

INTERNATIONAL COURT OF JUSTICE

**Case concerning Kasikili/Sedudu Island
(Botswana/Namibia)**

**Responses of the Republic of Botswana
to the Questions put to the Parties by
Members of the Court on
25 February 1999 and 5 March 1999**

6 April 1999

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25 February 1999

Judge Ranjeva

My question is addressed principally to the Botswana delegation but the Namibian delegation is at liberty to contribute its own response.

- 1 *My question is as follows: When the Agent for Botswana and Lady Fox commented on the aerial photograph (Judges' Folders, Tab 7 No. 3), they mentioned cultivated fields. Would it be possible to inform the Court about the legal title, if any, relating to such fields? Thank you, Mr. President, and my thanks to the delegations.*
- 1.1 It is Botswana's case that on neither side of the Chobe River did individuals at any material time enjoy personal title to land. Land in the area is owned on a communal basis.
- 1.2 This was confirmed during the oral hearings by Namibia's Counsel, Dr. Hangula and Professor Cot.²
- 1.3 The point is further confirmed by statements made in an earlier case before the International Court of Justice that among the Masubia, a riverine people, "there was no individual ownership of land", which "was normally used on a communal basis": see the *South West Africa* cases (*Ethiopia v South Africa; Liberia v South Africa*) ICJ Reports 1966, Pleadings, Oral Arguments, Documents II, p. 316 B - "*The Eastern Caprivi Peoples*".
- 1.4 Neither the Bechuanaland Protectorate authorities nor the Botswana Government have ever kept a register of lands or any other record relating to land within the Chobe District, which includes Kasikili/Sedudu Island.

¹ Annexes to Botswana's Responses are referred to herein as "Responses Annex ...".

² Hangula, CR 99/4 at p.11 and Cot, p.17, CR 99/10 p.36.

- 1.5 So far as is known to the Government of Botswana, no register or other record has ever been kept by the authorities in the Eastern Caprivi, South West Africa or South Africa in respect of lands in the Eastern Caprivi, whether cultivated or not.
- 1.6 In 1960 the Chobe Game Reserve was established. It includes Kasikili/Sedudu Island within its limits. Since 1960 there has been no cultivation of land within the Reserve³.
- 1.7 *For reference to the relevant legal context in the Pleadings see:*

BM, Vol.I, para. 33.

BCM, Vol.I, paras. 161-166, 185-189, 726-729.

BR, Vol.I, paras. 116-117.

Fox, CR 99/8 pp. 17-30.

Brownlie, CR 99/9 p. 50.

Tafa, CR 99/12 pp. 18-19.

Judge Fleischauer

I have two questions which I address to both delegations.

- 2 *Question No. 1: Is anything known, and if so what, about navigation on the Chobe River at the time of conclusion of the 1890 Treaty, or between 1890 and 1914?*
- 2.1 Historical evidence clearly shows that up until 1914 navigation on the Chobe river was confined to movement by canoe, almost always of the locally-produced *mokoro* type. Colonial officials, as well as passing traders, made occasional use of *mokoro*, both to travel along the Chobe and to cross the river. Larger European boats started appearing on the river after the turn of the century - see 2.2 (d) below.
- 2.2 Although there is no evidence of any regular, scheduled, commercial navigation at the time of, and after, the conclusion of the Anglo-German Agreement of 1890, the following reports show that a long stretch of the Chobe River upstream of the Mambova Rapids was used for navigation both by the people of the Caprivi and by the white settlers and explorers:-
- (a) D. Kürchhoff, *Die schiffbaren Wasserstraßen in den deutschen Kolonien* ("Navigable Waterways in the German Colonies"), in *Zeitschrift für Kolonialpolitik, Kolonialrecht und Kolonialwirtschaft* 11 (1909), pp. 797-807. Extracts from this article are reproduced as Annex 127 to the *Namibian Memorial Vol V*. However the following passages relating to navigation have either not been reproduced at all or have not yet been translated into English for the benefit of the Court:

³ Botswana Memorial Vol.I paras 32 and 33.

[803] "...but over long distances the Zambezi lacks navigability....[and navigation is] interrupted until beyond the Victoria Falls near Kazungula. This last section also makes it impossible to make use of the navigable river at the border of the colony as a means of reaching the railway, which crosses the river [Zambezi] north of Wankie. The Zambezi could become of use if the English colonial administration were, for its own benefit, to construct a junction line in order to by-pass the non-navigable part [of the Zambezi]. From this navigable section [of the Zambezi], however, a connection can be established from [804] the Portuguese port of Alerande eastward to the Cape-Cairo railway, and thus to the sea, through the Chobe-Kuando, which is navigable from its confluence with the Zambezi far up to the north. The Chobe-Kuando, which at first forms the boundary, later flows through the far north-eastern part of the colony. The railway has not yet been built, and several years will probably elapse before it will reach the said waterway. Even then, shipping will be able to make use of only a small part of the colony. At present it is of only local relevance. The river starts to be navigable only a short distance from its source, and continues navigable to its mouth, despite many bends which impede navigation. The only obstacle to navigation is the Sebomba Rapids, not far from the confluence of the river with the Zambezi, but this obstacle is dangerous only during the dry season and could be removed without particular costs and work.....if for the time being the waterways lack the connections to serve greater traffic, they do nevertheless have the advantage that, by using a small steamboat, one station could be saved."

(Responses Annex 1)

- (b) **Richard Rothe's Report of his travels in the Chobe Region in 1904⁴.** Rothe travelled up the River Chobe in July 1904. He started his boat journey above the rapids (ten miles upstream from Kazungula): until that point the boats had been carried overland. He wrote:

[7] "Under full sail, having good wind, we managed [8] some 35 km. every day and rather unexpectedly reached our first destination of the journey on the morning of the fourth day.

[28] "The upper navigable Chobe, brought into the railway catchment area, would be a main pillar of trade, and the products of West-Angola (mainly rubber) would make their way through Damaraland instead of via Lobito Bay. Furthermore, if a canal were built through the Chobe swamp, which nowadays could easily be done at low cost as there still exists a small channel of the former river bed, this would mean the development of a river basin

⁴ R.Rothe, *Deutsch-Barotseland (Caprivizipfel) und seine wirtschaftliche Bedeutung für die Erschließung Deutsch-Südwest-Afrikas*, (in part reproduced at p.81 of and Annex 33 to the Namibian Memorial (Vol. IV pp 141-147)).

of more than 800 km. and would have the effect of draining the swamp, which in turn would have the advantage of settling white people in the area....." (Responses Annex 2)

Rothe even speaks of "Ngoma Port".⁵

- (c) Kurt Streitwolf, *Der Caprivizipfel* ("The Caprivi Strip") (1911), Chapter 6 ("The Linyanti downstream to the confluence with the Zambezi: Building a station at the Zambezi, opposite Sesheke"). The pages referred to below (57, 58 and 61) (with a translation of other passages) may be found in Annex 6 of the Botswana Counter-Memorial Vol III Annex 141 to the Namibian Memorial, at Vol.V p.241 et seq.:

[57]...On 27 January, in the morning, I went down the Linyanti [from Ngoma to the confluence of the Linyanti and the Zambezi], in a boat which I got from M.'s boatyard. The long, narrow canoe slid over the water as swiftly as an arrow. However, the initially beautiful trip soon became rather tiring; the walls of reed lining the river rarely allowed a view of the flat, monotonous landscape. Only when the river pushed close to the ridge of Bechuanaland was the landscape more varied...In addition, the Linyanti described enormous curves. Several times it turned back completely, in a westwardly direction, and we therefore had to go back a long distance on our journey, which was in an eastwardly direction. With only one hour's rest at lunchtime, we continued our journey down the river until the evening, and set up camp on the southern bank of the river...The next morning we continued our journey. The river which, except for a small rocky patch, was 2 to 3 metres deep, widened more and more. On the German bank of the river there were now also more and more trees, and it was idyllically beautiful to float on the water's smooth surface, which was lined on both sides by high forest, above which often a delicate palm tree could be seen. However, the pleasure did not last very long, as the morning sun soon disappeared and it started raining again. At about 9 o'clock we reached the rapids, whose roaring had already greeted us from afar. Here we had to disembark, in order to walk along the rapids downstream [58] while the natives took the canoe through the about 500-metre long rapids, a task which took about an hour....Below the rapids the river widens to about 250 metres. Both banks were lined with beautiful forest, the English bank towering above the German. We now approached the confluence of the Linyanti and the Zambezi.....

[61] After I had spent the night at [Captain] Eason's place [near Kazungula], who with true African hospitality had received me most kindly, the next morning [29 January 1909] I went back to Ngoma, which I reached in one and a half days. Because of the

⁵"Ngomahafen" - (Namibian Memorial Vol.IV, Annex 33, p.144).

large meanders of the river, the distance, which is 53 kilometres as the crow flies, increases to 75 kilometres. Along the whole river I saw only few boatyards. Three boatyards were situated close to Ngoma, but on the English bank of the river.

[94] On the Linyanti, whose current is quite slow, I travelled the kilometre by boat in 8 minutes.

[223] Through these two arms [meaning the Kasai channels] it is possible to get from the Zambezi to the Linyanti without having to pass the rapids [at Kasane]. One therefore has a continuous waterway of some 400 kilometres from the Katima-Molilo Rapids [in the Zambezi] to Sambala on the Portuguese border." (Responses Annex 3)

- (d) **Franz Seiner: *Ergebnisse einer Bereisung des Gebiets zwischen Okavango und Sambesi (Caprivi Zipfel) in den Jahren 1905 und 1906*** ("Information from travels in the region between the Okavango and the Zambezi (the Caprivi Strip) in the years 1905 and 1906"), from *Mitteilungen aus den deutschen Schutzgebieten*, 22 (1909), pp. 1 - 111:

[46] "Rivers as transport routes....More favourable conditions [than on the Zambezi] seem to prevail at the Mashi-Linyanti. Not only is the river except for the rapids at Kasiga free of cataracts, it is also said to be navigable for small flat-bottomed boats up to Kaunga and even further north. The American Todd....assured me, that he could travel on the river at any time with his large European boats, as there was always a small but navigable channel....Regular traffic by canoe takes place only on the lower reaches of the Linyanti from Koma downwards, as on the remaining part of the river it is made impossible by a great number of hippopotami.

[105] Trade and commerce....As a traffic route, the lower reaches of the Linyanti from Koma downstream are also suitable; traffic by boat further upstream is dangerous because of the numerous hippopotami." (Responses Annex 4)

- (e) **Franz Seiner: *Die wirtschaftsgeographischen und politischen Verhältnisse des Caprivizipfels*** ("The economic-geographical and political situation of the Caprivi Strip") in *Zeitschrift für Kolonialpolitik, Kolonialrecht und Kolonialwirtschaft*, 11 (1908), pp. 417-465, the German text of which can be found at Botswana's Counter-Memorial Vol III, Annex 4:

[429] "[The] Kwando and Zambezi, with the exception of the rapids, are also navigable with loaded canoes during low water without difficulties; on the Mashi, however, the hippopotami, which severely endanger navigation, must be decimated or frightened away."

(f) *The Times of 2 June 1890*

This issue of the newspaper carried an article entitled "The Question of Ngamiland", the relevant part of which read as follows:

"The principal lines of communication between this region [Ngamiland, whose heart is Lake Ngami] and the outer world are by the River Chobe, which is at present navigable only for canoes to the Zambesi, and by the more important waterway of the Okavango..." (Responses Annex 5)

2.3 *For reference to the relevant legal context in the Pleadings see:*

BM, Vol.I, paras. 133-144.

BCM, Vol.I, paras. 190-191, 200ff.

BR, Vol.I, paras. 42-54.

Brownlie, CR 99/6 pp. 28-32.

3 *Question No.2: Professor Alexander, in his presentation on 16 February (CR 99/2, p.31 para 23.4) said: "the fact that the Chobe River is not perennial has been known for more than half a century". That means that the peculiarities of the Chobe River were not known at the time of the conclusion of the 1890 Treaty?*

3.1 The records show that at the time of the 1890 Treaty the Chobe River was categorised as perennial⁶. Explorers writing from 1850 onwards, and the negotiators of the 1890 Treaty themselves⁷ were almost certainly aware that the Chobe was a sizeable river, and to some extent were aware that it had certain peculiarities as to flow.

3.2 The Republic of Botswana refers to accounts of explorers set out in the Botswana Counter-Memorial at paras. 358-361. Frederick Selous wrote in 1881 of "...the rise of the Chobe and other rivers in the interior which has been observed to occur during the dry season..."⁸

3.3 F.S.Arnot, writing in 1889, noted that "...the abundance of water was most remarkable", and commented on the "mysterious overflow of the Kwando or Chobe during the dry season, a matter already brought before the [Royal Geographical] Society by Mr. Selous."⁹

⁶ Botswana's Memorial Vol.I pp.64-5, 89-90, Botswana's Counter-Memorial Vol I pp.69-74.

⁷ Botswana's Memorial Vol.I pp.24-28.

⁸ passage cited in footnote 6, Botswana Counter-Memorial Vol.I, at p.139.

⁹ *ibid.*

- 3.4 In 1901 Perry S. Reid also commented on the peculiarities of the Chobe's flow, including a regular and persistent decrease in the volume of water, in *Journeys on the Linyanti River*.¹⁰
- 3.5 The German authorities cited in answer to Question 2 above clearly indicate that German explorers and commentators at the beginning of the 20th century regarded the Chobe as a perennial river along which navigation was feasible.
- 3.6 Researchers in different fields, including the Desert Research Foundation of Namibia, have continued to the present day to categorise the Kwando/Linyanti/Chobe as a perennial system.
- 3.7 As stated in Botswana's oral submissions:
- (a) Rivers are classified as perennial or ephemeral, according to the characteristics they possess. The characteristics of perennial rivers differ from those of ephemeral rivers.¹¹
 - (b) The classification is based on characteristics acquired over what are, in geological terms, lengthy time-spans. It reflects the dominant characteristics or behaviour of the river, not short-term aberrations. Professor Alexander¹² asserted that "the fact that the Chobe River is not perennial has been known for half a century". In the geological timescale of relevance to this question, i.e. the last two million years, "more than half a century" is a very short period.
 - (c) Some geological features, including rivers, behave episodically in response to climatic fluctuations which may vary in duration or intensity. The classifications are not changed each time there is a climatic fluctuation.
 - (d) In the words of Professor Richards, Namibia's scientific expert¹³

"Thus, while it is possible for continuous flow to occur from the Cuando along the Mashi, Linyandi and Chobe rivers, integrating this drainage system completely, this requires particularly wet conditions (probably over several years). Such conditions have occurred during the Quaternary, and may have occurred in the nineteenth century.....

It is therefore premature to identify explanations for the hydrological trends outlined in paragraphs 19-20.....However, two conclusions do seem to be clear. The first is that quasi-cyclic fluctuations of rainfall of varying length are characteristic of the region, and these give rise to an alternating hydrological regime

¹⁰ *Geographical Journal* Vol. VI (1901) p.3 at 582-583 (Responses Annex 6).

¹¹ Botswana Counter-Memorial Appx. 2, p.18 para 47; Sefe, CR 99/12 pp.56-62 paras.53-61.

¹² Alexander, CR 99/2 p.31 para.23.4.

¹³ Namibian Reply, Vol.II - Richards Report p.8 para.9 and p.20 para.21.

in which there are runs of years with high and low discharge levels."

[Emphases added by the Republic of Botswana]

- (e) The above quotations show clearly that Professor Richards recognises the episodic nature of the hydrology of the Kwando-Linyanti-Chobe system. Such episodic behaviour must not be equated to ephemeral status.¹⁴
- (f) Although the half century to which Professor Alexander refers (see above) is not identified precisely, it is reasonable to suppose that he refers to the period since about 1948. Botswana maintains that even in this last half century the Chobe has retained its perennial character¹⁵. This most recent period is one in which substantial flows occurred in the Zambezi River, as shown by the graphics at Tabs 10 and 11 of the Botswana Second Round Judges' Folder. Mean annual flow equalled or exceeded 1,000 cubic metres per second for 22 consecutive years from 1948, and for 8 consecutive years from 1973. The mean maximum monthly flows also exceeded 3,000 cubic metres per second for most years during the same period (Tab 11). Using the analogy employed by the Namibian Department of Water Affairs¹⁶, one can conclude that the Kwando-Linyanti-Chobe system would also have experienced very good flows. These years represent the "runs of years" of high discharge levels that Professor Richards referred to in the citation above. It is obvious that a river which probably flowed continuously for 22 years, and did so for even longer periods during the recent geologic past under more favourable conditions, cannot be classified as ephemeral.

3.8 In the respectful submission of Botswana, the characterisation of the river as perennial or not appears to be irrelevant to the discharge of the Court's task in accordance with the provisions of Article 1 of the Special Agreement.¹⁷

3.9 *For reference to the relevant legal context in the Pleadings see:*

BM, Vol.I, paras. 250-252, Appendix to Chapter VII.

BCM, Vol.I, paras. 250, 330-331, 363-367, 457.

BR, Vol.I, paras. 35-41.

Brownlie, CR 99/6 pp. 45-49.

Brownlie, CR 99/13 pp. 62-63.

¹⁴ See also Sefe, CR 99/12 pp.56-62, paras.53-61.

¹⁵ *ibid.*

¹⁶ Sefe, CR 99/12, pp.56-62, paras.53-61.

¹⁷ Brownlie, CR 99/13 pp.62-3.

The President

I have some further questions for both Parties:

4 *First, how many vessels and of what tonnage navigated the north channel in 1998; annually, since 1947, and in which months?*

4.1 There have been no records kept of boat traffic or tonnage in the northern channel. No register of such statistics has ever been warranted or kept. Botswana has obtained some information from local sources which is set out below in answer to this question and to the President's other questions relating to navigation on the Chobe River.

4.2 It was in or about 1947 that Mr. Ker applied to transport timber by barge from Serondela to Katombora. His application gave rise to debate between Noel Redman, the District Commissioner at Kasane, and the Native Commissioner for the Eastern Caprivi, as to the identification of the main channel in the vicinity of Kasikili/Sedudu Island. As Redman observed in writing to his superiors on 26 January 1948¹⁸:

"The question has arisen as a result of an application by Mr. Ker to transport timber by barge from Serondela to Katombora, which necessitates the use of the channel running to the North of Kasikili Island since the Southern Channel is not navigable by his Barges when the river is not in flood, and it is even difficult for small craft to navigate it."

4.3 There is no doubt, however, that Ker and his successors did use the northern channel for his timber barges, and for a continuous period. This is made clear in the letter from Trollope to Dickinson dated 4 August 1951¹⁹:

"In all the years past there have never been any difficulties - indeed even the question of the use of the 'Northern Waterway' was never a real issue. Not a single boat, craft or person was ever hindered in its use. Even the redoubtable W.C.Ker used it the whole time he ran a service to Sirondeellas without any let or hindrance at all. But that loquacious and tendentious gentleman was never satisfied unless he was raising some tremendous issues, with large references to Barcelona treaties, international waterways, etc. And it was he who quite unnecessarily persuaded Redman to raise the issue."

4.4 The Chobe District Annual Report, 1947, filed by Noel Redman, the District Commissioner in Kasane, on 28th February 1948, states under the heading "Communications":

"River. 1947 saw the first real use of the River Chobe as a means of transport when Mr Ker was given permission to run his barges up to

¹⁸ Botswana Memorial Vol.III, Annex 22, p.265 and Brownlie, CR 99/9 p.53.

¹⁹ Cited in Namibian Memorial Annex 71 p.296 and at CR 99/7 p.15.

Serondela for the purpose of transporting timber cut by the Chobe Concessions, Limited to Livingstone.

"There is no doubt that any future development of Crown Lands will turn the Chobe River into a very important waterway." (Responses Annex 7)

- 4.5 In a review of proposals put forward by Mr Ker in 1947, the Central Africa Council acting on behalf of the Southern and Northern Rhodesia Governments was of the opinion that "the Katombora and Kasane Rapids might be by-passed by canals with a minimum depth of 3 feet, thus opening the Zambezi River to barges and shallow-draft craft for 110 miles from roadhead near Livingstone, as well as for 12-20 miles of the Chobe above the Kasane Rapids".²⁰
- 4.6 This letter provides confirmation that boats with a draught of a little less than three feet could navigate the Chobe for a distance of at least 20 kilometres from Kasane to Serondela and beyond. This, of course, would only have been possible by using the northern channel around the Island.
- 4.7 There is evidence that heavier traffic was using the Chobe prior to 1947. Witwatersrand Native Labour Association (WNLA) began the operation of heavy river craft in about 1942 with two barges made of wood. They were built by Thomeycroft in the United Kingdom and were brought out in sections and assembled at Mambova by a Mr Alf Kohler and a Mr Jack Ashwin. These craft were powered by Thomeycroft four-cylinder petrol engines, and WNLA went on to enlarge their operation to include ex-naval landing craft, metal barges and finally a large pusher craft. There were two ex-naval landing craft, which were supplied by Mr William Ker after World War II, fitted with Ailsa Craig engines.
- 4.8 Two metal barges went into service in about 1953. They were copied from the wooden barges by a small steel works in Livingstone, Northern Rhodesia, and fitted with Thomeycroft diesel engines. These barges were between 55 and 60 feet long and were approximately 12 ft wide and 3ft 6 inches deep. In 1966, the new 70-ton pusher craft was brought up in sections from Bulawayo and put into service. This craft pushed the barges in front of it instead of towing them.
- 4.9 WNLA were engaged in construction and other work in the area and used the barges for transporting people and materials. Initially they were used between Katima Mulilo and Kasane.²¹ The WNLA craft also travelled between Kasane and Serondela via the northern channel²² and when their operations ceased at the beginning of 1970, WNLA took their craft down the flooded river, over the rapids, to Livingstone, after they had sold them to an organisation there. The two original wooden barges had unfortunately rotted away by this time.
- 4.10 In 1985, the Botswana Defence Force (BDF) started operating both large and small boats in the Kasikili/Sedudu area to carry out anti-poaching patrols. Boat stations

²⁰ Letter of 20 May 1947; Additional Documents submitted by Namibia 26 February 1999.

²¹ Annual Report of District Commissioner, Kasane, 1958, p.5 (Responses Annex 8).

²² See the affidavit of Jonathan Moore Gibson (Responses Annex 9).

have been established at Kasane, where eleven boats are moored, Linyanti (four boats) and Kwando (four boats). The vessels range in size from a one-ton single-engined allocraft, 1.5-ton twin-engined allocraft, 2.5-ton gunboats to an a 18ft, 6-ton Phantoon.

