

Prefix Voorvoegsel	Serial No. Volgnommer	SENT—GESTUUR	Office Stamp. Kantoor Timp.
Office of Origin and Service Instructions. Kantoor van Oorsprong en Diens Instrukties.		At Te	
Coda Kode		To Aan	
Charges. Kosten		By Door	

PLEASE WRITE DISTINCTLY.—SCHRYF A. U. B. DUIDELIJK

(2)

TO  
AAN

Europe	for	whaling	grounds	STOP
Would	also	like	receive	information
if	possible	number	of	(a)
whale	factory	ships	and	(b)
catchers	employed	Antarctic	year	1930-31
and 1931-32	respectively.			

FROM  
AAN

N.B.—The Administration is not liable for losses incurred through incorrect transmission, delay, or non-delivery of Telegrams.

LET WEL.—Die Administratie is nie aanspreeklik nie vir verliese wat ontstaan deur verkeerde oorsending, vertraging of nie-aankomsing van telegramme.

Signature of Sender  
Handtekening van Afzender

General Manager

Address  
Adres

JOHANNESBURG.

S.M. 1458—11/29—1 000 200—L. E. Joseph & Co., Jbz.

Additional keel blocks have been provided in the Graving Dock which will enable two or three more whalers to be dealt with simultaneously than was the case prior to 1931.

The actual number of days in the Graving Dock, Slipway and Pontoon for which revenue was earned was 697 days, equal to over six days per ship occupation of the facilities. The system Manager is assured by the Port Officers that so far as the Graving Dock is concerned, 24 hours would generally suffice per ship as generally all that is required is for the whalers to have the underwater portion of their hulls cleaned and painted, which could easily be done in 24 hours.

During the year ended 31st March, 1932, only 38 whalers were dealt with paying dues for an aggregate of 138 days occupation of the Administration's facilities and from which a revenue of £5,369.18.7. was derived. A statement showing how this amount is made up is attached.

*Get copy of Skelton's letter upon which this memo. is based. There is a copy deposited in the NO. 7 Whaler Cabin and to the Comdant's Office. Both of these are at 100 and 101.*

**A. S.A.R. & H.—TELEGRAPHS.—S.A.S. en H.—TELEGRAAFDIENS,**

**N. 34A.**

Prefix Voervoegsel	Serial No. Volgnommer	SENT—GESTUUR		Office Stamp. Kantoor Tjop.
Office of Origin and Service Instructions. Kantoor van Oorsprong en Diens Instrukties.		At Te	M.	
Words. Woorde.		To Aan		
Code Kode	Charges. Koste	By Deur		

PLEASE WRITE DISTINCTLY.—SKRYF A. U. B. DUIDELIJK

TO  
AAN RAILWAYS CAPETOWN.

Your	L.86/40	of	3rd	instant
Saldanha	Bay	slipways	can	you
elucidate	disparity	in	number	of
whale	catchers	advised	by	Thesen
coming	South	this	season	STOP
Your	letter	states	from	definite
assurance	of	Mr. Thesen	that	not
more	than	61	whale	catchers
will	sail	this	season	from
Norway	whereas	in	interview	Cape
Times	25th	August	Mr. Thesen	is
quoted	as stating	that	17	whale
oil	factory	ships	and	100
or	more	whale	catchers	leaving

FROM  
AAN

N.B.—The Administration is not liable for losses incurred through incorrect transmission, delay, or non-delivery of Telegrams.

LET WEL.—Die Administrasie is nie aanspreeklik nie vir verliese wat ontstaan deur verkeerde oorsending, vertoging of nie-aanwagting van telegramme.

Signature of Sender  
Handtekening van Afzender

Address  
Adres

S.M. 1458—11.25—1,000-200—L. E. Joseph & Co., Jtz.

