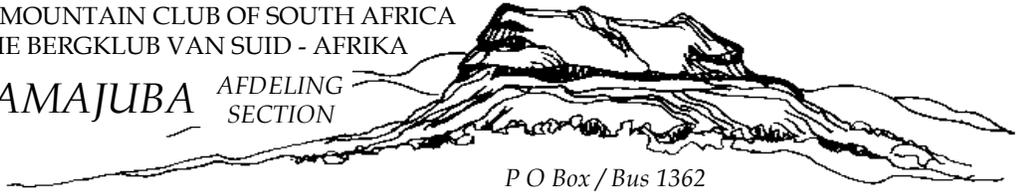


THE MOUNTAIN CLUB OF SOUTH AFRICA
DIE BERGKLUB VAN SUID - AFRIKA

AMAJUBA AFDELING
SECTION



P O Box / Bus 1362
Newcastle 2940
<http://ama.mcsa@mcsa.org.za>

JubaJabber - Monthly

June 2010

News items

Lief en Leed

Hani Low se ma Alida Anders is onlangs op ouderdom van 95 jaar oorlede. Ons neem afskeid van **Ria Kotze** en hoop sy sal baie gelukkig wees in die Kaap. **Christine** gaan tydelik instaan as sekretaresse tot die AGM, **soooo...** hou dit in gedagte vir die AGM, as daar iemand is wat wil of bereid is om te staan as sekretaris/esse laat van julle hoor. Dit is goed om te sien dat **Annie** weer op die been is nadat sy Paasnaweek **20 meter ver geval** het tydens 'n hike in die Drakensberge. Sy kan al amper loop sonder om mank te wees! Oefen daardie been Annie, sodat jy gou weer kan saamloop!

I have not heard of anyone else being sick or otherwise, so to everybody out there that might be sick or sad that we do not know of, hope you get/feel better soon.

Committee and Membership matters.

Your committee for the year 2009 is as follows:

Chairperson: Thea Groenewegen – 0343123703 / 083 378 7655.

Vice-Chairman: Johan de Villiers – 072 712 7022.

Treasurer: Len Stoop – 078 598 1643.

Secretary: Christine de Villiers – 072 712 7022.

Social Convener and Publicity: Debbie Behrens - 083 357 2636.

Climbing and Rescue: Paul Behrens – 0343151168 / 083 677 1080.

Juba Jabber & e-mail: Adriaan Dippenaar – 082 337 2970 / adriandip@telkomsa.net

Additional member: Ruan Adendorff – 082 577 7555.

MEMBERSHIP FEES FOR 2010

Family membership is R250 per year

Single member R160 per year

Family pensioner R180 per year

Single pensioner R130 per year

Members can pay their fees via cheque, cash or electronic transfer. Our banking details are as follows:

Bank:	Nedbank
Account Holder:	MCSA Amajuba Section
Account Number:	1337163309
Branch Code:	133724
Reference:	Your initials and surname and Subs 2010

Recent outings by Amajuba Section Members.

Kranskop Rock Climb 2010:06:19

On the 19th of June a number of the mountain club's members traveled to Kranskop for a day of rock climbing. The original plan was to camp over the Friday and Saturday night, but unfortunately due to the incredibly cold weather, the event was changed to be only a day's climb. After driving in the cold we arrived at the base of Kranskop just as the weather began to warm a little. After some breakfast and a little football, we trekked through some wattle up to the boulders and rock faces. Although the sun was out, there was a cold wind throughout the day, which made the climbing a little more challenging than usual. Richard set up a belay on a boulder allowing the younger members to get a feel for rock climbing. Burger's daughters, Samantha and Lee-Ann and Andrew and Ross Groenewegen scrambled up the first boulders like dassies. From there we proceeded to the higher cliff faces, where Richard set up a top rope. The grading was fairly difficult and Inalize was the only one who managed to complete a very tough climb. Although it was not the most pleasant conditions to climb, the sun was out and it turned out to be an enjoyable day. On behalf of the mountain club, we'd like to thank Thea for organizing the outing and to Richard and Paul who helped set up the climbs.

By Greg Behrens

Ncandu Hike 2010:06:13

Present: Burger, Martie, Thea, Ria Groenewegen (Richards mother), Melissa from Hermanus, Len.

Apologies: Johan & Christine de Villiers, Thea's Children.

Duration: 1 day. Grade: Moderate to Strenuous.