- 4.11 BDF patrols are carried out all year round. During the dry season (September to January) about 95% of patrols are conducted along the northern channel. Only the one-ton single-engined craft can be used in the southern channel at this time. The Phantoon can only navigate in the northern channel and never in the southern channel.
- 4.12 The largest craft to navigate the north channel in modern times are the *Zambezi Queen* and the *Mosi-oo-Tunya*.²³ The *Mosi-oo-Tunya* has been operated by Chobe Game Lodge since 1983. She is a twin-engined, steel-hulled, keeled vessel with a length overall of some 16 metres. She displaces about 30 tons and draws about 0.6 metres of water. She is unable to operate in the south channel, save during flood periods in March to May.²⁴ The *Zambezi Queen* is never able to use the south channel - the *Zambezi Queen* is dealt with in greater detail below in answer to the President's fifth question.

5 *Second, how many vessels and of what tonnage navigated the south channel in 1998; annually since 1947; in which months?*

- 5.1 There have been no records kept of boat traffic or tonnage in the southern channel. No register of such statistics has ever been warranted or kept. There is use of the south channel by tourist boats: see Botswana's Response under paragraph 7 below.

6 *Third, did barges that carried timber navigate the northern channel throughout the year, or only in certain months and if the latter, which? Where did the shipments originate and terminate? Did timber shipments cease because of navigational problems, or for other reasons?*

- 6.1 Between 1947 and 1955 timber was hauled from the sawmill at Serondela via Kasane to Kazungula, on barges. At least by 1951, the barges were towed by "K" type landing craft, presumably World War II surplus, powered by two V8 Marine motors. These barges were 9 metres long and 4 metres wide, and had a capacity of 80 tonnes. In addition, raw timber from Katombora (in what was then Northern Rhodesia) was transported to the sawmill by barge.

- 6.2 Except on certain occasions when the water was extremely high (and even then it was very difficult to use the southern channel), the barges invariably used the northern channel. According to available archival and oral evidence, the use of the northern channel occurred all year round.

²³ The *Mosi-oo-Tunya* is the local name given to the Victoria Falls: "the smoke that thunders".

²⁴ See Affidavit of Jonathan Moore Gibson at Responses Annex 9. For ownership of the vessel, see para. 7.4(c) below.

- 6.3 By 1951, if not before, there was daily traffic from Mondays to Fridays, a series of round trips, with the barges carrying 30 tons of timber from the sawmill, and at times other goods.
- 6.4 A succession of private operators were responsible for this traffic, beginning with a company called the Zambezi Transport and Trading Company, owned by Mr. William C Ker, whose business depended on the navigability of the Northern Channel.²⁵ Subsequently, the Zambezi Transport and Trading was superseded by Zambezi Transport Services, also operating Inland Waterways Transport (an unregistered company) and Chobe Concessions (Bechuanaland) Limited (a sawmilling company whose business included the felling of trees for timber).
- 6.5 Most shipments originated from Serondela. The barges went from there to Kasane, from whence they proceeded to Katombora. The passage from Kasane to Katombora was through the Kasai Channel, which runs a short distance through the Eastern Caprivi. This was the preferred route, due to the existence of the Mambova Rapids below Kasane.
- 6.6 At about the same period, in 1949, Mr. Ker tried to set up a route by-passing the Kasai Channel, under which he would (a) transfer timber from one barge to another on the other side of the rapids, using an "aerial ropeway", and (b) obtain permission and finance to dig a small canal around the rapids, inside the territory of the Bechuanaland Protectorate. Neither the ropeway proposal nor the canal project were carried into effect at the time. The proposals formed the subject of correspondence dated 20 May and 13 November 1947 between the South Africa Council and the British Colonial Office.²⁶
- 6.7 Timber shipments ceased in June 1955, when the Chobe Timber Concession Company, which then owned the sawmill at Serondela, went out of business.²⁷
- 6.8 Many of the above facts are evidenced by the affidavit of William Camm dated 15 March 1999 and the affidavit of Jonathan Moore Gibson of 9 March 1999, copies of both of which are annexed hereto.²⁸

7 *Fourth, how many tourist boats were in use in the waters of Kasikili/Sedudu Island in 1998 and in which months? What is their home port? What routes do tourist boats follow?*

- 7.1 The Botswana Department of Water Affairs registers and controls the movement of the boats in all its waters, in order to control noxious weeds and manage the wetlands environment. The majority of the boats registered for use in the vicinity of Kasikili/Sedudu Island are for the purposes of tourism in Botswana and Namibia. These vessels typically have short propeller shafts which enable them

²⁵ CR 99/7 pp.14-15.

²⁶ See the additional documents filed by Namibia on 26 February 1999.

²⁷ Chobe Annual Report of 1955: Responses Annex 10.

²⁸ Responses Annexes 11 and 9 respectively.

to cruise in shallow waters. Even then, however, such boats can use the southern channel round Kasikili/Sedudu Island only when the water level is high, between March and May. They use the northern channel all the year round.

- 7.2 The Namibians who use Botswana waters are required to register with the Botswana Department of Water Affairs and to spray their boats when entering the Chobe zone. The boats that are not registered and do not have zonal number plates on the sides are confiscated, and the offenders are penalised accordingly.
- 7.3 417 tourist boats have been registered with the Botswana Department of Water Affairs in the Chobe Region since 1987. These boats, which have been operating in the vicinity of Kasikili/Sedudu Island, include 53 Namibian vessels. 364 boats have their home ports at the lodges on the Botswana side of the river. Full details of both Namibian-registered and Botswana-registered boats are given in the tables contained in Responses Annex 12. Vessels bearing the reference mark "CH" are permitted to navigate the Chobe, including the waters around Kasikili/Sedudu Island. Vessels bearing the reference mark "KL" are permitted to navigate the Kwando/Linyanti reaches of the river and require special permits to come downstream to the Chobe.
- 7.4 The Government of Botswana has been able to assemble the following information about tourist operations (the location of some of which are shown on the map at Responses Annex 13) which it believes are typical:

(a) **Chobe Safari Lodge**

The Lodge has 10 vessels, ranging in size from a 4-seater to a 28-seater. Their home port is at the Game Lodge. They are moored at a jetty in the Chobe River by the Lodge, which is situated approximately 9 kilometres upstream of Kasikili/Sedudu Island, on the south bank of the Chobe River at Serondela. This jetty has been constructed specifically for anchoring these boats. The vessels use the Northern Channel when going to Kasane and back, primarily because the water levels are higher than in the Southern Channel, and because the Northern Channel never dries up. The Southern Channel, on the other hand, dries up in the dry season. The boats do use the Southern Channel when viewing game.

During the peak season (July-December), three of the vessels make two trips a day each (at 9am and 3pm), and once a day for the rest of the year. The other two vessels take trips according to the demand of the tourists.

(b) **Chilwero Safaris**

This organisation has two vessels. Their home port is the jetty at Serondela on the Chobe river bank by Chobe Safari Lodge. Each boat has approximately three cruises every day of the year. They use both channels, since their boats are small and can cruise in relatively shallow waters, although this depends on the level of water in the southern channel during the dry season.

(c) **Chobe Game Lodge**

The Lodge has 10 vessels, ranging in size from 4-seaters to a 16-seater. Their home port is a jetty by the Chobe River bank some hundred metres from the entrance of the Chobe Game Lodge and some half kilometre north-east of the bifurcation of the north channel and the eastern section of the southern channel. During the peak season (July-December) the large boat, the *Mosi-oa-Tunya*, cruises once daily, a medium sized boat makes three or four cruises a week, while the smaller vessels each cruise once daily. The boats are designed to cruise in low and high water levels and use both the northern and the southern channel. During the dry season, the Southern Channel is hardly used.

(d) **Thebe Safari**

This organisation has four boats, including two 15-seaters. Their home port is at a jetty by the Chobe river bank. Cruises take place every day of the month, with each vessel going out two or three times a day. The vessels use both channels, except when the Southern Channel dries up.

(e) **Into Africa**

This organisation owns five vessels, the largest of which is a 35-seater. Their home port is a jetty on the Chobe river bank by the Mowana Lodge situated on the Mambova Rapids at the confluence of the Chobe River with the Kasai Channel. Cruises take place 8 times daily in the peak season from August to December, which are shared between the five vessels. From December to May they make trips 3 times a day. These vessels use both channels, but at times the larger vessels are not used in the Southern Channel when water levels are low. The Northern Channel is always navigable to them throughout the year.

7.5 Botswana does not object to the Namibian tourist boats viewing wildlife from the southern channel around Kasikili/Sedudu Island so long as they meet the requirements of the Botswana Laws, Acts and Aquatic Weeds Regulations. Because of the conservation regime in Botswana, game is best viewed on the Botswana side of the Chobe River, where animals graze and rest nearby. In fact the Namibians have little option but to send their tourists into the southern channel to view the wildlife. Under normal circumstances Botswana charges a small fee to tourist safari operators to enter the Chobe National Park, but it is not the case with the tourist boats around Kasikili/Sedudu Island, which is one of a number of facilities that Botswana makes available to Namibians free of charge. The only requirement is to register the boat.

7.6 In any event, the boats are so shallow that they cannot provide any assistance to the Court on the question of depth, which the Government of Botswana asserts is the primary criterion for assessing navigability²⁹. Their activities are incidental

²⁹ Botswana Memorial Vol.I, p.89 para.207, Botswana Counter-Memorial Vol.I, p.132 para.347.

to the question of navigation, and consequently to the location of the main channel³⁰.

8 *Fifth, what were the navigational routes followed by the Zambezi Queen since it went into service in Kasikili/Sedudu waters?*

8.1 The *Zambezi Queen* made several trips in the early 1990s; it began its navigation from Katima Mulilo lodge and cruised down the Zambezi to the bifurcation with the Kasai Channel. The *Zambezi Queen* turned into the Kasai Channel and followed it until the place where the Channel meets the Chobe River. The vessel ascended the Chobe River to the junction of the two channels around Kasikili/Sedudu Island, where it would take the right fork along the northern channel to Kabuta Island. There it terminated its journey, and cruised back on the same route to Katima-Mulilo.

8.2 As Mr. Jonathan Moore Gibson says in his affidavit of 9 March 1999:³¹

"On the Namibian side of the northern or main channel at Kasika village is a tourist operation known as King's Den. Part of King's Den's accommodation is provided in the "Zambezi Queen". The "Zambezi Queen" is anchored permanently alongside King's Den, it is a large flat bottomed, steel hulled cabin cruiser type craft. It is 65 meters long, about ten meters wide, it weighs about 90 tons and draws not quite 0.5 meters of water. This craft was manufactured by Gert Visagie at Katima Mulilo in the early 1990's to ply the Zambezi river, as however there was insufficient trade, it was brought through the Kasai Cut³² onto the Chobe to Kings Den via the northern or main channel. It now appears to be permanently anchored there. A craft of this size could not, during low water, pass through the southern or side channel as it would be too long and too wide to negotiate the sharp turns. In addition it would draw too much water over such a wide beam to avoid grounding."

9 *Sixth, Namibia contends that the depth of the northern channel at one point is so shallow that it significantly limits navigation in the northern channel. Where is that point and what is the depth of the northern channel at that point? When and by what means was this depth established? How does the depth at that point compare with the shallowest point of the southern channel?*

9.1 Botswana is not aware of any survey of the two channels other than the 1985 Joint Survey. In the absence of any other hydrographic survey of the two channels

³⁰ Brownlie, CR 99/13 p.55.

³¹ Responses Annex 9.

³² i.e. the Kasai Channel.

around the Island, the 1985 Joint Survey remains the only incontrovertible scientific data by which to compare the two channels.³³

9.2 At the time of the 1985 Joint Hydrographic Survey, the water surface elevation was 925.32 metres above mean sea-level. That Survey has shown that the shallowest depth in the northern channel is 2.6 metres (at Cross-Section 2), which converts to a bed elevation of 922.72 metres above mean sea-level, whereas the corresponding depth in the southern channel was 1.50 metres (at Cross-Section 20), which converts to a bed elevation of 923.82 metres above mean sea-level, giving a difference of 1.1 metres in favour of the northern channel. Statistical analysis has shown that the difference in depth between the two channels is significant.³⁴ That means that at whatever elevation the water in the two channels is, the northern channel always has 1.1 metres depth of water more than the southern channel. In terms of navigation, therefore, the northern channel can always take craft of a much deeper draught than the southern channel.

9.3 *For reference to the relevant legal context in the Pleadings see:*

BM, Vol.I, paras. 88-89, 204-221.

BCM, Vol.I, paras. 250, 346-351, Vol.II, Annex 45.

Brownlie, CR 99/7 p. 15-16, 32-34.

Fox, CR 99/8 pp. 45-50.

Sefe, CR 99/12 pp. 49-54.

Brownlie, CR 99/13 pp. 54-56.

³³ Botswana Counter-Memorial, Vol.II, Annex 45, and Sefe, CR 99/12 pp.49-54, paras.32-46.

³⁴ Botswana Reply Vol.I p.169, Appendix 8.

5 March 1999

Judge Oda

Although I have closely followed the explanation by both Parties regarding the factual situation of the region in the vicinity of Kasikili/Sedudu Island on both sides of the Chobe River, I still find it difficult to visualize the social conditions that prevailed in the region late in the last century. I would like to put to both Parties the following questions which concern the social conditions and the natural situation at the time when the 1890 Treaty was negotiated. I should be most grateful if the Parties could answer the questions as far as they can.

10. 1. *What was the population count in the region both north and south of the Chobe River late in the last century?*

10.1 The population in the Eastern Caprivi appears to have been fairly steady at a figure of about 4,000, as evidenced by the Resident Commissioner's Report 1914-1921³⁵ and the League of Nations Reports, 1927 - 1929³⁶.

10.2 The Austrian traveller Seiner estimated that in 1905 some 4,200 people lived in the Eastern Caprivi. In 1906 he estimated that some 3,100 Masubia were living in the Eastern Caprivi in the general vicinity of the Chobe River.³⁷

11. 2. *Did the people both north and south of the river belong to the same tribe or race of people? Were the Masubia people spread over a somewhat wider area north of the Chobe River, namely eastern Caprivi, or were they settled on both sides of the river in the last century?*

11.1 In 1890, as today, the population on both sides of the Chobe River was ethnically mixed. There were Masubia (or "Basubia", although they commonly refer to themselves as the "Bekuhane"). These people are predominant on both sides of the lower Chobe River, though in the Eastern Caprivi as a whole they are outnumbered by the Mafwe people.

11.2 The related Mathoka (Batoke) people are also found in the region. The Chobe Annual District Reports for 1942 and 1943³⁸ establish the presence of Batoke

³⁵ Namibian Memorial Vol.IV Annex 52, p.203, at p.205.

³⁶ Botswana Counter-Memorial Vol.III, Annexes 11, 12 and 13 - see Fox, CR 99/8 p.15.

³⁷ Quoted in Maria Fisch, *Der Caprivizipfel während der deutschen Zeit ("The Caprivi Strip during German Times") 1890-1914, (1996), p. 102* (Responses Annex 14); extracts, but not this passage from Fisch, are also to be found at Annex 119 of the Namibian Memorial.

³⁸ Botswana Reply Vol.II, Annexes 7 and 8.

families living in Sedudu: two families were recorded as resident in 1942 and seven in 1943.³⁹

- 11.3 Khoisan (or "Bushmen" - also known in Sesawa as Basarwa) communities are likewise to be found on both sides of the river. At the turn of the century they were concentrated in such places as Kazungula and Leshoma, in the Sedudu Valley south of Kasikili/Sedudu Island. It is known that families of the Basarwa were living in the Sedudu valley as late as the 1950s.⁴⁰
- 11.4 The Masubia on both sides of the Chobe River are closely related, as are their principal chiefs. Liswani III (also referred to as Liswani II or plain Liswani in colonial documents, and locally known also as Chika II) was the most important Masubia chief from 1890 until his death in 1927.
- 11.5 Masubia Chiefs at Kasika in the Caprivi and in Botswana descend either from Liswani III or his father Liswan I (Liswani II or Nkonkwena was a maternal nephew of Liswani I). During his later years Liswani was considered by both locals and colonial officials as being senior among the Masubia chiefs in both the Caprivi Strip and the Bechuanaland Protectorate, though he was never formally gazetted as such. Liswaninyana, who ruled as chief at Kasika from 1927 to 1937, was the son of Liswan III's younger brother Maiba.
- 11.6 After Liswani III's death Nsundano (who went back to Mahabe, dying in 1957), Chika III (who moved to Satau, dying in 1954) and Simvula Nkonkwena (who ruled at Kavimba on the south bank of the Chobe until his death in 1969) disputed to succeed him. This resulted in a split. After Chika III's death in 1954, most of the people, including the Satau community, who also reside in Botswana, recognised Simvula Nkonkwena as their senior chief. In 1969 he was succeeded by Moffat Maiba Simvula, who has been chief at Kavimba ever since.
- 11.7 Liswaninyana was succeeded by his half-brother Simvula Maiba, who died in 1965, and was replaced by his son Moraliswani, who died some two years ago.⁴¹
- 11.8 The information set out in the preceding paragraphs relating to the organisation of tribal chiefs contradicts Namibia's assertions made in oral hearings⁴² to the effect that no such tribal organisation existed south of the Chobe around Kasikili/Sedudu Island.

³⁹ Brownlie, CR 99/7 pp.25-26, and Fox, CR 99/8 pp.12-13.

⁴⁰ Information obtained by the Agent for Botswana, Mr Tafa, in interviews conducted in 1993/1994.

⁴¹ For the history of the Masubia on both sides of the river see, in particular, D M Shamukuni, "The Basubia", Botswana Notes and Records No. 4 (1972), pp.161-184 (Additional Documents filed by Botswana on 19 February 1999). See also Chris Maritz "The Subia and Fwe of Caprivi: Any historical grounds for a status of primus inter pares?" - Africa Insight, Vol 26 No. 2, 1996. (Responses Annex 15).

⁴² Cot, CR 99/10 pp.40-41.

12 3. *What kind of lifestyle was enjoyed by the native peoples living both north and south of the Chobe River or how was their society structured?*

12.1 The peoples living on both banks of the Chobe River practised a variety of economic pursuits in order to sustain themselves, including arable and pastoral agriculture, hunting and fishing (see also the answer to Judge Oda's Question 7 - below). Social status was based both on seniority (with local Chiefs and headmen enjoying greater status) and wealth (measured in such things as the possession of livestock and number of wives (see below).⁴³

12.2 Standard mapping of the area shows that much of the Eastern Caprivi consists of fertile islands which are seasonally flooded and thus cultivated on a seasonal basis.

13 4. *Did several families constitute a community or were the communities much bigger? Was there any inter-relation between the communities to the north and south of the river? Did the chiefs of the tribes have really effective control over the larger community?*

13.1 Among the Masubia, an extended family could be the basis for the formation of a small village or hamlet, which were numerous in the swampy areas. But such units recognised the higher authority of a Chief, known in the Chikuhane language as either a *Munitenge* or a *Simwine*. The larger villages of the *Munitenge*, such as Mungu under Liswani III or Kasika under Liswaninyana would have been home to larger numbers of people. Such villages were divided into wards, generally comprising people claiming a common descent by blood, marriage or adoption.

13.2 In the past, the Masubia were also vassals of other larger communities - Makololo, Malozi, Bangwato and Batawana. From 1890 until the arrival of the first German resident in 1909, the Masubia of the Eastern Caprivi remained under the tight authority of the Malozi, the core of whose kingdom is located in Western Zambia. As a result SiLozi (which is closely related to SeTswana) has replaced ChiKuhane as the common language of most Masubia.

13.3 Prior to the arrival of the Germans in 1909 all peoples of the Eastern Caprivi were fully integrated into the political and social structures of the Malozi state. As such, they fell under three sub-chiefs. After 1885 much of the region fell under the authority of Mukwea Atangambuya, the daughter and representative of the Paramount Chief at Nalalo (in modern Zambia). Shortly thereafter, the King (or *Litunga*) Lewanika posted his senior son and heir, Litia, in the region, at old Kazungula, to act as his deputy throughout most of the Zambezi-Linyanti. There he enjoyed senior status but shared it with Mukwea, each authority having interspersed subjects under its direct authority. This arrangement continued after 1893 when Litia moved his *kuta* (i.e. his customary court) to Mwandu (now in Zambia), adjacent to Mukwea's at Sesheke. As a result of this power-sharing arrangement, many of the *silalo* (sub-districts) were jointly governed by two

⁴³ D M Shamukuni *"The Basubia" op. cit.* 170-173.

indunas (sub-chiefs), one directly under Litia and the other under Mukwea. On occasion, members of the two regional *kuta* would meet together under Litia's chairmanship.

13.4 The only portions of the Zambezi-Linyanti region not under the authority of the Sesheke and Mwandi *kuta* were the predominantly Mafwe areas of the Eastern Caprivi along the River Kwando, which were placed under Litia's younger brother Litianyana ("little Litea") and the area south of the Linyanti which in the 1880s was nominally under the Bangwato. The Bangwato King, Khama III, regularly sent organised hunting parties into the region, but otherwise allowed the Masubia Chief Liswani III to rule without interference.⁴⁴

13.5 As to German sources, Captain Streitwolf, the first Imperial German Resident in the Caprivi Strip, travelled in 1908/1909 through Bechuanaland to the Caprivi Strip. Before he reached German territory, on 14 January 1909, he wrote

"[53] We passed two big Masubia settlements which were scenically situated at the slope of a high plateau covered with trees. Until two years ago [1906/1907] all these settlements were situated in our territory and had fled the attacks of the Marotse to Bechuanaland. South of the river they were secure, as the Marotse scrupulously respected the boundaries.....

[56] Many of the inhabitants (Masubia) had fled the Marotse and had settled on the southern bank of the Linyanti in Bechuanaland. This explained why there was no boatyard in our territory but all on the south bank of the Linyanti."⁴⁵

13.6 It should be noted that after a rebellion against the ruling tribe in 1870 the great majority of the Masubia had fled the Caprivi into Bechuanaland.⁴⁶

14 5. *In the period before or just after the Anglo-German Treaty of 1890 did the Chobe River physically prevent the northern or southern people from crossing and did the Chobe River form a natural barrier?*

14.1 The Chobe River does not form a natural barrier. The people living by the river have never had any problem using the river at any season, since they use traditional hand-made dug-out canoes to travel or cross even deep waters. They

⁴⁴ *op. cit.* (Responses Annex 15). The best primary material on Malozi administration of the Masubia in Caprivi is National Archives of Zambia at KTO 3. See also the many early travelogues and secondary history sources on Malozi. For accounts by British officers in Eastern Caprivi see *The Barotseland Journals of James Stevenson-Hamilton, 1898-99*, Chatto & Windus, Vol. 7 of the Central Archives Oppenheimer Series, and Gibbon, Major Ast. H. - *Africa from South to North through Barotseland*, 2 Vols, London 1904.