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*Get Copy of  
Skullerom's letter  
upon which this  
memo. is based  
This is a long  
disparaging one  
No. of whale catches  
said to be coming  
from the British  
of Mr. Thesen is  
(a) 100 and  
2) 61.*

Mr. Macgregor

Representations made by Thesen re reduced dock charges are now under consideration of Railway Board.

Office Stamp.  
Yantop Tjep.

ELIIC

ST

Send Copy of Memo to Memo.

whale	catchers	advised	by	instant
coming	South	this	season	you
Your	letter	states	from	of
assurance	of	Mr. Thesen	that	Thesen
more	than	61	whale	STOP
will	sail	this	season	definite
Norway	whereas	in	interview	not
Times	25th	August	Mr. Thesen	catchers
quoted	as stating	that	17	from
oil	factory	ships	and	Cape
or	more	whale	catchers	is
				whale
				100
				leaving

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FROM  
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Signature of Sender  
Handtekening van Afzender .....

Address  
Adres .....

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WD  
ON  
due  
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S.M. 1158-11-28-1000-260-L. E. Joseph & Co., Jlg.

looks

provided in the Graving Dock which will enable two or three more whalers to be dealt with simultaneously than was the case prior to 1931.

The actual number of days in the Graving Dock, Slipway and Pentoon for which revenue was earned was 697 days, equal to over six days per ship occupation of the facilities. The system Manager is assured by the Port Officers that so far as the Graving Dock is concerned, 24 hours would generally suffice per ship as generally all that is required is for the whalers to have the underwater portion of their hulls cleaned and painted, which could easily be done in 24 hours.

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Get Copy of Skilleworn's letter upon which this memo is based. There is a big discrepancy in the cost of the whaler cables. I think both given by Mr. Thesen i.e. over 100 and £1.

S.A.R. & H.-TELEGRAPHS.-S.A.S. EN H.-TELEGRAAFDIENS.

C. or B.

Preix  
Voorvoegsel

Words  
Woorden

No. of Message  
No. van Boodschap

Serial No. Volgnommer	Recd. from Ontvang Van	Service Instructions Diens Instrukties	Spent or sent out Gezant of Uitgezant At Om	Office Stamp Kantoor
	By Door	2	By Door	JOHANNESBURG 27 SEP. 1932

Handed in at / Ingeliever te | at / om | Received here at / Hier ontvang om

TO  
AAN

Ships + 236 catchers employed  
antarctic + during year 1931/1932  
5 to factory ships + 83  
30 catchers

FROM  
VAN

Rhys Estates

or	more	whale	catchers	leaving
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FROM  
AAN

N.B.—The Administration is not liable for losses incurred through incorrect transmission, delay, or non-delivery of Telegrams.

LET WEL.—Die Administrasie is nie aanspreeklik nie vir verliese wat ontstaan deur verkeerde oorsending, vertraging of nie-aflewering van telegramme.

Signature of Sender  
Handtekening van Absender

Address  
Adres

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Get Copy of  
Rhys Estates letter  
upon which this  
memo. is based  
This is a big  
disparity in the  
No. of whale catches  
said to be coming  
from the bulk group  
of Rhys Estates  
(at least 100 and  
2) 61.

S.A.R. & H. TELEGRAPHS. S.A.S. EN H. TELEGRAAFDIENS.

C. or B.

Prefix  
Voortekening

Words  
Woordes

13

No. of Message  
No. van Boekstap

292

Serial No. Voignummer	Recd. from Ontvang Van	Service Instructions Diens Instrukties	Sent or sent out Gestuur of Uitgestuur
76	10	<i>off</i>	At Om
			By Door
			Returned Teruggesling



Handed in at  
Ingelever te

Capetown

at

Received here at  
Hier ontvang om

3/5 p

TO  
AAN

for

Whaling

your telegram 26th Saldanha bay Slipway  
Stop the same Interviewed & confirmed  
figure 61 whale catchers likely  
require repair facilities Table by Stop  
Cape times interview report 25th  
August not altogether correct as  
all ships mentioned will not  
make Capetown their base. Stop  
the same advises that during year  
1930/1931 44 whale factory

FROM  
VAN

or	more	whale	catchers	leaving
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FROM  
AAN

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Signature of sender  
Handtekening van Afzender

Address  
Adres

S.S.L. 1458-11, 28-1, 003200-1. E. Joseph & Co., Jbg.