Entrance fee per day: R30 per adult and R20 per child under 12.

On Sunday morning we met at the Game/Pick & Pay parking area at 07h30. We waited a while for Marion, but after a few unsuccessful phone calls, we decided to leave for the farm Moorfield. This farm is situated at the top of Mullers Pass ± 25 km from Newcastle. The trial starts there and carries on into the adjacent Ncandu Forest Reserve which is supposed to be managed by Ezemvelo Wildlife (the old Natal Parks Board).

There is a main 2 day trail that takes a person to the two overnight huts, then into the gorge through the indigenous Ulumbe bushes and back to Moorfield. Then there are various other day hikes to waterfall's, into the side gorge, through forest and around the top of the mountain.

When we arrived at the farmhouse, we paid our dues and spoke to the new owner, Anne Muirhead. She told us about her plans to restore what was neglected, plans to create a greater nature reserve in the area with the help of neighboring farmers, work that botanical and wildlife researchers are doing in the area, etc.

We decided to walk along the top, western side of the gorge to the huts, in order to go and assess the condition of the trail and the huts. The westerly wind started to pick up, but we were sheltered by the slopes above us and the regular indigenous patches of forest that we walked through.

It was in the fourth and largest of these patches that we had a tea/snack break. Just out of this forest we crossed the first running stream of the hike, which plunges over an overhanging cliff. From here the trail disappeared, but we found cattle trails leading into the general direction of the huts. This area is through open grasslands and the wind started getting really nasty. We also had to climb quite a steep slope to the huts and with that strong wind it became quite strenuous.

When we reached the huts we were very disappointed at the state that they were in; dirty, no more furniture, broken windows, holes in the roof and general neglect.

Adjacent to the huts are semi finished buildings where we found shelter for lunch.

During lunch break we decided to walk back to the start along the car track along the top of the mountain, instead of back on the trail we came on. This proved to be very strenuous, fighting to walk straight in the wind that was blowing gale force. We probably looked like a bunch of drunkards staggering in and out of the tracks. Burger and I estimated the wind speed to be ± 100 kmh.

We walked the 5 km to the hut in 3 hours and the 4 km back in 1 hour 45 minutes. I enjoyed the hike as I have not been on this trail for a very long time. This area is one of the most beautiful areas in Newcastle, especially in the summer when all the streams are running. The trail needs some work and as soon as the huts are renovated we should go there for a 3 day excursion.

Hope to see you soon!

Len Stoop

OF INTEREST

Remember the July Camp that will be running from 3 to 17 July at Crystal Waters in the southern Ukhahlamba Drakensberg Park.



Founded 1891

The Mountain Club of South Africa KwaZulu-Natal Section

EXPLORE • DISCOVER • CONNECT • PROTECT

Address: P.O Box 50649, Musgrave Road, 4062, KwaZulu-Natal
Email: info@kzn.mcsa.org.za **Website:** <http://kzn.mcsa.org.za>

CENTENARY OF THE FIRST ASCENT OF THE SENTINEL (NORTHERN DRAKENSBERG).

WJ Wybergh and Lt NM McLeod first climbed the Sentinel via the standard route on 29 September 1910.

The KZN section of the mountain club of SA plans to celebrate this ascent on the weekend of the 4-5th September 2010. The idea is for as many people as possible to ascend the Sentinel via any route they wish on the morning of the 4th and then have a celebratory jol at the Witsieshoek Mountain Lodge that evening. (We are happy to provide top-ropes on the two pitches on the Standard route so you won't need a climbing partner for standard route.)



Drakensberg), Gavin Raubenheimer (50th anniversary of first ascent of *Angus Leppan* route on the Sentinel – pictures by Cesar de Carvalho) and hopefully someone to tell us about the golden era...

Accommodation options at Witsieshoek lodge (special rates for this event):

1. Double Sentinel rooms: R310 pp sharing (includes breakfast).
2. Bungalow rooms: R280 pp sharing (includes breakfast).
3. Camping with ablutions in adjacent bungalows: R90 pp.

Dinner:

1. Witsieshoek have offered us a fixed evening meal for the Saturday at R75 (including desert), but there is also an *a la carte* menu in the main dining area (we will hopefully be in a separate area for the presentations and possibly dinner, at this stage not sure if the *a la carte* option will be available there).
2. The cash bar will be stocked.

