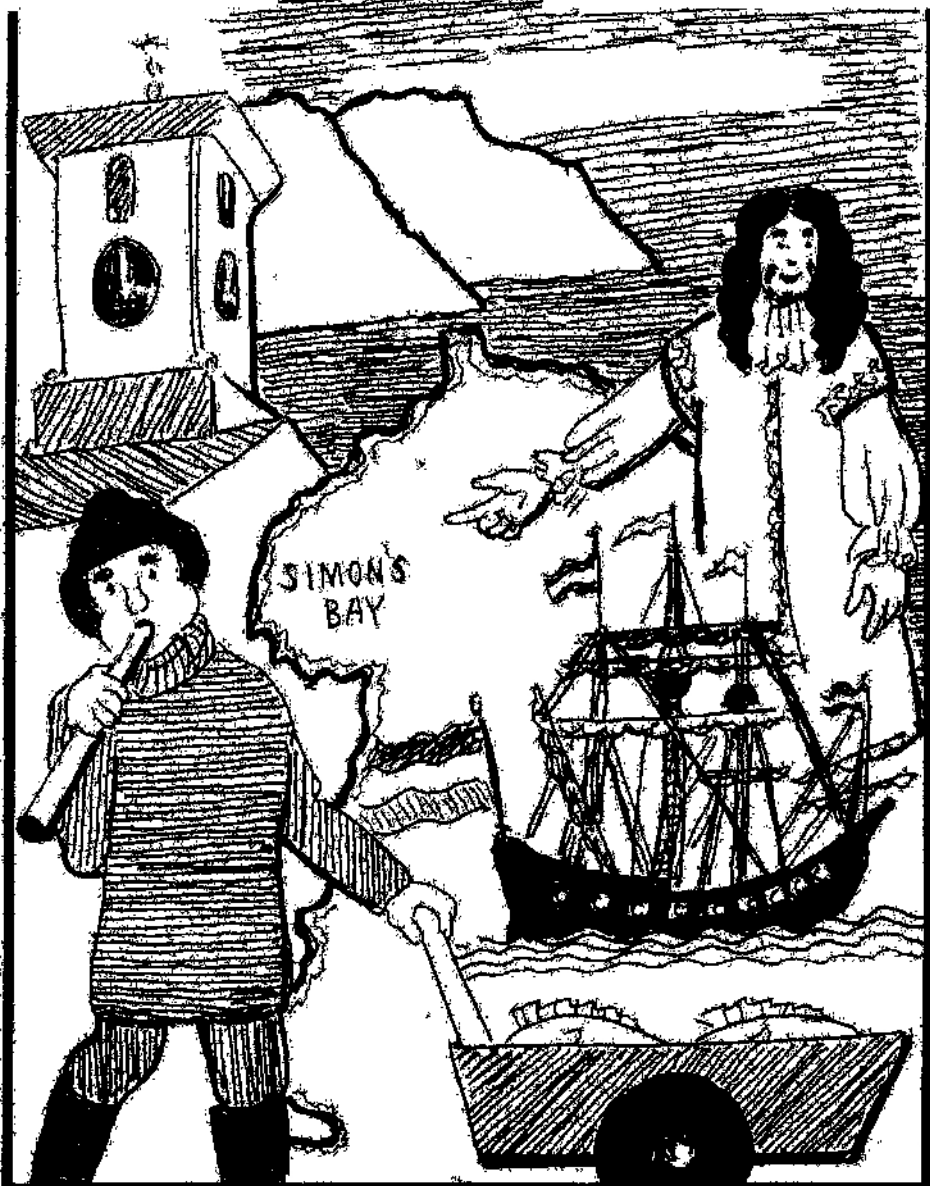


SNOEKTOWN CALLING

Vol 1 Issue 8

21 SEPTEMBER 1998



Sponsor for September - Charles Bates (JP)

Editorial

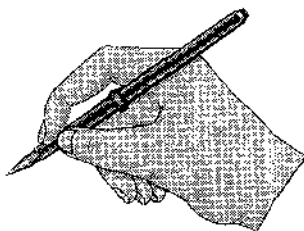
In this issue our Ward Councillor reports on the "Oil Spill" event and, a propos my query as regards the SA Navy's participation in the clean-up operation, I also include a "from the heart" comment from a member of the SA Navy team.

As regards the issue of new ID documents (with bar code), Bruce Parker of the Ratepayers Executive reports no success in arranging a special Simon's Town facility - disappointing news indeed! As a separate item elsewhere in this issue, an explanation of requirements is given.

Readers should note that the sponsor for the September issue is none other than Charles Bates, JP. Well done and thank you, Charlie! This seems to be the route to go to secure viability of Snoektown Calling - who will follow, I wonder?

Also appearing in this issue is Hugh Taylor's article on the vegetation in Simon's Town at the time of van der Stel's visit. This environment is our heritage! Let us do our best to reconstitute the original environment. In the October issue I hope to report on the successful efforts of one of our residents, in environmental recovery.

**Reg Loxton,
Editor - 786-1750**



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Oil Spill Follow Up

On Sunday 19 July 1998 at approximately 16h30 an articulated road tanker containing furnace fuel oil jackknifed and overturned at the junction of Dido Valley and Main Roads Simon's Town. A considerable amount of oil spilled out of the tanker before it could be righted. The driver was trapped in the vehicle for some time, but was unhurt.

By approximately 17h15 representatives of the SA Navy, South Peninsula Municipality, Simon's Town Fire and Rescue Services, Traffic, Civil Protection, and Roads and Drainage as well as FFS Refiners (Pty) Ltd - owners of the oil cargo, were at the scene.

Traffic was re-routed via Da Gama Park and the Naval representatives had started to build a cofferdam in the sand on the beach to contain the estimated 10 to 15 tonnes of oil which were draining from the road via the stormwater drains.

Representatives of the Department of Environmental Affairs and Tourism's (DEAT) oil pollution response team arrived at the scene at approximately 18h30. DEAT is empowered by legislation to take control of oil spill clean ups.

The owners of the road tanker (Singh's Transport) requested a commercial towing company to right the tanker and this was done by 21h00.

Sand taken from Dido Valley was then spread on the road surface and sandbags were used to contain the flow of the extremely corrosive oil. High tide was at 21h00 and the FFS representatives organised the pumping of the contained oil in the cofferdam on the beach into temporary portable holding tanks.

Work on the cleanup continued through the night. The Environmental and Amenities section of the SPM continued to coordinate the cleanup over the next few days.

As a result of this incident certain shortcomings in disaster management procedures became apparent and immediate action has been taken to ensure that a properly coordinated system is in place. Since most emergency incidents are responded to by the Fire Department, a fire engine will act as a mobile communications centre and will be in direct radio contact with the Emergency Control Centre at Ottery Fire Station. Two disaster management officials will be on call every day, including weekends.

Communications at the scene of the disaster are also being reviewed: the indiscriminate use of cell phones led to confusion and duplication. All calls must be logged so as to get a clear picture of the chronology of an event.

Costs related to the oil spill are high. The Fire Services costs alone are calculated at

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approximately R57,000. Tests are to be conducted on the road surface to assess the damage to the road bed. DEAT also warned that there could be costs related to ongoing oil removal from the beaches, stormwater drains etcetera.

A report was received that some 30 penguins had been oiled. However it is impossible to determine the actual origin of the oil.

Sincere thanks must go to the SA Navy for their prompt and efficient response to this incident, as well as the personnel of the SPM and Department of Environmental Affairs.

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

Election 1999:

Updating of Identity Documents

In order to vote in the 1999 elections all intending voters will be required to produce an Identity Document with a bar code on page 1.