⁴⁵ Kurt Streitwolf, *Der Caprivizipfel* ("The Caprivi Strip"), Berlin 1911 pp.53 and 56: see Botswana Counter-Memorial Vol.III Annex 6.

⁴⁶ Maria Fisch, *Der Caprivizipfel während der deutschen Zeit* ("The Caprivi Strip in German Times") 1890-1914, (1966) p.85 (Responses Annex 20).

use the river to visit relatives, to fish, and to go on long hunting expeditions on the islands. In no sense is the river a physical barrier.

- 14.2 Obviously, the Anglo-German Agreement of 1890 in no way changed the physical situation, but it is to be noted that Article VII expressly prevented any title generating activity inconsistent with the boundary agreed in the Treaty. Article VII provides:

"The two Powers engage that neither will interfere with any sphere of influence assigned to the other by Articles I to IV. One Power will not in the sphere of the other make acquisitions, conclude Treaties, accept sovereign rights or Protectorates, nor hinder the extension of influence of the other.

"It is understood that no Companies nor individuals subject to one Power can exercise sovereign rights in a sphere assigned to the other, except with the assent of the latter."

- 14.3 Relevant comments are contained in Franz Seiner's report of 1908.⁴⁷

[448] "The traders usually let their herds swim through the Zambezi from Kazungula to Kakumba or Mpalila and from there through the Linyanti to its south bank, which formed the northern border of the Bechuanaland Protectorate."

- 14.4 Captain Streitwolf and his party in 1908/1909 travelled through British Bechuanaland to the Caprivi. On 24 January 1909 they reached the south bank of the Linyanti. Of the crossing of the Linyanti at Ngoma, Streitwolf wrote:

"On the morning of the 25th we immediately began with the crossing of the river. 15 canoes and 60 Masubia were there to help us. Quickly we unloaded and everything was packed into the boats. They continuously ferried back and forth over the river which was 50-60 metres wide and 2.5 metres deep, and unloaded on the other bank... Then the mules and horses were driven through the river with the help of the boats and finally the oxen. Within four hours everything was on the other side."⁴⁸

- 14.5 It may interest the Court to see a photograph (Responses Annex 16) of Captain Streitwolf's waggon being ferried across the Chobe (Linyanti) at Ngoma in 1909 by four canoes.⁴⁹

⁴⁷ Franz Seiner: *Die wirtschaftsgeographischen und politischen Verhältnisse des Caprivizipfels* ("The economic-geographical and political situation of the Caprivi Strip), in *Zeitschrift für Kolonialpolitik, Kolonialrecht und Kolonialwirtschaft*, 11 (1908) pp. 417-465.

⁴⁸ Kurt Streitwolf, *Der Caprivizipfel* ("The Caprivi Strip"), 1911, p.54 - for the German original see Botswana Counter-Memorial Vol.III, Annex 6.

⁴⁹ The photograph is archived in the National Archives at Windhoek, Namibia, No. 6567, and reproduced in Maria Fisch, *op.cit.* at p.79 (Responses Annex 14).

15 6. *Was transportation by boat along the Chobe River the main method of connecting the villages and communities at that time? If so, between which points on the river did the boats travel? Were the German settlers in South West Africa in the last century interested - potentially or actually - in using this river for transportation to the Zambezi River?*

15.1 With regard to transportation by boat, as the main method of connecting the villages, the use of local canoes, or *mekoro*, would have been an important method of communication for the communities along the river, probably the most important method after walking. *Mekoro* could link all points along the Chobe River and in addition many of the villages and hamlets in the swampy areas of the Eastern Caprivi, which were inter-connected by smaller waterways.

15.2 There was no commercial transport service at that time. The Masubia and others have also long used oxen as pack animals to carry goods, and traditionally oxen were inspanned and made to pull sledges.⁵⁰

15.3 Nineteenth century European traders and explorers in the region used "scotch carts", ox wagons and porters to move goods. Local Khoisan ("Bushmen") communities, who were also found on both sides of the river, rarely used *mekoro*.

15.4 As Botswana has stated in its pleadings⁵¹, access to the Zambezi was at all times a major objective of the German negotiators of the Anglo-German Agreement of 1890. This is demonstrated in the diplomatic correspondence⁵² as well as the citations from Kūchhoff and Seiner in paragraph 2.2 above.

15.5 Until the arrival of Captain Streitwolf in 1909, and later Von Frankenberg, there was no German presence in the Eastern Caprivi. There is no evidence as to interest in the Caprivi on the part of German settlers elsewhere in South-West Africa: its remoteness makes any such interest improbable.

16 7. *How did the communities sustain themselves? Did they cultivate crops (and, if so, what kind) or did they raise livestock (and, if so, what kind) or did the people depend on hunting/fishing for sustenance?*

16.1 By 1890 communities along the Chobe had long sustained themselves through a mixture of economic activities, including arable and pastoral agriculture, hunting and fishing. Pastoralism, however, has been adversely affected by the tsetse fly and the spread of such diseases as cattle-lung disease.

16.2 In 1972 the traditional economy of the Masubia was described in the following terms:

⁵⁰ For the history of the Masubia on both sides of the river see in particular D M Shamukuni *op. cit.*

⁵¹ Botswana Memorial Vol.I, paras.131-136.

⁵² Botswana Counter-Memorial Vol.I, para.134.

"They [the Masubia] are primarily an agricultural people, but also keep cattle, goats and sheep. Other domestic animals they rear are donkeys, dogs, cats and chickens. In the Chobe District large herds of livestock died between 1947 and 1952. Many cattle died, horses and sheep have almost disappeared. The main crops they grow are maize, various types of sorghum, pumpkins, melons, and sweet reed (similar to sugar cane). On a lesser scale they grow also ground nuts, beans, millet, cassava and sweet potatoes. Maizemeal thick porridge (*inkoko*) eaten with fish or milk constitutes their chief food. Meat also forms part of their diet. Before the present game laws came into force, hippos and other wild animals were hunted in large numbers. The Basubia like to eat hippo meat best."⁵³

16.3 In 1890 there would have been fewer donkeys, dogs or cats in the region, while people would have relied to a greater extent on sorghum rather than maize as their staple. Otherwise the agriculture of the local small-scale farmers has not greatly changed.⁵⁴

17 8. *In the society that then existed, was there any concept of privately-owned land or did the land belong to the community or some other, larger, group?*

17.1 In the Chobe district, Bechuanaland, as elsewhere throughout Southern Africa, indigenous communities do not have private land tenure. To this day, land ultimately belongs to the community. This remained the *de facto* situation in the Chobe District after 1890, notwithstanding the fact that the region was from 1899 legally gazetted as Crown (State) land. Among the Masubia, access to land was regulated by the local chiefs, *munitengwe*, usually working through the heads of extended families.

17.2 See also the answer to Judge Ranjeva's first question - at paragraph 1 above.

18 9. *Were there white-settlers in the area around 1890? If so, did there exist any control or administration over the land and the native peoples by these white settlers?*

18.1 There was never a policy on the part of either Germany or Great Britain for the settlement of whites in significant numbers, either in the Caprivi Strip or in the Bechuanaland Protectorate.

18.2 In 1890 there were in fact no white settlers in the region, though white men occasionally passed through the region. During the first decade of the twentieth century the new British post at Sesheke (in Northern Rhodesia, now Zambia), the closest colonial outpost (established in 1897), became increasingly concerned about the activities of a handful of lawless white men in the Eastern Caprivi who were

⁵³ D M Shamukuni, *op. cit.*, pp.161-184.

⁵⁴ *ibid.*

taking advantage of the absence of any German authority on the ground. Kasika was briefly the home of one such rogue, actually of mixed race, named Jappe Lyons.

- 18.3 Concern about the lawlessness resulted in the issue of a decree by the German Governor of South-West Africa on 16 October 1908. In order to enforce law and order and to protect wildlife he prohibited entry into the Caprivi Strip for everybody, with the exception of the native tribes and people holding a permit to be issued for special reasons. The same concerns also resulted in the establishment of a German police post at Schuckmannsburg (across the river from the British at Sesheke) in April 1909, under the command of Captain Streitwolf, who was sent with two whites and twelve native police helpers, to enforce the Decree.⁵⁵
- 18.4 Such few whites as did enter the area lawfully (only two were reported as being in the Eastern Caprivi in 1914) were closely supervised by the colonial authorities, requiring permits for trading posts, gun-licences and other aspects of their life.⁵⁶ Even as late as 1942, the European population in the Chobe District was no more than 23 persons.⁵⁷
- 19 10. *Did the towns which are now known as Kasika on the northern bank of the Chobe River and Kasane on the southern bank of the river already exist at that time, namely in 1890?*
- 19.1 Kasika, which is properly the name of the peninsula (an island during periods of flooding) across the Chobe River from Kasikili/Sedudu Island, was the location of a small hamlet at least as far back as 1905, when it was under the authority of Liswana II, who was himself based in the Bechuanaland Protectorate. Captain Eason, in his Report of 1912, noted that there was a settlement there.⁵⁸
- 19.2 The modern settlement at Kasane dates from the establishment there in 1909 of the British Bechuanaland Protectorate's police post. The adjacent indigenous settlement of Kazungula (that is on the south bank of the Chobe River near its confluence with the Zambezi, the name Kazungula also being used for the settlement on the opposite bank of the Zambezi in what is now Zambia), however, dates back for many more decades. Kazungula's population fluctuated during the late nineteenth century, due to political factors. Today, Kazungula and Kasane have, essentially, merged, with the latter name being more commonly used.

⁵⁵ The Decree itself is reproduced with translation in the Namibian Memorial Vol.V at Annex 91. See generally Imre Josef Demhardt, *Deutsche Kolonialgrenzen in Afrika* ("German Colonial Boundaries in Africa"), 1997, at p.340. (Responses Annex 17). See also Oskar Hintrager *Südwestafrika in der deutschen Zeit* ("South West Africa in German Times"), 1955, p.106. (Responses Annex 18).

⁵⁶ Report of the Resident Commissioner 1914-1921 dated March 1922, Namibia Memorial Vol.IV, Annex 52 p.203-59.

⁵⁷ Annual Report for the Chobe District 1942, Botswana's Reply Vol.II, Annex 7 at p.19.

⁵⁸ Botswana Memorial Vol III Annex 15 p.235.

20 11. *If the use of Kasikili/Sedudu Island had started already before 1890, what incentive did the people, whether those living north or south of the river, have to come to this small island for such a short period in the dry season each year in order to cultivate crops? If they did cultivate crops on Kasikili/Sedudu island in the growing season, did they then leave their own land unattended?*

20.1 It is impossible to discover any answer in the sources available. The oral evidence tendered by the Caprivi witnesses giving evidence to the Joint Team of Technical Experts ("JTTE") at Katima Mulilo in 1994 does not address the reason for using the Island rather than the mainland for cultivation.

20.2 It is difficult to imagine what incentive there was for people from north of the river to come to cultivate on Kasikili/Sedudu Island. The area north of the river floods at the same time as the Island and so both are available for cultivation at the same time as the floods subside. The area north of the Island was thinly populated and so non-availability of land due to population pressure cannot be assumed as an incentive either.

20.3 If people from the north of the river had cultivated land on the Island, they would have had to leave their fields on the mainland unattended. Given that their fields on the mainland would, like the Island, also have just emerged from the floods, this would have meant that they had to forego the larger fields on the mainland for small fields on the Island.

21 12. *Did the people cultivate crops on Kasikili/Sedudu island mainly to protect those crops from wild animals? If so, during the dry season, could the animals also not easily cross the dry river bed? If there were wild animals, what kind were they?*

21.1 Most wild animals, such as buffalo, elephant, hippo, and numerous different species of antelope, can easily cross onto the Island throughout the year. This is corroborated by the evidence given to the JTTE at Katima Mulilo, which showed that agricultural activities were terminated as a result of elephant invasions, which took place in 1937 according to some witnesses, and in 1958 according to others.

21.2 It is also worth noting that by 1900 the wildlife populations along the Chobe had been greatly reduced as a result of overhunting and rinderpest. They have recovered over the last half century due to the enforcement of colonial anti-poaching laws and the establishment of the Chobe Game Reserve in 1960 and subsequently of the Chobe National Park in 1967. There are no equivalent Game Reserves or Parks in the adjacent areas of the Caprivi.⁵⁹

⁵⁹ Kawanna, CR 99/10 pp.13-17.

22 13. *Did the people remain on Kasikili/Sedudu island during the growing season or did they travel every day to and from their homes located on the banks of each side of the Chobe River?*

22.1 There is no evidence of any human habitation on the Island: on the contrary, the aerial photography, including the 1943 photograph, which shows two small squares as fields, gives no indication whatever of any human habitation or village.⁶⁰ Furthermore no Botswana witness gave any evidence to the JTTE of habitation on the Island.

22.2 The Namibian witnesses gave contrary evidence, but much of it was unreliable, as was explained by the Agent for Botswana in the oral hearings⁶¹.

22.3 Botswana witnesses did, however, testify to the use of the Island for grazing purposes for cattle in transit to Zambia. There was evidence on the Botswana side that the Island was used to graze government oxen in the 1920s, in the 1940s the Batoka families were ploughing on the Island.⁶² The witness Mokhiwa, cross-examined by the Namibian Component, said that in or about 1941 people (including himself) working for the Susman brothers used to divide up hundreds of cattle in order to cross the river, paddling with canoes on both sides of the divided herd. They used to start at about 8 in the morning. About 500 cattle at a time were taken across to pastures on the Island.⁶³ Permanent human habitation on the Island would have been most unlikely in such circumstances.

22.4 It will be recalled that Botswana undertook a study of the sedimentation profile of the Island.⁶⁴ That study did not show up any evidence of human habitation in the form of bones, artifacts or charcoal.

22.5 In any event it is of course necessary to bear in mind that no habitation of any kind could exist upon the Island during the four months or so of the annual flood.

23 14. *If the local population at that time had no need for any division or border at the Chobe River, was the barrier to free movement created in an administrative manner by the 1890 Treaty which was intended to divide the respective spheres of influence of Germany and Great Britain?*

23.1 Prior to the Treaty of 1890, there was no German or British colonial presence in the region. German administrative authority in the Caprivi Strip was not established until 1909, while British administrative posts in the area were established at Sesheke (Northern Rhodesia, now Zambia) in 1897, Kazungula on

⁶⁰ Fox, CR 99/8 pp.12-13, Tafa, CR 99/12 pp.15-16.

⁶¹ Tafa, CR 99/12 pp.12-13.

⁶² Fox, CR 99/8 p.26.

⁶³ Namibia Memorial Vol.II, Annex 1 - Transcript of Hearings Vol. 1 - Kasane Hearings, p.83.

⁶⁴ Botswana Counter Memorial Vol.II, Appendix 3.

the north bank of the Zambezi in 1898-1900, and Kasane in the Bechuanaland Protectorate in 1909.

23.2 The Treaty of 1890 itself did not as such create any administrative barrier to free movement of the local population, and indeed when in October 1908 the German colonial administration issued a decree prohibiting entry into the Caprivi Strip, it expressly exempted members of the native tribes residing in the Strip.⁶⁵

23.3 Article VII of the 1890 Treaty, as set out in full in the Reply to question 14.2 above, provided that "no Companies nor individuals subject to one Power can exercise sovereign rights in a sphere assigned to the other, except with the assent of the latter." Whilst this meant that the continuing interchanges of the indigenous tribesmen on each side had no legal significance, the colonial authorities nonetheless were alert to any major movements which might disturb the existing territorial *status quo*.

24 15. *Could the administrative bar on free movement created by the 1890 Treaty really have been effective in such a region during the decades following the conclusion of the Treaty?*

24.1 During the 1920s, when the British District Commissioner at Kasane also administered the Eastern Caprivi, there was a major movement of Masubia from the south to the north bank of the Chobe River, because no Hut Tax was collected under the Mandate in the Caprivi.

24.2 Up until the 1960s there was almost no control over the movement of people back and forth across the Chobe River. In 1961, some 25% of children attending schools within the Chobe District, excluding Pandamatenga, were from homes in the Caprivi, 1,500 out of 1,800 outpatients at the Kasane Dispensary during the first 18 months of 1961 were Caprivian, 90% of the fish sold locally was marketed by Caprivians, and most business at local trading stores was with Caprivians. A similar pattern of contacts existed at the time of the compilation of the Botswana Memorial.⁶⁶

24.3 The most significant bar to free movement across the river during the colonial period was, however, the restriction on the movement of cattle from the Caprivi into the Protectorate from the 1930s. These restrictions were due to veterinary considerations, i.e. to protect the movement of Ngamiland cattle along the south bank of the Chobe to Kazungula from cattle diseases known to be prevalent in the Caprivi.

24.4 As late as November 1981, at a joint conference of Caprivians and Botswana at Katima Mulilo, Chief J.M.Moraliswani is quoted as having

⁶⁵ See the text of the Decree in Namibia Memorial Vol.V Annex 91, at para.2.

⁶⁶ Botswana Memorial Vol.I, para.38, p.15.

"made mention of the privileges and rights enjoyed by Botswana people from Caprivi, like cutting grass, reeds, poles, palm-leaves to build their huts and the gathering of edible fruits".⁶⁷

- 24.5 It may be recalled that at this joint conference, the Caprivian representatives made no reference to any interference with their alleged activities on the Island.
- 25 16. *Did the 1890 Treaty bring about any changes in the lifestyle of the native peoples in the region in the following several decades after its conclusion?*
- 25.1 There is no evidence that prior to 1909, with the establishment of the British police post at Kasane and the German police post at Schumannsburg, the lifestyles of the peoples in the region were in any substantial way affected by the 1890 Treaty.
- 25.2 Thereafter, colonial interference in local lifestyles up until the 1960s was, as indicated above, minimal.
- 25.3 From 1914 to 1929 the Eastern Caprivi and the Chobe District of Bechuanaland were both administered by the District Commissioner at Kasane.
- 25.4 The Caprivi Strip was transferred from the jurisdiction of the Bechuanaland Protectorate in 1929, and thereafter administratively reintegrated into South-West Africa (administered by South Africa). But the new arrangement soon became inconvenient. In 1937 the authorities in Windhoek asked to be relieved of the burden of administering the Eastern Caprivi. Thus, in August 1939, the territory passed under the direct administration of the Native Affairs Department in Pretoria, which maintained its administrative control until 1980. A Magistrate for the Eastern Caprivi was posted at Katima Mulilo. To assist him, provision was made for Bechuanaland Protectorate Police officers to patrol the Eastern Caprivi as "Peace Officers". This action was carried out with particular reference to the need for Bechuanaland Protectorate Police to patrol the north as well as the south bank of the Chobe between Kazungula and Kasika.⁶⁸
- 26 17. *In the period immediately after the conclusion of the 1890 Treaty, was there any real control by the colonial States - Germany and Great Britain - enforcing a strict separation of the northern and southern people in the region of the Chobe River?*
- 26.1 The Court is respectfully referred to the information already supplied above.

⁶⁷ Botswana Memorial Vol.III, Annex 39, pp.345-348 at 347.

⁶⁸ Trollope Report on the administration of the Eastern Caprivizipfel 1940; Annex 58 to the Namibian Memorial Vol.IV pp.229 at 261.

26.2 As noted above, only in October 1908, i.e. 18 years after the conclusion of the Treaty of 1890, did Germany formally extend its administration into the Caprivi Strip. It took another three months before the first German Imperial Resident, Captain Streitwolf, arrived in the Caprivi to establish order and to enforce German laws.⁶⁹

26.3 A note of the Department for Colonial Boundary Affairs headed by Dr. von Danckelmann, dated 21 April 1904, stated that the Caprivi Strip, that small strip of land stretching from the protectorate to the Zambezi

"has not been visited by any German explorer or government official since its acquisition (1890) and constitutes a complete *terra incognita*..."⁷⁰

27 18. *Did the division of the territory or separation of the peoples, in spite of the 1890 Treaty, in fact only start as late as the middle of this century?*

27.1 There is no indication in the historical record, including the documents invoked by both parties in the present proceedings, that any significant movement of people across the Chobe has taken place for more than sixty years. Both in the colonial period, and since independence, such movements would have been discouraged.

27.2 At the same time in the colonial period there were numerous informal contacts between Masubia living along the banks of the Chobe.

27.3 Since 1960 more control of the movement of people has been exercised for a number of reasons, including the conservation of wildlife, the prevention of poaching, and the maintenance of security in the period of civil strife in Namibia (during the final period of South African control).⁷¹ Nonetheless, as late as 1992 in an exchange of letters between the two Presidents, President Masire of Botswana noted that:-

"Crossing into Botswana or Namibia through ungazetted points of the border for purposes of visiting relatives, shopping, attending funerals, marriages, and other ceremonies such as the installation of chiefs is

⁶⁹ Alfred Zimmermann, *Geschichte der Deutschen Kolonialpolitik* ("History of German Colonial Policy") 1914, p.327: "1908 Oct.[ober]: The so-called Caprivi-Strip is placed under German administration." (Responses Annex 19).

⁷⁰ Aktenband 1784: *Erforschung des Okavango-Gebietes und des Caprivi-Zipfels, April 1902 - Juni 1910*, Band Nr.1 Blatt 83-83R File No. 1784: "Exploration of the Okavango Area and the Caprivi Strip, April 1902 - June 1910, Sheet 83-83R", quoted in Imre Josef Demhardt, *Deutsche Kolonialgrenzen in Afrika* ("German Colonial Boundaries in Africa"), 1997, p.339.

⁷¹ The continuance of informal contacts after 1960 is evidenced by the diplomatic note of President Masire to President Nujoma of April 1992 (Botswana Counter-Memorial Vol III, Annex 45 and Fox, CR 99/8 pp.14-15).

generally going on without hindrance. The authorities pay an oblivious attention to such crossings on a daily basis."⁷²

- 27.4 No use of the Island for cultivation or grazing has been permitted since 1960. No people were using the Island for agriculture when the Chobe Game Reserve was established in 1960. Moreover, as the evidence of the aerial photographs shows, there was no habitation on the Island from 1925 onward.
- 27.5 The chronology employed in this question has, in the opinion of the Government of Botswana, particular legal significance. Until 1960 informal movement of people was possible and this factor, along with others, militates against the assertion (on the part of Namibia) that the activities of the people of Kasika could create title by prescription. In any case, after the correspondence of the period 1948 to 1951, the dispute had surfaced and this precluded the development of a prescriptive title after the middle of the century.
- 27.6 *For reference to the relevant legal context in the Pleadings see:*
- BM, Vol.I, paras. 37-39.
BCM, Vol.I, paras. 172-189, 670-686.
Brownlie, CR 99/7 pp. 19-30.
Brownlie, CR 99/13 pp. 50-53.