Contact details for Witsieshoek Mountain Lodge:

Phone: 058 713 6361/2 or 072 223 9744

Email: lize@tfpd.co.za

Website: www.witsieshoek.co.za

Entry fee at the gate on the road: R10 pp.
The permit to hike is R25 pp.

So, if you are keen:

1. Let Hannelie or myself know via our e-mails (I am away for next two weeks so don't expect an immediate response from Bruce). We will start a mail list so you can exchange info, look for climbing partners, lifts, etc. bruce.tomalin@mondigroup.co.za or orris.hannelie@gmail.com
2. Contact the Witsieshoek lodge as above to book accommodation. Mention you are on the MCSA Sentinel centenary weekend (to get the prices above!). All payments to them please. **YOU WILL HAVE TO MAKE THIS BOOKING WELL IN ADVANCE, AS WE WILL NOT BE EXCLUSIVE GUESTS.**

Map Reading & Navigation

(As I have lately heard a lot of people talking about getting lost or losing the track because they could not read the map properly I am going to give a short course on map reading and navigation for the next couple of JubaJabbers.)

Navigation is a skill which allows you to determine your own position and the location of your destination, on a map or on the ground, and to plan and follow the best route between those two points. The ability to navigate accurately in all weather conditions is fundamental to mountain safety. The leader, in particular, needs to have a thorough understanding of the basics of map reading and navigation, and he should make a concerted effort to gain wide experience in all weather conditions, in all types of terrain.

In theory, navigation is an exact science; the practice is somewhat different. A number of practical considerations, to which the map sometimes provides no guidance, have to be taken into account. These include: the ability of the group, the availability of shelter and water, the type of terrain (which often cannot be judged accurately from the map), and weather conditions. Your planning must therefore be flexible and you must be able to use the map to work out alternative routes.

In order to navigate competently, you should be able to:

- Understand map distance, symbols and scale.
- Know what terrain forms are represented by various contour configurations.
- Supply a grid reference.
- Orient a map visually and by compass.
- Use a map or a map and compass to determine your position.
- Take a true and a magnetic bearing and convert one into the other.
- Calculate a back-bearing.
- Walk on a bearing in any weather, navigating around obstacles.

Navigation can be complicated for the climber or hiker by:

- Unfamiliarity with the terrain.
- The short line of sight typical of the mountains.
- Adverse weather conditions.
- The limited number of possible routes.

The more unfamiliar the terrain, the more important it is for the leader of the party to be thoroughly versed in the use of the two most important navigational aids — the map and the compass.

Maps –

A map is a symbolic representation, on a flat surface and according to a specified scale, of the earth or a part of the earth and the natural and artificial features on it. Different kinds of maps are used for different applications, for example road maps, geological maps, sea and air lane maps, and topographic maps. The maps most commonly used by mountaineers are topographic maps.

Topographic maps -

Topographic maps provide an accurate representation of the area covered by the map and are usually drawn to a scale of 1:50 000. They are drawn from aerial photographs and checked by field survey. They are well detailed and use conventional map symbols that are easy to use and understand. Relief is indicated by contour lines.

Scale -

The scale of a map is the ratio of the distance between two points on the map and the actual distance between these same two points on the ground. Because scale is so important, it is usually indicated in more than one place and in different ways on a map.

The three most common ways of indicating the scale are:

- In words (two centimeters to one kilometer).
- As a representative fraction, or R.F. (e.g. 1:100 000).
- By a scale line.

Most topographic maps in South Africa have a scale of 1:50 000. This means that one unit on the map (e.g. one millimeter) represents fifty thousand of the same unit (i.e. 50 000 millimeters, or 50 meters) on the ground. Two centimeters on the map — the length of the side of a grid square — will therefore represent 100 000 cm, or 1 kilometer, on the ground.

To calculate the straight-line distance between two points

1. Use a ruler or pair of dividers to measure the distance on the map.
2. Compare the map distance with the scale line, or multiply this distance by the representative fraction.

To calculate a distance along a winding path or river

Use a piece of string or a blade of grass to measure the distance, and then compare it with the scale line.

Another way of calculating distance on the map involves the use of a pencil and paper: Divide the distance into a series of straight lines from bend to bend; mark each straight section along the edge of a piece of paper, rotating the paper at the end of each section; and measure the distance obtained by comparing the paper with the scale line. (This method is not very accurate over long distances.)