*Get Copy of  
Akilleon's letter  
upon which this  
memo. is based  
This is a big  
disparity in the  
No. of whale catches  
said to be coming  
from the bulk of  
the 100 and  
over 61.*

locks  
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Memo. for -

Mr. Smith,  
Shipping Manager,  
CAPE TOWN.

---

With reference to our discussion the other day when Mr. Mills left the attached plan in my office, I have to state that that gentleman brought to notice the question of extending the line from Saldanna Bay Station to a point on the beach shewn on the plan, in the vicinity of which point Mr. Mills also suggests a jetty should be erected.

It is the intention of Mr. Mills, who is interested in a Company to exploit sulphate rock from Langebaan, to land approximately 2,000 tons per month of this rock at the proposed jetty. It is the intention that the rock should be ground in the vicinity of the jetty, a preparation of lime added and the mixture forwarded as fertiliser to places in the Union and Rhodesia.

Mr. Mills estimates that as a commencement approximately 3,000 tons of fertiliser would be despatched from their factory, gradually increasing to 5,000 tons per month. Mr. Mills mentioned that this proposal to manufacture fertiliser at Saldanna Bay is not new. I am aware that some years ago it was proposed to take this rock from which the fertiliser was obtained to Johannesburg and crush it in one of the mills on the Reef. The proposal, however, was abandoned.

I am sending this memorandum because the question of the jetty is probably just as important, if not more so, than the extension of the railway and probably you could follow up this matter in conjunction with the representations already received from the local community for a wharf at a point other than that desired by Mr. Mills.

Capetown  
27th April, 1926.  
P.

widened to 3'6" gauge, the curvature will have to be of such a nature as to admit of safe travelling round the curves on the descent to the quarry. Even if the line is brought down as shown, there will not be much room at present to get the jetty in at right angles to the shore, and when constructed this jetty would, I take it, only be used by the people owning the quarry, unless the Administration can buy the quarry up.

Taking Saldanha Bay as a possible source of revenue, it is submitted that the following items would be dealt with, but it is not clear that they would all be dealt with at any jetty, whether it were built at the quarry or to the east of the town: Fish, Coal, oil Phosphates, lime, granite and canned fish. The tonnage of the various items given above might be:-

Coal	...	...	10,000
Lime	....	...	2,000
Granite	...	...	2,000
Canned fish			

factory, I understand 300 whilst it is possible that such items as oil would not be handled at the jetty at all. A quantity of granite might come from the quarry, but as there are other outcrops elsewhere, it is possible that the bulk would go to the station direct. Fish might possibly be sent by water, and sand (of which there are two kinds - very fine silver sand and a very good coarse sand) would probably go from Saldanha Bay railway station direct.

Without proper survey at Saldanha Bay, the estimated cost of a jetty 500 feet long and 35 feet wide, without any crane appliances, shed or dredging, suitable for the smaller craft working on this coast, would be £18,112. The railway connection thereto from the station precincts would it is estimated cost £6,000 or a total say of £25,000.

The jetty to the east of Bavarian Point, and jutting out from the sandy foreshore would cost, with its connections to the beach in the way of a tonework, very much more than the previous one, but the railway connection could I estimate be built for £4,500, and this would practically be on the level, but it would cross either through or partly through the township lands on its way to the beach.

It is understood that not many of the lots at Saldanha Bay have been sold hitherto. Probably one point which detracts from a rapid sale is the method adopted by throwing fish offal back into the sea, and leaving of fish heads, tails and bones lying about along the foreshore. The sandy beach in the vicinity of the English Church is spoiled by the remains of dead fish which have been thrown up there. This no doubt could be improved upon.

