



A very warm welcome to Ernest Mitchell who has moved into Unit 25

TANKER INFERNO

The Venpet/Venoil collision was a maritime accident involving sister supertankers. It happened in dense fog off the southern coast of South Africa between Plettenberg Bay and Cape St. Francis on 16th December 1977. The tankers were travelling in opposite directions; the Venoil fully laden with 250,000 tonnes of crude oil bound for Canada, and the Venpet, travelling in ballast, headed for Kharg Island, Iran. The Venpet was on a reciprocal course from Halifax where she had already unloaded her cargo. The Venoil ploughed into the Venpet eventually leading to the spilling of approximately 26,300-30,500 tonnes of crude oil, creating a hole 14 metres deep and 55 metres long. Both vessels caught fire but did not explode because of their inert gas systems – the flames rose some 61 metres into the air and the resulting smoke was visible for up to 24 kilometres.

<https://www.wikipedia>

“A story of astonishing courage emerged from the ‘super-prang’ at sea. It is the story of men being plucked singly from the ocean, of 13 others being pulled to the safety of the sky from the blazing decks of the Venpet. Captain Buddy Mockford and his co-pilot were on a routine flight aboard a Court Line Sikorsky 58 helicopter. Their mission was to fly a group of oil riggers from Mossel Bay to the Sedso K oil rig, somewhere off Plettenberg Bay. Then suddenly a mayday call. So Buddy together with his co-pilot Ken and an engineer who operated the hoist decided to get there and help. Ken told me afterwards ‘we weren’t frightened at the time, but we we’re frightened now that it’s over. There wasn’t time for fear because we had to get those men out of there.’

In these circumstances, a helicopter is nothing more or less than a flying petrol bomb – fragile and combustible in a vast expanse of burning sea. But Buddy flew into the inferno. Several men who had jumped overboard were plucked by Buddy from the shark-infested sea, ablaze with diesel fuel leaking from the Venpet. On board the blazing ship were 13 stranded men. Again he manoeuvred his chopper into a death defying position hovering just above the deck with one wheel inside the rail of the tanker. Only 30 metres away - hungry, mountainous flames.

The heat was hellish with all 13 men desperate to grab the rope, the hoist can take only one at a time. Discipline was restored and one by one the men were rescued. They were all aboard in a record time of about 15 minutes. Then it was up and away to a nearby tanker, Jet Forest, where the men landed safely. But they cannot tell what they have been through because of the language barrier!”

This report from a Sunday Times reporter.

A dramatic tug-of-war for salvage rights to the ship began on the evening of the collision when three men in a helicopter landed on the deck of the burning ship. As the light faded a Soekor tug slid alongside and the three men managed to secure steel cables. The massive ship was theirs. But their possession was tenuous: they still faced the battle for legal rights to it. The owners of the ship had already signed the salvage rights to Safmarine and its tug, the Wolraad Woltemade. But the men aboard the Venoil, namely Buddy and his co-pilot and a Soekor executive didn't budge. In the end the audacious boarding party won their incredible tussle on the high seas involving the shipowners representative, a man from Lloyd's of London and the chief pollution officer with the Department of Transport.

Sunday Times – Nic Van Oudtshoorn and Neil Hooper

I am sad to say that none of the rescuers in Buddy's helicopter received public recognition for their exceptional skill, bravery and courage. *FW*

There was a lovely tribute to Buddy in the *Mossel Bay News* and I quote -

"In the mornings when the offshore employees embark at the PetroSA Heliport and observe that Captain Buddy Mockford is in command, they smile. He reached his 20,000 flying hours during 2012. He gained his wings with a Harvard during 1966 and 1972 while he was in the South African Air Force and in 1968 he became a Category A instructor on fixed wings and helicopters. During his six years in the Air Force, he flew with the old Alouette II and Alouette III. In 1971 he received the Commandant General commendation for laudable service (saving fire fighters' lives where they were surrounded by fire in the Franschhoek Mountains).

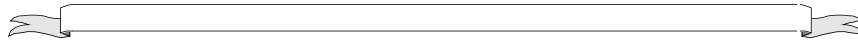
In 1975 he joined Court Helicopters and started flying with the Sikorsky from the docks in Cape Town to tankers passing by. At that point they served 200 tankers a month flying day and night in all kinds of weather. In 1976 he was awarded with the "Winged S" from Sikorsky for another rescue during the dark and stormy night where two seamen were washed overboard. To date, Buddy has been involved with the rescue of 133 people!"

"We at PetroSA are honoured to have such an experienced captain " says Piet Buys Senior Security Specialist based at the Heliport.



Image credit : www.aukevisser.nl

**CONGRATULATIONS TO OUR NEW VILLAGE MANAGER - BRONWYN DAVIS
and
NOMFUNDO MOLETSANE - ASSISTANT VILLAGE MANAGER**



Congratulations too to the new Rescom Committee



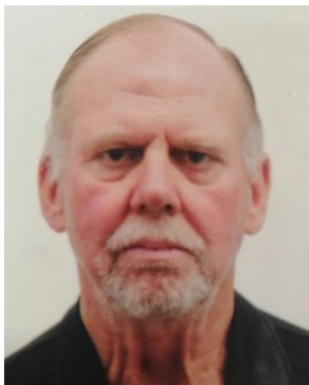
Alan Baxter - chairman



Brian Dalton - deputy chair with an extended portfolio including security



Jane Horovsky - community and healthcare



Richard Eastwick - infrastructure and estate development



Charles Foster- finance

**Fincom subcommittee
Charles Foster, Colin Levine, David Walker**



Kelp forests are some of the most productive and diverse ecosystems on Earth. They cover a third of the world's coastlines (five times as much as coral), act as protective nurseries for young marine life, shelter our shores from storms, provide food and are some of the best carbon sequesters around.