Conventional map symbols

All topographic maps in South Africa use the same symbols to depict features on the ground. These symbols are also colour-coded to simplify map reading.

- Black symbols are for man-made features such as buildings, power lines, telephone lines, fences, paths, boundaries, etc.
- Red symbols are used to depict certain classes of roads.
- Green symbols are used to indicate agricultural and natural features of vegetation, such as cultivated land, forests, grassland, etc.
- Blue symbols are used to indicate water features.
- Brown is used for contour lines, rocky outcrops and secondary roads.

The key to these symbols is found in the bottom margin of the map.

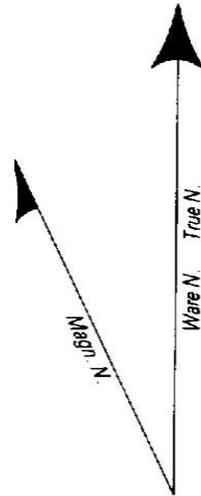
	International Boundaries		Trig. Beacons (Number and ground height)
	Provincial Boundaries		Magnetic Stations and Ground Signs
	Multiple Track Railways		Monuments
	Single Track Railways		Dipping Tanks
	Electrified Railways		Windmills
	Narrow Gauge Railways		Wells
	Service Railways		Anti-erosion Walls
	Freeways and Arterial Roads		Excavations
	Main Roads		Perennial Water
	Other Roads		Non-perennial Water
	Tracks and Hiking Trails		Dry Pans
	Power Lines		Springs, Waterholes and Wells
	Telephone Lines		Marshes, Swamps and Vies
	Post Offices, Police Stations and Posts		Pipelines
	Stores, Hotels, Schools and Places of Worship		Prominent Rock Outcrops
	Lighthouses and Marine Lights		Terraces
	Marine Beacons		Cultivated Lands
			Orchards and Vineyards
			Trees and Bush

Conventional map symbols

Direction indicator

Topographic maps are usually printed with north at the top of the map. The left and right edges therefore run in a north-south direction, but this is not invariably the case. An arrow indicating true north is always printed somewhere (usually in the left margin) on the map. A second arrow, with the same origin as the first one, indicates magnetic north.

The angle between these two arrows is called the magnetic declination. Maps are usually printed using true (geographic north) as the reference direction, but the compass needle points to the magnetic north pole, which is a point somewhere in Canada, west of true north (for South Africa). Unless magnetic declination is taken into consideration when you use a compass and map together, your bearings will be out by the number of degrees represented by magnetic declination in your area. Magnetic declination varies from place to place, but in South Africa it varies fairly little (from 14° west of true north at Thabazimbi to 24° west of true north at Saldanha Bay in 1976). The magnetic declination is given both graphically and in writing (with any annual change indicated) in the left margin of South African topographic maps.



*Mean magnetic declination
15.2° West of True North
(1970).*

Mean annual change 3° Westwards (1966/1970)

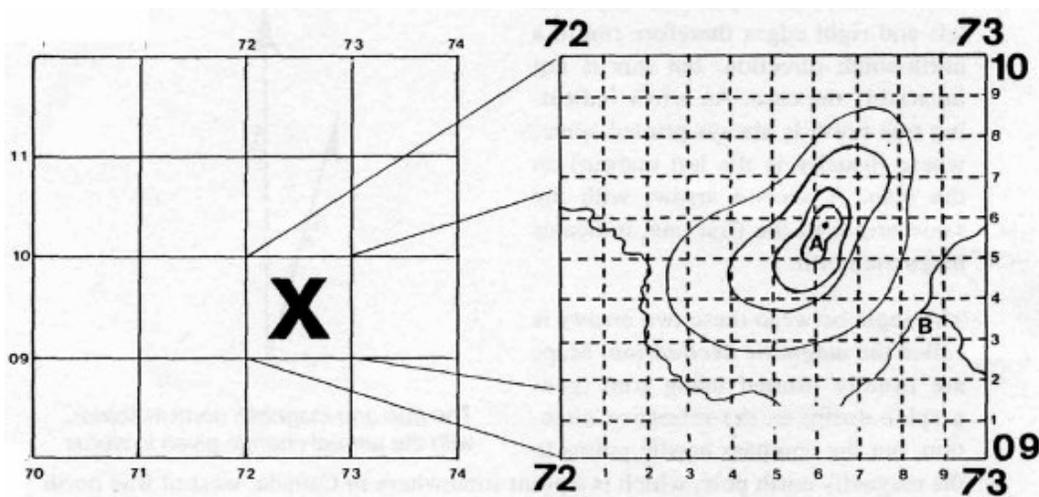
Grids and grid references

The topographic maps generally available in South Africa are not overprinted with a grid. In order to simplify navigation and to increase accuracy it is a good idea to draw your own grid, particularly on maps you use often. If the grid is drawn parallel to true north (i.e. the side of the map), this will enable you to determine bearings from the map, without first having to orient the map.