The number of fishing boats employed does not appear to have varied very much since the Assistant General Manager's report was sent to the General Manager on 9th March, 1923.

(Sgd.) L.D.A. Shadwell,  
HARBOUR ENGINEER.  
TABLE BAY HARBOUR.

Coloured  
blue.

that the drop from the back of Baviaan Kop to the quarry floor is approximately 60 feet, but I do not think without a proper survey before me that the descent could be made economically in a continuous line, i.e. without a backshunt.

Coloured  
ref.

The formation consists of very hard black granite and limestone of various degrees of purity, and the approach from the point marked X in pencil and shewn dotted on the plan which I return is somewhat steep to be economically given effectto. X on the plan forwarded by you is near to the jetty in the possession of Mr. Stoffberg and to the wouth-west of this is the North Bay Canning Company's premises.

With regard to your remarks regarding the Harbour delimitation plan, from an Admiralty chart in my office I gather that the diameter of the three-mile limit is roughly speaking from Baviaan Berg to the foot of the hills of the vicinity of Parker's Dorp a small township to the east of Baviaan's Point, and therefore it would include all the possible space referred to by you in yours under reply.

Coloured  
Green.

The second possibility is to take off from the main line before the curve entering Saldanha Bay Railway Station and sweeping round towards the beach in such a manner as to obtain the deepest water possible with a minimum amount of dredging. A survey of the foreshore, with prickings to indicate the presence or absence of rock, would have to be carried out before a definite locality could be fixed.

It should, however, be here mentioned that at my interview with Mr. Walker, who incidently is running Mr. Mills' quarry and who is acting as agent for the Saldanha Bay Railway and Harbour Company, and has been Secretary to the Village Management Board, it transpired that the Government has ceded 30 morgen of land along the foreshore above high water mark where it is marked Government land and uncoloured, but that the title deeds had not yet been passed. This transfer might complicate matters further for the Administration, should it be found practicable to build a jetty in the direction indicated by me in my remarks in the preceding paragraph.

From information obtained I am advised that the worst weather comes from the north-west, and at times south-easterly weather is felt. As an example of the faith placed in the water immediately off Mills' quarries, I may state that the German steamer "President" which was damaged by the Germans themselves during the war is moored broadside on, and distant 60 feet from the piers referred to by Colonel Nicholson in his report of 7th January, 1918, the intention of Mr. Walker being to break her up where she lies, with the possibility that she may sink at the berthage. This I submit is an important matter, for if Saldanha Bay is a minor port, it must be included in the Harbour regulations and the sinking would have to be prevented. I attach photographs showing the vessel lying close in shore at the quarry.

You will please bear in mind the original proposals shewn on the plan returned are for extension of the railway line which is a 2'0" gauge. When



GM/COPY.

SOUTH AFRICAN RAILWAYS AND HARBOURS.

FROM:

Harbour Engineer.  
TABLE BAY DOCKS.

18th August, 1926.

TO:

Assistant General  
Manager,  
CAPE TOWN.

Ref: E.134/15.  
Your W.317/48.

FACILITIES : SALDANHA BAY HARBOUR.

With reference to your letter W.317/48 of the 6/7th July, and enclosures (which I have returned), I have to report as follows:-

I visited Saldanha Bay on Tuesday the 10th instant, returning on Friday, the 13th, and during my visit interviewed the following gentlemen: Messrs. Jeffery, Walker, Silverman, also useful information was obtained from Mr. Smith of the North Bay Canning Company.

