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the period under review, with arrests showing a corresponding improvement.

There has been an increase in housebreaks in Murdoch Valley and Seaforth. A reason put forward for this is increasing building activity. The bicycle squad has reported a massive decrease in the type of incident which formerly plagued the CBD, and now that community service has been re-instated as punishment, the situation should improve even further. George and Cassie, of the squad, have been criticised for dragging perpetrators down the street to the cells in an inhumane fashion. Fact is, there isn't always a vehicle available to fetch the miscreant, and often the offender is incapable of walking without considerable assistance.

Even though Simon's Town probably still holds the distinction of the lowest urban crime rate in the country, continuous effort is essential. The Editor asked to suggest some tips for use in our particular circumstances, taking into consideration the type of crime prevalent in our area.

Theft from motor vehicles: This crime is perpetrated not only by opportunistic thieves,

but also by well organised syndicates. The method of entry is usually force, i.e. breaking of windows and forcing of doors. One group used Allan keys to great effect. The precautions are obvious - if you must leave your car out in an unprotected area, don't display anything, not even the dog's blanket. At night, always try and park in a well lit area. A car alarm is effective if someone responds. After research, I discovered that there is no effective deterrent to a determined thief. They may not take your car, but certainly anything which is not secured by chains and bolts is ripe for re-distribution. House-breaking: These happen mostly during the week, in daylight, and are almost always by forced entry through a window or doors. The thieves are usually well organised, with their own transport, and come from out of town. Houses with effective alarm systems are left alone - I haven't been able to track down a successful robbery of an alarmed and monitored home. Burglar bars are a deterrent, but the determined thief is only marginally slowed down. Locked security gates mean that thieves can only take



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items which fit through windows. Apart from obvious precautions, there are some others to consider.

The importance to think like a thief - the necessary precautions then become simple. Be inconspicuous - don't leave windows open at the same time each day. Some years ago a gang of thieves were caught in possession of detailed descriptions of the movements of the prospective victims, right down to descriptions of hair dogs and their aggressive levels. With a little imagination it is relatively easy to make the thief's life more difficult. I have noticed that some people leave their security lights on when they leave home or check water meters - this can be a sign of an uninvited house when the sun comes up. Switch them off, the saving is electricity, a nuisance. Open garages and workshop doors offer an irresistible array of toys for boys - perhaps later when the boy in question isn't around? Very few garages are burglar proof. Be continually wary when building security is taking place in your area, as most burglars haven't the faintest idea who the people in their target zone are.

The most important crime prevention tool, however, is vigilance. The local police cannot be everywhere, and they need your eyes. If the stationary backs at the end of the road even look remotely suspicious, telephone the local police at 788-1057, your neighbour may have reason to be grateful. If you have a Neighbourhood Watch, consider joining, if you haven't, consider starting one. John Pajo, at 788-6561 (morning) is a good contact person. Yet, and your neighbours may not be best buddies, but mutual protection can be an overriding factor in any relationship.

Unless you are of a hermetic persuasion, you may be interested in the situation beyond our borders. The Police Service, in common with everyone else, are busy with "nationalisation", and Simon's Town is now part of a "precinct", consisting of Hout Bay, Muizenberg, Fish Hoek and Ocean View. The idea is to pool resources effectively, and according to reports, the system works well. It might be a good idea for the police forces of the Deep South to also pool ideas and resources - crime certainly knows no boundaries.

Pauline van Eck, Chairman

Property Watch

1. Current Applications:-

There are six departure applications being processed by the GPM Municipality, at present. The details are as follows:-

1.1 Departure to relax Street Boulding Lane applicable to Erf 4035, Glencairn Heights, Simon's Town. Closing date for comments and/or objections was 29 May 1998. There were a number of objections which have been forwarded to the applicant for responses.

1.2 Boulding of Erf 267, Elizabeth, Simon's Town. Closing date for comments and/or objections was 5 June 1998. A number of objections were submitted and the application is being investigated in detail, by the Local Authority before the report and recommendations are submitted to the Planning Committee.

1.3 Boulding and Scheme Departure of Erf 2690, Simon's Town (Quarry Road). Closing date for comments and/or objections was 19 June 1998. Quite a number of objections were received which resulted in:



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the developers reviewing their proposals. At a meeting on 28 July 1998 between the developers and the concerned residents, a revised proposal was presented and discussed. The proposal was accepted by those present with some concerns being expressed about two aspects which the developer has undertaken to investigate further. This revised proposal will be submitted to the SPM for consideration of the departure and the rezoning applications.

1.4 Redesignation of 'The Partry' on Eff 3403 in Queens Road, Saseburi. This erf is zoned for business development. The departures being applied for are considered by the SPM to be relatively minor and do not affect the developer's right to redevelop the property.

1.5 Rezoning, sub-division, departure applications have been applied for on Erf 4250 in Glenhurst Street, Welcome Gort. This is expected to be advertised in the press during the week 3 to 6 August 1998. Applicants wishing to submit objections/comments must do so within 35 days of the date of the advertisement.

1.6 Application to sub-divide Erf No 2306 in Osmilla Street, Glenparia Heights. The erf is zoned single residential. Notices will be sent to the surrounding owners, shortly. They must respond within 35 days of the date of the notice.

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. Senior counsel opinion is still awaited on the South Peninsula Municipality Council resolution to rezone 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. This is expected to be on the agenda for the SPM's executive committee meeting scheduled for 11 August 1998. The validity of the application is dependent on the resolution of these two matters.

2.2 Highlands Development, Goodes Hill: The application for departure is still being processed by the Provincial Government. Planning Services Department has given its

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ment to the Appeals Section of the Land Affairs Department whose job it is to adjudicate on this matter. There is still no indication when a decision on this matter will be taken. 23 Jan Street Drive, Seaford. The application for the subdivision of Erf 1315 included a proposal to encroach on adjacent land which requires the alteration of the affected land to the developers. Notices in this regard inviting objections were distributed and by the closing date of 20 July 1998, apparently no objections had been received. The application will go before the S/TM's Planning Committee on 5 August 1998.