Should you draw the grid parallel to the magnetic north line on the map, the need to calculate true bearings from magnetic bearings, and vice versa, will be eliminated. A convenient size for the grid squares is 2 cm on a side: the side of such a square will represent 1 km on a 1:50 000 topographic map.

*Grid lines on a map, at 1 km intervals.
The grid reference for the square is 7209.*

An enlargement of square X. The six-figure grid references for A and B are: A: 726 095 (summit) B: 728 093 (river junction)



Four- and six-figure grid references

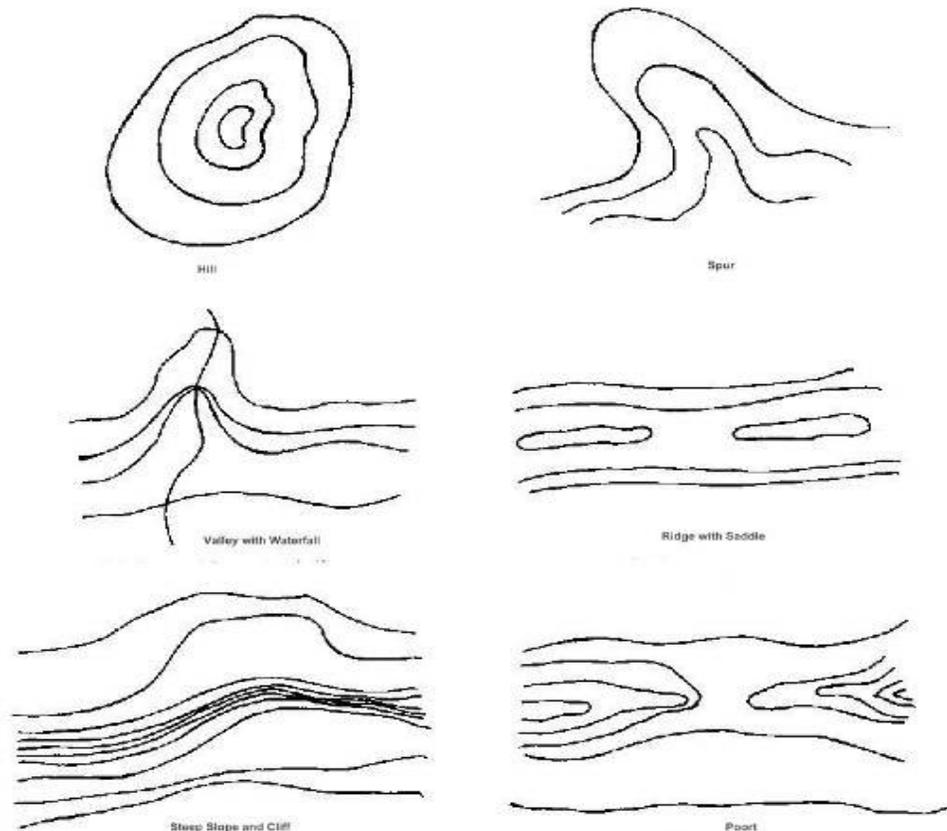
The area covered by a single 1:50 000 topographic map sheet varies with latitude, but it is approximately 27 kilometers by 25 kilometers. On maps supplied with a grid, the grid lines running north/south are called eastings, and those running east/west are called northings. To provide an easy system for referring to any point on the map each line is numbered consecutively in increasing order from left to right for the easting's and from bottom to top for the northing's. The numbering starts at 00, increasing by 01 to 99, and continuing with 00 again. A grid reference is a means of referring to a point on the map and usually does not coincide with the latitude and longitude of the map.

To indicate a point on the map (such as your own position) quote the closest easting to the left of the point, followed by the closest northing below the point. This is an international convention and refers to the entire square in the grid which has the quoted easting and northing intersecting at its lower left corner. Such a grid reference is called a four-figure grid reference and represents an area of 1 000 meters by 1 000 meters on a 1:50 000 scale map with a grid drawn at 2 centimeter intervals.