Generally speaking, the various jetties and wharves where landings can be made in Saldanha Bay are about 8 feet to 10 feet above low water mark. The landing places in order from the English Church (which is at the bend of the main road) are :-

Messrs Assiaszky, Sher and Levin;  
Mr. Silverman, quay wall at the Saldanha Bay Hotel;  
Mrs. Kasmer; stone jetty, used by Mr. Singer (possibly 17 years old and more);  
Messrs. Stephans'; (175' long) (Possibly 17 years old and more)  
Mr. Stoffberg (jetty about five or six years old);  
Quarry - three dwarf jetties, referred to in the Resident Engineer's report as piers,  
Mr. Maggs' jetty, on arm between Noetjes Bay and North Bay, used by Mr. Leffler.

Stephans' jetty is the only one which has any pretention to deep water berthage, and the depth of water in the vicinity is approximately two fathoms at low water. This jetty is situated at the foot of a declivity from the main road and from an accessible point of view is inconvenient and somewhat hedged in by old buildings, including stables, from which manure finds its way on to the foreshore.

Generally speaking, all the jetties, except perhaps Maggs' and the Hotel quay, are used for landing fish, none of them in my opinion would be of any use in connection with the handling of cargo in conjunction with any rail connection which may be made thereto.

Without making the necessary survey work to ascertain the best site from deep-water craft point of view and connection by rail, two possibilities suggest themselves:-

One is to continue the main line past the Railway Station at the back of Haviaan Kop in a south-westerly direction and descend curving on a downgrade in a north-easterly direction to a point below the Customs House officer's residence, continuing in a north-easterly direction back towards the village. This would form a backshunt to the descent to Mr. Mills' property, with points below the aforesaid Customs House officer's residence on a falling grade of about 1 in 40. The backshunt however would not, I estimate, be more than 560 feet long. From barometrical observations taken, I have calculated

GM/COPY.

SOUTH AFRICAN RAILWAYS AND HARBOURS.

Assistant General Manager's Office,  
CAPE TOWN.  
10th September, 1926.

The General Manager,  
JOHANNESBURG.

FACILITIES AT SALDANHA BAY.

Your H.15412/2/2 and in continuation of my letter of the 14th July, I now attach, for your information, copy of a report, dated the 18th ultimo which I have received from the Harbour Engineer. The photos he refers to are also enclosed, as well as the copy of a print of Saldanha Bay and township.

I have given careful consideration to the question raised by Messrs. Thesen and Company, but I am not satisfied that the Administration would be justified in incurring any large capital expense at the waterside at Saldanha Bay until there is some clear evidence of a permanent traffic which would justify the expense involved. On the other hand, I think it sound policy that the question of providing rail facilities to the waterside should be carefully reviewed and a line of future policy agreed upon. Without making a careful study of the possibility of providing rail connections to the waterside over the Houtjies Bay town commonage adjacent to the residence of the Customs officer, the Harbour Engineer considers it would be a feasible proposition but, in view of the grade existing in that neighbourhood and the very restricted area of ground available, I think it would be a mistake to contemplate the construction of any permanent landing jetties at either of the two points indicated upon the plan.

Looking to the possibilities of Saldanha Bay developing at some future date into a harbour of importance, I would suggest that further attention should be given to the alternative proposal which the Harbour Engineer has indicated in green upon the plan. In this neighbourhood the fall of the land lends itself to the easy construction of rail approach to the waterside and the Government appears to possess ample ground for the layout of reception sidings. It would need to be established that a suitable jetty with requisite depths could be constructed in the bay, and if you agree with my view I will request the Harbour Engineer to make further enquiries in this direction. You will observe from that officer's report he states that the Government has ceded thirty morgen of land along the foreshore in this vicinity. I cannot trace that any representations were made to my office for an expression of opinion as to the desirability of surrendering such land, and if it is not too late I would suggest that the Lands Department should take no definite action without first referring the matter to you for consideration.

ASSISTANT GENERAL MANAGER.