Applicants are required to have with them:-

- Their old identity document (which will be retained by the owner)
- Certified copy of Residence Permit (In the case of non-citizens - the permit is also found in passports)
- Copy of Marriage Certificate (where a surname differs from that in the old ID Book)
- 5 Rand
- 2 Photographs (appropriate for a new ID Book)



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Simon's Town Ratepayers and Residents Association Monthly Update

At the last meeting of the Committee of the Simon's Town Ratepayers and Residents Association held on Monday 7th September 1998, various posts were allocated. Mr Andrew Duncan was elected Chairman and Mr Bruce Parker Vice-Chairman. Mr Parker was appointed to the Property Sub-Committee responsible for checking all property development in and around Simon's Town.

A very important issue for residents is that of the environment. Juliet Bass, Joachim Zimmer and Reg Loxton were asked to head this Committee. The Ratepayers' Association intends to focus this year on what it believes are critical issues to Simon's Town. One of them relates to the quality of our coastline waters and the content of sewerage that is pumped into it. This concerns the activities of both the Marine Oil and the Sewerage Treatment Plants. Neil Grant is responsible for communications with the Municipality, while George Bowes and Dan Dilley will deal with all matters relating to developments within the CBD of Simon's Town.

The Committee has also decided to prepare a Vision Report for its members for Simon's Town for the year 2000. This will consist of detailed ideas as to how our Town can best be taken into the new millennium ie, closer links with the Naval Dockyard and integrated liaison with National Parks relating to the Boulders area. While the Vision Report will no doubt encourage development, it will also emphasise that the unique character of Simon's Town should be kept and enhanced.

We would very much like your ideas to help and stimulate the project. Please write to the Association at P O Box 47, Simon's Town, 7995 or telephone Andrew on 7861583 or Bruce at 7862955 or any other committee member.

The Association is an energetic and vibrant force within Simon's Town. We are determined to promote and safeguard ratepayers interests with both National and Local Authorities and other relevant parties. As an example of our recent input we set out the text below of a letter written to the SPM with a copy to the SA Navy! Unless we all participate, we cannot be heard to complain. Please join the Association if you live in Simon's Town (or are a ratepayer) by completing and returning this page with a cheque for R25,00 to our Postal address. A box will shortly be installed in Union Street (next to the Notice Board) where your comments and communications would be welcomed.

Without you, we (and you) are powerless.

NAME:

.....
.....

ADDRESS:

.....
.....
.....

TEL NO:

.....

A copy of a letter sent to Mr Van Der Berg, Chairman of the Industrial Activities Committee of the South Peninsula Municipality.

Dear Mr Van Der Berg

At its recent meeting on 7th September 1988, the Simon's Town Ratepayers' Association decided to donate the sum of R252,00 towards the Department of Sea Fisheries Laboratories for the purchase of analysing equipment within the Naval Dockyard.

At the last meeting of the Industrial Activities Committee held on 5th August 1988, the Mayor indicated that it did not have sufficient monies to cover the costs of an analysis. The Association believes that it is critical for residents of Simon's Town to know the nature and extent of sediment being swept out coastal waters and the donation is made accordingly. Would you please advise to whom the monies should be sent.

Yours faithfully, Andrew Duncan
(for Simon's Town Ratepayers' & Residents' Association.)

To All Concerned Citizens

In Simon's Town we are managing to maintain an extremely low crime rate. The solutions include an active and effective Neighbourhood Watch and the use of commercial security companies.

The most vital, visible and therefore greatest crime deterrent are our Bobbies on the Beat.

Simon's Town has a relatively small CBD. Almost without exception, every business belongs to the Simon's Town Business Forum and contributes on average R200 per month towards the running costs of our Bobbies.

Initially there was one Bobby, George Watson,

patrolling his beat on foot. Now we have two, with Cassie Gellatly being seconded from the regular police force and they have both been provided with bicycles donated from additional funds raised by the Police Forum. George has a cellphone and Cassie a radio.

A commercial security response company is in the process of fitting panic buttons in our shops and these will be directly linked to the Bobbies which will further increase the response time to calls. This is essentially the reason for our present existence. George and Cassie keep their eyes open, they know who should be around and who shouldn't - even in a popular tourist destination. Years of experience have taught them the skill to recognise potential trouble and take preventative action before a crime has been committed. No "shutting the stable door after the horse has bolted" for us!

The Business Forum has been joined by a number of residents of Simon's Town who also enjoy the increased security. An organised response in any area is a lot less talk and a lot more action.

Apart from making life a lot more secure for all residents, and being readily available to those in distress while keeping a vigilant eye on our children's activities as well, dedicated Bobbies on the Beat free the regular police for the job they are supposed to be doing.

Thanks George and Cassie, you're doing a fantastic job and as an integral and vital part of the Simon's Town Community you set a wonderful example to others.

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Business Forum News

It is with mixed emotions of both joy and frustration that I undertake to write this section for "Simons' Town Calling" this month. So many subjects to cover - some subjects go straight forward - others laced with "Tostitos" and lathered with "Red Tape". What do the businesses and residents of Simon's Town want to know about?

Bobby on the Beat

George Wright, our Bobby on the Beat now has a partner, Cassie Carstens. I spoke to the two of them while on their beat on Thursday morning to get the low down and a few points were discussed. Cassie is a policeman from Simon's Town, station assigned to cycle the beat with George. George is employed by the businesses in Simon's Town to protect our village area. Cassie was employed a year ago and has progressed dramatically in the CPD area. Thanks George! Cassie explained that the Police Forum has sponsored the cycle bikes and helmets they now use. Their beat starts from the ferry station to the police station. During the season they will pass up to Links Crescent at Boulder's and there is a possibility that a third man might be assigned to their beat during this period. They also mentioned that for the season they will have a new summer uniform so long suit for them in their new attire from 1 October. They are on the beat from 8am till 4pm on 2 Saturday. They can be contacted via the police station or on George's cellphone on 082 804 4169.

Tip to the people of Simon's Town from George and Cassie:

1. Don't leave your car unlocked or any windows open while you are in a shop etc. This is a temptation for thieves especially if there are valuables in the car.

2. Don't give hand-outs (money or what) to the beggars in town. This only encourages undesirables and criminals to join the gang like the monkey. We have a shelter in town and you can donate to their cause through your church or by contacting Happy Valley

Homes on 021 787 9770.

3. Be vigilant in your home and about town. Be aware of what is going on around you. Don't find yourself alone on the streets late at night or in isolated public places like subway station platforms or alleyways.

Cassie is speaking to a business people in town to contact him if they would like to know more about police jobs. He is preparing a lecture for all businesses in the light of the Hotel Hollywood and other such attacks in the Cape. He can be contacted at the Police Station on 021 787 9770.

Traffic Issues

The pedestrian walkway from Cole Point May Parking area has been painted. We appeal once again to all business owners and their staff to please use the May Cole Point parking area. It will be patrolled by George and Cassie. Although we have lost a few parking bays, it is for our safety and the safety of tourists who have to board coaches near the May Cole Point parking area.

Play and Display on Jubilee Square is still being investigated by officials.

What Street - Although work has started in What Street there is still a lot of work. The electrical substation and cement boundary have been removed and now it is up to the Quayside Development to start with the resurfacing of the road. We all hope this will be completed in time for the season.

Now I come to the frustrating part. Many people in town have commented on the fact that the temporary post box or "Centre Supply Store" is slowly closed. In the last issue I commented on the unfairness of the situation of the Post Office for the elderly and disabled. With all this in mind I took it upon myself to get a post box somewhere in the CBD area. Dr Wright commented that Links Street (Lewis Stores) next to the notehoard would be a good place. I then went to visit our Postmaster who explained the following. Cape Mail, the department responsible for postboxes, did a survey and that there is a stark measurement needed

between post boxes. Union Street is too close to the Post Office. The Postmaster agreed that the cobbles etc. were not friendly to all Simon's Town residents. He suggested that if I get permission for a box to be put in Union Street he would forward this to the relevant people with his motivation and maybe we will win. Thanks Mr Postmaster. I then had to find out who has to give permission for the post box - owner of the building or municipality. My next call was to Councillor Holderness. She agreed with the position of this new box and said she would undertake to get the necessary paperwork. She felt this would be a matter of formality and I would have an answer in a day or two. Oh no! What a terrible response our councillor got from the public servant responsible for this (major) task. He was downright rude and said that it was not as simple as we think and he would look into it and we might have an answer in 30 days if we were lucky.