Judge Ranjeva

- 28 *In view of the explanations given by counsel for Namibia with regard to item No. 6.2 in the judges' folder for the second round of oral pleadings, would it be possible for the two Parties to ask the relevant specialized agencies to provide them with one or more satellite photographs of the area represented in that item of the folder and to produce it or them to the Court?*
- 28.1 The map to which the Judge's Question refers is to be found in the Namibian Second Round Judges' Folder at 6.2.
- 28.2 That map is an extract from Botswana Map Sheet 3, which was itself derived from Botswana Photomap Sheets 1824A and 1824B, first published in 1981 and 1982 respectively. The source of the data for these photomaps is June 1977 aerial photography contract No. 165 at approximate scale 1:50 000.
- 28.3 At the place where the words "boundary undetermined" are written on the map, the original aerial photographs show numerous channels. The cartographer, unable to determine which of the channels is the main channel in that area, decided to mark the section with the words "boundary undetermined". Thus, the absence of a boundary symbol in this section of the map in no way implies the absence of a

⁷² Note dated 23 December 1992, Additional Documents filed by Botswana on 19 Feb 1999, p.19 cited at Fox, CR 99/8 p.15.

river course, but merely constitutes a factual recognition of the complexities of the Kwando-Linyanti-Chobe river system in the vicinity of Lake Liambezi. It is conventional practice for a national mapping agency which is not sure about a feature such as an international boundary to avoid unilateral depiction. In retrospect, if one considers the protracted argument over the Kasikili/Sedudu Island issue where there are two clearly-defined channels, the cartographer was wise to insert the words "boundary undetermined" to mark this section of the river where many channels appear in the photograph.

- 28.4 While Botswana submits that the status of the Chobe River, whether as perennial or ephemeral, is not relevant to the task before the Court, it needs to be emphasised, in any event, that rivers are not classified as perennial or ephemeral on the basis of a cartographer's exercise of judgment or "licence".
- 28.5 However, as requested, the Republic of Botswana has ordered two types of imagery covering Latitude 17° 45' to Latitude 18° 45' South and Longitude 24° 00' to Longitude 25° 00' East as specified below. These will be made available to the Court as soon as they are received from the supplier.

LANDSAT MSS IMAGE

June 1975
November 1975

Composite images of these scenes using bands 4,5 and 7 will be provided in hard copy.⁷³

LANDSAT TM

May 1995
September 1995

Composite images of these scenes using bands 3,4 and 5 will also be provided in hard copy.

- 28.6 An explanation of the difference between the two types of imagery provided is to be found in Botswana's *Counter-Memorial*.⁷⁴
- 28.7 As will be seen from the sets of satellite imagery to be provided, the numerous channels which appear on the 1977 aerial photographs are far less pronounced, so that it is in fact much easier to see from these images only one prominent channel. This is the main channel of the Chobe River in this portion of its course.⁷⁵

⁷³ The series of satellite imagery to be submitted are also available in digital format on CD-ROM which can be provided to the Court, if the Court so wishes.

⁷⁴ Botswana Counter-Memorial Appendix 2, pp.40-41, paras.70-71.

⁷⁵ This description is based on a preview of the scenes provided by the supplier. These previews are attached at Responses Annex 20.

- 28.8 Botswana respectfully submits that the area shown in the imagery scenes is divorced from the subject matter which the parties have submitted for the Court's decision in the Special Agreement and in no way relates to the area presently in dispute.
- 28.9 In the respectful submission of Botswana, the characterisation of the river as perennial or not appears to be irrelevant to the discharge of the Court's task in accordance with the provisions of Article 1 of the Special Agreement.

Judge Para-Aranguren

- 29 *Sometimes reference is made to the "thalweg of the main channel" and other times to the "thalweg channel of the main channel". What is the difference, if any, between the thalweg of the main channel, and the thalweg channel of the main channel?*
- 29.1 A "thalweg channel of the main channel" does not exist as a geomorphological entity, whereas the "thalweg of the main channel" can be identified and measured as such an entity. All channels have a thalweg. Where a river bifurcates into two or more channels, only one of those channels will qualify to be designated the main channel. This channel will have a thalweg which can be identified as the "thalweg of the main channel", distinguishing it from the thalwegs of other channels.
- 29.2 Botswana maintains that there is no geomorphological entity known as a "thalweg channel".⁷⁶ The terminology "thalweg-channel" was introduced by Professor Alexander in order to justify his imaginary channel across the Island, which Lady Fox in her presentation referred to as the "Namibian Construct".⁷⁷ Neither in the northern channel nor in the channel before and after the bifurcation can such a "thalweg channel" be identified in those channels. Namibia's "thalweg channel" is simply the southern channel. And, as the Republic of Botswana has pointed out, Professor Alexander misrepresented Schumm (1987) in his attempt to depict the southern channel as a "thalweg channel" of his constructed "main channel".⁷⁸
- 29.3 A thalweg is recognised by all authorities as *the line of maximum depth* within a channel. Thus a thalweg cannot itself be a channel. To talk of a thalweg channel in another channel is erroneous. As all channels by definition have thalwegs, to talk of a "thalweg channel" is a contradiction in terms. Both in law and in hydrology, the thalweg is a line, the line of deepest soundings. Even Namibia has to admit this when it speaks of the line of deepest soundings, i.e. the thalweg in their "thalweg channel". According to Namibia, the boundary would run in the

⁷⁶ Botswana Counter-Memorial Vol.II, Appendix 4, p.3, paras.9-11, Sefe, CR 99/12, pp.42-43, paras.12-14.

⁷⁷ Fox, CR 99/8 p.50 paras.15-16.

⁷⁸ Sefe, CR 99/12 p.42-43.

thalweg of the thalweg channel of the main channel. The proposition is inconsistent with both legal and hydrological usage. It is also inconsistent with the language of the Anglo-German Agreement according to which the boundary runs in the "centre of the main channel" or "thalweg" of the Chobe.

29.4 *For reference to the relevant legal context in the Pleadings see:*

BM, Vol.I, paras. 205-6.

BCM, Vol.I, para. 346,

BCM, Vol.II, Appendix 2, paras. 21-23, Appendix 4, paras. 9-11.

BR, Vol.I, paras. 55-60.

Talmon, CR 99/9 pp. 34, 44-45.

Talmon, CR 99/12 pp. 27-29.

Sefe, CR 99/12 p. 43.

Judge Kooijmans

30 *What is the character of the River Chobe downstream from Mambova Rapids till its confluence with the Zambezi at Kazangula in the dry season?*

- *Is it mainly dry or is there continuous flow of water and, if so, where does that water come from?*
- *Can the Court be provided with the relevant hydrological data?*

30.1 As long as the Zambezi flows, whether from the anabranching channels feeding the Chobe upstream or downstream of Kasikili/Sedudu Island, there is water in the confluence of the two rivers downstream of the Mambova Rapids. The confluence itself is not clearly defined. Water from the Zambezi River spills into the confluence zone downstream of the Rapids and then continues to flow downstream into the Zambezi River.

30.2 On the Botswana side, there are no hydrological records for this section of the Chobe River. However, the fact that there is flow in this region can be seen from the hydrological records at Victoria Falls, Big Tree Station.⁷⁹

⁷⁹ Botswana Reply, Appendix 4, p.159, Table 6, and Tabs 10 and 11 in the Botswana Second Round Judges' Folder.

President Schwebel

- 31 *Botswana's counsel today reiterated its position that the Joint Survey Report of 1985 and the intergovernmental transaction of 1984-1985 relating to it, constitute an "international agreement". Was that international agreement registered with the Secretariat of the United Nations under Article 102 of the Charter? If not, may that agreement be invoked before any organ of the United Nations, including this Court, the principal judicial organ of the United Nations?*

I Botswana's Position Concerning the Joint Survey Report of 1985 and the intergovernmental transaction of 1984-1985

- 31.1 Botswana contends that the Pretoria Agreement of 19 December 1984 constitutes a legally valid international agreement. It was an informal agreement evidenced in the form of contemporaneous minutes prepared by the governments concerned. It is generally recognised that general international law does not prescribe conditions of form.⁸⁰
- 31.2 The Joint Survey Report of 1985 is a legally binding intergovernmental instrument which was the direct consequence of the Pretoria Agreement of 1984.
- 31.3 In any event, the Joint Survey Report constitutes reliable expert opinion evidence on an issue which is central to the issues in this case.
- 31.4 *For reference to the relevant legal context in the Pleadings see:*

BM, Vol. I, pp. 79-83, paras. 181-93.
BCM, Vol. I, pp. 35-41, paras. 72-92.
BR, Vol. I, pp. 48-54, paras. 133-56.
Brownlie, CR 99/7, pp. 29-30.
Tafa, CR 99/7, pp. 35-51.
Brownlie, CR 99/13, pp.58-60.

II The Namibian Position

- 31.5 This is reviewed by Botswana's Counsel in the oral hearings as follows:

Professor Brownlie, CR 99/13, pp.58-9.

III The Submissions of Botswana in response to the President's Question

- 31.6 The Pretoria Agreement was not registered, and the Government of Botswana, and its co-contractor, clearly did not consider that the instrument qualified for

⁸⁰ Botswana Memorial Vol.I, pp.80-83, paras.182-193.

registration in accordance with the provisions of Article 102 of the Charter. This assumption did not affect the legal validity of the agreement, however.

31.7 The Government of Botswana submits that the Pretoria Agreement and the adjunct Joint Survey Report remain valid for the following reasons:

- (i) First: even if the Pretoria Agreement qualified for registration, the provisions of Article 102 do not indicate that the consequence of non-registration is invalidity.
- (ii) Second: there is no evidence that the Government of Botswana had the intent, at any stage, to evade the provisions of Article 102.
- (iii) Third: the Court's practice supports the proposition that non-registration does not affect the actual validity of the Agreement.
- (iv) Fourth: the practice of the Permanent Court militates strongly in favour of validity.
- (v) Fifth: considerations of good faith and stability also militate against the use of Article 102 in order to weaken the legal status of the transactions of 1984 and 1985.

(a) The Provisions of Article 102

31.8 There has for long been respectable authority which affirmed the view that the provisions of Article 102 do not have the consequences of invalidity.

31.9 Thus, in the well-known Manual edited by Max Sorensen, Clive Parry wrote:

'The parallel provision of the Charter, Article 102, does not declare unregistered treaties to be not binding but simply disables any party thereto from invoking them before any organ of the United Nations, and the Regulations governing the procedure of registration approved by the General Assembly provide that 'Registration shall not take place until the treaty ... has come into force ...' (Art. 1 (2), 9 UNTS, 15). It would appear clear, therefore, that non-registration has no effect upon the validity of a treaty. But it may render it unenforceable, for instance before the ICJ, which is, in terms of Article 7 of the Charter, an organ of the United Nations. The view has been expressed that 'it is difficult to see how any organ of the United Nations could permit a party to a dispute - whether a Member of the United Nations or not - to invoke any unregistered agreement' in fact registrable (McNair, op. cit., p. 188). The duty of registration is not, however, incumbent upon a

non-member. But the question though touched on in several cases, has not yet squarely arisen.⁸¹

31.10 Lord McNair has observed that 'the aspect of Article 102 which was uppermost in the minds of those who framed and approved the Regulations [which were to give effect to this article], namely that registration is an important piece of machinery rather than a test of the validity of treaties'.⁸²

31.11 Hans Kelsen referred to the 'relative invalidation of the treaty within the sphere of the United Nations' in the following passage:

'In this context we shall discuss only the effect of this provision on the Member which has not fulfilled its obligations under paragraph 1. That this Member cannot invoke a non-registered treaty before any organ of the United Nations means that the treaty is to be considered by the competent organ of the United Nations as non-valid in relation to the Member which invokes the treaty before that organ. The wording of Article 102, paragraph 2, does not preclude an organ of the United Nations, especially the International Court of Justice, from applying a non-registered treaty not invoked by a party; and a party may not invoke a treaty in case the treaty is less favourable to that party than to the other party. Then the other party is interested in the treaty; but Article 102, paragraph 2 - according to its wording - applies also to that party. That the organ of the United Nations may apply a non-registered treaty *ex officio* whether the treaty is or is not invoked by a party, is more than doubtful. If a treaty may not be invoked by the parties before an international authority, that authority cannot apply the treaty. Hence the effect of the provision that no party to a non-registered treaty may invoke the treaty before any organ or the United Nations is the invalidation of the treaty within the legal sphere of the United Nations. It is a relative, not an absolute invalidation of the unregistered treaty. The parties to the unregistered treaty are not precluded from invoking the treaty before authorities different from the organs of the United Nations, and these authorities are not precluded from applying such a treaty.'⁸³

31.12 In this context, a final point needs to be made. There is no presumption of the invalidity or unenforceability of an agreement. The Government of Botswana has at no stage sought to 'invoke' an agreement which would qualify for registration by virtue of Article 102. The point has only been mentioned in passing by the other party, and this in the second round of the oral hearings and without any

⁸¹ Sorensen (ed.), *Manual of Public International Law*, London, 1968, p.209.

⁸² McNair, *The Law of Treaties*, Oxford, 1961, pp.185-6.

⁸³ Kelsen, *The Law of the United Nations*, London, 1950, p.722.

indication of its views on the subject.⁸⁴ Furthermore it has only been raised by the Court in the form of a question from a member of the Court.

31.13 In this situation Botswana does not consider that there can be any presumption that an informal agreement like the Pretoria Agreement falls within the provisions of Article 102.

(b) There is no evidence that the Government of Botswana had the intent to evade the provisions of Article 102

31.14 The mischief at which the provisions of Article 102 are aimed, as in the case of its predecessor, Article 18 of the League Covenant, is secret diplomacy. The present case did not involve any secret diplomacy. Botswana communicated its plans to the United Nations Council for Namibia, to SWAPO, and to the United Nations Secretary-General.⁸⁵ In any event the Government of Botswana, for its part, did not consider that the Pretoria Agreement qualified for registration.

(c) The Recent Practice of the Court

31.15 The recent practice of the Court provides confirmation of the position that non-registration does not affect the actual validity of the agreement in question. Thus the Judgment of the Court of 1 July 1994 in Qatar v. Bahrain (Jurisdiction and Admissibility) deals with point at issue as follows:

'28. Bahrain however bases its contention, that no international agreement was concluded, also upon another argument. It maintains that the subsequent conduct of the Parties showed that they never considered the 1990 Minutes to be an agreement of this kind; and that not only was this the position of Bahrain, but it was also that of Qatar, Bahrain points out that Qatar waited until June 1991 before it applied to the United Nations Secretariat to register the Minutes of December 1990 under Article 102 of the Charter; and moreover that Bahrain objected to such registration. Bahrain also observes that, contrary to what is laid down in Article 17 of the Pact of the League of Arab States, Qatar did not file the 1990 Minutes with the General Secretariat of the League; nor did it follow the procedures required by its own Constitution for the conclusion of treaties. This conduct showed that Qatar, like Bahrain, never considered the 1990 Minutes to be an international agreement.

29. The Court would observe that an international agreement or treaty that has not been registered with the Secretariat of the United Nations may not, according to the provisions of Article 102 of the Charter, be invoked by the parties before any organ of the United

⁸⁴ Faundez, CR 99/10, p.49, para.21.

⁸⁵ Tafa, CR 99/7, pp.35-7, paras.5-9.

Nations. Non-registration or late registration, on the other hand, does not have any consequence for the actual validity of the agreement, which remains no less binding upon the parties. The Court therefore cannot infer from the fact that Qatar did not apply for registration of the 1990 Minutes until six months after they were signed that Qatar considered, in December 1990, that those Minutes did not constitute an international agreement. The same conclusion follows as regards the non-registration of the text with the General Secretariat of the Arab League. Nor is there anything in the material before the Court which would justify deducing from any disregard by Qatar of its constitutional rules relating to the conclusion of treaties that it did not intend to conclude, and did not consider that it had concluded, an instrument of that kind; nor could any such intention, even if shown to exist, prevail over the actual terms of the instrument in question. Accordingly Bahrain's argument on these points also cannot be accepted.⁸⁶

31.16 This reasoning was supported by the fourteen Judges of the Court together with the two ad hoc Judges. Moreover, the attitude of the Court is of particular significance in view of the fact that one of the Parties had expressly relied upon Article 102 in order to seek to invalidate the agreement in question.

31.17 Of special importance is the fact that the Court was unwilling to infer from the fact of non-registration that the Minutes 'did not constitute an international agreement'.⁸⁷

31.18 The determination of the Court in Qatar v. Bahrain has been prefigured by its earlier practice to a certain extent. Writing in 1963, Judge Higgins observed:

'On several occasions the effect of non-registration under Article 102 has been mentioned in proceedings before the International Court of Justice. While an examination of these proceedings is beyond the scope of this study - the Court not being a political organ of the United Nations - it may be observed that that judicial body has shown no great desire to apply the sanction in Article 102.'⁸⁸

31.19 This reluctance has also been remarked upon by Professor Rousseau in his treatise:

'A trois reprises, mais de manière incidente, le problème de la valeur d'un traité non enregistré a été soulevé devant la Cour internationale de justice : par l'Afrique du Sud dans l'affaire du *Statut international du Sud-ouest africain* (avis consultatif du 11 juillet 1950), par la Grande-Bretagne dans l'affaire de l'*Anglo-*

⁸⁶ I.C.J. Reports, 1994, p.122.

⁸⁷ as above, I.C.J. Reports, 1994, para.29.

⁸⁸ *The Development of International Law Through the Political Organs of the United Nations*, London, 1963, p.334 (footnote omitted).

Iranian C° (arrêt du 22 juillet 1952) et par le juge Armand Ugon dans l'affaire de *l'or monétaire pris à Rome* (arrêt du 15 juin 1954). Mais, dans aucune de ces décisions, la Cour n'a retenu l'argumentation fondée sur le défaut d'enregistrement, celle-ci s'appliquant dans deux cas à des actes qui n'étaient pas juridiquement des traités (déclarations unilatérales faites par les représentants du gouvernement sud-africain devant les organes de la S.D.N., contrat de concession conclu le 29 avril 1933 entre le gouvernement iranien et l'Anglo-Iranian C°) et, dans un troisième cas, à la juxtaposition de déclarations unilatérales d'intention (accord tripartite de Washington du 25 avril 1951).⁸⁹

31.20 Similarly, Professors Daillier and Pellet have observed:

'La pratique de la C.I.J. est également assez souple: dans l'affaire du *Différend territorial* entre la Libye et le Tchad, elle ne s'est pas arrêtée à l'enregistrement très tardif de l'Accord franco-libyen de 1955; il est vrai que les deux parties reconnaissent son applicabilité (*Rec.*1994, p. 20). De même, dans son arrêt du 1^{er} juillet 1994, la Cour a rappelé que "le défaut d'enregistrement" ou l'enregistrement tardif est (...) sans conséquence sur la validité même de l'accord, qui n'en lie pas moins les parties' (*Rec.* p. 122)".⁸⁹

31.21 In conclusion, on the practice of the Court in the present context, there are grounds for believing that, in the absence of any consistent procedure for monitoring the application of Article 102, the Court has often applied agreements invoked by the parties which were, in fact, unregistered. Thus, in the Gabcikovo Case the following agreements were relied on by the Court, although they had not been registered⁹⁰:

- Agreement on mutual assistance, signed by the two parties on 16 September 1977 (para. 21);
- Protocol (amending the above Agreement) signed on 6 February 1989 (para. 21);
- Agreement as to the common operational regulations of Plenipotentiaries fulfilling duties signed on 11 October 1979 (para. 26).

(d) The Practice of the Permanent Court

31.22 It is relevant to recall the position under the Covenant of the League of Nations. Article 18 of the Covenant provided in clear terms that without registrations treaties were not binding. Even so, the Permanent Court was not inclined to ignore unregistered treaties.

⁸⁹ Nguyen Quoc Dinh, Daillier and Pellet, *Droit international public*, 5th ed., Paris, 1994, p.163.

⁹⁰ Gabcikovo-Nagymaros Project (Hungary/Slovakia) Judgment 25 September 1997.

31.23 A succinct but authoritative account of the practice of the Permanent Court is to be found in Lord McNair's *Law of Treaties*, published in 1961. The relevant passages are as follows:

'(a) When both parties to a treaty or engagement falling within the scope of Article 18 were members of the League at the time of its ratification, the opinion of the United Kingdom Government is believed to have been that registration was a condition of its validity, and that no tribunal, international or national, could properly apply the obligations contained in it in the absence of registration undertaken by the parties in Article 18 was not merely a duty to one another - if that were all it could validly be waived - but a duty towards all the other members of the League, and they had a direct interest in its fulfilment. In view of the language of Article 18 it is difficult to escape the view that non-registration was a fatal defect and affected the essential validity of the treaty; and that, members of the League having for the period of their membership attached this condition to their ability to enter into binding international engagement with other members, the engagement remained incomplete until that condition was satisfied.

'Nevertheless, in its judgment in the *Mavrommatis Palestine Concessions* case delivered on 30 August 1924, the Permanent Court of International Justice treated as being in force the Treaty of Lausanne and a certain Protocol (No. XII) accompanying it, although these instruments were not registered in pursuance of Article 18 of the Covenant of the League until six days later, namely 5 September 1924. Both parties to the litigation, Great Britain and Greece, were parties to the instruments and members of the League, though Turkey, the former sovereign of Palestine, was not a member of the League nor a party in the litigation. The court in its judgment did not refer to the question of registration but said:

Since the Treaty is now in force and Protocol XII has become applicable as regards Great Britain and Greece, it is not necessary to consider what the legal position would have been if the Treaty had not been ratified at the time of the Court's judgment.

'(b) When one of the parties was not a member of the League, could it, and could the other party, invoke Article 18 in order to invalidate on the ground of non-registration an otherwise valid treaty? A negative answer to these questions might have been supported, in reply to the League member invoking the article, by the arguments (i) that it cannot take advantage of its own wrong, (ii) that the Covenant is *res inter alios acta* so far as concerns the non-member, and (iii) that non-registration within a reasonable time produces a breach of :Covenant but does not touch the validity of the treaty. In reply to the non-member invoking the article both (ii) and (iii) are pertinent. There is not much to be said for the view

that, the Covenant being a public document, a non-member had notice of its contents and could not hold a member to a treaty in regard to which there exists a defect which is fatal to the creation of a valid international obligation.

