



GRASSHOPPER COUNTRY
The Great Brak River
Museum News Letter
 2 Amy Searle Street
 Great Brak River

August 2007
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 Contributions by Ina Stofberg
 Editor Rene' de Kock

Dear Friends

Issue 8 of

2007

The museum association has recently held its Annual General Meeting and a large number of supporters attended the function and tea. Whilst a number of new members have joined the team, many existing members were re-elected. The new committee consists of:

Chairman	Rene' de Kock
Heritage	Nisde Mc Robert
Treasurer	Rodney Mc Robert
Secretary	Hope de Kock
Additional members	Paula Grimbeek, Pat Mc Gregor, Peter Searle and Robert Smith

The position of Curator is not really an elected function and requires certain important qualifications. Nisde Mc Robert's dedication and village heritage background more than meet these requirements.

The museum has also formed a sub committee with various consultants, the HCC (Great Brak Heritage and Conservancy Committee) which will liaise with Mossel Bay Municipality on the various incomplete zoning requirements for Great Brak River. Sub committee members are: Nisde Mc Robert, Pierre Villain, Prof Theo van Rooyen, Nico le Roux, Norman Widlake, Harriett Hauptfleisch and others

For those that are not familiar with the way the museum functions, the museum contents were given in trust to the municipality and the Great Brak River Museum Association operates the museum on a voluntary basis. Whilst the association has its own elected committee, the museum is only partly funded by a small grant from the Department of Cultural Affairs and Sport and must itself find additional funding. Museum protocol is governed by the members of the local Board of Control appointed by the department.



Great Brak River and the Island at the river mouth.

As visitors begin contemplating their Christmas holidays and consider visiting our little town and adjoining seaside suburbs, we take this opportunity to provide you with some contact details of our local registered B & B's, guest houses and self catering establishments.

The Great Brak River
Information Office
 P O Box 20,
 Great Brak River,
 6525
 Tel: (044) 620-3338
 Fax:(044) 620-3176
gbrtourism@intekom.co.za

SOME LOCAL B&B'S
AND GUEST HOUSES

Ambience Guesthouse
Outeniquastrand

044 879 2916
 082 851 9623
jcsteyn@mwb.co.za



We pride ourselves on spoiling you!

Great Brak River Heights



Accommodation & Conference Center
 044 620 4143
info@ilitalodge.co.za



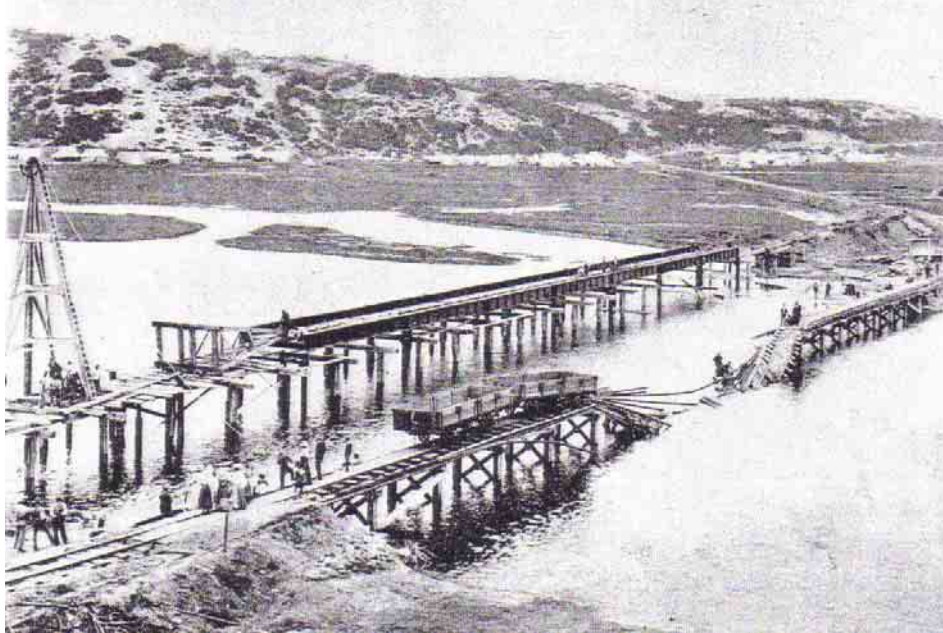
GLENTANA
 044-879-1392
 082-830-8879
shamrockgh@worldonline.co.za

Do send copies to family and friends.