But these vital 'amber forests' are disappearing at an alarming rate. In some places 95% have gone in our generation. This is why we are celebrating the 'kelp champions' who observe, record, preserve, conserve, educate and celebrate all things kelp. There are many kelp champions throughout the world who are working with farmers, business owners and other industry stakeholders, helping to expand mariculture efforts for kelps and commercial shellfish.

A South African conservationist and marine biologist Loyiso Dunga (aka the Kelp Keeper) fears that the great underwater forests could disappear before many humans have even realised their worth. Loyiso is a global ambassador for kelp forest ecosystems, with a passion for environmental education and outreach. He works closely with groups like Sentinel Ocean Alliance to create ocean-based opportunities, and provides environmental education using both scientific and indigenous knowledge for the youth of South African coastal communities.

People pressure. That's the biggest threat to the world's kelp forests. Pippa Moore, Professor of Marine Science School of Natural and Environmental Sciences at Newcastle University studies how human activities impact kelp and how promoting healthy kelp forests can protect us from the impacts of climate change. Current projects include ecosystems-based fisheries management for more sustainable kelp harvesting in Chile and Peru, understanding how UK seaweed farms sequester kelp carbon and tracking the recovery of kelp forest communities along heavily industrialised coastlines.

Now at last the world is paying attention, lead by these kelp champions who observe, record, preserve, conserve, educate and celebrate all things kelp.

Jacqui L'Ange - for more information, visit Lewis Pugh's website :

<https://www.lewispughfoundation.org/voices-for-kelp>

3rd Marie Sampson
 5th Trish Smith
 7th Lorna Collender
 7th Dawn Osborne
 9th Yolanda Bond-Smith
 10th Glenda Cooke
 11th Anna Dell'Erba
 13th Elaine Doyle
 14th Judith Walsh



15th Wenche Hovstad
 16th Jean van Rhyn
 16th Sally Kinross
 21st Ursula Athiros
 21st Edward Twiggs
 25th Gordon Collender
 30th Heather Honeysett
 31st Roger Prideaux



We see Myrle and Brian Mawman celebrating their anniversary on the 4th
 Lorna and Gordon Collender on the 5th
 and
 Julie and Dave Phillips on the 10th

B I N G O EVENING - 6pm

To be held on Friday 8th July - R70pp

A light meal will be served

Always loads of fun

Please book at reception by no later
 than the 4th July for catering purposes



We are having a musical evening with

GORDON EPSTEIN aka

GORDON ROCKER

On Friday 15th July 7pm

As most of you are aware, he is a vocalist, guitarist,
 one-man band and songwriter. His style is similar to
 that of Elvis Presley, Cliff Richard and Buddy Holly.

It promises to be a lovely evening.

Book at reception by no later than the July 8th -

Cost R80pp

You are welcome to bring your own refreshments



"Pardon me if I blow my own trumpet"

Congratulations to John Patten who is the winner of the competition

John's entry was the only one - response(s) very disappointing from my perspective FW

Christmas in July Dinner Menu

Sherry on Arrival

Main Course

Roast Lamb with Mint Jus

Or

Cranberry Stuffed Chicken

Amarula Glaze

**Served with Roast Potatoes,
Caramelized Brussel Sprouts &
Roasted Maple Butternut**

Dessert

Christmas Cake with Cassata

Price: R165 per person

Date Friday , 29 July 2022

Time 18h00

RSVP to BISTRO by 23 July 2022



BARS AND BLASTS

You don't have to be an historian to know that man and beast have stared at each other through iron bars for a long, long time. Nor do you have to be a psychologist to speculate on why it is that zoos attract visitors. The Cape Peninsula has lost its zoo, but still has a snake park and an aquarium and an ostrich show farm. In addition, it has a couple of places that put collections of domesticated farm animals on show for the public. These facilities are well patronised. They are important centres for creating awareness and compassion, and for educating adults and children in a practical way. That is, provided proper management is exercised.

Cape Town's Zoo, as a part of Cecil John Rhodes' Groote Schuur estate, used to be a popular venue for visits over weekends. Many of us, as kids, were taken there to see the lions and other animals. Listening to the roar of the lions at night was a part of living in the suburbs of Newlands and Rondebosch. The lions' den was, and still is an architectural minor classic. Why was Cape Town's Zoo closed down in the 1970's, while the zoos of many other cities were going from strength to strength? Almost since its inception (1931) it was the subject of repeated criticism and debate. A perennial complaint centred on the zoo's allegedly unsuitable location; the site being described variously as too windy, cold and damp. Notwithstanding this, I doubt whether the majority of these so-called experts had, or have ever visited the thriving world-class zoo at Edinburgh. If the weather at Groote Schuur is bad for wild animals in captivity then it's got nothing on that of Edinburgh in summer, never mind winter.