This is where I would like to start the KLAP award in answer to SLAP for the good that is

done. One good KLAP to the official who is making a scene out of a simple placement of a Postbox. I wonder if Cape Mail have the same hassle when they erect postboxes. Thank you to our councillor who took it upon herself to furnish the Postmaster with a letter and maybe by the time Cape Mail is ready to place the postbox the municipality will have their act together as well.

Anita van der Merwe

Property Watch

1. Current Applications:

Six departure applications are being processed by the SPM, at present. The details are as follows:

1.1 Departure to Relax Street Building Line applicable to Erf 4075, Glencairn Heights, Simon's Town. A number of objections were received and forwarded to the applicant for



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responses. The applicant's responses are still awaited and there is no time limit.

1.2. Rezoning of Erf 267, Glencairn, Simon's Town. A number of objections were submitted and the SPM is awaiting further information. The applicant has requested this application to be pending.

1.3. Rezoning and Scheme Departure of Erf 3590, Simon's Town, (Quarry Road). This application is being processed by the Local Authority and is expected to be tabled for discussion at the Urban Planning Committee meeting on 12 November 1998. Despite the apparent general acceptance of the redesignated proposal at the public meeting on 29 July 1998, some of the objectors have requested to attend the council meeting on 12 November to present their case.

1.4. Redevelopment of "The Pantry" on Erf 3403 in Queens Road, Seaforth. Objections were received from the immediately abutting owners. These have been discussed with each of the objectors by the developer to try to resolve their concerns. The application will be processed by the SPM on receipt of the necessary letters from objectors withdrawing their objections.

1.5. Rezoning, sub-division and scheme departures have been applied for on Erf No 4350 in Glenhurst Street, Welcome Glen. This was advertised in the press on 7 August 1998. The closing date for objections was 11 September 1998.

1.6. Application to sub-divide Erf No 2306 in Camilla Street, Glencairn Heights. This erf is zoned single residential. Notices were sent to surrounding owners. Responses from the affected parties must be submitted by 22 September 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. The opinion of our senior counsel was discussed by the SPM's executive committee at its meeting on 8 September 1998. Council will act on the advice received. Details of senior counsel's advice are not available because of the legal

nature of the dispute.

2.2. Highlands Development, Goede Gift: The application for departures on Erf No 967, Simon's Town have been approved by the Provincial Government subject to certain conditions. The applicants have subsequently asked whether the SPM will consider a reduction in the number of units to be built from 8 to 7. Due to the specific conditions of the Provincial approval, this cannot be considered by the SPM unless the applicants receive provincial approval for an amendment to the specific condition which refers to the approved site development plan.

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 application for the alienation of affected land has been approved by the SPM's Urban and Environmental Service Committee.

Bruce Parker,
Simon's Town Ratepayers
and Residents Association



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Down the Historic Mile

"Monsieur des Vosgesites, ek stiel d'r vragst!" Of course that was Stoffel Boesman, Tonnablauk, in his usual pompous way, wanting to know why Bernie Hooper stood at one of the red stripes opposite Aphaes Square? Piet Pienpops recorded that he had investigated this strange sight and the explanation was: Hooper was waiting for the red stripes to turn green so that he could cross the main road.

Well now, it had to be admitted that the explanation had a certain logic - either way, why were the stripes there? Clara Hirschbach suggested that perhaps there was some satiric motive in the presence but the members of SLAP were ignorant of such artistic matters. Nobody said a thing because of fear of revealing ignorance of such matters. Clara was requested to seek advice and guidance from her old Comrade, Konstantin Niersther from Wymberg, who was a well-known expert in such matters.

Margie Hardekop raised the matter of the terrible condition of Wharf Street - so had their old comrades - Bernie, Bobby and Andrew - couldn't attend the meeting because of the terrible state of the road! Aphaes, Monsieur des Vosgesites! This is too bad and an insult to SLAP who traditionally held meetings on the Town Pier, said Stoffel Boesman. The Chairman was requested to speak seriously with the Ward Councilor on this matter.

And what about the flea market that had opened up opposite the Post Office? There is no room left for SLAP - why, where?

Streetwalker

The French Connection

There have always been rumours, legends as figures glimpsed in morning mist, of a French occupation of Simon's Town. But rumours, like mist, are intangible. However, an excellent book by AE Bekker has dispensed the mists of rumour and revealed some fascinating facts.

April 1791, Dutch ships, crews of foreign nations frequently arrived at Simon's Bay, in urgent need of repairs. Koning Van Denmark sought help in 1744 and the French ship La Gratitude put into the Bay in 1744 for assistance. But the arrival of foreign men-of-war was another kettle of fish, causing concern to the local authorities. As a potential danger to the country they had to be kept under strict surveillance, an example of a possible threat was the presence of the French ship Le Citoyen (April 1772) which had three companies of soldiers on board.

A French man-of-war Le Due De Duras, with 74 guns, arrived, caused an international incident when it put into Simon's Bay in July 1779. As was common practice, a salute was fired, but a Company ship, the Alkemade - also in the Bay - failed to return the salute. The French captain saw this omission as an insult to the French King and was furious. He was so upset that he wanted to attack the Alkemade. The Cape Authorities not wanting an open clash, gave orders for the Alkemade to return the salute - although the rules were that it was only necessary to return the salute of a royal ship.

In 1781 a French frigate brought news to the Cape of the war between Britain and the Netherlands. It was feared that the Garrison not being up to full strength, a British force would be able to occupy the Cape; the government now had problems. In May 1781 news was received that a British ship was underway, probably bound for False Bay, where only six soldiers were available to patrol the Bay. As Dr Bekker points out,

the fear of a British presence was very real. There was great relief therefore when the French warship *Le Serapis* sailed into Simon's Bay in May 1781.

She carried 48 guns and had a crew of 380 men. It was learnt that a French task force would arrive to protect the settlement against any British attack. As well as *Le Serapis*, a French frigate *La Fine*, with 36 guns, anchored in the Bay. The French squadron which had been dispatched to protect the Cape against a possible British landing arrived in June 1781 - the largest battleship heroes which carried 74 guns. When Commodore Johnstone, in command of the British invasion force, learnt that the French were already in Simon's Bay, he went instead to Saldanha Bay, where he attacked and destroyed 6 Dutch ships.

There was no real clash between British and French fleets in False Bay during 1780-1783 conflict in Europe; but Dr Bekker mentions "an interesting event". While the French fleet was in Simon's Bay the British ship *Active*, under cover of darkness and pretending to be French, sailed into the Bay. The commander Capt. Mackenzie made contact with a Dutch ship from Batavia "and was given the movement of the French in Simon's Bay". *Active* then raised the British ensign, overwhelmed the Dutch ship and departed.

With the end of the war and the signing, in 1788, of the Friendship accord between England and Holland, the situation at the Cape changed: French warships which had been treated as protectors in the past were no longer welcome in the Cape. While the strength (or weakness) of the Garrison was being debated, a squadron of French men-of-war appeared unexpectedly in False Bay, in October 1788. One vessel was wrecked at Muizenberg, the other four warships all anchored in Simon's Bay. The French assured the local authorities that there was no ulterior motive for their presence: they were under orders to proceed to Mauritius. However, the Cape authorities remained vigilant, and 50 men under the command of a Cap-

tain were sent to Simon's Bay to strengthen the defences there, and to see that order was maintained; only 20 sailors from each French ship were allowed to have shore leave at any one time. They had to land unarmed and had to return aboard ship by sunset - which would have been reasonably late, in October.