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

Along The Historic Mile

"Meneer die Voorzitter, ekste, die vraag ... Wel, hier was Stoffel Brieseman, getting the meeting of S/TAP going in his usual contemplative way - nothing simple and straightforward

ward with our Stoffel.

He wanted to know about those red stripes across the main road at Jubilee Square. Mr Chairman, we are made to look stupid, because we have no answer when visitors ask what the stripes are for. It is common knowledge that Flor Pampies is telling people that it is all a big mistake & the stripes were meant for some other place and the Municipality got its paperwork mixed up.

Harold Hardekop told of how Bernie Hoepel stood at the stripes for two hours, waiting for something to happen - but of course nothing did happen.

Now, speaking of Hoepels in this town I believe there is Andrew Hoepel who got that way because he had an argument with a taxi on the main road and ended up somewhat grumpy.

Then there is Bobby Hoepel. Now Bobby is an interesting case: Bobby was making his way down one of the steps when suddenly and for no apparent reason, one of

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the steps jumped up and hit him in the leg, doing considerable damage - so Bobby says, by way of explanation for his hoepel condition. At least that's what Bobby says, and we have to believe him because he is a respected member of SLAP. Clara Fijnbosch reminded us that strange things do happen in Simon's Town and she clearly remembers the time when Simon's Town shook at the same time as the earthquake that hit the Swartland about 20 to 30 years ago.

Anyway, to get back to the red stripes; after much debate it was resolved, as a face-saving measure, it be recommended to the Ward Councillor that the pedestrian robot be moved to the red stripes near the Jubilee Square entrance, and make it a pedestrian crossing. What to do with the second red stripe - nobody knew. It was agreed to think about this dilemma and resolve it at the next meeting.

Streetwalker

Peninsula Tourism - Simon's Town (Simon's Town Publicity Association)

A successful Annual General Meeting was held on Wednesday 22 July at Oatlands Conference Centre, where a log fire was very welcoming on a cold night.

Cathy Alberts, the new Chief Executive Officer gave a short talk on the expectations of Peninsula Tourism, followed by a presentation by Roger Bartholomew on the '98 ISAF Youth World Sailing Championships to be held in Simon's Town from 28 December to 6 January 1999. Many people have asked, why at this very busy time and not in the "Green Season"? Mr Bartholomew explained there was no alternative as winds and sea temperatures are favourable in December/January, compared with July/August. Also school holidays had to be taken into account.



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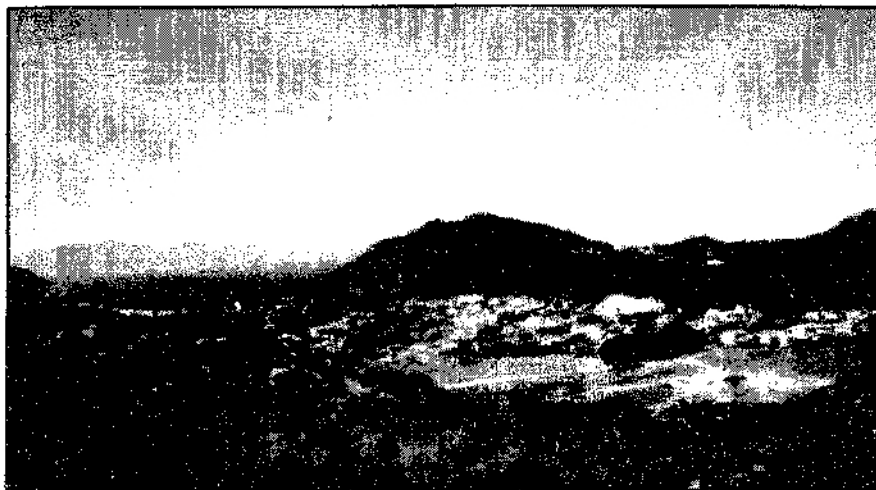
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The new Committee was elected with Chairman, Vice Chairman and Treasurer being elected at the first Committee meeting held on Monday 3 August. As follows:

Peter Fewell - Chairman; Cherry Dilly - Vice Chairman; David Day - Treasurer; Committee members:- Diane Salters, Sandy Niedermeyer, Percy Van Zyl, Charlotte Richardson, Petra Werkman, Keith Oosthuizen.

Nominated Representative Members remain the same. viz: Cllr Nikki Holderness - Council; Peter Salter - Flora Conservation; Cherry Dilly or Jean le Roux - Simon's Town Museum; Li Elana Shelley - SA Navy.

Members will be receiving a report on the AGM plus an invitation by Peninsula Tourism and MTN Whale Route to attend a one day orientation course in Whale Tourism on 20 August, 08h30 - 16h00. Please see Forthcoming Events on back page for details.

The AGM was followed by one of our popular "PUB NIGHT"s held in the Rock 'n Rafter Restaurant at Oatlands. A fish and chip supper was served at 8 pm with entertainment following by Phyllis Early. Her programme was entitled "LIFE'S A JOURNEY, ENJOY THE RIDE" with tourism as the theme. Phyllis gave us a look at the lighter side of TOURISM with a series of characters brought to life by her and performed to perfection. A most enjoyable evening.

Pat Lochhead

Friends of the Simon's Town Public Library

Notice of Annual General Meeting

Notice is hereby given that the Annual General Meeting of the Friends of Simon's Town Public Library will be held at the Simon's Town Museum, Court Road, on Tuesday 1 September 1998 at 17:30.