One person who knew the zoos at Cape Town and Edinburgh was Sir Solly Zuckerman. He once expressed the opinion that the Groote Schuur estate was not an ideal location for a world-class zoo. Of course, it was never anything like a world-class institution. It constantly had to battle for funds, and was badly managed by inward-looking, poorly educated, semi-retired civil servants of the then public works department. These *oompies* knew virtually nothing about running a zoo, and could not have cared less either way. Even the lions were given dead donkeys and staves and little else. The baboons weren't given much more than vrot bananas.

Zuckerman was a born (1904) and bred Capetonian who left South Africa for England where he carried out research on baboons at London Zoo. He published two influential books, which in essence, proposed that sex was the essential glue that held primate societies together. However, he failed to acknowledge properly that the subjects of his study, being held captive in cages, were often bored and frustrated out of their minds. Consequently, these animals were inclined to behave "abnormally".

Zuckerman cared about the welfare of zoos and their inmates. The London Zoo opened to the public in 1828 and incorporated the royal menagerie which had been housed in the Tower of London for 600 years. In the early nineteenth century, like others of similar vintage in Europe, the animals were divided from the public by heavy iron bars and kept in relatively small cages. It's the way that the animals were kept at Groote Schuur more than 100 years on. This in spite of the existence of a new style of zoo first developed in the 1840's by Carl Hagenbeck of Hamburg. It was he, as one of the first champions of the rights of wild animals, who advocated that monkeys should have trees to climb, and lions should be able to see their reflections in pools of water.

In the best of today's zoos, the greatest efforts are made to reproduce the conditions of their animals' natural conditions, within limited areas. These animals are given the best possible care. They live longer, usually, than they would in the wild. They also breed in captivity. There is a strong but not an unassailable argument for the existence of such zoos in urban areas. The people of Cape Town could benefit significantly from the presence of a top-class specialised zoo in their area. The popularity of the city's aquarium, as a centre of entertainment and education, demonstrates this. A good zoo could assist hugely in building compassion for animals in children. If ever South Africa could do with an enhanced extension of compassionate behaviour, it is now. Such a facility won't come cheap, and anything short of doing things properly is best avoided. One certainly wouldn't want anything that even remotely resembles the old zoo at Groote Schuur. It need not have been completely shut down however. It could have been completely renovated and rerun.

Abridged article: Roy Siegfried

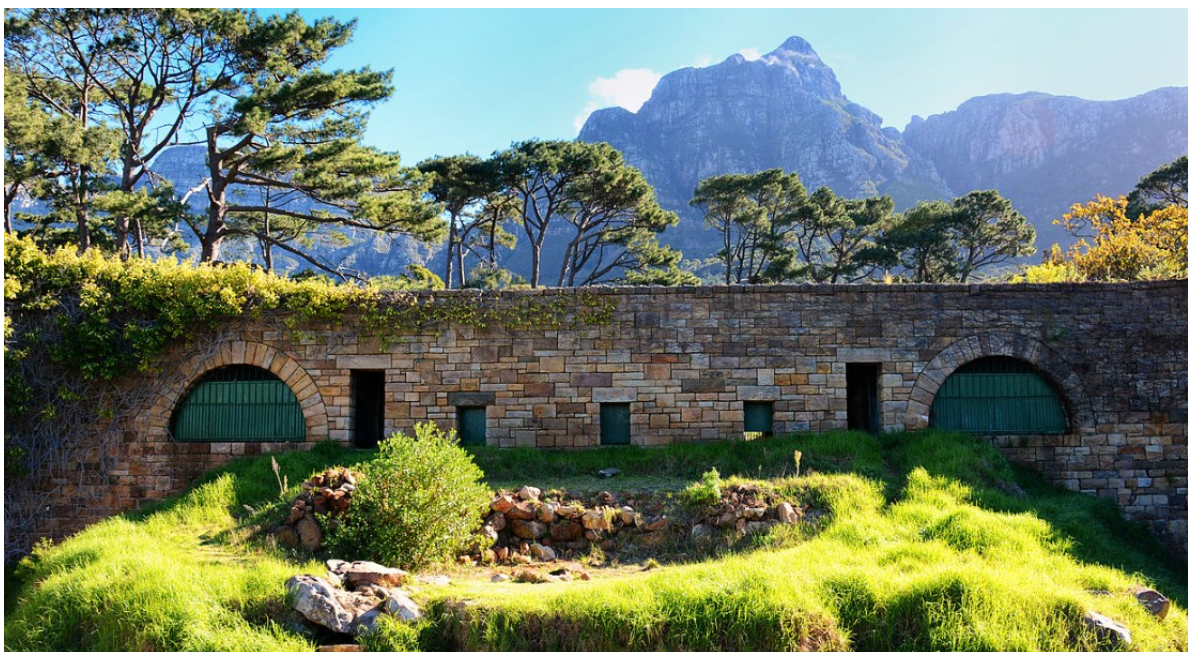


Image credit: [www.https://en.wikipedia.org](https://en.wikipedia.org)

DAFT DEFINITIONS

AQUADEXTROUS (ak wa deks'trus) adj. possessing the ability to turn the bathtub tap on and off with your toes.