How would these sailors have spent their days ashore? There was Auret's Lodging House (built in 1785), which fronted on to the Wagon Road; presumably the men could enjoy some Cape wine there, or enjoy Cape cooking. It's possible that the two shops in front of the Auret building had been added by 1788, and that the visitors were able to make purchases of wine, brandy and fruit, to ease the monotony of shipboard fare. As they strolled along the dusty road in the heat of an October day, were the foreign sailors given friendly greeting by the people from 'Goede Gif' and 'Constantia'?

Further worries for the Cape authorities: another French squadron had arrived, which meant that 7000 men (presumably armed) were now present in the ports of Table Bay and Simon's Town. There were no "incidents", but a message was sent to the Dutch authorities explaining the seriousness of the situation and urgently requesting "a thorough fortification of the two Bays". But the Here XVII shilly-shalleyed, pleading lack of funds. However, that's another story.

Well, there it is: perhaps the French didn't actually occupy Simon's Bay (and the village of Simon's Town), as the British finally did in 1798. But they were here, their warships did protect the Bay from would-be intruders - and surely they must have left behind signs of their stay.

Acknowledgements:

"The History of False Bay up to 1795" by Dr Anton Bekker published by the Simon's Town Historical Society.

Prof. O. Pryce-Lewis, ST Historical Society Bulletin, Vol XV No 1, January 1988.

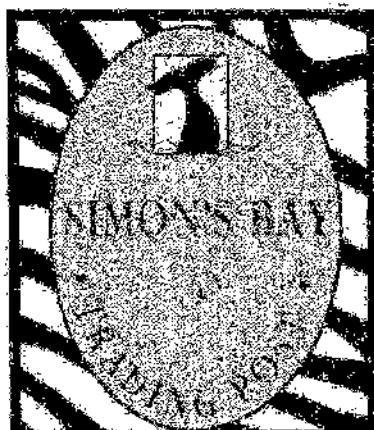
The Occupation of Marion & Prince Edward Islands (Part 2)

Later that same day the frigates carefully approached Prince Edward Island, 27 kilometres away. Watchers on *Transvaal* recognised a spot where landing might be possible, and soon Lieut. Grimley took a motorboat or Zodiac to the shore. After a short while he returned and reported that a landing was possible. With a brass plate carrying the prescribed inscription, bearings and coordinates for the "Ode of Sovereignty", Lt. Commander Fairbairn climbed into a dinghy with Petty Officer Butler and Leading Steward (Ferry). The dinghy was pulled through the barrier of kelp and while the two men held it off the rocks in the heavy surf, Lt. Commander Fairbairn decided to jump for the shore. He estimated the water to be at a depth of two feet and leapt, holding a map, compass and flagstaff, only to find the depth was six feet. Despite a soaking he scrambled ashore and - coughing around many sleeping sea-elephants - carried out

the ceremonial proclamation of Prince Edward Island, completing the task in seventeen minutes. By eleven minutes past four o'clock on the afternoon of Sunday, January 4 1948 he was back in the dinghy, on the way to *Transvaal* and dry clothes.

The occupation party on Marion Island was making progress despite adverse circumstances: soggy soil almost impassable rain and wind from the South Pole which sometimes grew so violent that there was a danger of the tents being blown away. Lieut. Grimley and the medical officer, Lieut. Guselewitz were put ashore, and on the evening of January 4 1948 *Transvaal* left for home.

The South Africans left behind settled down to a routine which included a survey of island life on Marion Island. Seagulls were so aggressive that arms were held in case

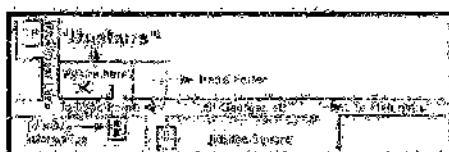


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of attack. Work was begun on the installation of a landing stage, using material landed from *Transvaal*. This structure was assembled six feet above the sea, hanging from the top of the ghostly 17 by 23 wires. After three days, working in rain and howling gales, the men had completed the platform, which provided an opportunity for putting ashore men and stores with reasonable safety.

Meanwhile, in Cape Town and Portofino, there was intensive activity. Six tubs were quickly dismantled in sections, all suitably strengthened to withstand the wildest weather. By December 29, these buildings, their banks and ladders, float and every other kind of supply were loaded onto a special goods train and sent directly to Cape Town, each item addressed to: *Natol*, Officer, Brooktown, No. 4 South Arm, Table Bay Docks.

It had been estimated that 300 tons of cargo were needed to set up permanent posts on Marion Island. Besides housing, food and clothing, the new settlement needed generators for electricity - with their fuel - radio and telephone facilities, workshops, medical equipment and adequate heating against the coming winter.

On January 7 1948 the warship *HMSAS Natal*, under Lieut.-Commander Paul Raymond, set off for Marion Island. A brief stop was made some distance south of Mossel Bay, where *Transvaal* was hove to, and Lieut.-Commander Fairbairn handed over his revised chart and gave the latest information about weather and other conditions. The lighter trappings were loaded into *Natal*, the more solid things were to follow when *Natal* arrived at Marion Island on January 12.

At dawn on January 14 *Natal* had a narrow escape: the wind suddenly came up and within 30 minutes reached a 20 knot gale. Quick action by the captain, slipping his one anchor and cable, enabled the ship to reach the open sea. Only four days later, in more favourable weather, was *Natal* able to continue unloading, and also set a path through the ice, in preparation for the landing of stores and equipment from *Georges*. From time to time the work was

interrupted by sudden storms.

Georges, under Capt. Pelavson, carrying heavy stores, Army engineers, weathermen and other personnel, was brought into anchorage by *Natal* on 17's morning of January 20, 1948. The weather being favourable, the landing of stores and men was ahead without delay. At 5.45pm that day Lieut. Grindley and his reception party handed over to the Army and joined *Natal*.

Even with the new landing stage, the task of bringing ashore the gear from *Georges* was hair-raising, but once the material had been landed a detachment of South African Army Engineers set to, to put together the hutments.

Because Lieut.-Commander Fairbairn's action in taking possession of the two islands had of necessity been informal, the annexation was repeated in a more ceremonious fashion. During a lull in the weather, on January 22, *Natal* landed party of Police Edward Island. In the presence of an armed guard of eleven men under Lieut.



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ment Peter Gik, Lieut. Commander Dymond read out in English and Afrikaans the formal Proclamation, which had been signed by Governor-General Buelwien Zyl and Prime Minister J.G. Smuts. The Proclamation was placed at the foot of a flagstaff which had been erected in a pile of stones, and the Union Flag was hoisted.

The ceremony was repeated on Marion Island on the afternoon of January 26, this time in the presence of about thirty men from Natal and Transvaal, as well as Afrikaner personnel.

Attorneys ordered a 5000 ton cargo ship, *Norse Captain*, was chartered by the SA Government to bring from Cape Town those stores which Gansloos had not been able to carry, including the urgently required steel electric generators for the power plant. Lieut. A.D. Sharpe, engineer of the *HMSAS Natal*, with his group of artificers, assembled the machinery and set it in operation. On March 13 1948 the first power-driven radio station on Marion Island established contact with Waterkops on the Pretoria. For the first time electric light was available. There were also petrol heaters.

March 29 1948 saw the departure of the construction party as well as men no longer required for curing, but regular annual trips were made by South African ships from Durban and, after 1957, from Simon's Town.

This is the exciting, dramatic story of how South Africa obtained its first, and only, overseas territory. Apart from the historical value, the islands remain of maritime interest to South Africa. Ownership of these islands effectively almost doubles the area of maritime responsibility, with corresponding fishing, potential mining and environmental assets. The islands, now administered by the Department of Environmental Affairs and Tourism, will always remain close to the heart of the South African Navy, especially those stationed here in Simon's Town.