The present committee comprises:-
Capt W.H. Rice Chairman
Mr J. Zimmer Vice Chairman
Mrs L. Castle Secretary

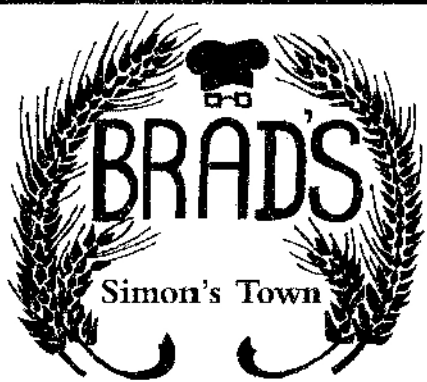
Mr N. Fawcett Treasurer
Cllr N. Holderness Member (ex officio)
Mrs L. Fawcett, Mrs O.L Meyer, Mrs B. Jansen
van Vuuren and Mrs A. Nathan (Members)

The Librarian, Mrs Melanie du Raan, is an ex-officio member of the committee and all the above Office Bearers and members have indicated that they are prepared to serve for a further year if elected. Mr Zimmer has indicated that he will not be available to serve on the Committee next year.

The agenda for the AGM is:-

Refreshments (17.30)
Welcome - Chairman (18.00)
Chairman's Report
Treasurer's Report
Election of Committee
Guest Speaker - Ms Karynsa Lyness

Members are invited to nominate candidates for election to the Committee, and are requested to advise the Librarian (Tel: 786-1551) if they will be attending.



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Business Forum News

At the recent traffic meeting held on 23 July most of the town's parking problems seem to have been addressed if not long term, but at least short term solutions were sort. The bus drop-off-zones in front of the "Quayside" development have been changed to 30 min parking for locals to do the quick - Post Office, Cafe and Bank runabout. All tour bus drop-off-zones have been moved to Jubilee Square. The tour companies will be asked to inform their drivers of a few rules in Simon's Town when dropping off tourists. Two parking wardens have had the necessary training and are now issuing tickets at least once daily as Simon's Town no longer has a dedicated traffic officer. The business people are grateful for this especially when the holiday season and all its visitors arrive, we need the parking spaces for customers. Wharf Street will be resurfaced within the next few weeks and this will add many more parking bays for "Quayside" visitors. A 2 hour time restriction (as with Jubilee square) will be enforced in Wharf Street. The Disabled bay in Wharf Street has been moved to the main road, since the slant in Wharf Street made this bay impossible for a disabled person to use. Access to the Post Office for the elderly and disabled was one of the points mentioned. It was agreed that the town is not very disabled or elderly friendly. The cobble stones and uneven pavements do not help, but hinder and this is a matter that must be addressed in the future. Overseas municipalities are sued when people are injured due to poor town planning. (SPM please think when future developments are approved.) The option of "Pay and Display" meters have been raised at numerous traffic meetings with the authorities. This issue has now been put in the hands of council and a answer is expected SOON. The Cole Point Parking area (where False Bay Yacht and Seven Seas Clubs are situated) will be lit and marked in the near future. It was hoped that this will be done before the holiday season seeing that Simon's Town will be hosting a world class Youth Sailing Competition and this parking

area will be used often (also at night). The Red Brick Paving across the main road caused everyone at the meeting to question its purpose and function. Well, it is not speed bumps or pedestrian crossings. Councillor Holderness explained that the original idea was to link Jubilee Square to the other side of the Main Road. It was not intended to be used as pedestrian crossings. However, this is creating a danger and it is a matter of time before a tourist is injured. Mr Ambler resolved to investigate this problem. The Toll Parking, utilized by local businesses are to be discontinued in January 1999 and this will add a further 15 bays for prospective clientele. Thanks to the co-operation and involvement of the community and the traffic department (especially Mr Ambler), it seems that our little town parking blues will soon improve.

P.S. Clara Fijnbosch and her SLAP meeting has awarded Melanie of Coastal Properties and Andre of Simon's Town Bottle Store with the "Clara Fijnbosch Awards". Melanie for beautifying the pavement and Andre for not selling "papsakke". Who will be the next recipient and what for - for giving who what for?

Anita van der Merwe

Albertyn's Stables Art Gallery

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Simon's Town Art Group Fund Raising:
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"Introduction to Photography". A course of six lectures starting on Tuesday 1st September from 7pm to 9pm will be given by Mike Pickett. The venue will be the Albertyn's Stables Gallery, Simon's Town. Tea or coffee served at 8pm.

Costs: R20 per person per night or R100 for six sessions. For further details and bookings: please phone the Gallery on 786-1816.

Simon's Town Museum News "The Whale Express"

In conjunction with Metrorail's "Edutrain" we will be launching "The Whale Express" on Heritage Day (Thursday 24 September 1998) when we hope the Bay will be full of whales for everyone to see.

The Train will leave Cape Town Station at 10h00 on the following days:

Thursday 24 September, Monday 28 September, Tuesday 29 September, Wednesday 30 September, Thursday 1 October

During the express journey from Cape Town to Muizenberg the Museum's "Whale Lady", Irene Toerien, will give a talk on whales.

When the train reaches Muizenberg it will travel quietly along the coastline to enable passengers to Whale Watch.

Once in Simon's Town passengers will be escorted to Simon's Town Museum for refreshments and to view the special exhibition on Whales and Whaling.

The Train leaves Simon's Town for the return journey to Cape Town at 13h15 so passengers will have time to browse around the Museum, visit the SA Naval Museum or wander down to the Quayside and visit the Statue of Juel Nuisance and the Toy Museum.

Tickets will be R20.00 per person and can be purchased from 1 September 1998, either at Simon's Town Museum or at the Information Centre on Cape Town Station.

Should you have any queries don't hesitate to telephone us at the Museum on 786-6046.

Cherry Dilley, Curator

Inaugural Concert - Simon's Town Pro Musica Divina

What will our lives be like without music? Church music has a special appeal and helps us to achieve a better level of meditation and improves the spiritual life no matter what belief we have or denomination we belong to. This became apparent to me during my time as a church organist and inspirational visits to St. George's Cathedral when masses were performed liturgically. It was exactly there where I went for encouragement and training when I decided to realise my year long dream of starting a permanent choir and ensemble in Simon's Town. Barry Smith was eager to assist and also introduced me to composer Pieter Louis van Dijk in order for me to recommence my studies of composition and conducting.