'Two decisions may be mentioned. In the Permanent Court's Advisory Opinion on the *Polish Postal Service in Danzig* there was much discussion of a certain Warsaw Agreement between Poland and the Free City of Danzig of 5 May 1931, which had not been registered; Poland was a member of the League, the Free City of Danzig was not. The court did not hesitate to rely on the Warsaw Agreement and did not discuss the effect of non-registration.

'In the *Pablo Najera* case in 1928 before a Franco-Mexican Mixed Claims Commission, the Mexican Government challenged the binding force of a Convention of 25 September 1924 establishing that Commission, on the ground that France, as a member of the League of Nations (Mexico not then being a member), had failed so far in her duty to register the Convention under Article 18 of the Covenant, though it was registered before the President of the Commission (Verzijl) delivered his Opinion; basing himself mainly on the facts that Mexico was not a member of the League, and that the Commission was independent of the League, he declined to uphold the Mexican objection to the binding force of the Convention.'⁹¹

31.24 A similar account is given by Clive Parry in Sorensen's Manual. In Parry's own words:

'Though Article 20 of the Covenant did not in terms declare inconsistent later treaties to be void, Article 18 did provide that 'no ... treaty or international engagement' of a member of the League should 'be binding (*obligatoire*) until ... registered' with the Secretariat. During the life of the League the question of what classes of engagements came within the scope of this rule was much discussed, with the result that in practice such types of agreements as financial and local arrangements were considered to be excluded, but the question of the effect of non-registration was less fully explored. Having regard to the language of the Article, it is, in truth 'difficult to escape the view that non-registration was a fatal defect and affected the essential validity of the treaty; and that, members of the League having for the period of their membership attached this condition to their ability to enter into binding international engagements with other members, the engagement remained incomplete until that condition was satisfied' (McNair,

⁹¹ McNair, *The Law of Treaties*, Oxford, 1961, pp.183-4; footnotes omitted.

op.cit., p.183). And in this connection it is material to observe that Article 18 was considered by the League Secretariat to require the registration of treaties with non-members no less than members (Memorandum approved by the Council on 19 May 1920, para. 12, 9 *LNTS*, g). But in both the *Mavrommatis Palestine Concession Case* (1924), (PCIJ Ser. A, No. 2) and the *Polish Postal Service in Danzig Case* (1925), (PCIJ Ser. B, No. 11), the PCIJ regarded as being in force treaties which had not in fact been registered.⁹²

31.25 This tolerant attitude on the part of the Permanent Court is the more remarkable in light of the fact that Article 18 prescribes that unregistered instruments were not binding.

(e) The Relevance of Considerations of Good Faith and Stability in the Circumstances of the Present Case

31.26 In the present case considerations of good faith and stability of dealing strongly militate in favour of the validity of the transactions of 1984 and 1985.

31.27 Of particular significance is the fact that during the proceedings of the Joint Team of Technical Experts, and more recently, the Government of Namibia has placed reliance upon the Joint Survey Report.

31.28 The Government of Namibia has adopted the Joint Survey Report and it is, as matter of good faith, now opposable to Namibia. The details of Namibian reliance are set forth in the Transcript : CR 99/6, pp.31-2; CR 99/13, p.59. As Guggenheim has pointed out, an invalid treaty may acquire a form of recognition independent of the original conventional basis, for example, on the basis of custom: See Guggenheim, Recueil des Cours, Vol. 74 (1949, I), p.218. This reasoning must apply also to recognition by the other party to the proceedings of the validity of the instrument concerned. Alternatively, it may be said that the carrying out of the Joint Survey in pursuance of the intergovernmental Agreement concluded in Pretoria in 1984, executed that agreement and confirmed that the international boundary was located in the northern channel as provided by Article III of the 1890 Anglo-German Agreement.

31.29 The intergovernmental Agreement concluded at Pretoria in 1984 constitutes, at the least, evidence of the conjoint conduct of the Parties (and their successors) to the Anglo-German Agreement, and the Joint Survey Report also forms a part of that subsequent and conjoint conduct.

IV The Approach adopted by the Court

31.30 The pleadings in the present case began with the Order of the Court dated 24 June 1996. The issue of the application of Article 102 of the Charter was not raised

⁹² Sorensen (ed.), *Manual of Public International Law*, London, 1968, pp.208-9.

until 5 March 1999 and then in the form of a question which was not presented on behalf of the Court as a whole.

31.31 In these circumstances, and more especially when the Parties have not raised the issue, it is surprising to the Government of Botswana to have an issue of this kind introduced at such a late stage. With all due respect, if the overall application of Article 102 is to be ensured, and if its application is not to be invoked in a manner affecting one Party exclusively, the Court should adopt the practice of raising the issue of registration tout court at the date of the first exchange of written pleadings. It is inequitable for Botswana to be confronted with this issue at such a late stage, and this the more so in light of the fact that the Special Agreement (on which these proceedings are based) has not been registered.

V Final Submissions on behalf of the Government of Botswana

31.32 In conclusion, the Government of Botswana presents the following submissions.

First: the Pretoria Agreement was an informal agreement which, in the opinion of the Government of Botswana, did not qualify for registration in accordance with Article 102 of the Charter.

Second: even if Article 102 were applicable, the Pretoria Agreement remains binding upon the parties.

Third: the validity of the Joint Survey Report has, in any case, been recognised by the other party to the present proceedings.

Fourth: furthermore, the Pretoria Agreement and the Joint Survey Report constitute the subsequent conduct of the Parties (and their successors) to the Anglo-German Agreement.

Fifth: whatever the status of the Pretoria Agreement of 1984, the significance of the Joint Survey Report as expert opinion evidence remains.


.....
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Die schiffbaren Wasserstraßen in den deutschen Kolonien.

Die Erschließung Inner-Afrikas ist nur unter großen Schwierigkeiten möglich gewesen, besonders infolge des Mangels leistungsfähiger Verkehrsmittel. Dieser Mangel hinderte und hindert zum großen Teil auch heute noch die kulturelle Entwicklung, ist doch eine in allen amtlichen deutschen Denkschriften stets wiederkehrende Klage, daß es unmöglich sei, die Eingeborenen zu einem über ihre Bedürfnisse hinausgehenden Ausbau zu veranlassen, weil bei dem Mangel an zum billigen Massen-Transport geeigneter Verkehrsmittel die Abnahmöglichkeiten fehlen.

Durch örtliche, klimatische usw. Verhältnisse beeinflusst, sind die in Afrika seit Jahrhunderten verwendeten Lasten-Transportmittel für nur geringe Beförderungskosten vertragende Massengüter, die allein für unsere Besitzungen eine dauernde Blüte hervorbringen können, nicht geeignet.

Im Norden des schwarzen Erdteiles finden Tragetiere, in erster Linie das Kamel, im Süden Ochsenwagen Verwendung. Zwischen diesen beiden Gebieten zieht sich durch die ganze Breite des schwarzen Erdteiles ein Streifen, in dem lediglich der Mensch der Lastenbeförderung dienstbar gemacht wird. Togo und Kamerun, in denen beiden Tragtiere nur in den nördlichsten Teilen Verwendung finden, sowie Deutsch-Ostafrika liegen innerhalb dieses Streifens. Wie gering die Leistungsfähigkeit dieses Transportmittels ist, ergibt sich aus dem Umstand, daß ein Träger höchstens 50 Pfund am Tage nur 15, höchstens 20 Kilometer weit trägt. Gegenstände, die, wie Langhölzer oder Maschinen nicht bis auf Partikel von höchstens 80 Pfund Gewicht zerlegt werden können, können garnicht oder nur mit größten Schwierigkeiten transportiert werden. Man kann im allgemeinen rechnen, daß der Träger-Transport für jeden Tagemarsch Entfernung von der Küste, den Doppelzentner Importware oder Exportware um 8 Mark, die Tonne also um 80 Mark, den Tonnenkilometer also um 4—6 Mark verteuert.

Alle bisherigen Versuche, an Stelle der Träger, die wenigstens etwas leistungsfähigeren Fuhrwerke treten zu lassen, sind in erster Linie an dem Vorhandensein der die Tiere tötenden Lette gescheitert, auch eine ausgedehnte Verwendung von Selbstfahrern dürfte vorerst ausgeschlossen sein, einmal wegen der oft nicht leichten Beschaffung von Benzin und der Schwierigkeit Reparaturarbeiten auszuführen, zweitens im Hinblick auf die hohen Kosten,

dem Umstand, daß ein Dampfer mit einem Schleppschiff vom Endpunkt der Schifffahrt bis zur Küste 30 Tons in eineinhalb Tagen befördern würde, während heute hierzu 1000 Träger etwa eineinhalb Wochen brauchen. Wäre es wünschenswert, den Nyassasee zu erreichen, so gälte es nur von dem westlichsten Endpunkt der Schifffahrt die in der Luftlinie nur etwa 150 Kilometer lange Strecke bis zum See zu überbrücken.

Die übrigen Wasseradern Deutsch-Ostafrikas haben so gut wie gar keine Bedeutung für den Verkehr, da sie nur auf kurze Strecken an der Mündung schiffbar sind: 1. der Ringani bis zur Mafisi-Fähre, also der Stelle, an der die von Dar-es-Salaam nach dem Innern führende Eisenbahn den Fluß schneidet, 2. der Wami, dessen Barre auch für flachgehende Fahrzeuge schwer passierbar ist, bis höchstens zu den Mangidi-Felsen, deren Beseitigung durch Sprengung unmöglich ist. Das Anlegen von Umgehungsbahnen oder Wegen wäre in diesem Falle zu kostspielig, weil der Wami wegen der Kürze seines Laufes doch nur eine wenig leistungsfähige Verkehrsstraße abgeben könnte, 3. der Pangani, dessen Tal den natürlichen und bequemsten Zugang von der Küste zum Kilimandjaro bildet, ist bis 2 Kilometer unterhalb der ein absolutes Hindernis für die Schifffahrt bildenden Margaretten-Fälle unter günstigsten Verhältnissen schiffbar. Die lange gehegten Hoffnungen aber, den Fluß auch jenseits dieses Hindernisses als Verkehrsstraße benutzen zu können, haben sich als trügerisch erwiesen. Die „Deutsche Kolonial-Eisenbahn-Bau- und Betriebs-Gesellschaft“, die in den letzten Jahren den oberen Pangani erkunden ließ, schreibt: „Was die Schifffahrt des oberen Pangani betrifft, so haben die von uns zu Erkundungszwecken im Jahre 1905 ausgesandten Expeditionen zu keinem günstigen Ergebnis geführt. Die Fahrzeuge, mit welchen die Erkundung ausgeführt wurde, liefen auf, scheiterten und gingen verloren. Der Expeditionsleiter gewann die Überzeugung, daß der obere Pangani nicht schiffbar zu machen sei in dem Sinne, daß er als einigermaßen sichere Verkehrsstraße dienen könnte.“ Der für Deutsch-Ostafrika so wichtige Sambesi berührt in seinem Oberlauf auch Deutsch-Südwestafrika, ohne diesem allerdings erheblichen Nutzen bringen zu können. Bei den ungünstigen Verkehrsverhältnissen in dieser Kolonie wäre der Strom in noch höherem Maße wie für Deutsch-Ostafrika geeignet für den östlichen Teil Deutsch-Südwestafrikas die Verbindungsstraße nach dem Meer zu bilden, aber dem Sambesi fehlt auf weiten Strecken jede Möglichkeit der Schifffahrt. Von See kommend wird sie oberhalb Lete durch die über 30 engl. Meilen langen Kebrabassa-Fälle, ferner jenseits Zumbo und oberhalb der Gway-Mündung bis jenseits des Viktoria-Falles bei Kazungula unterbrochen. Dieser letztere Abschnitt macht es auch unmöglich, den gerade an den Grenzen der Kolonie schiffbaren Strom auszunützen, um die nördlich Wankie den Strom schneidende Eisenbahn zu erreichen. Ein Nutzen könnte dann entstehen, wenn die englische Kolonial-Regierung im eigenen Interesse eine Verbindungsbahn zur Umgehung des nicht schiffbaren Teiles bauen würde. Von diesem fahrbaren Abschnitt aber vermag mittels des

des Sambesi

an seine Einmündung bis weit nach Norden hin schiffbaren Tschobe-Stuande der anfangs die Grenze bildet, dann den äußersten Nordosten der Kolonie durchströmt, der Anschluß an die von portugiesisch Port Alexandre nach Osten zu zur Cap-Cairo-Bahn und damit der Anschluß an das Meer hergestellt werden. Die Bahn ist noch nicht gebaut, und noch Jahre dürften vergehen, bis sie die angegebene Wasserader erreicht hat, und auch wenn dieser Fall eingetreten ist, kann die Schifffahrt nur einem sehr kleinen Teil der Kolonie nützen, vorerst hat sie überhaupt nur örtliche Bedeutung. Die Schiffbarkeit des Flusses beginnt bereits auf kurzer Entfernung an der Quelle und bleibt trotz vieler Krümmungen, welche der Schifffahrt hinderlich sind, bis zu seiner Mündung bestehen. Das einzigste Hindernis für die Schifffahrt wird durch die Schnellen von Sebomba, nicht weit vom Zusammenfluß des Flusses mit dem Sambesi, gebildet, aber dieses Hindernis ist nur während der Trockenzeit gefährlich und ohne besondere Kosten und Arbeiten zu beseitigen. Die wenig oberhalb Kazungula im Sambesi liegenden Mamboba-Schnellen haben wenig Bedeutung und können, wie sich neuerdings herausgestellt hat, durch einen Mündungsarm des Tschobe umgangen werden. Das hier in Frage kommende Gebiet ist für den Anbau von Reis, Baumwolle usw. sowie zur Viehzucht aussichtsreich, und wenn vorerst die Wasserstraßen dem größeren Verkehr aus Mangel an Anschlußlinien nicht dienen können, so bieten sie doch anderseits den Vorteil, daß durch ein auf ihnen verkehrendes kleines Dampfboot, eine Station erspart werden könnte.

Über die anderen Wasseradern Deutsch-Südwestafrikas kann ich schnell hinweggehen, sie können niemals dem Verkehr dienstbar gemacht werden, ausgenommen vielleicht, aber auch nur in beschränktem Maße, der Orange, der bis zum Jahre 1858 von der Firma John Owen Smith gehörigen mit Kupfer aus der Kondasmine beladenen 24 Fuß langen Booten von der westlichen Grenze unseres heutigen Besitztums (dem großen Flusse) bis zur Mündung befahren wurde. Seit dieser Zeit scheint die Wassermenge im Fluß abgenommen zu haben, und Prof. Rehbock hält eine Ausnützung als Wasserstraße nur in sehr beschränktem Maße für möglich. „Wenn es auch möglich sein würde, den Orange-Fluß in seinem ganzen Unterlauf durch Kanalisierung für Fahrzeuge mittlerer Größe schiffbar zu machen, so würden die Kosten der erforderlichen Staustufen doch so bedeutend sein, daß daran auch in Zukunft wohl kaum ernstlich wird gedacht werden können. Einzelne kurze Strecken des Flusses sind freilich für die Boote zur Zeit fahrbar, und es ließe sich ihre Länge durch kleine Regulierungsbauten — namentlich durch Beseitigung einzelner Felsen — noch wesentlich vergrößern, so daß der Fluß, freilich nur bei mehrfachem Umladen, etwa für den Transport von Erzen immerhin benützt werden könnte.“

Bei dem nördlichen Grenzfluß, dem Kuene, liegen die Verhältnisse noch ungünstiger, denn die 1854 zur genaueren Erkundung entsandte portugiesische Expedition berichtete: „Der Fluß ist gewunden, sehr schmal und voll von

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DEUTSCH - BAROTSELAND

(Caprivizipfel)

und seine wirtschaftliche Bedeutung fuer die Erschliessung

DEUTSCH - SUEDEWEST - AFRIKAS.

Angeregt durch das Interesse, welches das deutsch-suedwest-afrikanische Schutzgebiet betreffs Deutsch-Barotseland durch die Eroeffnung der Kap-Kairo-Bahn nach den Viktoria-Wasserfaellen gewonnen hatte, beschloss ich, Land und Leute dieses bislang wenig bekannten Gebietes kennen zu lernen.

Hervorragend geeignet, den Zweck meiner Reise zu unterstuetzen erschienen mir die Stromgebiete des Sabesi und Linyante (Chobe englisch). Die ueber die Beschirfung des letzteren bei dem "Kilmrod von Suedafrika" Mr. Selous eingeholten Erkundigungen bestaetigten auch das Befahren des Tschobe-Sumpfes, worueber sich Zweifel hegte.

Wohl ausgeruestet mit zwei Stahlbooten und dem sonstigen Bedarf verliess ich Johannesburg Anfang Juli 1904, um mit der Eisenbahn nach den Viktoria-Wasserfaellen zu reisen.

Anfaenglich reiste ich in Verbindung mit noch einem Deutschen, gleichfalls von Johannesburg; doch seine Person figurirt wenig betreffs der Ergebnisse meiner Reise, da er kurz nach Beginn derselben aus Geschaeftsruedsichten nach Johannesburg zurueckkehrte.

Einer Befahrung des Sabesi von den W. Faellen aus, stellten sich mir bereits 10 Kilometer ueber denselben unueberwindbare Fieber in den Livingstone-Stromschnellen entgegen, so dass Ergebnisse

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ich gezwungen wurde, Boote und Ausrüstung bis nach Kazungula,
am Anfange des deutschen Gebietes gelegen, transportieren zu
lassen.

Das Motiv meiner Reise gipfelte sich in der Wahrnehmung
und eventuellen Verwertung sich bietender Geschäfts-Prospekte.

Hierin unterstützte mich die in dem Baum'schen Werke
und im Verlage des Kolonial-Wirtschaftlichen Komitee zu Berlin
erschienene "Kunene und Sambesi-Expedition" beschriebene Kaut-
schuk-Bereitung am oberen Kuando (Tschobe), und beschloss ich
daher, zuerst diese Gelegenheit wahrzunehmen und den Tschobe
zu bereisen.

In Kazungula angelangt, musste ich leider erfahren, dass
10 Kilometer oberhalb desselben sich wiederum grössere Strom-
schnellen befanden, die bei niederem Wasserstande zu passieren,
unmöglich war. Infolgedessen wurden die Boote bis ueber die
die Stromschnellen transportiert und dann zu Wasser gebracht.

An den V. W. F. hatte ich die Bekanntschaft eines
Deutschen, von Beruf Zoologe, gemacht, welcher fuer die Museen
zu Bulawayo und Salisbury als Praeparator taetig war und eben-
falls beabsichtigte, den Caprivizipfel zu bereisen, um die Fauna
zu studieren und zu sammeln, ein Umstand, der mich sehr interes-
sierte und unsere gemeinschaftliche Reise veranlasste.

Mit flottgemachten Segeln legten wir bei gutem Winde

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täglich rund 35 Kilometer zurück und befanden uns bereits

am 4. Tage Morgens am unerwartet ersten Ziele unserer Reise.

Der Tschobe-Sumpf hatte mit aller Macht eingesetzt und mit Hilfe der Eingeborenen zu N G O M A wurden wir in den halboffenen Ngomahafen geleitet. Die willkommene Hilfe der Eingeborenen entsprang deren Neugierde ueber das verwegene Eindringen unsererseits, die in dem Selbsterhaltungstrieb wurzelte, moeglichst viel aus dem "Baas mukuro" (reichen Baas) nach ihren Begriffen herauszuschlagen; denn einen so grossen Store wie ich mitfuehrte, hatten sie noch nicht am Platze gehabt.

Bei unserer Ankunft in Ngoma war ein grosser Teil der Barotses damit beschaeftigt, "Kartoffeln zu schneiden". Auf ihren Kanus das versumpfte Wasser befahrend, brachten sie es fertig, geschickt zwischen den in allen Farben schillernden Wasserrosen durchzuschlittern, dabei emsig beschaeftigt, die Wurzeln derselben, ihre "Art Kartoffeln", abzuschneiden und aufzuspiessen. Hierbei lieferte ihnen auch die guetige Natur das Fleisch in den zeitweilig mit aufgespiessten Fischen, die auf dem Grunde im Schlamme besonders viel vorhanden sind.

Sie boten mir ihren "Ngoma scaff" zum Essen an; aber ich ziehe mir bei Weitem die trockenen Ointjes der Hereros im Damaralande vor, welche von aehnlichem Geschmacke wie die "Ngoma Kartoffeln", doch weit geniessbarer sind als diese.

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Ovambos im portugiesischen Gebiet an der deutsch-suedwest-afrikanischen Grenze, die Kuangaris.

Der in das Bereich einer Bahn gezogene schiffbare obere Tschobe (Kuando) wuerde eine vornehmliche Stuetze des Handelsverkehrs sein und die Produkte West-Angolas (vornehmlich Kautschuk) ~~wuerden~~ den Weg anstatt ueber Lobito-Bay durch Damara-land nehmen. Wuerde ausserdem die Herstellung eines Kanals durch den Tschobesumpf bewerkstelligt, was bei der heutigen Technik wenig Schwierigkeiten bei geringen Kosten verursachen wuerde, da noch ein schmaler Wasserlauf des frueheren Flussbettes besteht, so wuerde dies die Erschliessung eines Stromgebietes von ueber 800km. bedeuten und obendrein noch die Trockenlegung des Sumpfes verwirklicht werden, was gesundheitlich wiederum den Vorteil einer Besiedelung durch Weisse gestattet. // Allerdings wuerde die Bahn auch minderwertiges Gebiet durchqueren in dem zwischen dem Kuando und Okovango gelegenen Lande, welches die noerdlichen Auslauerer der Kalahariwueste darstellt .

3) Zu allerletzt moechte ich noch hierbei noch die Kupferfelder erwaechnen.

Der Caprivizipfel hat wohl ungefaehr eine 2 Mal groessere Ausdehnung, als die Landkarten ergeben. Nimmt es doch

DER
CAPRIVIZIPFEL

VON

HAUPTMANN STREITWOLF
KAISERLICHER RESIDENT DES CAPRIVIZIPFELS

MIT

38 ABBILDUNGEN UND 5 KARTEN



WILHELM SÜSSEROTT
HOFBUCHHÄNDLER SR. KGL. HOHEIT DES GROSSHERZOGS
VON MECKLENBURG-SCHWERIN.
BERLIN W. 30.
1911.

Fo XXIV, 311.