To assist with fund raising, the museum is putting together a recipe book.

Do you have any old favourite family recipes to contribute?

As this year's heritage day and the 100 year railway centenary draws nearer, we thought we would provide you with some information on the failure of the Great Brak River Temporary Railway Bridge and the salvaging of a Locomotive. This fascinating article is rather long and as it may be interesting to little boys and the engineering fraternity, full copies can be obtained from the museum.



The new railway bridge over the Great Brak River with the temporary bridge in the foreground 19th January 1907

Remember the bidding for the two Chris Spies paintings has opened on bidorbuy.co.za. The original paintings can be viewed at the museum and/or the Trans Karoo restaurant. To place your bid, go to bidorbuy.co.za, Register now or later, and then browse to Art, Paintings: Original, Priority Listing, then having found the item and picture go to Auction and make your bid. Many thanks we need your help in raising funds for the Great Brak River Museum.

THIS MONTH'S EVENTS

Wynproe driekuns. 6 Augustus: Dit is die laaste geleentheid vir wynproe saam met verskillende kelders wat word aangebied in Klein Brakrivier by Vaaljapie Restaurant. Die datums is, 6 Augustus - almal om 19:30. Die kelders betrokke is Bergwater van Prins Albert en Calitzdorp wynkelder. 'n Spesiale kultuur aand word om die geleentheid beplan met spesiale spyskaarte. Kontak gerus vir Vaaljapie by 044 6965878 vir meer inligting. Slegs 'n beperkte getal mense kan toegelaat word.

10 Augustus: Groot Brak Musiekgroep se derde Musiekaand om 18:30 by Ellen van Rensburg Biblioteek in Groot Brakrivier. Die Tema van die aand is: "Hemel en Aarde". Belangstellendes kan eie eet en drinkgoed saambring. Vir enige verdere navrae kontak vir Etienne by Tel:044 620 4700 of Sel: 0723072709

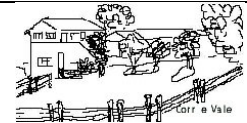
Hope's Hands on Crafts Workshop at the museum will be held on **Tuesday 21st August at 9.30 a.m.** The class will be doing "Basket Decoupage". Contact Hope soonest at 044-620-5124 or 083-378-1232 for full details including costs. Don't forget to bring your kit box.



8 Grysbok Ave
Reebok

044 696 6772
whalephin@mweb.co.za

SOME LOCAL SELF CATERING ESTABLISHMENTS



**Corrie Vale
Self-Catering**
10 De Werf Street
Great Brak River ext 7
+27 (0) 44-620-5124
+ 27 (0) 83 378-1232
corrievale@mweb.co.za



**HOUGH'S
HERBAL HUB**

B & B AND SELF-CATERING

20 Mossienes
Ave, Grootbrak
044 620 3143 or
082 435 9568
hhub@intekom.co.za

29th August to 2nd September: **Ighali 2007** will be held in George. Go to www.ighali.co.za for more details. Ighali is a get-together for creative people, a unique stitching experience for all stitches, from beginners to expert, a variety of amazing workshops presented by the most talented needlecraft teachers in South Africa.

30th August: The **Great Brak River Catchment Area Management Forum** has its next meeting on the 30th August at 2.00 pm at the GBR municipal offices.