I wish to create a music "society" with the main purpose to have a choir and ensemble in order to make occasions like Christmas, Easter etc. more special and give regular performances. Other very creative possibilities are music appreciation evenings and an annual music festival. I decided not to advertise for voices for the choir at first, but rather to create enthusiasm with an inaugural concert. With the help of a generous sponsorship from Charles Bates (in memory of his parents) the end result is a concert on 26 September in St. Francis Church. The program will include well-known choral works for choir and orchestra as well as concerti for organ and violin. For R20 music lovers would be able to enjoy an evening of good music, a glass of port at interval and help the music group get off the ground.

Watch the posters and press for details and see you there!

Steven van der Merwe

The following books on tape are now available from the

Friends Of The Simon's Town Library
at a cost of R5.00 each:

The Lost Continent - Bill Bryson

The Best Man To Die - Ruth Rendell

Charades - J. Shubbs

Breakfast At Tiffany's - T. Capote

The Picture of Dorian Grey - O. Wilde

Twelve Red Herring's - J. Archer

A Morbid Taste For Bones - E. Peters

The Occupation of Marion & Prince Edward Islands (Part 1)

Everyone has heard of Marion Island, and almost everyone knows where it is; some where down there. But how many know of the drama behind that name?

Fifty years ago the South African Navy was involved in an episode which had far-reaching implications for the defence and welfare of South Africa. By the end of World War 2, the SA Defence Department realised the strategic possibilities of Marion Island and Prince Edward Island, and suspicions were confirmed that the islands had not escaped the attentions of both Germany and Japan, as bases for guided missiles which would be able to reach our ports and - apart from other damage - cripple our economy.

Secret inquiries on behalf of General Smuts had convinced the Government that South Africa should forestall any outside powers, by itself occupying the islands. On December 19 1947 instructions were received in Cape Town to send *HMSAS Transvaal* to carry out the annexation.

Under Lieutenant-Commander John Fairbairn - and still in secrecy - the ship's complement was supplemented by a group of specialists in various fields: South African Engineering Corps, South African Air Force, SA Meteorological Office, Lieutenant Berelowitz of the Wynberg Military Hospital and Petty Officer Schott, and amateur photographer, as well as other experts. There were difficulties: there was limited information available on Marion Island; the only chart dated back to 1873, when the research vessel *HMS Challenger* paid a visit.

December 25, the ship's radar distinguished the first outline of Marion Island; a few minutes later Prince Edward Island was picked up. The crew had their Christmas dinner in bitterly cold weather and heavy seas, while hove to in the open sea off the islands, but by December 28 the weather moderated sufficiently for Lieut.-Commander Fairbairn to begin reconnaissance. Using Asdic equipment, *Transvaal* made her way towards the beach shown on the chart - but her captain decided that the chart was too inaccurate and the weather too erratic to warrant an attempt at landing there, and he continued to reconnoitre round the island.

Finally, on Monday, December 29, a possible landing place was found. After inspection in the motorboat 1st Lieut. Grindley reported that, despite a huge barrier of kelp, he thought a landing could be tried on the lava-boulder strewn beach. Lt.-Commander Fairbairn and a picked crew were towed in the whaler by the motorboat as far as the kelp line; then they rowed and pulled the whaler through the kelp. While the rest of the crew kept the whaler clear of the rocks, in heavy surf, Lt.-Commander Fairbairn and Petty Officer Steward Schott scrambled ashore in the midst of sea-elephants and penguins. On a cliff overlooking their landing place the two men built a small cairn of stones on which they placed a metal flag of the Union of South Africa and a brass plate inscribed "HMSAS Transvaal - 29.12.47".

Then Lt.-Commander Fairbairn read the Deed of Sovereignty which had been prepared in Pretoria:

TO WHOM IT MAY CONCERN

This flag has been raised on behalf of HM Government in the Union of South Africa on the fourth day of January 1948, preparatory to the permanent occupation by the

"Operation Snoektown" began on Sunday, December 21 1947, with the departure of *Transvaal* from Cape Town, headed for Cape St. Blaiz near Mossel Bay. She then turned south through stormy seas and, on

Government of the Union of South Africa of this territory, known as Marion Island. This occupation will take place in the course of the next few weeks.

John Fairbairn
Lieutenant-Commander SANF
Captain, HMSAS Transvaal

Petty Officer Schott filmed the signing of the document, which was put into a brass cylinder made from a Bofors cartridge and buried in a hole previously occupied by a penguin. At twenty-one minutes past midday, less than an hour after landing, the annexation ceremony was over and the news transmitted by radio to Defence Headquarters in Pretoria.

Scarcely had the landing party returned to *Transvaal* than the arduous task began of putting ashore the stores, and then the occupation party which, by effective possession, would follow-up the original legal formality. Twelve men were selected for

this, headed by Lt. Grindley and Sub-Lieut. McMurray.

With great rollers up to nine metres high smashing against the sides of the island and Antarctic gales lashing the anchorage, conditions on board *Transvaal* were uncertain and her captain had authority to postpone the occupation of Prince Edward Island (named after the fourth son of King George III). However, the gale dropped suddenly on January 3 and the task began of putting ashore the rest of the equipment and stores. After seventeen hours of continuous work the South Africans set up the Marion Island camp.

**Part 2 will be published
in the next edition.**

INVESTOR INFORMATION

A FEW GUIDELINES WHEN PURCHASING PROPERTY

1. It is, in most instances, better to buy a cheaper home in a good area, than the most expensive home in an average suburb.
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4. Is there room for future improvements?
5. Has the seller & agent disclosed all known defects?
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News from Naval Base Simon's Town

Merchant Shipping in False Bay: Some Insights into Regulations

As a result of a number of queries regarding the use of False Bay by merchant shipping the following short article summarises the procedures that are followed.