CARPERPETUATION (kar'pur pet u a shun) n. the act, when vacuuming, of running over a string or a piece of lint at least a dozen times, reaching over and picking it up, examining it, then putting it back down to give the vacuum one more chance.

DISCONFECT (dis kon fekt') v. to sterilize the piece of confection (lollipop) you dropped on the floor by blowing on it, assuming this will somehow remove all the germs.

ELBONICS (el bon'iks) n. the actions of two people manoeuvring for one armrest in a movie theatre.

On a recent trip Marion Thompson took these stunning photographs



The king of the Kgalagadi



'On the lookout - beware lion very close'

CARRIAGE CLOCKS

A carriage clock is a small, spring-driven clock, designed for travelling, developed in the early 19th century in France, where they were also known as "Officers' Clocks". The first carriage clock was invented for Emperor Napoleon in 1812. The case, usually plain or gilt-brass, is rectangular with a carrying handle and often set with glass or more rarely enamel or porcelain panels. A feature of carriage clocks is the *platform escapement*, sometimes visible through a glazed aperture on the top of the case. Carriage clocks use a balance and balance spring for timekeeping and replaced the larger pendulum bracket clock. Thousands of carriage clocks were manufactured between 1880 and 1920.

A carriage clock has, in the past, been a traditional gift from employers to retiring or long-serving staff. However, in modern times, with changing work patterns and changing desires, this is much less the case.

<https://en.wikipedia.org>



Beautiful carriage clock
belonging to Glenda Cooke



“The clock was presented to my late husband’s grandfather (maternal).

Richard Burton was the principal of Maitland Public School, which in its day was a much smarter suburb than what we know it as today. The engraving on the top of the clock reads “Presented to Richard Burton, Principal of the Maitland Public School, by the Managers as a mark of appreciation, 20 June 1902.”

The well known road, Dick Burton Road in Plumstead was also named after him.”

A grandfather clock (also a longcase clock, tall-case clock or floor clock) is a tall, freestanding, weight-driven clock with the pendulum held inside the tower or waist of the case. Clocks of this style are commonly 1.8–2.4 metres (6–8 feet) tall with an enclosed pendulum and weights suspended by either cables or chains which have to be calibrated occasionally to keep the proper time. The case often features elaborately carved ornamentation on the hood (or bonnet), which surrounds and frames the dial, or clock face. The English clockmaker William Clement is credited with the development of this form in 1670. Until the early 20th century, pendulum clocks were the world's most accurate timekeeping technology, and longcase clocks, due to their superior accuracy, served as time standards for households and businesses. Today they are kept mainly for their decorative and antique value, having been widely replaced by both analogue and digital timekeeping.

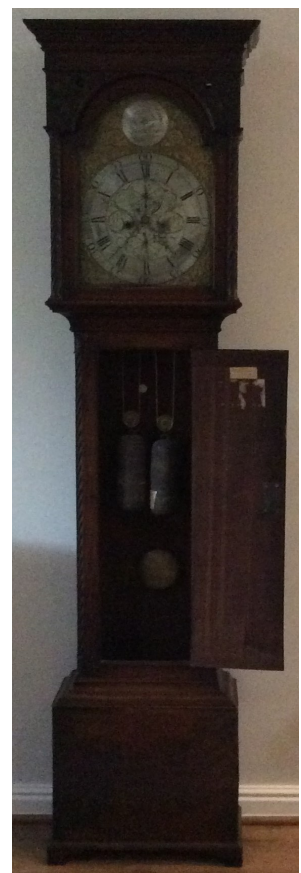


Grandmother casement
clocks

belonging to Lyn Law
inherited from her father-
in-law who collected
clocks

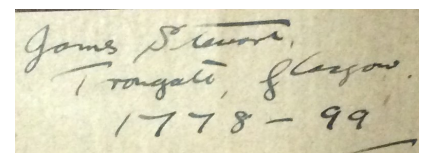


belonging to Jo Nixon dating
back to 1930 - bought on the
occasion of her marriage to
Geoff



belonging to Paddy Fordyce dating
back to

It has the original glass with
requisite dimples



and owned by her father



belonging to Janine Fuller - this is a Dutch Zaanse antique/ vintage Warmink wall clock. This clock was made by one of the best Dutch clock companies that have ever existed, namely the Warmink company. These clocks were very popular in the 1960s. Many Dutch households had these clocks hanging on the wall.



belonging to Jean van Rhyn
made circa 1985 in Knysna -
beautiful blackwood grandfather
clock

Some of the long case clocks looked lopsided, no matter how I positioned
my ipad, the slant was evident

In memory of Mark Dry 1931-2022

Condolences to Margaret and family

R I P



Moving On ... A Checklist for Checking Out

Roger Cummins – Unit 20 Evergreen Bergvliet

Benjamin Franklin is credited with the famous quote: “In this world nothing can be said to be certain, except death and taxes”. We were discussing the subject of preparing for the end-of-life in a hospital palliative care patient-caregiver group, at which I volunteer, when the Covid pandemic terminated our fortnightly gatherings. During lockdown, I read Helena Dolny’s book, *Before Forever After*, which has a very useful chapter (‘*Winding Up*’) on this topic that discusses end-of-life preparations, and contributes substantially to an understanding of the importance of ensuring that our affairs are tied-up and that important information for those succeeding us is complete and consolidated.