31 August: The Bridal & Family Expo 2007. Outeniqua Transport Museum, George. Tel : 044 874 2442
E-mail : info@magicevents.co.za, www.bridalfamilyexpo.co.za

Future Events

Outeniqua Country Hop festival. This Festival will take place on 22 September 2007 at the Redberry Farm, Geelhoutboom. Contact 044 870 7123 or 083 348 2129 Fiona de Villiers www.oudeniquahop.co.za

Heritage Day this year will be on the 24th September. Great Brak River will be celebrating by holding a fair. This will be somewhat different to previous years as our little train station passenger service will be 100 years old.

Friday 5th, Saturday 6th & Sunday 7th October is **Keenoncrafts** with Craftwise in Cape Town. This is a must visit fun outing with low cost workshops if you are interested in crafts. More details available on www.keenoncrafts.co.za.

Did You Know

- Our beautiful Montague Pass over the Outeniqua Mountains and above George is getting a makeover, the weeds have been removed and workers are busy repairing the stone walls. It's worth a trip for those who love mountain passes.
- The Great Brak River Heritage fair will take place in and around the Trans Karoo restaurant and the old station. A scheduled train stop will be made both ways at the Great Brak River Station to commemorate its one hundredth birthday.

Trans Karoo

1 Morrison Road,
Great Brak River.
Variety restaurant.
[Phone 044-620-4163](tel:044-620-4163)

Specialities are pork shank, various fish dishes and aged steaks served in a delightful setting

Points to Ponder

- We all lie in the gutter, but some of us look up at the stars. - Oscar Wilde
- The sages do not consider that making no mistakes is a blessing. They believe, rather, that the great virtue of man lies in his ability to correct his mistakes and continually make a new man of himself. - Wang Yang-Ming
- The hurrier I go, the behinder I get. – Anon
- I am enough of an artist to draw freely upon my imagination. Imagination is more important than knowledge. Knowledge is limited. Imagination encircles the world. - Albert Einstein
- If money is your hope for independence you will never have it. The only real security that a man will have in this world is a reserve of knowledge, experience, and ability. - Henry Ford
- When you come to the edge of all the light you know and are about to step off into the darkness of the unknown, Faith is knowing one of two things will happen: There will be something solid to stand on, or you will be taught how to fly. - Barbara J. Winter

The 1st Museum of it's kind in SA. In existence since 2001, It portrays the rise and fall of Apartheid. The museum houses 22 individual exhibits such as film footage, text and photos and artefacts.

Closed on Mondays

JOHANNESBURG APARTHEID MUSEUM



GOING GREEN

I have often wondered if the people who have the vision to plant trees do not do more for the future of mankind than all those platitudinous pompous speeches the politicians love to make. **Godfrey Winn**

What you can do to help save our world? As Carbon dioxide (CO₂) is the cause of global warming, we can cut down on CO₂ in these ways:

- ❑ **1 Replacing one regular light bulb with a compact fluorescent bulb- you'll save 330kg of (CO₂ 's) in a year!!!**
- ❑ **2. Check your tyres weekly to make sure they are properly inflated (Thus you'll save petrol and improve petrol mileage by more than three percent.) Every litre petrol saved keeps 44 kg of carbon dioxide out of the atmosphere!**
- ❑ **3. Heating water takes a lot of energy. Install a low-flow showerhead (77kg of carbon dioxide saved a year)**
- ❑ **4. Plant a tree – a single tree will absorb one tonne of carbon dioxide over its lifetime.**
- ❑ **5. Turn off electronic devices – it will save thousands of kg of carbon dioxide per year.**

Check out: www.climatecrisis.net

More Local Trees



The Tree of Knowledge.

TWO TREES



The Kaleidoscope Tree

Each acrylic on board painting measures approximately 1220 by 1220 mm

Bidding for the two Chris Spies paintings has opened on bidorbuy.co.za and will close on the 24th September 2007. In order to buy you will first need to register as a buyer. This is a quick and easy process and should take you no longer than 60 seconds to complete. You will need to choose a username and password, with which you will use to log on to the site. After registering you will need to enable your account by clicking on a secure link in an email bIdorbuy sends you before you can log in.