The SA Navy exercises control over the port limits of the Naval Port of Simon's Town as defined in relevant Government Gazette. The port limits are defined as line stretching from Elster Beacon (Glenadrius) to Roman Reef to Boulders Beach (below the Golf Course). In addition the Government Gazette details sections of the land adjoining the sea that form part of the port, eg. SAS Simonberg, Dockyard, etc. It specifically excludes the Town Pier. The SA Navy exercises full control over these waters. The False Bay Yacht Club assists with the application of permits for its members on behalf of the SA Navy. The SA Navy issues Port regulations that lay down the conditions regarding the use of the

port limits, dumping etc. Regular patrols are conducted to ensure compliance with the regulations. All commercial charter boats operating in the port limits are issued clearances by the Naval Harbourmaster. In addition they need permits from the Dept of Transport and authority from the South Peninsula Municipality to operate a business. The SA Navy (Simon's Town) maintains a 24 hour watch on various radio frequencies whereby vessels operating in the port limits or in False Bay can communicate with naval authorities.

Kalk Bay has its own set of regulations and is controlled by the Dept. of Sea Fisheries with their own harbour master. The SAPS Water Wing is now stationed in Simon's Town and is available to assist in enforcing compliance with various regulations.

The SA Navy exercises no control over the rest of False Bay but in terms of the Maritime Traffic Act (2 of 1984) is an interested party and local user. The SA Navy is therefore consulted prior to merchant vessels entering the Bay. The SA Navy has demarcated various exercise areas within False Bay and prior to any vessel entering these areas the exercise programme is perused to ensure that any planned exercises will not be compromised.

Merchant vessels entering False Bay are required to seek clearance from the Principal Officer at the South African Maritime Safety Association (SAMSA). If approved the Principal Officer will inform the SA Navy giving details and any conditions imposed. The Principal Officer will task the Shipping Agent or Master of the vessel to obtain an anchorage position from the SA Navy. Under normal circumstances foreign flagged vessels may not stop in South African territorial waters. They have the right of innocent passage which precludes stopping unless in an emergency.

Current policy can be summarised as follows: **Vessels in Distress:** Vessels have a right to enter sheltered bays in times of distress or in order to take shelter from severe storms, but they must still notify the Principal Officer immediately after doing so. They must also

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comply with any conditions imposed.

Maintenance, Repairs and Commercial Activities: As a rule routine maintenance, repairs and commercial activities are not permitted outside designated anchorages. Applications will only be considered in exceptional cases and after other local users and interested parties have been consulted. If there is any risk of pollution an environmental impact assessment is also required.

Emergency Repairs: Application to stop or anchor for repairs will be considered and may be permitted subject to conditions imposed by the Principal Officer which may include the engagement of approved standby tugs for the duration of the repair.

Lay Ups: As a rule the laying up of vessels along the South African coast is discouraged as the coast is unsheltered and ecologically sensitive.

As can be seen merchant vessels using False Bay are subject to fairly rigorous control before being allowed into the bay. They are also subject to certain conditions within the bay. In general a marine surveyor will nor-

mally be dispatched to the vessel to ensure that she is seaworthy and poses little threat to the area. They may not shut down engines unless an approved tug is on standby. If there is any risk of pollution an oil pollution vessel (KUSWAG) may also be placed on standby. Cost for these activities are borne by the owners of the vessel concerned.

The SA Navy is currently instituting a committee to ensure that control over the Port limits is exercised in a fair manner to the benefit of all waterborne users of the Simon's Town port limits. The tentative name for the Committee is the Simon's Town Waterways Committee and it will consist of members drawn from FBYC, Charter boats operating in the port, Simon's Town Rate Payers Association and Defence Sailing Association. The Committee will be under the chairmanship of the SA Navy. The Southern Peninsula Municipality may attend as required. Other organisations who feel they should be represented should fax details to Capt. Absolom at 787-4063.

Naval Harbour Master, Capt. A. Absolom

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Gun Salutes

All sword or gun salutes were in theory, originally the friendly gesture by one who first saluted of rendering himself or his ship powerless for the time of the rendition of the honours. The point of the sword on the ground at the finish of the sword salute rendered the saluter powerless for a moment. Guns in the old days were kept shotted, and after firing a salute an appreciable time was required before the guns could be fired again. In Henry VII's reign, to fire a gun three times or so in an hour was a good average.

The salutes to vessels flying the English flag started when the waters from the coast of Norway to Cape Finisterre were claimed as "English seas". It is known that before Norman days, sails of foreign vessels were lowered in those waters as a mark of respect to English sovereignty: A "mark of respect" that rendered the vessel powerless for a time. Of course, the ship had no appreciable way on after sails were lowered, and with decks cluttered with rigging and sail, the one saluted feared no attack. From this old custom grew the present regulations of "tossing oars", "lying on oars", "stopping engines", and in sailing boats "letting fly the sheets" in order to render honours to superiors.

It is a very ancient superstition that gun salutes should be of odd number. In Boteler's Dialogues of 1685, published by the British Naval Records Society, the captain, referring to a very distinguished visitor aboard, says,

"Have his farewell given him with so many guns as the ship is able to give; provided that they always be of an odd number."

Admiral: "And why odd?"

Captain: "The odd number in ways of salute and ceremony is so observable at sea that, whensoever guns be given otherwise, it is taken for an expression that either the Captain, or Master, or Master Gunner is dead in voyage."

Sir William Monson in his Naval Tracts, written prior to 1600, remarks:

"The saluting of ships by another at sea is both ancient and decent, though in this latter time much abused, for whereas 3, 5, or 7 pieces may have been the ordinary use for an Admiral, and never to exceed that proportion, and an Admiral not to answer with above 1, or 3, now they strive to exceed the number, thinking that many pieces add honour to the salutation; but the owners of merchant ships would be gladdened if it might be done with less cost and more courtesy in another kind. But though the Admiral cannot restrain this compliment in the ship that salutes, yet he may command his gunner not to return above 1 or 3 pieces according to the old manner."

It seems that it was customary at dinners on board, to fire a salute when toasts were drunk to high ranking officers.

The Firing of 21 Gun Salutes

The custom of all salutes originates from the friendly gesture of one who saluted first, thus

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rendering himself or his ship powerless while saluting. Guns were kept loaded and after firing, an appreciable time was required before they could be fired again.