Here is my revised Checklist for ‘Checking Out’.

| Planning beforehand: | Financial Matters |
|--|--|
| <p>Ensure Will and Financial affairs are in order.</p> <p>Have a Living Will/Advance Directive (AD) in place, <u>and</u> discussed with those who may have to implement it.</p> <p>Consider giving a trusted person a Durable Power of Attorney, to assist if you’re unable to manage your affairs.</p> <p>Consider appointing a trusted Medical Proxy to ensure that your Advance Directives are followed.</p> <p>Ensure that any Body or Organ Donation arrangements have been made and documented.</p> <p>Decide on Undertaker/Funeral Home.</p> <p>Consider and document any funeral wishes and preferences:</p> <ul style="list-style-type: none"> Burial (where?) OR Cremation (Disposal of ashes?) Body viewing – who, where. Specific requests re funeral Favourite readings and songs Donations in lieu of flowers. <p>Ensure that any Pension Fund beneficiary nominations are correct.</p> <p>Create a confidential list of PIN /PUK numbers, all passwords, safe codes and key locations. Ensure that those who may need this have access to it.</p> <p>Initiate the important family discussions about your end of life wishes.</p> | <p>Ensure that the following are available:</p> <p>Bank accounts in their names for the short-term living expenses of any dependents. Your bank accounts will be frozen until a Letter of Executorship is provided by The Master of the Supreme Court (This may take several months).</p> <p>Details of short-term insurance policies (Home Owner’s, Domestic and Vehicle): Regular ongoing payment of these will be required to keep these policies active.</p> <p>Details of Life and Endowment policies.</p> <p>Details of any Funeral Policies in your name.</p> <p>Pension contribution information and up-date nominated beneficiary details.</p> <p>A record of monthly and annual account payments and how these are met. Remember that stop-order payments off deceased’s accounts will be on hold until account holder details can be changed (Letter of Executorship).</p> <p>Details of any mortgages.</p> <p>Property title deeds / holder info.</p> <p>A record of any local or foreign income sources.</p> <p>Local and foreign investment details.</p> <p>Details of any Trusts set up, and Trustee contact information.</p> <p>Auditor or Tax advisor contact details.</p> <p>Details of any debts or loan agreements.</p> |

Establish a Master File or Deed Box containing important documents and **ensure that next-of-kin have access to this:**

Living Will (Advance Directives).
 General Power of Attorney.
 Medical Proxy information.
 Specific wishes during or after dying.
 Organ donation contacts.
 Undertaker details.
 Personal documents: birth certificate, ID details, marriage documents, passport.
 Cell phone PIN, Lock and PUK codes.
 Computer Password/s.
 Location of any safes and access to keys or digital codes.
 Location of important keys including car and car spare keys.
 Bank and Account Details.
 Bank card PIN #'s.
 Wills (Local and overseas).
 Nominated Executor contact details.
 Attorney info if required.
 Trust deeds and contact information for Trustees of any trusts, etc.
 Annuity, Endowment and Insurance documents
 People / groups to be notified of death.
 Guardianship for dependents.
 Pet care wishes.
 Financial advisor contact details.
 Auditor contact details.
 Medical Aid and dependent details.
 Income Tax number and office details.
 Vehicle tracking information.
 Timelines – for all licence payments.
 Letters & videos for special occasions.
 Photos or memory boxes.

Important Documents at life's end:

Birth Certificate.
 ID Book/card location. Executor should **make certified copies** of ID **before it is stamped 'deceased'** by Home Affairs.
 Passport.
 Marriage Certificate.
 Antenuptial Contract.
 Assets Statement.
 Funeral policies.
 Life insurance policy details.
 Annuity and Endowment information.
 Pension and beneficiary details.
 Vehicle registration papers and insurance details.

***Death certificate (obtained from undertaker). Make certified copies for distribution. Keep the original!**

*** Letter of Executorship – from Master of Supreme Court on application by Executor. Make certified copies for winding up financial affairs.**

Who should be Contacted after a Death at home?

Police and Paramedics (provide documents for undertaker).
 Pastor or spiritual caregiver.
 Undertaker. (It's acceptable to delay removal of the body if time with the deceased is needed by family or other close persons).
 Family and friends.
 Healthcare provider.

- **Only available after death – It's urgent to obtain and make (many) certified copies of these documents and ensure that originals are kept securely.**

This compilation is dedicated to my wife, Liddy, who loves lists.

PITCAIRN ISLAND

The Pitcairn Islands, officially the Pitcairn, Henderson, Ducie and Oeno Islands, are a group of four volcanic islands in the southern Pacific Ocean that form the sole British Overseas Territory in the Pacific Ocean.