The auction is to raise funds for the Great Brak River museum. The monies resulting from the highest bid on one of the two paintings will be donated to the Great Brak River museum funds.

SA Tourism Snippets

- Sir Marshall Campbell introduced the colourful Rickshaws to Durban beachfront
- Swartvlei near Sedgefield is the largest natural inland salt-water lake in South Africa
- The oldest piece of jewelry, a necklace made of pierced seashells, was found in the Blombos cave of Stilbaai. It is 75,000 years old.

** Minimum wages for the Hospitality Industry

From the first of July 2007 minimum wages in this industry is law and employees such as waiters will have to be paid a minimum wage. Most people in the industry are confident that the legislation will substantially improve the hospitality industry.

The legislation is aimed at restaurants, pubs, coffee shops, caravan parks, B&B's lodges and hotels etc. The law stipulates that an employee must be paid a minimum wage of R1 400 per month while those employing 10 or more people will have to pay R 1 650 a month.

The determination regulates hours for work, overtime and the provision of meals and uniforms for staff. It further states:

- The employee and employer may agree in writing that the employee will perform commission work on a regular basis.
- An employee is entitled to at least 4 consecutive month's maternity leave.
- An employer may not require or permit an employee to work more than 45 hours for regular pay in any week.
- An employer must pay an employee who works on a Sunday at double the employee's wage for each hour worked, unless the employee ordinarily works on a Sunday, in which case the employer must pay the employee at one –and – a – half times the employee's wage for each hour worked.
- An employer may only require or permit an employee to perform night work if so agreed.
- *** This article is based on a press release from Gaming & Hospitality Management Academy.*

A Few Zen Thoughts for August

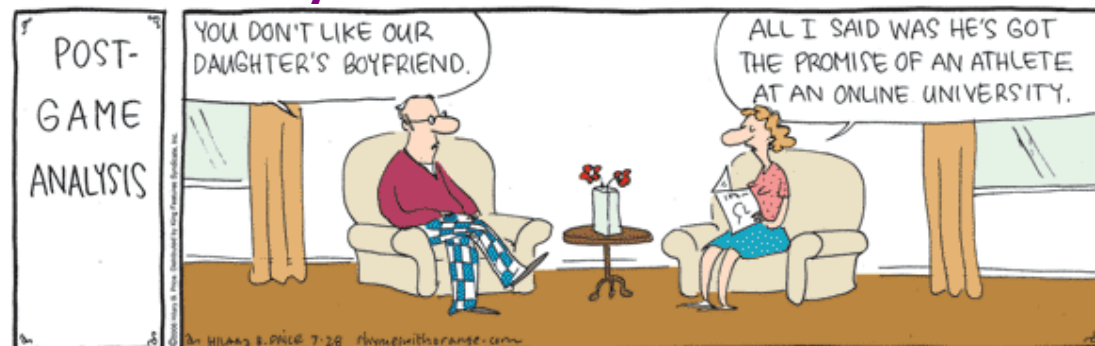
- Plan to be spontaneous tomorrow.
- If you think nobody cares, try missing a couple of payments.
- Everyone has a photographic memory. Some just don't have film.
- How much deeper would the ocean be without sponges?

LANGEBOSCH NATURE RESERVE

- Hiking Trails through Wood
- Fynbos trails
- Birding
- Swim in natural rock pool
- Picnic spots in the wood
- Fresh water angling
- Safe parking

044 620 5399

Funnies for July



Failure of the Great Brak Temporary Bridge and the Salving of a Locomotive.
_____ MOSSEL BAY-GEORGE RAILWAY. _____

The cause that led to the failure of the temporary bridge over the Great Brak River on the Mossel Bay-George Railway, the precipitation of a locomotive into the river and the means adopted to get it out may be of some interest to some of our readers.