Salutes were fired on entering a foreign port, thus unloading the guns and providing proof that the ship came to port on a friendly visit. According to tradition, ships had 21 guns on board which is the origin of the 21 gun salute.

It has generally been agreed among the maritime powers that an official visit to a foreign country, the visiting warship will fire a National Salute (21 guns) prior to entering a harbour of that country for the first time.

The host nation then replies with its own National Salute (21 guns), usually from a battery ashore. A National Salute is a salute fired to the National Flag of a country, as distinct from a salute fired to a Head of State (also 21 guns). A salute fired to the President of South Africa (21 guns) by a visiting warship, would not normally be returned.

There are three shore saluting batteries in South Africa which are maintained and operated by the SA Navy, viz. Lion Battery on Signal Hill in Cape Town, Lower North Battery in Simon's Town and Bluff Battery at the end of the Bluff in Durban.

A foreign warship visiting a South African port where there is no saluting battery, such as Port Elizabeth, may still fire a National Salute (21 guns) which in this case would not be returned. However, should there be a SA Navy ship in harbour at the time which was equipped with saluting guns, such as SAS Drakensberg, then the salute would be returned by the ship.

The interval between the firing of each round is five seconds.

Regulations pertaining to the firing of gun salutes are complex, requiring a thorough knowledge by those who have to apply them. SANGP 1C, Ch13, Sec 9, refers.

Naval Public Relations Directorate

Retreat Ceremony

The sounding of the evening retreat every night, has its origin in the British Army during the 16th Century. The retreat was originally sounded at 22:00 in the summer and 20:00 in the winter.

The origin of the retreat stems from the days of fortified towns. A half-hour before the gates of the fortified town were due to close, which normally corresponded with sunset, the drummers had to stand on the ramparts and sound the retreat to indicate to those outside the walls that the gates were going to be closed. After the retreat, which was to be sounded in less than 15 minutes, the officers had to close the gates.

This tradition was later used on the battlefield where it indicated the end of the day's battle, the lowering of the flag, the ceasefire and the posting of sentries. The old British tradition of sounding the retreat was taken one step further by the Union Defence Force when in 1934 the Special Service Battalion combined the ceremony with the lowering of the Union Flag.

The Special Service Battalion as a military/social experiment created great interest with the general public, and the parade was designed to satisfy the continual need for ceremonial display by this unit.

The Special Service Battalion carried out the parade, which was held for the first time on 13 July 1934, every Friday evening at the Command Headquarters Voortrekkerhoogte in Pretoria. This received great acclaim from the public and many spectators flocked to Voortrekkerhoogte regularly to watch the parade.

With the outbreak of the World War II, the Retreat Ceremony was already established as a National Parade which took place throughout the Union Defence Force. Today it is an established tradition in the SANDF and is one of the most impressive military ceremonies which is regularly carried out at occasions such as farewell parades.

National Sea Rescue Institute Station 10: Simon's Town Base

I wonder how many residents of our Town are aware that Simon's Town is home to Station 10 of the National Sea Rescue Institute and that one of its august late residents was a co-founder of this great organisation. I refer to the late Patty Price, who during the Second World War was rescued in the English Channel from a torpedoed liner by the crew of a British lifeboat. The late Miss Price was a prolific newspaper correspondent and in a letter to the Argus in 1966 she decried the fact that South Africa had no official Sea Rescue Service after a fishing vessel of Still Bay in which seventeen men lost their lives. This was eventually the lead to the founding of the National Sea Rescue Institute (May 1967) of which Miss Price became the organising secretary.

In 1969 a Steering Committee was formed under Chairmanship of the late Commodore R.P. Dryden-Dymond SA Navy (Rtd) to co-ordinate the establishment of a base in

Simon's Town. This began operating in 1969 but was officially commissioned on the 14th of February 1970 with Commander Allan Boyle of the South African Navy as the First Station Commander. The rescue craft, a wooden six-metre Ace craft, sponsored by False Bay Round Table and aptly named "Guinevere" when launched by Mrs H.H. Biermann. The South African Navy and its Dockyard provided the majority of the volunteer crews in those days and this is largely the case at present.

Today Station 10 NSRI is well established and is very ably commanded by Spooky Selk who is in charge of training in the SA Naval Dockyard. He heads a very experienced and well trained team of highly motivated and disciplined volunteers who proceed on call-outs at the drop of a hat regardless of their own personal agenda.

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Committee created by Mr John Livingstone meets once a month and keeps after the ratepayers for this very worthwhile cause.

With this aim in view it is thought that an informed local populace will be far more likely to assent and receptive to our pleas for assistance. In future a monthly page will be included in our local new bulletin Smoke Town Calling where some of Station 10's valiant history and daring exploits will be summarised. Extracts will be taken from the pamphlet "A History of the NSR Station 10 from 1970 - 1992" written by Gary Roberts. Excerpts from the monthly minutes of the Support Committee Meetings will also be included.

Station Commander's Report: 2 July 1998

The NSR National Conference held from 12th to 14th June was most constructive and a lot was learned over the few days. One of the main topics was the discussion of the new heli at East London. At a top speed of 36 knots it was felt maybe it was a little too fast, but on the other hand it had the capability of getting in and out of trouble quickly. The

crews would have to become more disciplined when handling a similar craft. Station 10 has still not received any correspondence Headquarters of Catex regarding the replacement of "Catex Star".

The small boat was called out to assist a small 3m sailing dinghy. Two youngsters were towed in to Millers Point in a strong North westerly. They had the boat for approximately 3 weeks, and apart from not having any experience, no safety gear was found on the boat. The parents of the boys were notified. The boat was finally latched from Seaforth Beach.

Response Vehicle Report:

At 1pm on Saturday we were called out to a head-on collision on the Old Valley Road in Marina Glen. Casualties were taken first to Felsen Bay Hospital for stabilisation and then transferred to No 1 Military Hospital. Our Stokes stretcher was used by Capto Metro to rescue a man who had fallen down the cliff at Misty Cove.