1153 T. 559.  
180

S.A.R. & H. TELEGRAPHS. - S.A.S. EN H. - TELEGRAAFDIENS

C. or B.

Prefix  
Voorvoegsel

Words  
Woorden

No. of Message  
No. van bericht

Serial No. / Volgnummer	Received from / Ontvangt Van	Service Instructions / Diens Instrukties	Sent or sent out / Gestuur of Uitgestuur
21		57	At / Om
			By / Door
			Returned / Teruggescreven
			at / om



Handed in at /  
Ingeleverd te

TO /  
AAN

From / VAN	To / AAN	Subject / Onderwerp	Remarks / Opmerkingen
		Q (Y)	1153
		date	Statement referred
		Does not	include repair
		accounts in	respect Pontoon
		framing dock	x
		these being	sent by
		with copies	Statement accompany
		letter 5th	inst
		W. Chad.	
		See if you	
		can wait.	
		Re/24/6/32	Railways
			(Estates)

THINK it sound policy that the question of providing landing facilities to the waterside should be carefully reviewed and a line of future policy agreed upon. Without making a careful study of the possibility of providing rail connections to the waterside over the Houtjies Bay town commonage adjacent to the residence of the Customs officer, the Harbour Engineer considers it would be a feasible proposition but, in view of the grade existing in that neighbourhood and the very restricted area of ground available, I think it would be a mistake to contemplate the construction of any permanent landing jetties at either of the two points indicated upon the plan.

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ASSISTANT GENERAL MANAGER.

# SHIPPING LOSS TO CAPE TOWN

## Norwegian Whalers for Simon's Bay

### REPORTED REDUCTION IN THE TABLE BAY CHARGES

The threatened avoidance of Cape Town by Norwegian whalers this season is causing anxiety among shipwrights and engineering firms. Mr. H. Gearing severely criticises the Department's failure to reduce port charges, contending that the concession asked is small in comparison with the benefits offered.

*Yesterday it was stated that the Railway Board had decided to reduce ordinary dock dues for whalers by 50 per cent.; but no confirmation of this was obtainable last night.*

In the meantime whalers are to call at Simon's Town. It is stated that, but for the lower charges there, Union ports would have been avoided altogether because of the adverse exchange rate. It is, however, the decision as to the port of call on their return north that really matters.

### "MATTER FOR COMPROMISE"

It is understood that at a meeting of the Railway Board at Johannesburg yesterday it was decided to reduce the ordinary dock dues for whalers calling at Cape Town by 50 per cent.

Light dues will not be altered.

It is doubtful if this reduction will be sufficient inducement to bring the whalers to Cape Town.

No official confirmation of the reduction could be obtained last night.

### CONTROL FROM AN INLAND TOWN

### MR. H. GEARING'S VIEWS ON THE POSITION

Simon's Town is the 20,000-ton Kosmos II, one of the largest of the factory ships afloat.

This squadron is on its way south to the whaling grounds, the catchers having first called at Dakar, on the West Coast, where supplies of fuel oil were taken aboard.

While at Simon's Town they are to take in provisions and stores.

As Simon's Town is classified as a minor harbour, the charges are much less, but even so a number of the factory ships and their catchers are not touching at South African ports at all, but are making the Falkland Islands their base.

The whalers will anchor out in the Bay, and arrangements have been made by local firms for their requirements while at anchorage.

### DOCK FACILITIES

Should it be necessary for any of them to use the dock facilities which, by agreement with the Union Government, are available at Simon's Town under certain conditions, they will then have to pay docking charges and dues on a similar scale to Cape Town, but it is not anticipated that these facilities will be required on the

Cape Times 9-10-34



Finished on Top  
Whether Caledonians win the Friday  
cup or not this afternoon they are in the  
happy position of being Reserve League  
champions. Fourteen wins, two defeats  
and two drawn games, with 59 goals  
against 21 is their record for the season.  
Although it is certain that he will be  
come a professional—and a very successful  
one—it is not certain whether he will  
change his status before or after the South  
African tour.