6. Kapitel.

**Den Linyanti stromab bis zum Zambesizusammenfluß.
Errichtung einer Station am Zambesi, Seseke gegenüber.**

In Ngoma konnte ich endlich meinen Leuten die wohlverdiente Ruhe geben. Wie bereits erwähnt, wohnte hier ein Engländer M., dessen Renommee durch die englischen Behörden sogar bis Windhuk gedrungen war. Unter anderem wurde ihm sogar vorgeworfen, einen Weißen ermordet zu haben, und ich war daher auf Mr. M. recht gespannt. Auf seiner Werft hörte ich nun manches über Land und Leute: die Marotse hätten vor zwei Jahren, wie es hieß, daß die Deutschen kämen, alles Vieh aus dem Lande genommen und die meisten Werften mit Gewalt gezwungen, unser Land zu räumen. // Viele der Bewohner (Masubia) wären vor den Marotse geflohen und hätten sich am südlichen Linyantlifer im Betschuanaland angesiedelt. So erklärte es sich, daß in unserm Gebiet keine Werft mehr saß, sondern alle am Südufer des Linyanti. // Die Masubiawerften, die mit Gewalt fortgeholt wären, wären von den Marotse am nördlichen Zambesiufer angesiedelt. Nur wenige wären noch hier geblieben und diese hätten sich nahe am Zambesi anbauen müssen, um bei Ankunft der Deutschen sofort auf das andere, englische Ufer ziehen zu können. Dann hätten die Marotse die unglaublichsten Gerüchte über die Deutschen verbreitet: Es käme ein deutscher Capitain mit 70 Hottentotten. Die Deutschen machten nur Krieg, sie würden alle Männer totschiagen und Weiber und Vieh für sich nehmen. So käme es, daß ich das Land ohne Vieh und fast ohne Menschen anträfe."

Dieses waren ja nette Aussichten, aber es hielt uns nicht ab, am 27. Januar, also am Kaisers-Geburtstage, frohen Mutes die deutsche Flagge zu hissen und vom Lande Besitz zu ergreifen. Meine bewaffnete Macht trat an, und nach einer kurzen Ansprache stieg die Flagge an einem provisorischen Mast flatternd hoch.

Ich benutzte die Tage der Ruhe zu einer Erkundung den Linyanti stromab. // Am Morgen des 27. Januar fuhr ich mit einem Boote, das ich auf M.'s Werft erhielt, den Linyanti stromab. Pfeilschnell schoß das lange, schmale Kanoe dahin. Jedoch wirkte die anfänglich hübsche Fahrt bald sehr ermüdend; die den Fluß umsäumenden Rietwände gestatten selten einen Blick über die flache, eintönige Landschaft. Nur wenn der Fluß ganz an den Steilabfall des Betschuanalands herandrückte, war die Szenerie abwechslungsreicher. // bis die höher kommende und heute ausnahmsweise mal sich lange zeigende brennende Sonne den letzten Reiz der Bootfahrt nahm. // Hierzu kam noch, daß der Linyanti ganz enorme Bogen machte. Er drehte sich mehrere Male ganz zurück nach Westen und wir mußten daher ein großes Stück der gewonnenen östlichen Richtung wieder zurückfahren. Mit nur einstündiger Mittagsrast fuhren wir bis zum Abend und lagerten am südlichen Ufer. // Die Nacht war schauerhaft. Es regnete. Ich war ohne Zelt und, durch und durch naß, saß ich die ganze Nacht am Feuer und dachte an die Kameraden daheim, die heute an Kaisers-Geburtstag hoffentlich vergnügter den Tag feierten. // Am nächsten Morgen ging es weiter. Der Fluß, der stets bis auf eine kleine felsige Stelle 2—3 m Tiefe zeigte, verbreiterte sich zusehends, auch das deutsche Ufer fing an sich zu bewalden und idyllisch schön ging es dahin auf der glatten Wasserfläche, die beiderseits von hohem Wald, aus dem oft eine zierliche Palme ragte, umgeben war. Viel Genuß hatten wir allerdings nicht daran, da die Morgensonne bald verschwand und wieder Regen einsetzte. Gegen 9 Uhr kamen wir an Schnellen, deren Rauschen uns schon von weitem entgegenschallte. Hier mußte ich aussteigen, um zu Fuß an den Schnellen stromab

zu gehen, während die Eingeborenen das Kanoe durch die ca. 500 m langen Schnellen brachten, eine Arbeit, die ca. eine Stunde in Anspruch nahm. // Ich arbeitete mich durch hohes Gras, Felsblöcke und durch kleine Seitenarme stromab, wobei ich bis zu den Schultern durch Wasser kam. Dann wartete ich unterhalb der Schnellen auf das Kanoe und hatte Zeit, mich über die hier ganz herrliche Landschaft zu freuen.

Ein steiles Felsenriff tritt vom hohen Betschuanalandufer nahe an den Fluß heran, und geht durch den Fluß, der sich über ein Gewirr von Blöcken ergießt und zahlreiche bewaldete Inseln bildet. An zwei Stellen fällt der Fluß wohl ca. 1 m, während der ganze Fall wohl 3 m beträgt. Auf dem südlichen Ufer steigt der Fels zum Teil steil aus dem Flusse und das ganze Bild wird eingerahmt durch herrliche Waldvegetation.

Es ist wirklich schön, an den Schnellen des Linyanti zu sitzen und sich an dieser malerischen Szenerie zu erfreuen, doch darf es nicht regnen und man muß trockene Kleider anhaben. Ich war daher froh, wie endlich die Eingeborenen mit dem Boote kamen und wir weiterfuhren. // Unterhalb der Schnellen verbreitert sich der Fluß auf ca. 250 m. Beide Ufer waren bestanden mit schönem Walde, das deutsche Ufer sehr überhöht von dem englischen. Wir näherten uns nun dem Einfluß des Linyanti in den Zambesi. // Hier sollte das Betschuanaland-Protectorat eine kleine Station unter dem Capt. Eason errichtet haben und da ich nun einmal so weit war, so wollte ich Herrn Eason gleich einen Besuch machen. Wie wir weiter den Linyanti dahinfuhren, sah ich zur Rechten plötzlich eine Schneuse durch den Wald die Höhe hinaufgehen. Unten an der Schneuse war ein Erdhügel aufgeworfen und auf dem Erdhügel stand eine Flasche. Hier mußte eine Soldateska hausen!. Vergnügt ließ ich anlegen und kletterte den steilen Abhang hinauf, wäre aber fast vor Schreck in den Fluß gefallen, wie ich auf der Flasche „Lime-yuice“ las. Die Aussicht, lime yuice (eine Art Saft) zu trinken zu erhalten, wirkte bei meinem frostklappernden Zustande gerade nicht ermunternd, und zaghaft ging ich die

selben Niveau liegt, wie der Flußspiegel. Einige Monate später traf ich sie total überschwemmt durch den steigenden Zambesi, dessen Wasser natürlich auch den Linyanti hinaufdringen. Der Quelle gegenüber liegt auf deutschem Gebiet, also auf der Impalira-Insel, eine Salzpflanze, die den Marotse Salz lieferte.

|| Nachdem ich die Nacht bei Eason, der mich nach afrikanischer Gastfreundlichkeit in der lebenswürdigsten Weise aufnahm, verbracht hatte, fuhr ich am nächsten Morgen nach Ngoma zurück, das ich in $1\frac{1}{2}$ Tagen erreichte. Durch die enormen Windungen des Flusses erhöht sich die in Luftlinie 53 km lange Strecke auf 75 km. An der ganzen Flußstrecke traf ich nur wenig Werften. Drei Werften lagen in der Nähe von Ngoma, doch auf englischem Ufer. ||

In Ngoma erwarteten mich mehrere Weiße, die auf die Nachricht von meiner Ankunft hierher gekommen waren, um mich um Erlaubnis zu bitten, in unserem Gebiete zu bleiben. Auch der in Ngoma sitzende Engländer M., der sich übrigens als ein ganz friedfertiger, etwas scheuer Mann entpuppte, war gekommen und erzählte, daß Marotse, die zwischen Zambesi und Linyanti gejagt hätten, auf die Kunde von meiner Ankunft sofort unser Gebiet geräumt und das letzte Vieh, das noch in unserem Gebiet war, mitgenommen hätten. Übrigens waren alle sehr erstaunt und die Händler speziell sehr enttäuscht, daß ich mit so wenig Leuten gekommen war. Die Nachricht, daß die Deutschen jetzt endlich gekommen wären, ging natürlich schnell durch das ganze Land in fürchterlich übertriebener Weise. Ein Weißer, der am Luyana-Linyanti-Zusammenfluß in Portugiesisch Angola einsam und verlassen saß, erzählte mir später, ein Eingeborener, der nach oben hin die Nachricht von unserer Ankunft gebracht habe, habe auf die Frage, wie viele gekommen seien, eine Handvoll Sand vom Boden genommen und gesagt: Mehr als dieser Sand Körner hat. Zählen könne man sie nicht!

Am Nachmittag des 1. Februar zog ich weiter von Ngoma nach Sesheke. Es hieß für mich einen Platz auszuwählen, wo ich ein Lager machen resp. eine Station er-

Daß also die Marotse die Besetzung des Caprivizipfels durch uns nicht gerne sahen, kann man ihnen wohl nachfühlen. Letia versuchte daher als gerissener schwarzer Diplomat möglichst viel für sich herauszuschlagen und gab nur ungern und erst sehr spät zu, daß sein Vater auf das Gebiet verzichtet hatte.

Reise nach Livingstone. Einsetzung eines Häuptlings.

Am 10. April trat ich die Reise nach Livingstone an. Meine Sachen und die der Leute wurden in Kanoes verladen; die infolge des hohen Wasserstandes direkt bei meiner Hütte lagen; jedes Boot wurde mit fünf Ruderern bemannt, und die kleine Flottille setzte sich in Marsch, zuerst ca. 1 km durch überschwemmten Busch und Riet, dann in den offenen Zambesi bei Sesheke vorbei, das bald unseren Blicken entschwunden war. Der Wasserstand des Stromes war jetzt der höchste. Der Strom breitet sich jedoch nicht zum See aus, sondern die Schilfsäume und Büsche an den Ufern zeigen einem stets, daß man auf dem Fluß selbst ist. Rechts und links von diesen Rietsäumen war alles überschwemmt, und nur selten trafen wir eine kleine trockene Stelle, wo ein Landen möglich war.

Den ganzen Vormittag fuhren wir dahin, getrieben von der gewaltigen Strömung und der Kraft der Ruderer. Stromab geht es sehr schnell: nach meinen Messungen legt man den km durchschnittlich in 5 Min. 55 Sek. zurück, also rund in 6 Min. In einer Stunde macht es 10 km, eine Leistung, die noch beträchtlich gesteigert werden kann, wenn man ein gutes schlankes Boote und kräftige Ruderer aussucht. || Auf dem Linyanti, dessen Strömung recht gering ist, legte ich im Boote den km in 8 Minuten zurück. || Die Stromgeschwindigkeit des Zambesi ist ganz bedeutend, vor allem an den Stellen, wo der Fluß schmaler ist. Co. 5 km unterhalb Sesheke verengert sich der Strom auf ca. 120 m; hier toste das Wasser nur so hin, und die kleinen Kanoes tanzten etwas reichlich munter auf den Wellen. Mittags legten wir an der Insel Nantungu an, wo auf deutscher Seite ein kleines

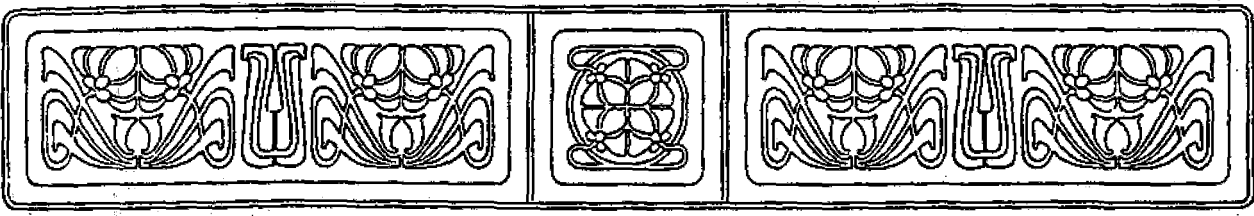
mündet oberhalb der Mambowa-Schnellen; der andere Arm mündet oberhalb der Linyanti-Schnellen in den Linyanti. // Durch diese beiden Arme ist es möglich, aus dem Zambesi in den Linyanti zu kommen, ohne die Schnellen passieren zu müssen. Man hat daher von den Katimo-Molilo-Schnellen bis Sambala an der portugiesischen Grenze eine durchgehende Wasserstraße von ca. 400 km. //

Der Ngoma-Kassaia und der Ndibi-Kassaia sind unter sich wahrscheinlich noch durch den Bukusu-Kassaia verbunden.

Die Kassaias sind alte Zambesi-Arme. Sie haben jetzt mit dem Strome keine Verbindung mehr, da der Strom ihre Ausflüsse durch Sandablagerungen abgedämmt hat. Das Aussehen des Kassaias wechselt. Kilometerlang ist er ein offener, aber stagnierender Fluß, dann wieder ein sumpfiges Bett, ausgefüllt von Gras, Riet und Papyrus.

Am Ostende des Zambesi-Überschwemmungsgebietes zieht sich ein Riff durch die hier ca. 4 km breite Niederung und bildet sowohl am Linyanti, wie im Zambesi Schnellen. Das dadurch etwas gestaute Wasser der Ströme hat das Gebiet vor den Schnellen sehr angesumpft, und wir finden hier ein großes Riet- und Schilfmeer, durch das sich der Mambowa-Mombo-Kassaia windet. Hinter dem Riff ist die Insel Impalira entstanden, die an der Wurzel ca. 2,5 km breit sich bei 9 km Länge, allmählich spitz zulaufend, zwischen Zambesi und Linyanti dahinzieht.

Diese östlich des Waldes liegende offene Grassavanne wird jedes Jahr vom Zambesi überschwemmt. Der Zambesi fängt langsam an zu steigen im November. Ende der Regenzeit (März) steigt er schnell, bis zu 15 cm täglich, füllt die vielen Grasbette und Schilfniederungen und verwandelt die Kassaias in reißende Ströme, um schließlich über die Ufer zu gehen und das ganze Gebiet in einen großen See zu verwandeln. Nur wenige Stellen in diesem Gebiet bleiben frei von Wasser; offene Wasserflächen von 7 km Länge und Breite, aus denen kein Schilf oder Gras hervorragt, sind dann zu sehen und das Kanoe bildet das einzige Verkehrsmittel. Die Flut ergießt sich über die ganze Grassavanne



Ergebnisse

einer

Bereisung des Gebiets zwischen Okavango und Sambesi

(Caprivi-Zipfel)

in den Jahren 1905 und 1906.

pp. 1-114

Von Franz Seiner.

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Zeit liegen keine Beobachtungen vor. Beachtenswert sind die Mitteilungen der Eingeborenen über Veränderungen des Flußlaufes; so soll die nach Süden gerichtete Schlinge des Sambesi zwischen Katongo und Leschimba von Jahr zu Jahr durch Verlegung der Flußrinne, Inselbildungen und Verstopfung von Kanälen durch Sandmassen ihre Lage wechseln. Außerdem macht sich mitten im Linjanti-becken, unter anderem an der Südseite des Sambesi gegenüber von Sescheke, zunehmende Verwaldung die stellenweise erst in den letzten zehn Jahren einsetzte, bemerkbar. Von Interesse ist die Bemerkung Holubs aus dem Jahre 1886, daß die Regenlachen Kilinda und Kaunga-unga im nördlichen Albertslande früher, das heißt wohl vor wenigen Jahren, von Quellen gespeist wurden, und mit deren Versiegen die in der Nähe befindlichen Dörfer eingegangen waren.

Die Flüsse als Verkehrswege. Über die Schiffbarkeitsverhältnisse der Flüsse gibt am besten die Feststellung Aufschluß, daß der Sambesi, der wasserreichste Fluß, auf der Strecke Sescheke—Mambowa während des größten Teiles des Jahres infolge Versandung für das Motorboot der französischen Mission nicht befahrbar ist und auf der Strecke Katima Molilo—Sescheke nur wenig länger. Hauptsächlich kommen diese Flußstrecken für den Durchgangsverkehr mit Kanus zwischen der zentralen Barutse und der Bahnlinie an den Victoriafällen in Betracht, welcher Bootsverkehr in der Trockenzeit aber derart behindert ist, daß die Weißen, denen billige Arbeitskräfte nicht zur Verfügung stehen, Frachten- und namentlich Korntransporte durch Burenwagen besorgen lassen. In der Trockenzeit enden die Bootfrachten der Eingeborenen bei Mambowa, während sie zur Zeit der Herbstflut über die Inkarataschnellen hinweg bis Katómboro, 20 km östlich von Kasungula, fahren. Bei Katómboro beginnt eine 40 km lange, von breiten Schnellen durchzogene Flußstrecke, deren Passierung selbst während der Hochflut für Frachtboote gefährlich ist; in der Trockenzeit ist die Befahrung dieser Strecke auch für Personenboote höchst beschwerlich. So mußte ich Mitte September 1905 für die Überwindung dieser Flußstrecke, die ich besichtigen wollte, die doppelte Zeit aufwenden, die ein Marsch auf dem parallelen Landweg erfordert hätte. Die Schnellen, acht an der Zahl, werden von Mandelsteinbänken gebildet, die zur Zeit der Hochflut vom Wasser überdeckt werden, während der Trockenzeit treten sie aber als $\frac{1}{2}$ bis $1\frac{1}{2}$ km breite Platten hervor, die mit mächtigen Haufen herausgewitterten Gerölles bedeckt sind. Der Fluß dringt in die jeweilige Schnellenbank mit zahl-

reichen Kanälen ein, die jedoch meist nach kurzem Laufe in den Geröllagern verschwinden; über letztere muß das Boot in harter, oft stundenlanger Arbeit geschoben, gezogen und gehoben werden, bis man unterhalb der Bank einen neuen, im Gerölle auftretenden Kanal, der in freies Fahrwasser führt, erreicht. In seltenen Fällen gelingt es, einen Kanal aufzufinden, der durch die Bank führt; das Gefälle des Kanals ist dann aber so stark, daß es der größten Aufmerksamkeit und gut geschulter Ruderer bedarf, um das Boot vor dem Zerschellen oder Umschlagen zu bewahren. Zwischen Old-Livingstone und den 12 km entfernten Victoriafällen bildet eine nur an wenigen Stellen über das Wasser ragende Gesteinsbank Untiefen, so daß der von den Booten der Touristen benutzte Weg markiert sein muß. Das Gouvernement von Nordwest-Rhodesia ist nun seit drei Jahren bemüht, die zwischen der südlichen und zentralen Barutse liegende, bei Katima Molilo beginnende 140 km lange, von großen Schnellen, deren einige auf 3 km langem Landwege umgangen werden müssen, durchsetzte Flußstrecke durch Kanäle, die in den Schnellen ausgesprengt werden, für Kanus und später auch für Motorboote passierbar zu machen. Danach sollen die Inkarataschnellen und die zwischen Katómboro und den Victoriafällen befindlichen Katarakte erschlossen werden. Es ist allerdings fraglich, ob die ganze Flußstrecke Lialui—Victoriafälle schiffbar gemacht werden kann, doch müßte schon die Schiffbarmachung längerer Teilstrecken den Flußverkehr bedeutend heben.

Günstigere Verhältnisse scheinen am Maschi-Linjanti zu herrschen. Der Fluß ist nicht allein bis auf die Schnellen bei Kasiga frei von Katarakten, sondern soll bis Kaunga und noch weiter nordwärts auch für flachgehende Motorboote schiffbar sein. Der Amerikaner Todd, der hier die Flußpferdjagd berufsmäßig ausübt, versicherte mir, jederzeit mit seinen großen europäischen Booten auf dem Flusse verkehren zu können, da derselbe meist einen zwar schmalen, aber gut passierbaren Kanal bildet. Schwierigkeiten bietet das Bett nur im sogenannten Linjantisumpf, wo es durch Verschilfung bis auf 10 m Breite und noch weniger eingeengt sei und sich in scharfen, steilwinkligen Zickzacklinien durch das Sumpfland ziehe. Das Motorboot der französischen Mission versuchte während des Juli 1906 die Schnellen bei Kasiga zu überwinden, verlor jedoch einen Schraubenflügel und mußte den Versuch aufgeben. Ein regelmäßiger Kanuverkehr findet nur am unteren Linjanti von Koma abwärts statt, da auf dem übrigen Flusse die zahlreichen Flußpferde den Verkehr unterbinden.

Der Okawango dürfte für einen Verkehr mit

mehrmals fand ich im Hukwefeld verlassene, durch Palisaden geschützte Sommer-Jagddörfer vor, die nach Angabe meiner Mambukuschführer von Hukwe errichtet wurden. Von der Richtigkeit dieser Angaben vermochte ich mich nicht zu überzeugen. Im bereisten Mafefeld wohnen annähernd 200 Galikwe, die in einem festen Abhängigkeitsverhältnis zu den dortigen Bantu stehen, während die Galikwe des östlichen Barutsesandfeldes als Sklaven familienweise unter den Bantu verteilt sind. Nach Angaben der Bugakwe führt der westlich von ihnen im 'Kungfelde' lebende Buschmannstamm den Namen

Ma³ko. Ferner ist noch ein Buschmannstamm zu erwähnen, der am Kwando und im Bifurkationsgebiet haust: ich konnte aus diesen Buschmännern den Stammesnamen nicht herausbekommen, weshalb sie hier Masarwa genannt seien, obwohl der Marutse jeden Buschmann als Masarwa bezeichnet. Holub, der mit den Masarwa an der Linjantimündung in Berührung kam, hält sie für Bastarde zwischen Buschmännern und Betschuanen; die von mir am Selinda angetroffenen Masarwa waren jedoch nicht mehr verbastardet als Hukwe und Galikwe.

Die Handelsverhältnisse.