Pitcairn Island is a place so remote, and with a history so bizarre, that until recently it was viewed almost as myth rather than reality. But the events that took place on this tiny island in the Pacific Ocean were very real. Settled by a pack of mutineers of the HMS *Bounty* in 1790, along with a small group of Polynesians, the island soon became like the famous 1954 novel *Lord of the Flies*, in which a group of boys stuck on an uninhabited island descended into savagery and immorality. Faced with physical, social, and psychological isolation, along with struggles for power, the Pitcairn population rapidly diminished due to murder, suicide, and madness, and the remaining inhabitants descended into incest, sex abuse, and delinquency. Today, 47 inhabitants from just four families remain on this ill-fated island that carries with it a dark and evil history that has been retold in countless films and books.

The earliest known settlers of the Pitcairn Islands were Polynesians who appear to have lived on Pitcairn, Henderson, and Mangareva. From at least the 11th century they traded goods and formed social ties among the three islands despite the long canoe voyages between them, which helped the small populations on each island survive despite their limited resources. Eventually, important natural resources were exhausted, inter-island trade broke down and a period of civil war began on Mangareva, causing the small human populations on Henderson and Pitcairn to be cut off and eventually to become extinct. Although archaeologists believe that Polynesians were living on Pitcairn as late as the 15th century, the islands were uninhabited when they were rediscovered by Europeans.

The mutiny on the Royal Navy vessel HMS *Bounty* occurred in the South Pacific Ocean on 28 April 1789. Disaffected crewmen, led by acting-Lieutenant Fletcher Christian, seized control of the ship from their captain, Lieutenant William Bligh, and set him and eighteen loyalists adrift in the ship's open launch. The mutineers variously settled on Tahiti or on Pitcairn Island. Bligh navigated more than 3,500 nautical miles (6,500 km) in the launch to reach safety, and began the process of bringing the mutineers to justice.

Bounty had left England in 1787 on a mission to collect and transport breadfruit plants from Tahiti to the West Indies. A five-month layover in Tahiti, during which many of the men lived ashore and formed relationships with native Polynesians, led many men to be less amenable to military discipline. Relations between Bligh and his crew deteriorated after he began handing out increasingly harsh punishments, criticism, and abuse, Christian being a particular target. After three weeks back at sea, Christian and others forced Bligh from the ship. Twenty-five men remained on board afterwards, including loyalists held against their will and others for whom there was no room in the launch.

After Bligh reached England in April 1790, the Admiralty despatched HMS *Pandora* to apprehend the mutineers. Fourteen were captured in Tahiti and imprisoned on board *Pandora*, which then searched without success for Christian's party that had hidden on Pitcairn Island. After turning back towards England *Pandora* ran aground on the Great Barrier Reef, with the loss of 31 crew and four prisoners from *Bounty*. The ten surviving detainees reached England in June 1792 and were court-martialled; four were acquitted, three were pardoned, and three were hanged.

<https://en.wikipedia.org>



The mutineers turning Bligh and part of the officers and crew adrift 29th April 1789

Image: National Maritime Museum

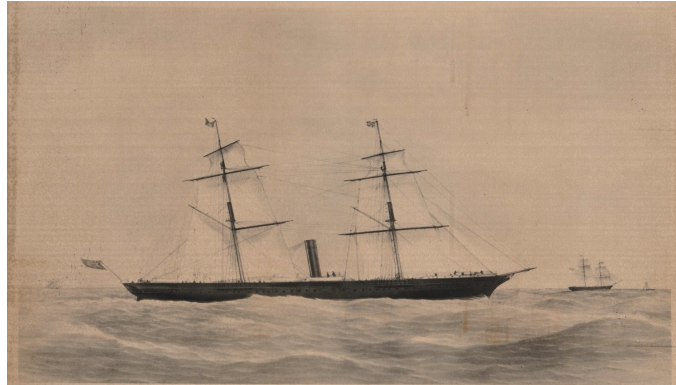


Contribution - Mike Smith

This is a synopsis of a diary kept by Alexander Stewart, grandfather of Ian Stewart (for those residents who do not know Ian, he and Renee live in Winery Road), it also contains excerpts from the magazine Cabo.

“ Mr. Stewart was one of many men who left Britain during the middle half of the nineteenth century to make a new life in South Africa. While his life may have been in no way extraordinary, given the period which it spanned, it is of considerable interest from today's perspective in reflecting events as they occurred and the way of life at that time.

He was born in 1858 in Dundee, Scotland and left home at the age of twelve to work as a farmer's boy on various farms in the area before becoming a fisherman, amongst other jobs. At the age of twenty-one he left Dundee in 1879 for Swansea, the day after the Tay Bridge disaster, (the bridge that collapsed as a passenger train bound for it's final destination of Dundee passed over it, killing all aboard) where he joined the crew of the barque Galconda as an ordinary seaman and sailed for South Africa. After a long voyage of sixty-seven days the ship arrived at Table Bay just before Easter 1880.