News from Naval Base Simon's Town

The South African Navy's Vision for Simon's Town

A SA Navy and South Peninsula Maritime City Forum was recently established to focus on the joint interests and well being of Simon's Town. The Flag Officer Commanding Naval Base Simon's Town, Rear Admiral (JG) P. Keen, presented the SA Navy's vision for Simon's Town.

"The South African Navy is charged with providing maritime defence to the people of South Africa. In providing this service it needs to operate from bases and its principal base is and will remain Simon's Town. The Navy therefore regards Simon's Town as its home.

The past, present and future of the Simon's Town community and of the Navy are inextricably linked. The Navy therefore has a

**The newly formed Simon's Town
Pro Musica Divina will be having
its Inaugural Concert at the
St Francis Anglican Church at
19h30 on 26 September 1998.**

It will be conducted by Steven van der Merwe and the program includes well known works for choir and orchestra: a Violin and organ concerto. Soloists include: Jariel Ross (Organ), Robert Sijmmons (Violin), Julianne Young (Soprano). The orchestra consists of JCT Music Students and will accompany the choir of the High Hoek Senior High School. Tickets are R25.00 and can be purchased at the Simon's Town Link kiosk or booked telephonically to 786 2133 (ask for Dorine or Marlene). Refreshments may also be made for a three course celebratory dinner at Bertha's restaurant after the concert (R68.00 per person).

Acknowledgements:

Commander Neil Bisset, Senior Staff Officer,
SA Naval Museum
Naval Base Simon's Town
Media Liaison Officer

deep and abiding interest in the welfare and the prosperity of the community and wishes, within the parameters of its resources and those imposed by legislation, to play a positive role within the community. In this regard it hopes, over a period of time, to concentrate its activities and by so doing make and have facilities available for development to the benefit of the community.

This initiative also encompasses the desire to again see naval personnel being able to attend to live in Simon's Town. The Navy further sees a role for itself as a co-custodian of historical Simon's Town.

The South African Navy accepts that some of the activities are necessary in the preparation of its forces to fight at sea could inconvenience sectors of the community and undertake to limit such impact as far as it can. However, it asks for understanding of the fact that without such preparation it would not be able to execute the responsibilities with which it is charged by the Constitution, the

Defence Act and the Defence Review. Some of these activities in any case contribute to the naval character of Simon's Town, unique in South Africa, which is so enjoyed by visitors and residents.

The South African Navy looks forward to working together with the local authority, the community and other partners to develop Simon's Town to our mutual benefit."

SA Reserve Officer Shows the Flag

S. Lt. Ben Kotze (art SAB 0016), a naval reserve with the Cape Town, was selected by the Reserve Officers Association of South Africa (ROASA) to attend the Young Reserve Officers Workshop in Brighton, England from 12 to 17 July 1988.

The Workshop was attended by approximately sixty Reserve Officers, from mainly NATO countries, all under the age of thirty. The Workshop formed part of the Inter-Allied Reserve Officers Association's Annual Conference, which took place simultaneously in Brighton. The conference was attended by 750 international delegates.

Workshop participants were divided into six syndicates, each of which were given a topic to present to the delegates at the assembly of the conference. Topics focused on different aspects of the Reserve Forces. S. Lt. Kotze, who was the leader of his syndicate, returned home with the flooring trophy for the 'Most Outstanding Syndicate Presentation'. The topic of his syndicate was the 'Motivation and Motivation of the young Reserve Officer'.

S. Lt. Kotze further distinguished himself during the Workshop by coming first in a writer quiz on the 'Law of Armed Conflict', for which he was awarded a permanent trophy.

Oil Spill - Commentary from SA Navy

It would appear that there are many misconceptions with regard to the SA Navy's participation in the oil spill along the coast on 19 July 1988. As Steven Woodley,

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would gladly like to air by the matter on behalf of the SA Navy (after all - I was shore-ling sand with the guys) as well as answer your question that was posed in your Editorial dated 17 August 1998. On Sunday 19 July 1998 at 16:58, the Naval Base Simon's Town Operations Room was notified that an oil tanker accidentally overturned in front of the SA Naval Publications Unit, the oil had split and was flowing down to the sea. The Base Operations Officer and Fire and Rescue Services were notified and immediately dispatched to the scene. At JTHS's Base Operations Officer, GCS Shelley aware of the serious repercussions, had already rounded up the Protection Force, Reaction Force and all available Naval personnel to assist with the clean up operation. The Naval Transport Depot had provided two Toyota Dinos for the transportation of personnel and equipment. Naval personnel manned the "Tugs" till 21:00 helping with the building of sand walls round the dse. This was to help prevent the oil from polluting the sea and causing a major environmental disaster. Thinking "the oil well and done", we had only to

discover that approximately 500m of the main road was covered in oil. This posed a danger to passing vehicles. It was therefore decided that sand was going to be spread along that area to reduce the danger of vehicles skidding on the road. Thirty sailors again eagerly accepted the tasks of battling with the sand and rain and fatigue to cover the area before the volume of traffic started to increase. The clean up was indeed a success as a result of the hard work of the people from the Municipality, Civil Engineering Department and Ullageit sectors. Although the tide was slowly coming in, the dse had been estimated into the capable hands of the Simon's Town Municipality. In response to what you term 'shoreware defence', the SA Navy being an organized military establishment did indeed cater for this aspect. When the matter was first reported to the Operations Room a Naval tug was on standby if the need arose for the dispersal of oil into the sea. Fortunately this was not required because the oil in the sea was to be pumped out by General Tankers. Lessons of

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franks were received from 'Fitz's Refinery' as well as the South Peninsula Municipality for the Navy's "helpful and efficient assistance rendered". You may be inclined to ask about the little oil that escaped from our grasp and slipped into the sea! I have to admit, Mr Editor, the SA Navy can accomplish the impossible if need be, miraculously, however, the oil is leaked!

*Compiled by
AB S Mobley*

What Doctors Write and Say

(the lighter side of medicine)

The Magic Script

The patient went to his doctor for a checkup, and the doctor wrote out a prescription for 500 in Asciatal disintegrating. The patient put it in his pocket, but he forgot to have it filled. Every morning for 5 years, he showed it to the pharmacist as a release pack. Twice it got into the movies, causing the base-

ball pain, and twice ran the symphony concert. He got a raise at work by showing it as a note from the boss. One day, he missed it. His daughter picked it up, played it on the piano, and won a scholarship to a conservatory of music.

Hospital Reports

(what doctors write in hospital notes)

By the time he was admitted, his heart had stopped and he was feeling better.

On the second day the knife was better and on the third day it had completely disappeared.

The patient has been depressed ever since she began seeing movie in 1991.

Discharge status: Alive, but without identification.

Healthy-appearing, detected 89 year-old man, mentally alert and forgetful.

The patient's past medical history has been remarkably straightforward with only a 40 pound weight gain in the past three days.

She slipped on the ice and apparently her legs went in opposite directions in early December.

The patient left the hospital feeling much better except for her original complaints.

I have suggested that he loosen his pants before standing, and see, when he stands with the help of his wife, they should tell to the kids.

Say What?

A man rushed into the emergency ward of a hospital in New York, grabbed a doctor by his coat collar and shouted, "A man was just walking out of here, and he collapsed and died while sitting at what a truck I got?" The doctor stretched him and said, "Not so loud. Just go outside and turn him around so that I look like he was driving me."

Greetings in health.

Extracts "Not to be taken seriously" - S.A. Journal of CMA.

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National Sea Rescue Station 10 Simon's Town Base

Monthly Newsletter

Spring is here and it is a time of change. This has affected our NSRI Base as well. At a recent Annual General Meeting of Station 10 members, Station Commander Spooky Selk regrettably announced his resignation as Station Commander, due to pressure of work. He has opted to stay on as a volunteer crew member and offered his assistance in all matters pertaining to the running of the Station. His Deputy, Chops Craig was elected as the new Station Commander, unopposed. This is just reward for Chop's twenty nine years of service at Station 10 having been Deputy Station Commander for the past fifteen years. Accolades are due to both men for this sterling service to their fellow beings and especially to those who venture on the seas. Chops has appointed as his Deputy Station Commander a very deserving Dennis Zimmerman.