Sämtliche Ausführprodukte des Linjantibeckens wie überhaupt des größten Teiles der Barutse gehen nach Livingstone nördlich der Victoriafälle, wo sich die Niederlassungen der Großhändler befinden, von denen zahlreiche über die Barutse zerstreute Zwischenhändler abhängig sind. Livingstone ist durch eine über Kasungula—Mambowa führende Wagenstraße, von der sich am Loanja nordwärts ein Wagenweg nach Nalolo-Lialui abzweigt, mit Sescheke verbunden; bei Mambowa beziehungsweise Kasungula beginnt der Bootverkehr mit Sescheke und der zentralen Barutse. Für den Wagenverkehr stehen an dreißig meist burische Frachtfahrer in Livingstone sowie in Kasungula und Mambowa zur Verfügung. Bei normaler Trockenzeitwitterung legt ein beladener Frachtwagen die Strecke Livingstone—Kasungula beziehungsweise Mambowa in drei bis vier Tagen und die Weglinie Livingstone—Sescheke in sieben bis zehn Tagen zurück; die Frachtpreise sind schwankend, betragen jedoch für erstere Strecke nicht über 10 £ und für letztere nicht über 20 £. Der Bootverkehr der Eingeborenen auf dem Sambesi unterliegt festen, von Litia festgesetzten Preisen, für eine Fahrt von Kasungula nach Sescheke (11½ Tage) oder umgekehrt (1 Tag) ist an jene Eingeborenen, die das Boot beistellen, eine Bootgebühr von 10 Schilling und für jeden Ruderer ein Lohn von 5 Schilling zu verabsolgen; die Bootgebühr wird an Litia abgeliefert. Seit Mai 1906 ist auf dem Flusse zeitweilig ein Motorboot der französischen Missionsstation in Sescheke in Verkehr und sucht durch niedrige Personen- und Frachtgebühren mit den Eingeborenen in Wettbewerb zu treten. Als Verkehrsader kommt noch der Unterlauf des Linjanti von Koma an in Betracht; der Bootverkehr weiter flußaufwärts ist durch die zahlreichen Flußperde gefährdet. Im ganzen Becken befanden sich drei Handelsniederlassungen, nämlich zwei in Sescheke und eine in Koma, außerdem eine

im Albertslande bei Kasungula. Die wichtigsten Ausführprodukte sind Korn und Felle, in zweiter Linie Hörner, Häute, Straußenfedern und ethnographische Kuriositäten. Hornvieh steht am Nordufer des Sambesi und im östlichen Barutsesandfeld niedrig im Preise, da eine Ausfuhr nur durch das Linjantibecken nach Tsau am Tauche erlaubt und nach dem übrigen Südafrika der Viehkrankheiten wegen gesperrt ist; ein großer Marutseochs kostet am Sambesi 4 bis 5 £ und ein Maschukulumboech ½ bis 1 £. Der Preis eines starken Ziegenbockes betrug 6 Schilling. Der Handel mit Fellen ist infolge des Wildreichtums sehr gewinnbringend. Am gangbarsten sind Felle von Fischottern, Leoparden, Pardels, Servals, Ginsterkatzen, Schakalen, Füchsen, Erdeichhörnchen, Erdwölfen, Affen, Lemuren, Mürkatzen, Wildkatzen und Cypha, ferner von Löwen, die bis an die Victoriafälle in der Trockenzeit zahlreich vorkommen, und Antilopen. Der Wildreichtum des Linjantibeckens lockte in jeder Trockenzeit zahlreiche weiße Jäger in das erst jetzt unter Kontrolle genommene Gebiet zwischen Linjanti und Sambesi. An Großwild kommen im Linjantibecken, angrenzenden Mafefeld und Hukwefeld vor Elefanten, Giraffen, Zebra, Büffel, Gnu, Eland, Rietbock, Puku, Pallah, Orbeki, Kudu, Säbel-, Roen- und Oryxantilope, Letschwi, Wasserbock, Bastard-Hartebeest usw. Die Zahl der Flußperde ist am Linjanti und namentlich am Maschi groß, dagegen am Sambesi durch Abschließen auf wenige Hundert reduziert. Das Nashorn fehlt dem ganzen bereisten Gebiete. Seit Einführung der Kopfsteuer in der Barutse wird Geld überall angenommen und den Tauschwaren vorgezogen; der gangbarste Tauschartikel ist dunkler Kattun, außerdem kommen noch in Betracht Baumwoll- und Woldecken, bunte Tücher, Messing-, Kupfer- und Eisendraht, Kleidungsstücke, Hüte, Schuhe und lederne Gürtel. Die früher allgemein beliebten Glasperlen sind nur noch bei den Majé am

cial, which states that the Duc de Broglie has been referred to by the "happy initiative," cannot be "indiscretion." I must bow to the Duc de Broglie passes on the of the "summation."

As regards the important sum of 40,000, the arrangement with a charitable purpose; but the surplus, and there is no stipulation, at least, that the remainder shall

GERMANY.

BERLIN, JUNE 1. The 150th anniversary of the death of Frederick the Great, the day was celebrated by special command of the Emperor himself sent a magnificent coffin of his great ancestor in the city of Potsdam, which was other with flowers and lit round with a Royal salute was fired, and the great King was drunk in silence of all the regimental messes.

and international exhibition of the trade and industry of West Germany was ceremoniously opened. Speeches were delivered by Herr von Bennigsen, the Governor, and by Herr von Alton, on behalf of Oldenburg.

Saxe-Coburg-Gotha has now pardoned a radical advocate, who on a severe term of imprisonment for libelling his Highness in a pamphlet "Wer da?"—Who goes there? The Regent of Bavaria has accepted of Herr von Lutz, his Prime

ITALY.

ROME, JUNE 1. The Government in the debate on internal affairs is so conclusive that it remains any ground for a further significance of the vote is that the opinions may differ from Signor Crispien on individual measures, but accept him as a safe director of the Government and a Conservative reformer. In the House five-sixths of the Deputies voted in confidence in Signor Crispien.

ROME, MAY 31. The Government has initiated by the Extreme Left on the Government with regard to internal affairs brought to a close to-day by the speech of the

ays remain true to my old opinions of modern Monarchies differ in this manner ones, that they must find the people. In this sense, I have a sincere alliance between the the democracy, and for this aim all my life, and will continue to do so. The situation of Italy abroad is good as now. Without neglecting our allies, we enjoy the best of all the Powers of Europe. The Premier—I say it with pride—has received respect from St. Petersburg

the Premier demanded a vote of confidence in a motion introduced by Signor Crispien, and the confidence in the Government was carried by 320 against 61 members of the Right, who formerly the Government, supported Signor

structing a dock on the north side of the rock, but at some distance south of the town, close to the new mole, and not far from Europe Point, probably three miles at least from the Spanish lines and on neutral ground. In the present article it is suggested, with singular logic, that the activity of the British garrison in suppressing contraband trade—purely, be it remembered, in the interest of Spain—has some sinister connexion with the contemplated dock. This constant venting of its Anglophobe acerbity on the part of the *Imparcial* needs hardly to be regarded as a matter of serious importance, but it is right to expect a journal of its position and standing in Spain to be more accurate in its facts before treating in a sensational spirit matters which might become of exceptional international delicacy.

Contraband trade from Gibraltar has long been a vexatious question, and not unfrequently given rise to difficult diplomatic situations. Spanish diplomacy has always been eager to seize upon it to strengthen its arguments, notably during negotiations for the existing treaty of commerce, and the authorities at Gibraltar have been roundly accused of not putting a stop to trade, even if not actually of encouraging it, an accusation which on the face of it is as unjustifiable as it is illogical. This active intervention of British sentries to co-operate with Spanish carbiniers is made the pretext of this absurd accusation of the invasion of Spanish territory.

HURRICANE IN BULGARIA.

*SOFIA, MAY 31.

A violent tempest, accompanied by a terrific hailstorm, swept over this place at half-past 1 o'clock this afternoon and lasted for a quarter of an hour. The storm, which was preceded by strange atmospheric noises, caused very considerable damage both here and in the country, the hailstones being in some cases as large as nuts. The principal destruction has been caused in the northern portion of the town, which now presents the appearance of having sustained a bombardment.

Scarcely a house among those exposed to the north escaped being damaged by the storm. In the majority of cases all the windows are broken, while some houses have had their roofs and chimneys carried away or displaced, the garden walls and palings being also blown down. A wooden shed in the vicinity of the barracks, containing cannon and gun carriages, was completely shattered.

Two soldiers were killed and 11 sustained injuries. A number of telegraph posts have been thrown down. The damage done to the Palace alone is estimated at 15,000*l*.

There is no news yet of the extent of the havoc done in the environs of Sofia. No inhabitant of Sofia remembers the town having been visited by a tempest of equal violence.

THE FISHERIES QUESTION.

*ST. JOHN'S (NEWFOUNDLAND), MAY 31.

The action of Sir Baldwin Walker, the commander of her Majesty's cruiser *Emerald*, in connexion with the proceedings of the French at St. George's Bay, is anxiously awaited. It is considered here that the coercive jurisdiction exercised by armed French marines at St. George's Bay constitutes a violation of existing treaties, and is tantamount to the assumption of sovereign rights.

THE DUTCH EAST INDIES.

*THE HAGUE, MAY 31.

The Government has received a telegram from the Governor-General of the Dutch East Indies stating that the situation in Edj (Acheen) has become more serious, the hostile forces having increased in strength. The Rajah, mistrusting his subjects, has taken refuge in the Dutch fortress.

Reinforcements have been despatched from Java.

THE PANAMA CANAL.

*PARIS, MAY 31.

The new report of the Panama Canal Commission deals with the ports of Colon and Panama. It declares that the Bay of Limon does not offer sufficient anchorage or shelter, and that it will therefore be indispensable to establish a harbour of refuge or a waiting station at the mouth of the canal. For the present, however, the work must be limited to the construction of a simple side dock by excavating a portion of the land to the south of the small natural harbour of Folks River.

Referring to Panama, the report states that the Bay affords a safe shelter, but that provision must be made

THE QUESTION OF NGAMILAND.

(FROM A CORRESPONDENT.)

Since Ngamiland was discovered by Livingstone in August of 1849 the country has been practically unheard of until the present year. It lies south of the Zambesi, on the western limits of the British sphere of influence, and on the eastern limits of the German Protectorate of Damaraaland, and owes to its position the prominence which has lately been given to it by German claims. Its actual boundaries are:—On the west, the 20th degree, on the south the 22d parallel; on the east, a line drawn from the point of intersection of the Chobe river and the Zambesi, which is about 50 miles west of the Victoria Falls, through Letterboom, on the Botletli, to the 22d parallel; and on the north, a line drawn from the same point of intersection through Andara to the 20th degree. Within the parallelogram thus described there lies one of the most fertile districts of Southern Africa. The heart of it is the point marked on the most ordinary maps as Lake Ngami. South of the lake the country is hilly, undulating, well-watered, and magnificently wooded. It is also supposed to be very rich in minerals, and the climate is so good that Livingstone conceived the idea of making of it a health resort for Central South Africa. To the north of the lake a swampy district, full of elephants and big game, stretches for about 20 miles. Here *bauxite* grass abounds, of which the fibre approaches silk in fineness and has a high commercial value. The district is infested by tsetse fly, but beyond it grazing veldt, upon which the finest cattle of South Africa are reported to roam in herds, stretches to the north.

The principal lines of communication between this region and the outer world are by the River Chobe, which is at present navigable only for canoes to the Zambesi, and by the more important waterway of the Okavango, which rises in the neighbourhood of the Cunene in Portuguese territory to the north, and passing southwards by Lake Ngami, changes its name to the Botletli (or Zuga), and runs out into the Kari Kari lakes of Khama's country, within ten days' march of Shoshong. The country is ruled by an enlightened chief—Moremi—to whom the tribes beyond the northern boundary are tributary. The people are a branch of the Bamangwato, and Moremi is a cousin of the now well-known chief Khama. He is a Christian, and has been so far educated that he can read and write his native tongue and can speak a little English. He is extremely intelligent, and is reported to have two desires with regard to the development of his country. One is that he should have trading stores like those established in Khama's country, and the other that he should have mines like Johannesburg. The people are peaceably and industriously disposed, and are at present in the habit of making yearly migrations after the fashion of Irish labourers in search of work. Great numbers have gone for this purpose to Johannesburg, and have returned with accounts of the mining operations. The superior civilization of the Ngami people is attributed largely to the efforts of one man—a Mr. Strombone—who is of Swedish extraction, though an English subject. Mr. Strombone, who is now about 40 years of age, has lived amongst the Ngami people as a Minister and a trader from the time he was 17. He acquired a remarkable influence among them in his early youth, and on the death of Moremi's father, about 20 years ago, he was appointed guardian of the young Chief. He has since then occupied a position which is virtually that of Prime Minister, and responsible adviser to Moremi. When the British Protectorate over Northern Bechnanaland was declared, and it was formally announced to Moremi that his territory fell within the sphere of British influence, he evinced the keenest satisfaction, and gave within a few months substantial proof of his sentiments in the matter in the form of a concession to Mr. Strombone of all the mineral rights and certain limited grazing and timber rights in the country. The concession was made in August of 1889, and formally announced in the following January in the principal Cape papers. It is with a view of giving effect to this concession that another South African company has been formed, and the value of maintaining the engagement to Moremi which included his territory within the limits of the British sphere is self-evident.

THE LATEST MOVE AS TO SWAZILAND.

me it is the infinite possibilities, the extraordinary variety, of the unexplored problems which lie hidden in Africa and form its chief attraction, and it is to men like Mr. Reid and Major Austin that the happy chances of unravelling those mysteries are coming, and it is for you to say whether they make good use of their opportunities. For my part, they seem to me to be the masters of the art of exploration, and I would call your attention to the map of Major Austin.* It seems to me to be a good specimen of the maps we nowadays ask for; we are no longer content with the haphazard speculations of geography—we ask for good sound maps based on a fair number of fixed points. And here we have them, not only from Major Austin, but from a great number of travellers who wander through the length and breadth of Africa. We hope that the magnet of Africa may once more attract Mr. Reid, and that we shall hear something more from him and from Major Austin in the future as to the possibilities of that great country. Meanwhile, I will ask you all to join me in accordng a cordial vote of thanks to Mr. Reid for what I am sure you will agree with me is the most graphic and realistic record of African travel.

THE ANGLO-SAXONS OF THE KENTUCKY MOUNTAINS: A STUDY IN ANTHROPOGEOGRAPHY.

By Miss ELLEN CHURCHILL SEMPLE.

In one of the most progressive and productive countries of the world, and in that section of the country which has had its civilization and its wealth longest, we find a large area where the people are still living the frontier life of the backwoods, where the civilization is that of the eighteenth century, where the people speak the English of Shakespeare's time, where the large majority of the inhabitants have never seen a steamboat or a railroad, where money is as scarce as in colonial days, and all trade is barter. It is the great upheaved mass of the Southern Appalachians which, with the conserving power of the mountains, has caused these conditions to survive, carrying a bit of the eighteenth century intact over into this strongly contrasted twentieth century, and presenting an anachronism all the more marked because found in the heart of the bustling, money-making, novelty-loving United States. These conditions are to be found throughout the broad belt of the Southern Appalachians, but nowhere in such purity or covering so large an area as in the mountain region of Kentucky.

A mountain system is usually marked by a central crest, but the Appalachians are distinguished by a central zone of depression, flanked on the east by the Appalachian mountains proper, and on the west by the Alleghany and the Cumberland plateaus. This central trough is generally designated as the Great Appalachian Valley. It is depressed several hundred feet below the highlands on either side, but its surface is relieved by intermittent series of even-crested ridges which rise 1000 feet or more above the general level, running parallel to each other, and conforming at the same time to the structural axis of the

* See p. 572.

whole system. The valleys between them owe neither width nor form to the streams which drain them. The Cumberland plateau forms the western highland of the Great Valley in Eastern Kentucky, Tennessee, and Northern Alabama. This plateau belt reaches its greatest height in Kentucky, and slopes gradually from this section to the south and west. Its eastern escarpment rises abruptly 800 to 1500 feet from the Great Valley, and shows everywhere an almost perfectly straight skyline. The western escarpment is very irregular, for the streams, flowing westward from the plateau, have carved out their valleys far back into the elevated district, leaving narrow spurs running out into the low plains beyond. The surface is highly dissected, presenting a maze of gorge-like valleys separating the steep, regular slopes of the sharp or rounded hills. The level of the originally upheaved mass of the plateau is now represented by the altitude of the existing summits, which show a remarkable uniformity in the north-east—south-west line, and a slight rise in elevation from the western margin towards the interior.

About 10,000 square miles of the Cumberland plateau fall within the confines of the state of Kentucky, and form the eastern section of the state. A glance at the topographical map of the region shows the country to be devoted by nature to isolation and poverty. The eastern rim of the plateau is formed by Pine mountain, which raises its solid wall with level top in silhouette against the sky, and shows only one water-gap in a distance of 150 miles. And just beyond is the twin range of the Cumberland. Hence no railroads have attempted to cross this double border-barrier, except at the north-east and south-east corners of the state, where the Big Sandy and Cumberland rivers have carved their way through the mountains to the west. Railroads, therefore, skirt this upland region, but nowhere penetrate it. The whole area is a coalfield, the mineral being chiefly bituminous, with several thousand square miles of superior cannel coal. The obstructions growing out of the topography of the country, and the cheap river transportation afforded by the Ohio for the Kanawha and Monogahela river coal have tended to retard the construction of railroads within the mountains, and even those on the margin of this upland region have been built since 1890.

Man has done so little to render this district accessible because nature has done so little. There are here no large streams penetrating the heart of the mountains, as in Tennessee, where the Tennessee river, drawing its tributaries from the easternmost ranges of the Appalachians, cuts westward by flaring water-gaps through chain after chain and opens a highway from the interior of the system to the plains of the Mississippi. The Kentucky streams are navigable only to the margin of the plateau, and therefore leave this great area without natural means of communication with the outside world to

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CHOBE DISTRICT ANNUAL REPORT, 1947.

1. General and Political.

(a) His Excellency the High Commissioner and His Honour the Resident Commissioner paid a visit to the District in July, 1947.

S.C.P.
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(b) There is a Game Reserve of approximately 3,000 square miles in extent lying partly in the Chobe District and partly in the Namaland District. Game abounds in the reserve and owing to the heavy drought great herds of game were often seen near the Chobe River. Elephants were frequently encountered and they caused continual trouble by pulling trees across the roads.

(c) The African population of the district is concentrated mainly in the Kachikau area and it consists of the following tribes, the numbers of which were taken in the 1946 Census.

Kasubia -	2081.
Batawana -	442.
Basarwa -	503.
Barotse -	1230.
Barokushu -	92.
Kakalanga -	61.
Kakoba -	403.
Kaxereku -	43.
and Dawaras -	13.

The majority of the Barotse live at Serondela being employed by the Chobe Concessions (Bechuanaland) Limited.,

There are three Native Authorities in the Kachikau area and two at Katetsi.

The Headman Banika of the Basarwa at Katetsi was deposed during the year for inefficiency and Headman Lusuma was appointed in his place.

2. Agriculture.

The area of the district is reported to cover 37,350 square miles and consists entirely of Crown Lands.

The main cultivation is carried out in the Kachikau and Katetsi areas. Mealies and Kaffir corn are grown annually. The drought common to the whole Territory was also experienced in this district and only a fair crop was raised at Kachikau and nothing at all at Katetsi, which resulted in a serious shortage of food in that area.

The rainfall for the 1947 - 1948 season up to the 31st December, 1947 was 10.16 inches and good crops are expected.

2. Agriculture (Continued)

Mealies were sold to Traders during 1947 at 25/- per bag of 200 lb.

A certain amount of soil erosion has occurred on the Kachikau Flats owing to winds sweeping over areas that have been burnt by Bushfires.

3. Livestock.

The cattle in the district except at Matetsi were able to find sufficient grazing to keep them in good condition throughout the year, and no serious diseases were reported.

There were 5,673 head of cattle exported to Northern Rhodesia from Kazungula during the year.

4. Trade and Industries.

(a) The district contains the largest commercial concern in the Territory, which is the Saw Mills at Serondela known as the Chobe Concessions (Bechuanaland) Ltd. The Concessions are divided into two areas between Kazungula and Kachikau and lying to the South of the Kazungula - Kachikau Motor Road. The Western area is leased at a sum of £15,000 and in the Eastern area a royalty of one penny per cubic foot is charged and collected by the Government Forester on all timber taken in logs from the forest.

During 1947 it is apparent that the Company has run at a considerable loss, chiefly due to incompetent management, and the Manager was dismissed at the end of the year.

The Concessions are rich in timber and there is no reason why the firm should not carry on a good trade, if properly organized.

(b) At Kazungula there is a W.N.L.A.Ltd., transit Camp which is a collecting point for recruits brought down the Zambezi from Sesheke by river barge and also for those who have been repatriated from the mines. From Kazungula the recruits travel by lorry to the railway at Jafuta.

(c) There are six Traders Stores in the district - two at Kachikau and two at Serondela and two at Kazungula. In addition during the latter part of the year a licence was issued to the Chobe Concessions, Ltd. to trade at Serondela on the conditions that all goods were to be sold at a profit of 10 per cent and only to employees of the Company or to members of the Government.

A Licence was also granted to open a Store at Matetsi.

The average turnover at these stores is £3,500 p.a.

5. Native Labour.

The African employees at the Chobe Concessions, Ltd. during 1947 numbered approximately 700, the majority of whom were Barotsi. The average wage for unskilled labour

5. Native Labour(Contd)

The average wage for unskilled labour employed at the Samills was £2. per month, which included rations. The employees are housed in wooden huts. The site is in the form of an African Village rather than a Native Compound and they are allowed to have their families with them.

A total of 214 Africans were recruited by the W.N.L.A. Ltd., Kazungula from this District for work on the gold mines during the year.

6. Health:

(1) General.

(a) Europeans. The state of health has been generally good and there has been a substantial reduction in the incidence of Malaria which is undoubtedly due to the regular use of Paludrine Hydrochloride tablets as a routine prophylactic.

(b) Africans:

There have been no serious outbreaks of disease. There is a definite Vitamin "C" deficiency amongst most Africans which has resulted in frequent cases of scurvy.

Veneraal diseases are very prevalent especially amongst the African employees of the Chobe Concessions, Ltd. The majority of the Africans are infected with fever but its effect upon them are considerably reduced by their natural resistance to it.

(2) Housing.

(a) European.

There are two Government houses at Kasane. The one inhabited by the District Commissioner has been recently redecorated and regauzed and is in a reasonable condition. The other is inhabited by the A.L.O. and is in a very poor state of repair.

The W.N.L.A. Ltd., houses at Kazungula are in excellent condition.

At Serondela the majority of dwellings are built of Timber and the mosquito proofing is not sufficient. Plans are being made to put up new brick buildings during 1948.

(b) AFRICAN:

The huts provided for the African Government Officials at Kasane are very dilapidated and need rebuilding.

The employees of the Chobe Concessions, Ltd., at Serondela are provided with huts built of timber and thatched roofing. The area covered by these huts, which takes the form of a village rather than a Compound has not been kept in good order and sanitation has been bad.

The Compound of the W.N.L.A. Ltd., at Kazungula on the other hand, is well designed and kept in very good condition.

(3) Staff and Hospitalisation:

A Medical Officer was appointed by the Chobe Concessions, Ltd. during April and arrangements were made by Government for him to attend to the Medical requirements in the District.

Dispensaries were set up at Kachikau and Kasane. The former is visited by the Medical Officer once every other week and the latter is open to patients once a week.

The Medical Officer also visits the W.N.L.A. Ltd., at Kazungula once a week to examine mine recruits.