The barque Galconda on which Mr. Stewart sailed for Cape Town
Image credit: National Maritime Museum, Greenwich, London

He jumped ship and ran away over Kloof Nek to Camps Bay and walked to Hout Bay where he worked on a farm until his ship had sailed from Cape Town for England. He then worked on the construction of the Molteno Reservoir before joining the Cape Government Railways as a cleaner and firemen on the 4'8 1/2" gauge engines still in use on the Wynberg line. He recalls that, at that time, when the main line was converted from the 4'8 1/2" gauge to the present 3'6" gauge, there were still three of the original broad gauge engines from the Wellington line, viz. Durban, Stellenbosch and Malmesbury and two suburban tank engines *Watson* and *Ebden*. The dual gauge track used during the change-over caused numerous complaints and to avoid them and accelerate the service, a brake van was placed at each end of the trains. The brake van and first carriage were fitted-up with a chain brake which could be operated by the Guard from both ends. There were numerous "laughable episodes" of over-running stations, stopping short etc. which ended up by a train running into the Cape Town station buffers and knocking over the Book Kiosk on the platform!

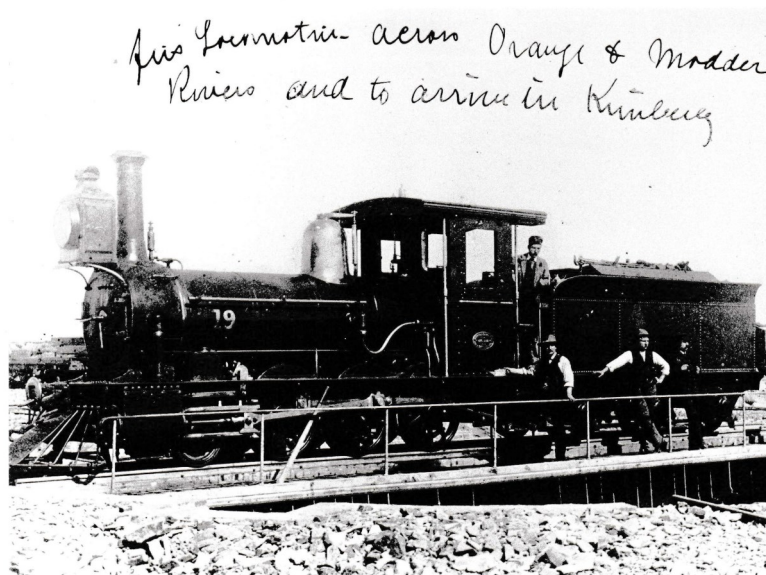
Later in 1880, Mr. Stewart left Cape Town for P.E. at the time of the Basuto War. He had been working on the railway as a Porter when he was offered £80 and a saddle and bridle to act as a substitute for a burgher who had been called out. Somehow he missed this offer and found that he had been enlisted as a trooper in Pearson's Horse at five shillings a day. He was never in action as, by the time his Regiment reached Maseru, a twenty day armistice had been proclaimed and there was no more fighting. He then found himself transferred to the Buffalo Mounted Volunteers where he contracted Camp Fever before being discharged with the Cape General Service Medal with Basuto Bar.

In May 1881 he joined the Table Bay Harbour Board as a handyman and worked as a firemen on the 7' gauge Breakwater engine, dropping rock along the Breakwater extension. There was only the Inner Basin at that time and it was filled with shipping three deep. Conditions in Waterkant Street where he lived with a friend were not great - sanitary conditions were very primitive, sanitary pails only being emptied when the Council was notified and a charge of 2/6 had to be paid for each removal. The streets and yards being very smelly, all refuse being dumped into the streets. There was only one theatre. The streets and houses were lit by oil and candles. There was an epidemic of smallpox at this time and soldiers had to be called out to guard the graveyards. Whilst living there he joined the Fire Brigade and got paid 5 shillings for each fire he attended.

When the railway line was opened across the Orange River in 1884/5, Mr. Stewart was made the driver of the shunting engine. The Cape Government took up the offer by the British Government to finance the line and a temporary bridge was built across the Orange River and tested it with engine no. 3. As a result Mr. Stewart was the first to cross the river with engines no. 3 and 19. Because of the amount of earthwork required at Kimberley station the railway was unable to reach it and a temporary platform was built on sleepers. There was great jubilation in Kimberley, a holiday was declared and special trains were run daily to Modder River. This was a great help to Kimberley as thousands of tons of Welsh coal and machinery for the mines had been dumped in readiness at the Orange River for about a mile and a half on each side of the station.

In 1886 Mr. Stewart married. In that same year, he resigned from the Railway and decided to work on the mines, but work was scarce owing to several years of slump, and the price of diamonds was low. Nevertheless he got a job on the Anglo-French Mining Company's Du Toit's Pan workings as a prospecting engine driver at £7 per week. From there he moved to the Bultfontein Mining Company's Mine where he drove a hauling engine until 1889.

He recalls Kimberley in the 1880's as a lively place. The natives were allowed plenty of freedom and seldom abused it. They used to roam the streets and spend their money freely and seldom interfered with the whites. There was plenty of excitement when Barney Barnato stood for Parliament. There were plenty of amusements, dances, theatre and sports. Money was never of any consequence. The Queen's birthday was wholeheartedly a holiday. Those were the days when Rhodes, Jameson, Weil and Gibson ruled Kimberley. At this time, the Mines were becoming unworkable and Rhodes started his Mine amalgamation. Mr. Stewart left Kimberley and rejoined the Cape Government Railways as a Fireman at 7 shillings per day. The Railways were beginning to get heavier locomotives, automatic brakes and saloon carriages for the passengers, and this continued until 1899 when the Anglo-Boer War broke out. He also drove the Special Train conveying the remains of the late Right Hon. Cecil J. Rhodes; the Ration Train and Ambulance Train and during the war was a member of the De Aar Defence Force. He continued driving trains until 1918. His final move was to Klerksdrop as 1st Class Shedman until he retired with a pension of £11.10.5d per month."