The Great Brak River is a small river emptying into the Mossel Bay Bay about 15 miles from the town of that name. The railway crosses the river about a quarter of a mile from the Coast, the river at that point and for about a mile higher is under tidal influence except in dry periods when the mouth is closed by a bar, the water always being more or less salt. The bridge referred to in this paper is one which had been erected for temporary purposes, replacing a similar structure which had been carried away by floods in September 1905, and was only completed on the 23rd December of that year. The photograph shows the bridge clearly directly after the failure.

The accident took place on the morning of the 9th January 1907 a few days more than a year after the completion and not more than 14 months after the first pile had been driven.

The bridge had been in daily use and the same train had crossed the bridge that morning hauling two loaded trucks. On the return run the engine now propelling the empty trucks, and shown standing when the bridge failed.

The evidence given by the trainmen at the enquiry subsequently held was to the effect that they were running 'slow' the speed not exceeding three miles per hour, which was confirmed by workmen employed on the Permanent Bridge at that time. The driver stated he was on the point of opening the regulator (steam pressure valve) when the accident happened - the reversing gear was in the forward position, and the regulator partly open when the engine was recovered - so it may be taken that the engine had been steaming, or was commencing to do so, when the accident took place. The engine & tender came to rest flat on their sides with the wheels towards the bridge, the tender being practically undamaged, the engine losing a lubricator and blower cock; all the glass in the cab including gauge glasses, otherwise no other damage was apparent, beyond the buckling of the cab supports on what was the underside of the cab. The rear wheels of the trailing truck derailing prevented the trucks from following the engine into the river. Fortunately no lives were lost or any injury done to the trainmen as a result of the accident.

Members of that most industrious and destructive family "Teredo Navalis" were responsible for the failure, no details of species will be given, as the subject has been very fully treated in the paper "On the destruction of timbers on the South African Coast by marine wood borers" by Mr. F.W.Waldron Ass: M.I.C.E. Member and read before the Society.

Pitch pine was exclusively used in the construction of the bridge with the exception of the diagonal bracing between the piles which was of commercial deal, the timber on the whole was of good quality; although there were barks showing an excessive amount of sapwood, there were thoes which contained much less resinous matter and which were more quickly destroyed by the "Teredo".

All the piles had been attacked by the "Teredo" above and below low water; the damage above low water was chiefly to the interior of the pile, and not very apparent on the surface.

In April of the same year - the Resident Engineer, Mr. M.D.Robinson M.Inst: C.E member instructed the writer as representing the well known Contractor Mr. K.Warren to salve the Locomotive by means of a Pile Gantry, all material such as timber and constructional ironwork to be provided, wages paid and a monetary allowance for plant, design and superintendence of the work.

There being a quantity of timber on the ground the ironwork and gantry wheels only had to be obtained. The former was made at the Construction Depot, and the latter obtained from scrap material sold by the Mossel Bay Harbour Board.

The position of the engine was ascertained and a pole planted at each wheel of the tender, and the leading and trailing wheels of the engine at what would be the contact point of the wheels when standing on the rails, it was necessary to dive to place the poles correctly. The poles were found to be in a straight line when placed, and the line for the piles on the side of the gantry was set out parallel and 18 inches further out leaving about 9 inches between the line of the wheels and the row of piles, the other row were placed at 14 feet centres.

Sufficient knowledge about the material forming the river bed had been gained during the construction of the temporary bridge to estimate closely the length of pile required, and it was assumed the piles would be driven 10 to 15 feet.

The engine weighed approximately 31 tons the tender being 22 tons, the load 21 tons for the trailing end of the engine was far beyond the power of the winches, or even of the steel crane ropes, it was therefore necessary, both to gain power and distribute the load over several parts of the ropes by pulley blocks, the largest of those on hand were rated as having 8 ton hooks -others were of 6 and 2 tons.