**Don Dollery Cdr SAM (Retd) Member NSR
Station 10 Support Committee**

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Beach and Coastline Patrol

While patrolling our beaches, I always glance suspiciously at the waste water pumping stations. What happens during a power cut and how rapid is the response to faults before they become problems? I therefore decided to put these and other pertinent questions to the SPM Sanitation Department.

Although SPM operates and maintains some automatic pumping stations, EMC is responsible for those at Jubilee Square, Long Beach, Makral Beach and the treatment works. It also manages the works and outfalls. Where SPM gets involved is its emergency response procedure to be informed of dangers of environmental pollution. Regarding its own 22 pumping stations, SPM are linking them by radiotelephone to an all hours central monitoring desk. Of these 22 in the "Deep South", four at Simon's Town have already been connected.

Particularly significant is the priority being given to the upgrading of stations on our coast or near sensitive watercourses as funding becomes available. Furthermore, minimum standards of design and operating procedure have been drawn up as a guideline for all present and future requirements. On the questions of standby pumping and holding capacity in times of power cuts, the SPM engineers were very pleased to answer. They are especially proud of their high standards, which are being used as a basis for design and operation by councils and councillors in other parts of the country.

On yes, SPM is also awakes in co-operation with the EMC Scientific Services Division, it is now investigating the possibility of presenting the sampling figures for coastal pollution counts in a more usable form. Although apparently the present system is scientifically correct, it does not show up short term changes in readings. This means that no matter how soon a major pollution is noticed, the result of the effort is not apparent for several months afterwards.

As I understand the situation, one of the systems now being considered is a graphic method. This would show the norms and individual incidences as spikes on a graph

dates and a line showing the maximum permitted value. The most obvious advantage would be to help promote proactive thinking and to provide "real time" indications of the sea conditions.

Incidentally, a high colour level is seldom attributed to problems with either the intake stations or treatment works. There are occasional "microps", as happened recently at the works, when ammonia levels rose unexpectedly and the system needed maintenance chlorination. However, even a seal carcass can give a high reading. Of far more concern is the runoff from informal settlements through our storm water outfalls. Otherwise is that the inspection of beaches from Glenelg to Miller's Point by SPM staff is now complete. Following on the heels of Oliva Amenities and Roads and Districts was Marine Conservation. However, it is rather early to expect any feedback because of their preoccupation with the recent oil spill. As long as huge tankers are permitted to funnel oil out coastward, it could quite easily happen again. The big question is what are we now going to do about it?

Deborah Comber

Soils of the Simon's Town Habitat

For the sake of convenience, the soils are described according to the broad physiographic regions identified in my previous article "Simon's Town in the Quaternary". It is also conceivable that this subdivision could have useful correlations in terms of gardening. Therefore:

Zone 1 : salt affected coastal zone

This zone comprises young eolian sand, with little or no evidence of soil genesis, occurring up to an arbitrary elevation of about 60m above msl. This is the zone which is positively affected by the salt carried by the

Zone 2: Hillside below Runciman Drive
 This is the hill slope below the 55 m sea level station and comprising colluvial fill of preweathered granite fragments; in other words, the soil is of granite origin. The soil is a silty clay material and highly weathered. Soil reaction is strongly acid (pH 5.5 or less). Zeolites is the clay mineral, very stable with no expansive properties, very good moisture-holding capacity and an inherent potential for Aquaria toxicity, which could be corrected by liming. This soil has a chronic deficiency of copper and zinc, which will be evidenced by sensitive plants such as *C. xanthoxanthus*, etc. In Zone 2 there are also rare abundances of collar sand (self-dunes).

Zone 3: Hillside above Runciman Drive
 The typical soil profile comprises a surface mantle of 150 m series 2 to 4 m thick,

overlying the clay of preweathered granite. Soil reaction is strongly acid, the clay mineral is kaolinite with some gibbsite. All other properties will be similar to those described for Zone 2 above.

There is some evidence of podzolization, which would suggest a *Syzygium* vegetation, which is not the case in Zone 2. The rare occurrence of eolian sand is also present.

In conclusion it is necessary to state that basic data is somewhat sketchy, and further fieldwork is required to improve the quality and reliability of data. This will be done with respect to gardening. It is intended to build up a reliable catalogue of garden plant selection for the different zones. In the meantime gardeners can share their experiences. Forms are available at the Clack Daisy garden shop. All contributions will be gratefully received.

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Hot & Cold Sauce

Hot & Cold Sauce
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 Hot & Cold Sauce

To End

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Hormone Replacement Therapy (HRT)

More than merely treating hot flushes Hormone replacement therapy has come a long way since the days of a French doctor (Brown-Sequard) who in Paris in 1893 was reported to have prescribed two sheep's ovaries in a sandwich of unleavened bread for treatment of hot flushes. These days we are fortunate to have a wide range of natural oestrogen preparations for administration by various routes (oral; implants; patches; gels etc.) The ovary produce about 12 hormones, of which Progesterone and Oestrogen are the two most important in the context of this article. They all play a major role in normal ovulation and the reproductive process. When the menopausal years approach (anywhere between 45 and 55 years of age) the ovaries cease to produce viable ova (egg cells), and therefore cease to produce these hormones. The lack of Oestrogen lead to the common complaints e.g. hot flushes; light-headedness; headaches; insomnia; unusual

tiredness and irritability; depression; anxiety; joint and muscle aches; dry skin; decreased libido and urinary problems. Many women find no difficulty in coping with these symptoms and question the need for HRT. What is generally not appreciated is the effect that these hormones have on other cells of the body e.g. skin; bone; arteries; liver; brain and heart. It is now well-known that these cells have "receptors" for the action of Oestrogen and when the hormone is absent, the specific cellular response is not induced and therefore lead to risk of dysfunction or disease e.g. osteoporosis; atherosclerosis (narrowing of the heart's arteries - leading to heart attacks) and high blood pressure; dysfunction of the whole genital tract and even the disturbance of effective brain function. Oestrogen therapy has been implicated in the prevention of Alzheimer's disease. ATHEROSCLEROSIS AND HRT - high amounts of LDL (bad cholesterol) are "eaten" by a cer-

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tain group of white blood cells in the blood. These then deposit under the lining of the artery (e.g. coronary artery of the heart) causing narrowing and then the risk of a heart attack. Oestrogen decrease this "bad cholesterol" (LDL) by 10-20%, and this has been so positive that Oestrogen therapy is seen as first line treatment for patients in whom life style modification has not had the desired effect. HRT is therefore a must for women with high blood pressure; a history of ischaemic heart disease or high cholesterol levels.