First locomotive across the Orange and Modder rivers and to arrive in Kimberley
Mr. Stewart, driver of #19 poses with his oilcan, probably at Kimberley c.1885

Image credit: Kimberley Africana Museum

For someone who could neither read or write on arrival in Cape Town, Mr. Stewart certainly led a colourful and eventful life

DO YOU LIKE TO MAKE MUSIC?

THIS IS A SECOND APPEAL TO RESIDENTS

The idea is to put together a small group of residents who like to make music, who have their own instruments, and who would love playing together for the enjoyment of themselves,- and hopefully for the rest of us one day! The music would be simple, maybe light popular, folksy, blues, 60-70ies etc etc. Or who knows??? Might even slot in some jazz? We are surrounded by perfection in music performances, but there is something very special about live music, both for the players as well as for the listeners.

All is very flimsy and vague in my mind, but already a keyboard player and a drummer have showed their interest, and hopefully there will be more. If you think this idea is worth working on, and that you would like to try it out, please let me know.

Wenche Hovstad
76 Winery Road
3076



AND YET ANOTHER APPEAL

The Scrabble group has been given a Lazy Susan board/turntable, which has proven to be such a good thing for our Tuesday afternoons.

But as the group expands, we need at least one more, and we wondered if there might be a Lazy Susan tucked away in some cupboards, never in use?

If that is the case, we would be very happy to make good use of it!

Please contact Inez Gretton, 3003, or Wenche Hovstad, 3076, if you can assist.

QUICK AND EASY AIR FRYER RECIPES

PARMESAN ENCRUSTED CHICKEN TENDERS - 4 chicken breasts - beat two eggs in a bowl with a little chopped parsley. Dribble a little olive oil and melted butter over the breasts. Season with black pepper and kosher salt, then some pressed garlic . Dip the tender into the egg mixture and then top with grated parmesan cheese pop into the air fryer for 15 mins per side on 375 - top with fresh parsley and a little flaky sea salt.

SALMON FILLETS x 2 - pat dry, drizzle with olive oil. Grate 1 garlic clove sprinkle on top of fillets together with a light coating of paprika. In a bowl mix 1/4 t salt, 1/4 t black pepper, 1/4 t dry thyme, 1 t smoked paprika, 1 t golden brown sugar. Spread generously rub into fillets. Into air fryer 400F bake for 10 minutes, if fillets thickish, then an extra 3 minutes. Serve with roasted vegetables.

THE ANCIENT ART OF HONEY COLLECTING ON THE HIMALAYAN CLIFFS OF NEPAL



The Gurung tribespeople of Nepal have been collecting honey from Himalayan cliffs for centuries, risking their lives in an ancient tradition that has been passed down over many generations. But now the three-day honey hunt, which occurs twice every year, is under threat from rapidly declining bee populations, climate change, commercialization of medicinal honey and tourism.

The Gurung people, also called Tamu, are an indigenous tribe living within Nepal's mountain valleys. Gurung history is clouded with uncertainty because of their lack of written accounts from the past. However, it is believed that the Gurung ethnic group migrated from Tibet in the 6th century AD to the central region of Nepal.

The Gurung tribesmen of Nepal are master honey hunters, collecting honeycomb in the foothills of the Himalayas using nothing more than handmade rope ladders and long sticks known as tangos. Most of the honey bees' nests are located on steep inaccessible cliffs, out of reach of predators and increasing their exposure to sunlight.

Before the honey collection begins, the honey hunters, known as *kuiche*, are required to perform a ceremony to placate the cliff gods. This involves sacrificing a sheep, offering flowers, fruits and rice, and praying to the cliff gods to ensure the safety of the collectors. Having the protection of the gods certainly comes in handy as the honey hunters scale the cliffs, harness free, and rely only on old hand-made rope ladders that have been handed down by their ancestors.

The honey hunters use smoke to drive out thousands of angry *Apis Laboriosa*, the largest honey bee in the world from their nests. Long sticks called tangos, with a sickle at one end, are used to cut the exposed honeycomb away from the cliff face. Using another stick to guide the basket hanging beside him, the honey hunter catches the honeycomb as it falls before the basket is then lowered to the ground. Up to a dozen men are drafted to support the hunter in his efforts. After a three-hour trek back up to the village carrying approximately 20 kg (44 oz) of honey, the honey is divided up among the villagers and one of the first uses is for a cup of honey tea.

<https://www.ancient-origins.net>



Image credit - Andrew Newey

This picture is from the Punch Magazine dated 24 April 1904.

Despite the passing of a century plus, a couple of World Wars, a bunch of regional wars, riddance of dictators and despots, dictator comebacks, a lot of boundary/border changes and more, not much has changed, has it?



Thank you to everyone for their contributions - keep your ideas coming to davidwal@iafrica.com

Articles not published in this issue will be held over for August, the deadline being Friday 15th July.

FW