Before lifting commenced a timber brace and union screw were introduced at either end of the traveler between the heads of the nearest piles to prevent the piles from spreading or closing in during the time the Engine was being righted. The righting was accomplished with ease and without shocks. Both winches were worked to give about the same rate until the engine was righted the trailing end then being lifted clear off the bottom. The engine being righted then followed the traveler ashore; several obstructions were met with on the way rails & chain fouling. The slings were shortened when shallow water was reached so as to lift the wheels higher. On the traveler reaching the inshore limit the engine was raised clear of the temporary track, the track slewed directly under the wheels, and the Engine lowered on to the rails, the wheels were then securely wedged and lashed to the rails to prevent her running back, the slings taken off and the fore end gear arranged in a 4 parts of line, the fall to the drum of the winch, and the Engine drawn up the temporary track, about 250 feet in distance to the Great Brak River Station yard.

The tender was handled in much the same manner as the engine, but is a very much more awkward thing to handle or to attach to lifting gear. Matters were progressing in a most satisfactory manner when one of the lugs for lifting at the trailing end of the tender broke and the trailing end dropped into deep water on the shelving bank, the sling hooks were hooked into the side hand railing near the trailing end, although these bent badly they held and no more trouble was experienced. The time taken in slinging the engine & tender lifting them and taking them into the yard was 3 1/4 days, the force employed being a working Forman, a Carpenter, Sub-ganger & 10 natives.

The block and tackle suspended from shear legs of 7" x 7" pine timbers, one pile too firmly driven and could not be drawn, were cut off by dynamite to prevent drift forming, the method was as follows - a ring of fencing wire was made to loosely go over the pile and about 12 plugs of 60% dynamite, one containing primer and short length of fuse were tied on to the ring by twine and a few weights, the fuse being lighted and the hole allowed to sink the resulting explosion cut the pile off - a pile of turpentine wood 16 inches in diameter was cut in this way.

The total cost of salving the Engine including superintendence, allowance for use of plant, tools, cost of all ironwork and £10-10-0 train fares, but not including anything for timber was £1405-10, the repairs of the locomotive costing £202-8-3, this includes re-tubing the boiler, which would have had to be done in any case.

Front page photograph – The Story of Great Brak River by Margaret Franklin.



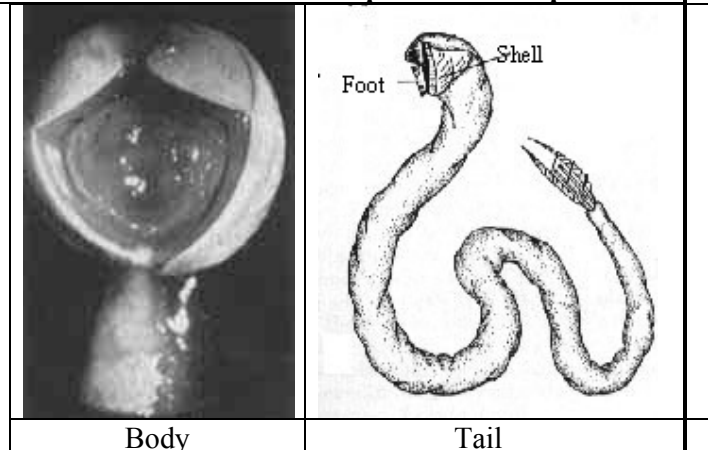
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(tere´do) or teredo , marine bivalve mollusk, specialized for boring in wood. A shipworm is not a worm, but a greatly elongated clam. Its two shells, enclosing only the front end of the body, function as a tool, rather than a protective covering; their ridged and roughened surfaces are used for boring. The burrow (lined with a calcareous coating produced by the clam's mantle) is begun when the animal is in its larval stage and is expanded as it grows. The common shipworm of the Atlantic Ocean, Teredo navalis, may grow up to 60 cm long, although its shells remain only 12 mm long. Shipworms feed on wood particles and minute organisms. They do enormous damage to piers and ships and were death to the ships that cruised the oceans of the world. In the 15th and 16th century, the only way to protect a ship was to cover the hull with tar and pitch. This worked for a short time, and the ship had to be beached, periodically so that infested timbers could be replaced and re-pitched.



Tail

Body