Further change at Station 10 occurred at the AGM of the Support Committee when the Chairman John Livingstone resigned after three years in office but opted to remain on the Committee where he, no doubt, will deliver further sterling service. John's successor is Phil Ferreira who previously served in the same capacity at Port Alfred NSRI Station 11. So our Committee has a worthy successor. John Livingstone was thanked for his excellent work as Chairman and much relief was expressed at his desire to remain of service.

At this point I should make an apology for an omission in the previous News Letter with respect to the founding of the NSRI. The South African Society of Master Mariners upon hearing of Patty Price's complaint, went ahead and were the main movers behind the founding of the NSRI. (Apologies to Capt. Bill Damerill!)

A further event at the Station was celebrated recently. A Sunday braai was arranged where the Station Commander and many of the crew members entertained the Management and members of Chubb Security to thank them for their recent installation of a complete security system at the Station 10 Boat House and the entire installation and equipment were a donation from Chubb Security Systems. Thank you Chubb, now our valuable equipment is well guarded.

My pen sketch for this month is of our outgoing Station Commander Erwin "Spooky" Selk. Spooky is the son of late Commodore Peter and Betty Selk. He was born in Vredenburg in 1955 when his father was Officer Commanding SAS Saldanha.

Spooky attended Primary School in Fish Hoek and High School at Simon's Town High School. He joined the South African Navy and served on Type 12 Frigates. He left the

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May after two years and joined the SA Naval Dockyard where today he is the Dockyard Training Officer responsible for all training of Dockyard personnel. He has been an NSRF crew member since 1983 where he regularly became a life observer first as Spooky from Aug 1986 and as Cassman from 1987. Spooky is married to Nikki. They have twin and Nikki has two daughters and they live at Froggy Pond, Simon's Town. Spooky was elected Station Commander in 1997 (covering retired Navy Warant Officer 'Vic Jacks).

Spooky's most memorable rescue at boat seawall took place in 1987 when the Station 10 boat was called out to attend a boat victim off Seal Island in Table Bay. The victim, a Stellenbosch University student had been spearfishing and had a number of fish secured to his diving belt when he was attacked by a Great White. Largely due to the NSRF's efforts the victim survived the attack. This is the staff NSRF crew members are

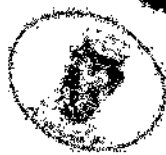
made of - giving selflessly of their services under difficult circumstances and operating as members of a team to assist their fellow beings.

Station 10 does not confine its efforts to the sea. In 1989 Henry May, then Mayor of Simon's Town, approached Metro Ambulance Services to ask if they would train some NSRF members in ambulance qualifications to satisfy a need to have quick response to medical problems in our area. Six members were trained of which two are active today. Captain Ghorrell's four wheel drive community service vehicle which was fitted out by Metro Ambulance and is used by Station 10 at present.

From mid July to the end of August reaching 50 calls from the Police Service, Station 10 attended 18:-

Two cases of stabbing at Red Hill squatter community. Three motor vehicle accidents - one heart attack victim. One person ab-

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sault (a broken jaw) and assisted Police to transport bodies from a motor car accident and one rape/murder victim which case is still under investigation and last but not least attended one hypothermia patient. And you thought you lived in a quiet town!

All that remains this month is the August Station Commander's report.

Station Commander's Report

Spooky Selk said he wished to thank John Livingstone and his helpers for the staircase that had been constructed for easy access to the Ops Room and Loo.

A meeting at FBYC to hand over cheque for R10 000 would take place on Friday 14th at 1900B.

Call Outs: Very quiet, probably as Caltex Star had been out of commission due to aft fuel tanks leaking and windows not watertight. These defects have been made good, however, the boat was getting old and it was desirable to keep the boat in good order so she would fetch a reasonable price when a new boat is acquired and she is sold.

On 11th August a report was received that a ship was on fire in the Bay. However, this was a mistake as the smoke that was observed came from a submarine's surfacing flare.

Marine Oil Spill: 60% of crew members were involved in the clean up of this spill.

Invitations received to visit Strand Station (No 16) on 24 August.

National meeting of Station Commander's to be held on 1st October.

He (Station Commander) would be standing down from this rank due to business pressures. He would however be available as a Coxswain or crew member. The Chairman offered the thanks of the Committee to him

for his co-operation and untiring effort over the past three years. Chops Craig stated that he would be available for the post of Station Commander as he had had 29 years of service.

On 29th of August at 1900B a meeting would be held for the elections. Three Support Committee members to be invited to attend this meeting who would be J. Livingstone, P. Ferreira and B. Damerell.

Response Vehicle: Chops Craig said that one call had been received since the last meeting and this was to attend to a stabbing at Red Hill. The patient died on the way to hospital. He also gave some despondent news about the future of the Response Vehicle being used as an ambulance. More information in this regard at the next meeting.

Don Dollery,

Station 10 NSRI Support Committee

Simon's Town Historical Society

Some months ago the Society listed some of the historical projects it intended tackling this year. The Committee is pleased to report that the survey of the old watermill ruins at the Navy's sport field in Glencairn has been completed by Mrs Ute Seeman and her assistants. The Society would like to thank Ute for a job well done. The second project completed is the mounting of the 8pdr (not 12pdr as previously reported) cannon on a most handsome carriage at the steps of the Simon's Town Museum. The Society is most grateful to Cdr Gerry de Vries for his assistance and technical advice with regards to the design and construction of the carriage, as well as Durr Estates for sponsoring the actual cost of manufacturing the carriage. The 18th century cannon, originally found in Simon's Town had been used as a gate post. Research has established that it was built in

Stafsjö in Sweden around 1780. The Dutch for whom it was manufactured brought it to the Cape where it was presumably used in the Simon's Town defences.

The restoration of the lettering on the Victoria Reservoir foundation stone in Dolphin Way, Simon's Kloof has progressed very slowly, mainly due to my own availability to tackle the job and also depending on weather and the building operations taking place adjacent to the stone. If any member of the Society would like to assist me on this important restoration work, please feel free to contact me on tel: 782-1889. The Society always welcomes and appreciates assistance from its members. If members get involved with the objectives of the Society, Simon's Town benefits.

Unfortunately we have not received a single enquiry regarding pressed tin ceilings which we think can still be found in Simon's Town. If you have a pressed tin ceiling in your home

please contact the Society in order for us to record and register your ceilings. It is important for historic reasons to do this.

Till the next time.

Terry Korsten,

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Beach and Coastline Patrol

Since the mention in my last report on pollution: "hiccups" with our waste-water treatment. GMC have given us some good news. Modifications particularly with regard to process automation are now underway. Furthermore, although there is an urgency to address major improvements to our bio-filter system - which can only address partial nitrification - will be incorporated into the future Capital Works program.

The last "hiccup" occurred at Long Beach earlier this year, when sewage overflowed from the adjacent pumping station which lacked adequate standby capacity. It has since been upgraded at a cost of \$150,000. GMC also inherited a major problem with Station 13, whereby storm water from the Dobb Valley area permanently overflowed into the sea. \$300,000 had to be spent in overhauling the pumps, pipework, switch gear and electric motors. The situation at present is that we can all feel assured of trouble free nitrifying tanks, together with an intensive sampling and monitoring program.

As further assurance in water pollution, I have spoken to some microbiologists. They confirmed my suspicion that the drain system is run-off from informal settlements. However, this is seldom a problem in our area during summer months, because there is little rain. Another reason is that the prevailing south-easterly wind tends to "re-aerobise" as surface fifty percent of the time. Furthermore, as with our penguins, the faecal coliforms are not necessarily pathogenic. The real danger lies with over-grown tidal pools particularly at low tide, when there is insufficient flushing action and harmful bacteria are able to penetrate.