If it is necessary to provide a more accurate reference, a six-figure grid reference can be given by estimating the nearest 1/10ths of the grid spacing to the left and below the point for the easting and the northing respectively. The number of 1/10ths are then reported as a third digit for the easting and northing. The area represented by a six figure grid reference in the example above will be 100 meters by 100 meters.

Contour lines

A contour line is an imaginary line joining all points of the same height above sea level. A contour line does not have a beginning or an end, but may run off the edge of a map onto an adjoining map.



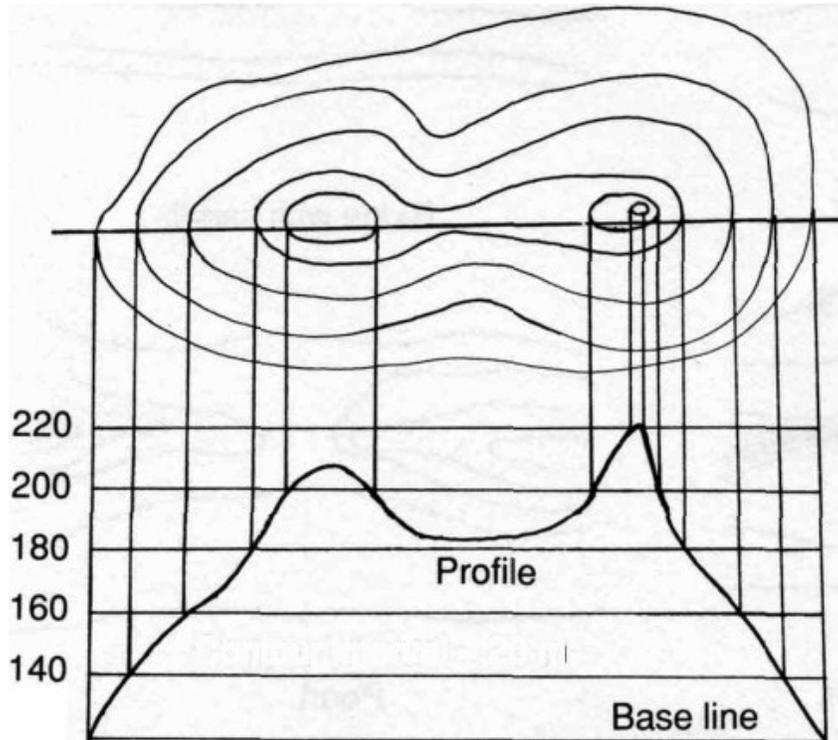
Contour line representation of various land forms

Contour lines represent the most accurate and the most easily interpreted method of indicating relief on a map. It is very important to know exactly what kinds of land form are represented by various groupings of contour lines; this allows you to choose the least strenuous and safest route between two points. On any given map the height difference represented by the space between two adjacent contour lines is always the same (e.g. 50 ft., 20 m, etc.), and this difference or interval is called the contour interval. It is usually indicated in the bottom margin of the map. Every fifth contour line is drawn thicker than the intervening contour lines to assist with the interpretation of the features and to make it easier to judge height differences. These thicker contours are usually labeled with the height above sea level in meters (or feet). Because the vertical distance represented by the distance between any two adjacent contour lines never changes, an idea of the relative steepness of a slope can be formed by considering the distance between the contour lines on a map — the closer they are together, the steeper the slope. Where contour lines merge, they indicate a vertical cliff or an overhang.

An experienced map reader will be able to form a fairly accurate idea of land forms by just looking at the map, but when in doubt a profile can be drawn.

To draw the profile of a cross-section of a slope

1. Draw a pencil line across the slope on the map.
2. Place the edge of a sheet of paper along the line.



Drawing the profile of a slope

3. Mark the crossing point of the contours and label them with their height.
4. Draw a base line equal to the length of the section. Choose a vertical scale at a right angle to the base line and mark the heights corresponding to the contours crossing the section.
5. Join the points with a line. (Note: This method exaggerates the vertical relief.)