OSTEOPOROSIS AND HRT - it appears that oestrogen therapy reduces the risk of hip fracture by 50%. Several studies have showed the evidence that bone forming cells (osteoblasts) have receptors for the effect of Oestrogen and therefore the bone maintenance is upheld by this hormone.

HRT AND BREAST CANCER - although it is acknowledged that HRT is of great benefit of women in the postmenopausal years, there is still some controversy regarding its long-term safety. Several large studies have failed

to show any association between HRT usage and breast cancer. The studies that did show an increased rate of breast cancer in women taking HRT, found this after more than 20 years of use - and then the association was rather doubtful and many other risk factors played a role. On the other side of the coin though, great benefits are to be seen in the risk of heart disease in women taking HRT within the first 5 years of taking it. It seems to be the belief amongst prominent researchers that quality of life for post-menopausal women is paramount and that the judicious use of appropriate HRT will not lead to an increased risk of breast cancer. It is obviously impossible to cover all the benefits and relevant facts on HRT in an article of this nature and size. What needs to be said though, is that the benefits far outweigh the possible dangers. A good relationship between the doctor and patient is of utmost importance in the decision-making process and further follow-up.

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Your Garden in August

Gardening at the coast is in many ways different from gardening inland. While it has the advantage of being frost free there is usually a great deal of wind and often plants are damaged by the salt air. The soil is often very sandy, poor in nutrients and very acid. When choosing plants for a coastal garden, select only those which are well suited to the prevailing conditions. One of the best ways of covering up sandy areas in the garden is to use groundcovers. Being virtually flat on the surface, these plants are not so badly damaged by the wind. Really hardy ground covers include *Aptenia cordifolia*, trailing arctotis, various kinds of sour fig, vygies, gazanias, *Senecio acaulis*, trailing daisies (*Osteospermum* sp), ivy geraniums and *Wedelia trilobata*.

Below is a list of plants that are suited to the coastal zone, they are able to tolerate wind and also the salt laden air.

TECOMARIA capensis (Cape Honeysuckle) indigenous with yellow, orange or salmon flowers towards the end of summer and throughout winter. Attracts nectar-loving birds like sunbirds. *PLUMBAGO auriculata* (Cape Leadwort) indigenous with flowers that are at-

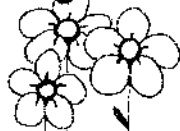
tractive to the butterflies. *LEONOTIS leonurus* (Wild dagga) and *TULBACHIA* sp (Wild or sweet garlic) indigenous and easy to grow, flower prolifically in sun or shade, mostly in late winter early spring. They aren't fussy as to soil type and can withstand drought conditions. *LAMPRANTHUS* sp and *DROSANTHEMUM* sp (vygies and mesembrianthemums) spring flowering colourful succulents. Grow in sunny, open areas. *FELICIA* sp and *GAZANIA* sp low growing perennials without blooms ideal for rock gardens, containers and for binding soil on sloping land. They enjoy full sun, are hardy and are salt resistant making them ideal for a coastal garden.

COMMON GARDEN PESTS: holes in leaves and flowers and fruit buds; foliage completely eaten, leaving just stems. Large green or brown droppings near plants. Cause: caterpillars, in particular the **Hawk Moth**.

Plants affected: many plants may be damaged by caterpillars, especially fuchsias, impatiens and bedding plants, as well as grapevines and vegetables.

Treatment: Chlorpirifos, Dimethoate

Crazy Daisy



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MONTHLY DANCE every 2nd Saturday

Bring your snacks, Cash Bar

R10.00 per head

Saturday September 19

BATTLE OF BRITAIN SING-A-LONG

Sausage & Mash Supper and cabaret

Incl. dm. R25.00 per head

Please contact Club Telephone 786 6822

or 786 2166 for all events.

3. FRIENDS OF SIMON'S TOWN

COASTLINE

COASTAL WALK Saturday 22 August

Prof Charles Griffin, Marine Biologist has

offered to conduct a walk at low tide to

explain seabirds, shore line rocks and sand.

Use this opportunity to learn from an

expert about your own coastal waters.

Venue: Glebealm Station at 8.30am

ALIEN VEGETATION HACK

Saturday 5 September at 8.30am

If you have the necessary tools, please

bring them along. We have a fuel supply.

The hack will end at 12 noon.

Venue: Borden's Car Park.

INTERNATIONAL COASTAL

CLEAN-UP DAY

Saturday 19th September

Join us for a fun day for morning

- for old and young. See Snoektown

Calling for further participants and (to local

press).

All enquiries: 786-1603 or 786 2890

4. WELCOMING THE WHALES

Thursday 28 August 08h30 to 16h00

Peninsula Tourism and MTL Cape Whale

Round invites you to enrol for a one day

experience course in **WHALE TOURISM**.

Venue: Whale Bay Guest &

Conference House

402 Main Road, Simon's Town.

R180 (includes tea, coffee and

finger lunch)

5. ANCHOR PLAYERS

Member's Evening

Friday 11 September 19h30

Venue: Sandringham Theatre

West Yard, Simon's Town

This will be a variety evening of music

and comedy.

Anyone wishing to take part, please

contact Pat at 786 2436.

All are welcome attend.

Please let us know of any

forthcoming events you

would like publicised.

Deadline for September edition

- Friday, 11th September 1998.

Contact Pat Lochhead,

Peninsula Tourism

- Simon's Town

Telephonex 786-2436