An indication of our water's good quality is the healthy bivalve life in the intertidal zone at Glencairn. Because of the shifting sand, this is not the best place to explore now. However, I recently accompanied the

Friends of St George's Town Coastline at low spring tide on an excursion led by Prof. Charles Clifford. As Head of the UCT Zoology Department and Marine Biology Research Institute, this well-known scientist goes around. He says that by international standards, there is little wrong with the quality of water from Glencairn to Cape Point. What "bothers" scientists is over exploitation of our marine resources, particularly with the continued poaching of abalone and rock lobsters.

Regarding my previously reported problems with our beach facilities, Roads and Drainage have now virtually completed their responsibilities. Unfortunately, a tight budget does not allow them to resurface Glencairn's barefoot car park. In the foreseeable future Parks and Recreation are busy at Glencairn jet, Bosport and Mattemans Beach. Also on their agenda is to tidy and hopefully maintain the highly visible approach to Water's Edge. Civil Amenities are not as busy with carporters, painters and plumbers bringing from Glencairn to Kalk Bay Point. We will soon be able to show visitors an upgraded beach infrastructure with great pride!

S.A. National Parks have also been very active. These guys are such perfectionists, that they have even gone to the trouble of eradicating kikuyu with indigenous buffalo grass. It is hoped that by December, the old Quayside Station and Bunkers Box will be converted into an Information Centre with a spectacular "boardwalk". Meanwhile, the area is being cleared of invasive alien vegetation, shrubs are signposting and obsolete buildings. Particular attention is being given to soil erosion and the re-aerobising of gullies points to be able to contain the seepage. Most important is staffing it, which was indeed time spent at SANDOZ.

Beachcomber

Soils of the Simon's Town Habitat

Arising from my article in the August issue, No 7, I have been approached by several residents regarding the establishment of citrus trees in general but lemons in particular.

First of all, citrus requires a pH of 7.0 or thereabouts, i.e. neutral, whereas the ruling pH is 5.5 in Zone 2. Thus it is essential to create a substantial increase in the pH level.

I have therefore planted a lemon tree in my parking lot at 2 Chapel Road, soil zone II, a stony clay, as follows:

the planting hole 75cm x 75cm x 70cm deep was excavated. With wisdom of hindsight, a trench one metre long would have been more practical in view of the difficulty of physically operating a pick in such a confined space. I loosened the soil at the bottom of

the hole and mixed a dolomitic lime and super phosphate. I suggest dolomitic lime because of the essential elements of both calcium (Ca) and magnesium (Mg).

The rate of application in terms of cubic capacity of the planting hole:

Dolomitic lime: 2kg / m³

Super Ph: 1.9kg / m³

Definement of rates of application will require laboratory examination; this I will undertake in due course: for instance, the lime requirements to effect a particular pH modification. Add backfill layers of soil, plus lime and supers in the prescribed ratio and mix thoroughly until planting depth is reached. Place two Fertabs at bottom of the hole and cover with compost.



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Fill the hole with water, position the lemon tree and backfill with soil, to which the acquired filling and a generous liberal addition of compost has been added.

Happy and successful planting, and let me know the result.

Reg Loxton

This is how I planted my lemon. Unfortunately damage was effected by the gale-force South-easter of 10th and 11th September last, causing burn or scorching of the young apical shoot. I should say the damage is caused by the salt carried by the South-easter on it's coession. The next occasion of a heavy South-easter I intend washing off the accumulated salt, at least twice a day. In the meantime I may come up with a better solution.

As a matter of interest, I used the same planting procedure for roses and two citrus trees at Crazy Daisy garden shop. Roses square a of 1 of about 5.5 - 7.5. In passing, I should mention that the Petuns contain zinc and copper, essential micro nutrients in all Sahara's Dawn soils.



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Glencairn "Bring 'n Buy"

Glencairn's social fund-raising event is scheduled this year to take place on Saturday 3rd October at 9.30am until 12 noon at the Cartwright's home, 68 Glen Road. Please bring something to sell, and buy lots of goodies; enjoy a chat over a cup of tea, and help raise funds for a good cause. This year we are supporting the False Bay Voluntary Emergency Medical Services as well as St Luke's Hospice, False Bay.

This is our 40th year of operation! When the original Presbyterian Hall (built in 1903) was consecrated as the Anglican chapel of St Andrew at the end of 1950, it was only in the following year that the St Andrew's Women's Service Guild was established. In 1958 Mrs Peggy Donkin suggested holding a Bring and Buy Sale in the grounds of her home, "Greensleeves" (No.52 Glen Road) to raise funds for a Feeding Scheme for the Glencairn Mission School across the valley (now No.7 Gray Road). For the next 11 years this became a regular event each March - and when the coloured community moved to Ocean View in 1969 and the school had to close, we continued to support the Peninsula School Feeding Scheme. Gradually we became more expert in moving trestles and putting up tents to protect the stalls - only once or twice were we forced to find shelter from the rain in the Manse - although many a time the rain held off for the occasion or we sheltered under plastic sheeting, while tea-drinkers enjoyed their 'cuppa' inside the house [originally Mr Forrest's shed circa 1901].

Many of Peggy's friends were keen tennis players, so in due course most of the arranging and hard work was being done by members of the Glencairn Tennis Club. The garden party thus became partly a means of raising funds for the Club. This club had its origins in the Glencairn Hockey Club, established in the valley about 1919 by the active residents, notably the Earps, the Wheelers,

the De Beers, the Cartwrights, Miss Kay Ollis and the Gracies. In August 1921 negotiations began with the Glencairn Syndicate for a piece of ground "sufficient for a tennis court" [opposite Dunedin Road and the new stop street in Glen Road]. Fund raising by means of dances at Glencairn Hotel, concerts in the Hall, and various fetes paid for the layout of the court, although all members of the community helped physically to level the ground and build the retaining wall. It was suggested in late 1921 that the Hockey Club amalgamate with the other local committee, the Glencairn Entertainments Committee, to form the Glencairn Sports Club. The tennis court was opened by local resident, Sir William Thomson, on 16th December 1922. As the young people of the Glen grew up, married & settled down, the tennis court fell into disuse, but with the arrival of the Marine Oil factory in 1948 the Sports Club was revived (even playing cricket matches!) and the court resurfaced and fenced. The Tennis section flourished and has been functioning regularly ever since. Membership is open to all Glencairn residents, and the original limitation of only 10 "outsiders" has been relaxed. Children may join at a reduced fee, and visitors may become temporary members.

On the departure of the Donkins to Silvermine Retirement Village in 1989, Mrs Jackie Weaver became chairman of the Tennis Club. The venue for the Bring & Buy was moved firstly to No.64 Glen Road (by invitation of Mrs Louanne Lock), and since 1996 to the home of the Cartwrights, No.68. We now have undercover protection from the rain, on-the-spot storage of trestle tables and tents, and plenty of space in the garden to hire a new development - a Jumping Castle. This year we propose to add Face-Painting, by courtesy of Mrs Toni Burton. We would welcome Cakes, Books, Plants, White Elephant, Tombola items or what-have-you. Refreshing Teas & cookies will be on sale, and you can take home Boerewors rolls for lunch. So please come and join in the fun.

False Bay Vegetation as Simon van der Stel Would Have Seen It

1. Marine Sand Vegetation

This conjectural account of the vegetation or veld, that Simon van der Stel would have seen on his exploration of False Bay three centuries ago, has been pieced together from an examination of extant remnants; together with my understanding of the jigsaw puzzle of plant communities gained during my studies of vegetation in the Western and Southern Cape.