The altimeter

When used in conjunction with a topographic map, an altimeter, an instrument which is used to determine your height above sea level, can help you navigate accurately, particularly in thick mist in high mountains. If, for example, you are going up or down a well-defined ridge, a compass bearing is unnecessary if you keep to the crest of the ridge. If visibility is poor, however, it can be difficult to tell how far along the ridge you have gone, unless you have an altimeter. While you are traversing round a hill in bad visibility, an altimeter can also help you stay at the correct height and locate crucial points such as a neck or saddle.

Points to note when using an altimeter

- Because it works off barometric pressure, an altimeter is affected by changes in the weather and temperature. It must be continually adjusted by resetting it at known points (do not go for more than ten kilometers horizontal distance or for more than 500 meters vertical height without resetting it).
- The altimeter can be used overnight as a barometer. Either set it to zero or to the height of the overnight spot. If in the morning the instrument shows the height of the spot to be higher than it actually is, the pressure has dropped, indicating the likely onset of bad weather. If it shows the height to be lower, the pressure has risen, indicating that the weather should be fair.

** Next Jabber we will look at actually using the Map.**

On the Lighter Side:

FIFTEEN THINGS THAT TOOK ME OVER 50 YEARS TO LEARN.

1. Never, under any circumstances, take a sleeping pill and a laxative on the same night.
2. If you had to identify, in one word, the reason why the human race has not achieved and never will achieve its full potential, that word would be "meetings".
3. There is a very fine line between "hobby" and "mental illness".
4. People who want to share their religious views with you almost never want you to share yours with them.
5. You should not confuse your career with your life.
6. Nobody cares if you can't dance well. Just get up and dance.
7. Never lick a steak knife.
8. The most destructive force in the universe is gossip.
9. You will never find anybody who can give you a clear and compelling reason why we observe daylight savings time.
10. You should never say anything to a woman that even remotely suggests that you think she's pregnant unless you can see an actual baby emerging from her at that moment.
11. There comes a time when you should stop expecting other people to make a big deal about your birthday. That time is age eleven.
12. The one thing that unites all human beings, regardless of age, gender, religion, economic status or ethnic background is that, deep down inside, we ALL believe that we are above average drivers.
13. A person, who is nice to you, but rude to the waiter, is not a nice person. (This is very important. Pay attention. It never fails).
14. Your friends love you anyway no matter what.
15. Never be afraid to try something new. Remember that a lone amateur built the Ark. A large group of professionals built the Titanic.



Irish Paramedics

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Programme 2010 Program			
Date / Datum	Description / Beskrywing	Activity / Aktiwiteit	Contact / Kontak
3-18 July	July Camp – Crystal Waters, Southern Drakensberg	Day & Over-night Hikes (3)	Richard 083 378 7655
23 – 25 July	Stijlkranz	Hiking (3)	Thea 083 378 7655
10 August	Social – Venue to be announced	Slide show & Talk	Debbie Behrens
? August	Mullerspass to Mont Pilaan	Weekend Hike (3)	Ruan 082 577 7555
27 – 29 Aug	Kranskop Combined Meet with Natal Section	Rock Climbing & Day Hikes (3)	Thea 083 378 7655
14 September	Social – Venue to be announced	Slide Show & Talk	Debbie Behrens
17 September	Hap-en-Stap	Social	Debbie Behrens 083 357 2636
20-21 Nov	Roodepoort Farm	Day Hike (2)	Johan de Villiers 072 712 7022

** Dates to be finalized. The programme is subject to change.*

** Datums moet nog bepaal word. Die program kan verander.*

Rating System

1. *Family weekend.* Children, prospective & older members. Easy, short hikes often-good facilities.
2. *Easy hike.* Footpaths present or otherwise flat open terrain.
3. *Average difficulty.* Path over varying terrain, often steep. Sometimes paths, route finding necessary.
4. *Difficult hike without footpath.* Might incl. bundu bashing, serious scrambling, kloofing or exposure.
5. *Technical climb.* Requires climbing gear (sometimes ice climbing gear).

General Interest

If anyone has anything of interest they would like to share in the news letter or wants me to put an article about anything in, then please contact me. It has to be relevant to hiking, mountaineering, camping or the outdoors. Ideally the article or request should reach me within the first 15 days of the month.

Trading Post:

For Sale: Nothing

Remember, you can sell anything here, not only hiking or camping related.

Wanted: Nothing

If there is anyone not receiving the Jubba-Jabber via E-mail and wants to receive it that way then please send me a mail at; adriandip@telkomsa.net so I can add you to the mailing list.