My

Leave Time 7-10-32



## SIX WHALERS DUE TO-DAY

### AVOIDING DOCK DUES AT SIMON'S TOWN

Six whale-catchers belonging to the loading factory Ole Wegger are due at Simon's Town to-day.

This will be a serious blow to Cape Town, for it indicates that a large proportion of the Norwegian whalers which hitherto have resorted to this port will be diverted to Simon's Town.

Negotiations have been proceeding between Messrs. Thesen and Co. Ltd. and the Railways and Harbours for some time regarding concessions in dock dues for the whalers at Cape Town, but up to the present nothing of a definite nature has been decided.

Mr. Oscar Thesen said yesterday that an immediate decision by the Railways and Harbours at Johannesburg would have enabled the catchers to be diverted, but now it is too late, and they are calling at Simon's Town.

#### NO DOCK DUES

At the latter port there are no dock dues, whereas at Cape Town the charges, together with the difference in exchange, leaves the Norwegian whale ship owners no alternative but to send their vessels elsewhere.

No great sum of money will be expended by the vessels on their way south, but after the season is finished, and the whalers are homeward-bound, a considerable sum will be expended on provisions, fuel and repairs.

If a precedent is once established, there is a danger of the whalers resorting to Simon's Town each whaling season, which will mean a heavy loss to Cape Town.

The Ole Wegger is expected to call at Simon's Town on Sunday, and the Thorshammer during the middle of next week. She will be followed by other factory ships unless a decision can be arrived at granting the ships greater facilities at Cape Town.

RM

## BUSINESS BEING LOST

"But their suggestion has not, so far, met with very great success—not, perhaps, with that degree of attention which shipping interests in Cape Town think the circumstances warrant.

"When every business, shipping included, is at such a low ebb, it is galling to see business go past our door because of the want of interest of a Government department.

"A Government department, with its head office in the backveld, is not in a position to run such a business as shipping. Here is the principal port of South Africa waiting to be used; surely it should be a matter for compromise and adjustment, if the Norwegians think the charges are too high.

"But our officials take up a cast-iron attitude. 'There are the regulations,' they say, and to all advances on the subject they precede their replies with the formula beginning 'I regret . . .'

"If the harbour was run by people on the spot, or if the controlling department were nearer than Pretoria, such an absurd position could not arise. But when everything has to be done through Pretoria it makes procuring business for the port an extremely difficult matter.

## WHOLE TOWN AFFECTED

"It is not only the harbour and the Government, but the whole city is losing business. If we could attract more shipping it would mean huge sums in circulation and work for a very considerable number of people—artisans, mechanics in the shipwright industry, dock labourers, and so on. The effects of such a revival would be spread over the whole town.

"It is, indeed, most unfortunate that the Department has not seen its way to meet the request put forward by the Norwegians. If it had been put forward in any other port in the world it would at least have been seriously considered. But here it all falls flat—dead. There is a phrase in a Blue Book or a harbour tariff book which forbids it.

"The concession asked was so slight in comparison with the benefits offered. A loss of £200 in reduced charges might have meant tens of thousands to the port. It is not the repairs needed on the voyage south, but the decision about the whalers' port of call on their return that matters. Their treatment now will have a very large bearing on that—whether they will lie up at Cape Town or return to Europe, or make any other port their base.

"We are not in such a position that we dare risk the psychological effect of the Department's reply on the Norwegian whalers."

## SHIPS ON WAY TO SIMON'S TOWN

## OTHERS USING FALKLAND ISLANDS AS BASE

(From Our Correspondent)

SIMON'S TOWN, Friday.

The first of the Norwegian whaling fleet, the Ornen II (Captain Nilsen), arrived in Simon's Bay this morning, and five other whalers are due to arrive to-day and to-morrow.

The 16,000-ton patent ship s.s. Olewegget will arrive late to-morrow or early Sunday morning, and will be followed shortly by several other ships and their attendant squadrons of whale-catchers.

Among the ships now on their way to