Although van der Stel did not venture overland much beyond "Yselstein's Bay" (probably the present Simon's Bay), he energetically surveyed the whole of the False Bay from his galiot *De Noordt*, as far as Cape Point. I have therefore extended my story to cover all of the False Bay of the southern Peninsula coastline from Muizenberg to Cape Point. In this issue of *Snoektown Calling* I deal only with the plant communities of coastal and calcretes.

When Commander van der Stel journeyed overland to join *De Noord* in False Bay he would have first encountered the sandy Cape Flats in the vicinity of today's Diep River, Retreat, Steenberg and Muizenberg. The Cape Flats sands are of marine origin, having been submerged under the sea until about 175 000 years ago (Taljaard 1949; Walker 1952). These marine sands are lime-rich (calcareous) in contrast to acid sands of the mountains; consequently the vegetation of the Flats is very different from that of the mountains. The Flats have dune topography. A belt of foredunes fronts the shore and long sand ridges extend inland in the direction of the prevailing south-easterly wind. The dunes are varying ages, those towards Muizenberg being younger and lower, less than 10m tall.

The cooler moister slopes of the dune ridges, mainly south facing, would have been covered by Dune Scrub, a dense, thicket like vegetation scarcely 2-3m tall comprising

woody shrubs like stunted trees with hardy leathery leaves, forming a closed canopy. Typical of this wood scrub are the Sea Ghwarrie (*Euclea racemosa*) and some of the Taaibos species (*Rhus*) with the less common Bastersaffraan (*Cassinia peragua*), Basterolinhout (*Olea exasperata*) and a dwarf form of Kershout (*Pterocelastrus tricuspidatus*) which in the Knysna Forest is a straight bowled tree of 20m tall. All these woody plants are related to trees of the subtropical to cool temperate forests of the eastern seaboard of southern Africa, typified in the Cape by the forests of Knysna region. The Cape Dune Scrub is, in fact, the southern coastal extension of these forests that has become adapted to the more rigorous climate and strongly seasonal rainfall of the Western Cape.

In sheltered coves along the coast, from Boulders to Cape Point, the Dune Scrub has developed to a taller and more complex Dune Thicket dominated by trees up to 5m tall. From Boulders southwards to Smitswinkel Bay, where the granite soil of the Swartkop Mountain Range is mingled with the coastal sands, the dominant tree of the thicket is either Wild Olive (*Olea europaea*) or Vaalbos (*Tarchonanthus camphoratus*). Within the Cape of Good Hope Nature Reserve, where the mountains are built of acid sandstone, the dominant thicket tree is Melkhout (*Sideroxylon inerme*), best developed on the gentle slopes of deep sand at Bordjiesrif and Buffels Bay.

In contrast to the Dune Shrub and Thicket which grew on sites that would have been strongly protected from veld fires, the windy hollows and flats and the unstable foredunes would have been more fire prone because of their exposed situations. These habitats would have borne the successful dune communities described by Sue Milton in her paper on the Froggy Pond Midden (Milton 1979) reprinted in *Snoektown Calling* no 3

of April 1998, I view these successional communities as part of the complex generally called Strandveld. Although some phases of Strandveld may contain fine leaved shrubs like coastal Kapokbos (*Eriocephalus racemosus*) and one of the thatching reeds, (*Thamnochortus erectus*) I do not consider Strandveld as Fynbos but as a stage or stages in the progression to Dune Scrub and Thicket.

Travelling southward from Muizenberg, van der Stel would have seen these Strandveld communities on the level terraces adjoining the sandy beaches at Fish Hoek, Glencairn, Long Beach near Simon's Town, and then, from his galliot, at Buffels Bay near Cape Point.

In the Simon's Town Museum, photographs of Long beach and the hills behind, taken just over 100 years ago when the railway reached Simon's Town, show that the gullies above the present Municipal sewerage works and above the Marine Oil Refinery at Dido Valley are both filled as far as the skyline with bare white sand. Beyond the crest, these wind blown sand strips continue for some hundreds of metres inland, but here, in the sheltered lee of the hills, they are vegetated and, sure enough, the vegetation is Strandveld, clearly distinguishable from the surrounding Mountain Fynbos.

The same is to be seen inland of Buffels Bay: a strip of Strandveld intruding into Mountain Fynbos extends diagonally across the peninsula almost as far as the Atlantic coast.

Today, of course, most of the flat, sandy landscape outside the Cape Point Reserve carries dense human populations. The only plant populations of significant extent are the foredunes and fragments of stream estuary community at Fish Hoek and Glencairn, with the tall bulrushes and "strongly scented herbs" described by Milton (1979). Even these sites are now, alas, becoming seriously invaded by alien Australian wattles, especially Rooikrans (*Acacia cyclops*), and other species introduced more than a century ago to control the encroachment of the natural veg-

etation.

The same fate is now rapidly overtaking the mountain fynbos that I will discuss in my next article.

References:

Milton, S.J., 1979 The Froggy Pond Midden: a reconstruction of indigenous vegetation. Simon's Town Historical Society Bulletin vol. X no 4, July 1979.

Taljaard, M.S., 1949 A glimpse of South Africa. Stellenbosch : University Publishers.

Walker, F., 1952 The geology. In : J.A. Mabbutt (ed.) The Cape Peninsula. Maskew Miller Ltd., Cape Town

Ed's note: Hugh Taylor is a retired plant ecologist from the National Botanical Institute, and now lives in Simon's Town.

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Launch of "The Whale Express" on Metrorail's 100 seater, security guarded "Edutrain" from Cape Town to Simon's Town.

Tickets at R20.00 per person include a talk and video on the Southern Right Whale, whale watching along the coast from Muizenberg to Simon's Town and refreshments at Simon's Town Museum.

The Museum has also set up a special display on Whales and Whaling and talks by our "Whale Lady", Irene Toerien, will be presented to groups at R2,50 per person. Booking essential.

"Myrtle" the Leather-backed Turtle will also be on view at the Museum during the above period.

For further details of all the above please telephone SIMON'S TOWN MUSEUM 786-3046. We will be delighted to assist you !

2. **NAVAL BAND CONCERTS**

Simonsberg Theatre

Presented by **ANCHOR PLAYERS**

Friday October 23

18.00 (6pm) and 20.00 (8pm)

Entry by donation for programme

Booking: 786 2436

3. **PENSIONER'S MONTHLY SHOPPING COURTESY BUS**

Thursday morning 8th October.

To Pick 'n Pay from Murdock Valley via Simon's Town and Fish Hoek return.

For further details telephone: 786 3137.

4. **GLENCAIRN "BRING 'N BUY" SALE**
Saturday 3rd October: 9.30-12 noon.

Garden party in the grounds of **No.68, Glen Road, Glencairn**. Arranged by the Glencairn Tennis Club in aid of St Luke's Hospice, False Bay Voluntary Emergency Medical Services, and Tennis Club funds.

For further details telephone: 782-3298
[see article]

5. **GLENCAIRN CIVIC ASSOCIATION**
Wednesday 21st October: 7.30 pm
at Phoenix Lodge, Glencairn.

Slide lecture on the History of Glencairn, by Margaret Cartwright. Followed by Half-yearly meeting of Civic Association, report-back by Ward Councillor, and other business:

6. **FRIENDS OF SIMON'S TOWN**
COASTLINE
COASTAL WALK,

SATURDAY 24th OCTOBER at 9am.

Professor John Rogers of the University of Cape Town will explain the geology along a section of the coast. Meeting place: **OPEN SPACE ACROSS FROM CAPE TIMES FRESH AIR CAMP, Froggy Pond.**

ALIEN VEGETATION HACK:

Saturday 21st NOVEMBER: at Boulders Car Park, at 9.30 am.

7. **FRIENDS OF THE SIMON'S TOWN**
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Please let us know of any forthcoming events you would like publicised. Deadline for October edition - Friday, 2nd October 1998.

Contact Pat Lochhead, Peninsula
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