The Chobe Concessions, Ltd., have built a small hospital at Serondela which consists of one ward with ten beds for Africans only.

There are no Hospital facilities for Europeans.

7. Revenue.

The following is the comparative table showing the approximate Revenue collected during the past five years:-

	<u>1943.</u>	<u>1944.</u>	<u>1945</u>	<u>1946</u>	<u>1947.</u>
Native Tax.	£ 674	£ 903	£ 794	£1,269	£1,081.
Customs.	18	1	32	159	30
Licences.	287	259	338	447	560
Revenue Stamps.	9	9	8	8	30
Judicial Fines.	13	66	54	63	71
Poll Tax.	38	24	36	39	94
Rentals.	112	60	60	124	138
Miscellaneous.	1438	1293	1530	1,147	1,138
Cattle Export) War Tax.)	966	716	896	729	709
Total. ..	£3555	£3331	£3748	£3,990	£3,851

The Miscellaneous Revenue consists mainly of cattle Crossing fees and Veterinary Inspection fees.

8. Crime.

The following is the comparative table of Criminal and Civil cases tried in the Court of the District Commissioner during the past five calendar years:-

	<u>1943</u>	<u>1944.</u>	<u>1945</u>	<u>1946</u>	<u>1947.</u>
<u>Criminal.</u>	<u>14</u>	<u>55</u>	<u>8</u>	<u>47</u>	<u>33</u>
<u>Civil.</u>	-	-	-	-	-

Of the crimes committed during 1944 there were 28 against the dagga laws and 19 against the Pass Laws.

During the years 1946 and 1947 there was a great increase in cases of theft and assault, which mostly took place at Serondela, where the Chobe Concessions, Ltd. had commenced to employ labour from the latter part of 1945.

9. Education.

African Schools are situated in the following villages:- Kachikau, Munga, Segongwane and Matetsi.

The average attendance at these schools during the /...

9. Education (Contd)

The average attendance at these schools during the year was 66.

The Majority of the pupils are in Standards Sub A and Sub B and only at Kachikau Schools do they teach above Standard III.

The School buildings are built of reeds and poles or mud with thatched roofs. School equipment is very short.

All the schools mentioned were visited in September by the Education Officer for the Northern Protectorate.

10. Staff.

(a) District Administration.

The District is administered by the District Commissioner for the Ngamiland and Chobe, who resides at Maun. The N.C.O.i/c was responsible for the collections of all revenue and attended to all straightforward administrative matters in addition to his Police duties.

The District Commissioner Maun visited the district during the year in July and October and one visit was also paid by an Assistant District Commissioner in April.

Towards the end of the year it was decided to post an Assistant District Commissioner to Kasane and Mr. N.V.Redman took up duty there on the 31st December, 1947.

At the same time the European Police N.C.O. Sub-Inspector Putterill was replaced by an African N.C.O. Sergt Mutukwa.

The Office Staff consists of one Clerk - D.B.Noyoo, who in addition to his normal duties is responsible for the upkeep of the Tax Register, and the running of the Postal Agency.

A Messenger Interpreter is definitely required and it is hoped that one will be appointed in 1948.

(b) Police.

The Police Post at Kazungula was withdrawn and there is now only one Police post outside Kasane. This is at Kachikau where there is a Police Office and Camp, at which one African N.C.O., two troopers, and 2 Constables are stationed.

The Police Post at Kasane consisted of a Sub-Inspector, 4 Troopers and 2 Constables until the end of the year when the Sub-Inspector was relieved by an African N.C.O. The O.C. No.5 District who is stationed at Maun paid two visits to Chobe during the year.

(c) Administration of Justice.

The Prisoners in the gaol who average five a month are looked after by a Gaol Guard, who receives a daily wage of 2/- per day.

(d) Medical.

A Medical Officer is stationed at Serondela who is part employed by Government. For arrangements see under Health.

(e) Agricultural.

There is an Agricultural Livestock Officer stationed at Kasane who has a staff of two African Cattle Guards and who may employ such temporary labour as he may require to assist him in cattle inspections, weighing and dipping etc. His main duties concern the arrangements for the export of cattle from this Territory to Northern Rhodesia.

(f) Forests.

A Government Forester is stationed at Serondela whose duty it is to supervise the cutting of timber by the Chobe Concessions, Ltd. and collect the necessary Royalties.

11.

Public Works.

This was approved

The Camp at Kasane is in a dilapidated state and a plan was drawn up to build a new one. Owing to the economy programme, however, the money allocated for this purpose could not be utilised.

The only repairs carried out to buildings were to the Stock Inspector's House. This was redecorated throughout and regauged at a cost of £34.

All water at Kasane is drawn from the river by hand and the need for a Pump has been stressed.

The sum of £25 was allocated to the repair of roads in the district and this is being spent on the approaches to the Camp.

12.

Communications.

- (a) River. 1947 saw the first real use of the river Chobe as a means of transport when Mr. Ker was given permission to run his barges up to Serondela for the purpose of transporting timber cut by the Chobe Concessions, Ltd to Livingstone.

There is no doubt that any future development of Crown Lands will turn the Chobe River into a very important waterway.

- (b) Roads. The Chobe Concessions have been in the course of cutting a new and more direct road from Serondela to Jafuta, which passes a few miles to the South of Kasane.

The W.N.L.A. are responsible for the upkeep of the 56 miles of Motor Road from Kazungula to the Victoria Falls. Although they spend an annual sum of £12,000 on this road it is still in a very rough state in many places and the journey takes approximately 4 hours.

12.

Communications. (Contd)

(c) Railway. The nearest railway line is at the Victoria Falls. The W.N.L.A. have an airfield at Kazungula but this was not kept under repair and no landings were made.

(d) Air. The nearest air strip is at old Kazungula in Northern Rhodesia which is frequently used by aircraft operating from the Victoria Falls.

The Chobe Concessions, Ltd., have applied to construct an airfield at Serondela.

(e) Radio: The W.N.L.A. Ltd., at Kazungula have a 40 Watt Wireless transmitting and receiving set at Kazungula and are in contact with Francistown twice a day. All Government Radio messages are sent through this station and arrangements can be made to speak to the District Commissioner Maun.

(f) Postal: Mail is received once a week by the Postal Agent at Kasane and it is also despatched once a week. The mails are carried to and from Livingstone by a Lorry belonging to the W.N.L.A., Ltd., for which no charge is made.

(g) Government Transport:

The only Government motor Vehicle in the District is that on the charge of Mr. Fourie, the Forester at Serondela, who requires it for his work in the Forests.

The District Commissioner and A.L.O. are therefore without transport and until such time as a Lorry can be provided the efficiency of their duties must necessarily be very much reduced.

13.

Meteorological:

There is a meteorological station at Kasane and the maximum and minimum temperatures and rainfall are recorded daily. The following is a comparative table showing the rainfall over the past 5 calendar years:-

Rainfall recorded at Kasane.	1943	1944	1945	1946	1947.
	25.12 in.	31.52 in.	22.49 in.	32.24	22.30 in.

The hottest months of the year were October and November. A temperature of 105° in the shade was recorded on the 11th October and also on the 2nd of November.

The minimum temperature was 36° recorded on the 4th June, 1947.

KASANE.
28th. February, 1948.

W. V. Kodman
DISTRICT COMMISSIONER.

CHOBÉ DISTRICT.

ANNUAL REPORT FOR THE YEAR ENDING 31ST DECEMBER, 1953.

PART I

GOVERNMENT STAFF:

District Commissioner: Mr. B.A.F. Read was transferred from Lobatsi to assume the duties of District Commissioner on 1st March.

Police Officer: A/Supt. F. Wood went on overseas leave preceding transfer in June. He was succeeded by Sub-Insp. D. Chapman, and No. 7 Police District (Kasane) came under command of No. 5 District (Maun). Mr. Chapman was replaced in November by Sub-Insp. R. Maskell.

Livestock Officer: Mr. Kempf was transferred in January. He was replaced in March by Mr. L. Watkins, who is stationed at Kazungula.

Forester: Mr. F. L. Ledebor continued to hold the post of Forester at Serondela.

African Staff: There was no change in the African staff, which comprised 1 clerk, 1 messenger/interpreter, 1 dispenser, 2 gaol-guards, 1 pumper, 2 cattle guards, and 14 policemen. There were also 22 government employed teachers.

The event which had most impact on the life of the district was the record flooding which reached its peak in March, when the river at Kasane was 17 feet above its normal level. Kachikau, along with several of the minor swamp villages, was submerged, and the inhabitants built a new village some 2 miles further south on the slopes of the sand ridge.

Only a very small part of the grain was saved, both along the river and at Pandamatenga, where flooding also occurred owing to the heavy rains. The rainfall for the season at Kasane was 54 inches.

PART II

Chapter 1. Population.

In August a census was carried out, showing the numbers of men, women, and children by villages and tribal allegiance to the respective African Authorities in the district. The total African population was 3,528. At the year-end there were 34 Europeans and one family of 6 Asian coloured persons. Considerable numbers of Batawana returned to Maun during the floods.

Chapter 2. Occupations, Wages, Labour Organisation.

The great majority of Africans live by ploughing and catching fish. There is virtually no stock raising owing to the incidence of various types of cattle disease. Of the remainder, approximate or estimated numbers in other employment are shown below:-

<u>Employment.</u>	<u>Number.</u>	<u>Average monthly Wage.</u>
Government service	50	£15.
W.N.L.A. Ltd.	125.	£ 3.10.0.
C.D.C.	80.	£ 4.0.0
Traders	25	£4. 10. 0.
Domestic Service	50	£3. 10. 0.
Outside B.P.(Mines etc.)	300	£5. 0. 0

Chapter 3. Public Finance and Taxation.

The following is a table showing Revenue collections over the past five years:-

	<u>1954.</u>	<u>1955.</u>	<u>1956.</u>	<u>1957.</u>	<u>1958.</u>
Native Tax.	1901.	1410.	1243	1557.	1958.
Graded Tax	434.	346	353	395	428.
Customs	243.	212.	-	65.	24.
Court Fees.	83	7.	-	330.	107.
Licences.	1303	1247	924	930	490.
Judicial Fines.	527.	152.	137.	527.	263.
Poll Tax	103.	76.	41.	62.	41.
Miscellaneous	159.	8	1	801.	1117.
Cattle Export Tax.	8204.	4636.	3668.	4753.	-
Rentals.	123	122	122.	65	133.

The increase in Native Tax is largely accounted for by the increase in the tax rate from 28/- to 40/-. Since Native and Graded Taxes are normally paid together, however, a truer picture of the tax position can be gained from the Graded Tax figures, which show an increase of 9% over 1957.

The decrease in revenue from both Customs and Licences over the last 3 years is due to the closure of the Chobe Concessions and contraction of the C.D.C.

The marked increase in Miscellaneous Revenue over the last 2 years is mainly due to the export of crocodile skins by Mr. Wilmot.

Unfortunately the normal main source of revenue, from cattle Export Tax, dropped to zero owing to the complete cessation of exports following Foot-and-Mouth disease.

Although revenue from rentals was twice that of 1957, a large part of this comprised arrears from that year. The average for 1957 and 1958 shows a decrease of £23 on previous years, owing to the termination of certain leases.

Chapter 4, Commerce.

S.E.Loizides operated stores at Kachikau, Serondela, and Kazungula, and C.D.C. at Pandamatenga. Until July there were 3 African-owned restaurants, 2 at Kasane and 1 at Kazungula. One of the Kasane restaurants closed in July.

Trade was generally depressed owing to poverty following the floods. Applications were received for new General Dealers Licences at Mochenje, Satau and Kazungula, which are to be heard in February, 1959.

Chapter 5. Production:

The grain crop was almost a complete failure everywhere except in the river villages of Mochenje, Masepa, and Mawana, where the lands were mainly situated above the flood level. This led to a large increase in the number of fish caught, most of which were sold in Livingstone.

S.E.Loizides obtained a 9 month trial concession to export dried fish at a royalty of 1d per lb. on a guaranteed monthly average of not less than 5 tons of fish. This venture had not started by the end of the year, but is estimated that it will provide local employment for some 40 Africans at the outset.

Mr.Wilmot, who holds the sole crocodile concession, exported 964 skins, at a royalty of £1 per skin.

No cattle were exported, owing to Foot-and-Mouth disease restrictions.

Chapter 6-Social Services:

(1) Education: There are no European schools. African schools are shown below:-

<u>Place.</u>	<u>Standard.</u>	<u>Enrolment.</u>
Kasane	IV	35
Kavimba	"	104
Satau	"	131
Pandamatenga	"	94.
Kazungula	V	126.
Kachikau	VI	113.
		603 Total enrolment.

Provision was made for the downgrading of Kachikau to Std.II in the coming year, owing to the drift of the population away from that village, and the upgrading of Kazungula and Kavimba to Standard VI, and Satau to Standard V. A new school for Sub.As' and Sub Bs' was completed in the river village of Masepa in December and work commenced on a similar school in the

swamp village of Parakarungu. Kachikau school had to be re-built at the site of the new village following the floods. Separate tours were carried out by the Education Officer North and the Acting Director of Education.

(2) Health:

There is a dispensary at Kasane in the back of the old residency, which is scheduled for demolition. Three beds were established in an outhouse for serious cases, and in December a prefabricated rondavel was erected by the P.W.D. to house these beds. Serious cases are taken to Livingstone hospital as soon as possible, and arrangements were set afoot towards the end of the year, through the D.M.S., for a monthly visit by a Doctor from Northern Rhodesia. Authority was obtained for the dispenser to use his car for touring outlying villages, and from April to November Mrs. Read was employed as an unpaid locum sister to take charge of the dispensary in his absence. In November she was employed on a daily ~~basis~~ paid basis for this work.

The Smallpox epidemic which started at the end of 1957 was under control by April, after causing 6 deaths and affecting some 60 other people. This was followed by whooping cough which resulted in 4 deaths, and some 40 other reported cases.

The Medical Officer, Maun, paid 2 visits to the district, accompanied on the second occasion by the D.M.S.

(3) Housing:

There are 3 Government-owned European houses at Kasane, one occupied by the District Commissioner, one by the Police Officer and one, awaiting demolition, by the dispensary. There are another two at Serondela, one being prepared for occupation by the Forester, and the other an obsolete one at present occupied by the Forester.

There are 10 Government-owned African houses at Kasane, 4 of burnt-brick and thatch and the remainder of mud brick and thatch construction. There are also 2 police prefabricated rondavels and 3 burnt brick houses at Kachikau, and 2 prefabricated rondavels and 1 mud and thatch police quarters at Pandamatenga.

There are 21 other European houses in the district, owned by W.N.L.A., C.D.C., and private individuals. Many of them are permanently empty or used for only short periods each year.

W.N.L.A. and C.D.C. have compounds of brick-and-iron African quarters at Kazungula and Pandamatenga respectively. Apart from these, the African huts in the district are predominantly of mud-and-reed construction.

In November a P.W.D. gang from Francistown carried out redecoration and minor repairs to the offices and Government quarters, both European and African, in Kasane and Serondela.

(4) Social Welfare:

Despite the failure of the crops, surprisingly few requests for famine relief mealie meal were received, and were limited to orphaned schoolchildren. The local headmen complained of starvation, but when asked to submit lists of names for the calculation of the extent of relief measures required, failed to do so. A scheme for relief-labour was arranged at Pandamatenga, but the villagers did not have recourse to it.

Permission was given to headmen to nominate hunters for individual villages, to shoot specified types and numbers of game per week for those villagers who are prepared to contribute ammunition. Twine for fishing nets was purchased out of Welfare

funds and distributed amongst the river and swamp villages.

Chapter 7. Justice, Police, and Prisons.

There is a gaol at Kasane consisting of two cells and a courtyard, which was repaired and reinforced by the P.W.D. in November. There are two gaol guards. Amongst other things, prison labour was used for cutting thatching grass and assisting in roofing buildings, maintaining the Serondela airstrip, clearing ~~fencing~~ and fencing the Kachikau police camp area, and building a new police quarter at Pandamatenga.

A return of criminal statistics is attached.

Police headquarters and radio are at Kasane, with posts at Kachikau and Pandamatenga commanded by Corporals.

Chapter 8- Public Utilities:

There is a pump-house and 6 x 1,000 gallon tanks which supplies the Government camp at Kasane with running water. W.N.L.A. have a pump of their own. The pump house was submerged for two months during the floods and a number of the storage tanks had to be replaced by the P.W.D. before the water supply could be restored, owing to corrosion. One of the 2 pumping engines was also replaced.

Chapter 9. Communications:

(1) Postal and Telegraphic:

There is a Postal Agency at Kasane which ^{was} inspected by the Controller of Posts and Telegraphs in November who suggested transferring the agency to Kazungula to take advantage of the W.N.L.A. custom, which is at present carried out via the drivers in Livingstone. Preliminary negotiations were opened with W.N.L.A. to secure a suitable office and postal agent's quarters. The police radio at Kasane is in daily contact with Francistown and Maun, and is used for private telegrams as well as official communications. Until May there was daily radio contact with the Victoria Falls Police, but since then they have been unable to receive Kasane, although Kasane is still able to hear them. Work commenced on extending the party-line telephone service between Livingstone and North Kazungula across the Zambezi to the W.N.L.A. Office at Kazungula, B.P. It was expected to be completed in January, 1959. W.N.L.A. are in radio contact with Maun, Francistown and Katima Mulilo. There is a telephone at C.D.C. Pandamatenga on the Southern Rhodesian system.

(2) Road:

W.N.L.A. run a twice weekly passenger, goods, and mail service between Kazungula and Livingstone, and a weekly service between Kazungula and Kachikau. A new all-weather road between Serondela and Kavimba was opened in February, and a side-road leading off to Mochenje was opened later in the year. An up-to-date sketch map has been prepared, showing all the roads in the district, together with their condition and mileages between villages and other places of importance. W.N.L.A. have repaired the bridge over the river at Ngwezumba, which is now safe for vehicles again.

(3) Water:

W.N.L.A. run a weekly barge service from Kasane to Katima Mulilo.

(4) Air:

There are two all-weather airstrips for light aircraft at Serondela and Pandamatenga respectively.

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Affidavit

I, the undersigned Jonathan Moore Gibson do hereby make oath and swear that

1. I am an adult resident of Kasane.
2. My parents had a home in Serondella from 1964 until 1972. I lived in the home during school and university holidays.
3. Between 1972 and 1983 I visited the Chobe National Park and the Chobe District many times.
4. I have lived permanently on the Chobe from 1983 to the present
5. I am the Managing Director of the Chobe Game Lodge on the banks of the Chobe River situated in the Chobe National Park.

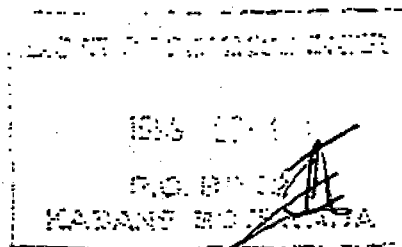
The following statement is written based on my personal experiences and observations from the early 1960's to the present.

In the nineteen sixties and early seventies, my parents owned a home at what was then Serondella, a village on the Botswana side of the Chobe River. As Serondella is some twenty kilometers west of the town of Kasane, I from a young age, became very familiar with that part of the Chobe river system which includes what was, and is still known to us as Sidudu Island. Sidudu Island is situated only a few kilometers west of Kasane and hence on that part of the river between Kasane and Serondella.

At that time the boat traffic on the river was limited to a few privately owned motorcraft based in Kasane, ours in Serondella and small dugout canoes paddled by Basubia from both the Botswana and South West Africa (Namibia) sides. In addition there was a large barge operated by WNLA (Witwatersrand Native Labour Association) to ferry people from Kasane to Serondella.

My observations from that period are :

- i) The fact the Basubia people been split by a colonial boundary was of little consequence to the Basubia people themselves. In the absence of immigration facilities and other controls they crossed back and forth at will to trade, seek employment, to fish, gather reeds, social occasions, to hunt legally and illegally etc.



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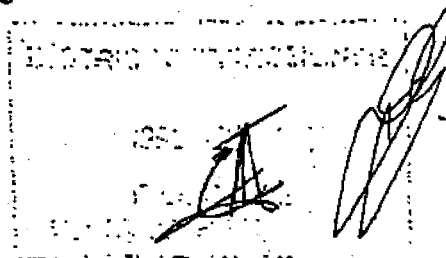
- ii) The northern channel around Sidudu Island was always referred to as the " Main Channel ", the southern channel as the " Side Channel ". The reasons were obvious then and now, the northern ie the main channel was much wider deeper and more direct. The side channel was, and is, only navigable to small craft operated by pilots who are very familiar with the rocks, mud and sand banks; the route also has more bends and is considered less direct for fast moving craft.
- iii) Dugout canoes never used the southern side channel as its narrowness and shallow sand banks make it ideal habitat for large numbers of hippos and crocodile, both constituting extreme hazards to vulnerable dugouts.
- iv) The WNLA barge always used the northern or main channel due to its relatively deep draft and lack of maneuverability.
- v) At no time did I ever see any people living on the island, tilling land or raising crops, or any other sign of human habitation.
- iv) The island was considered by all to be a part of the Chobe Game Reserve and thereafter the Chobe National Park; this status was evidenced by the large numbers of wildlife on the island, which contrasted markedly with the fast disappearing resource on the Caprivi Strip side where no effective protection has ever been afforded to wildlife.

From 1983 to the present I have come to permanently live on the banks of the Chobe river at the Chobe Game Lodge.

In 1983, we at Chobe Game Lodge, acquired the " Mosi-oa-tunya " from Victoria Falls. The " Mosi-oa-tunya " is a twin engined steel hulled, keeled vessel of some sixteen meters in length. It weighs about thirty tons and draws about 0.6 meters of water. In addition to this craft we operate eleven other smaller craft, all are used for game viewing and river transport. As Sidudu Island is situated between ourselves at the Game Lodge and Kasane Village our craft operate the routes around the island on a daily basis.

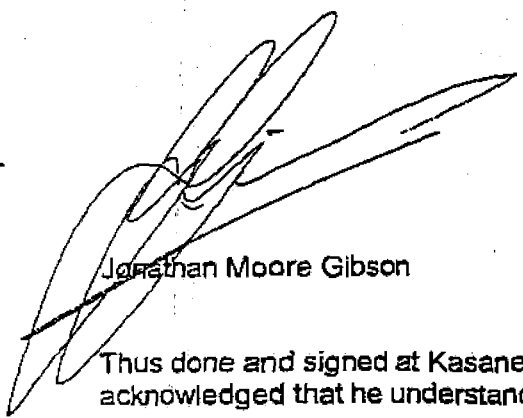
The Chobe seasonally floods to a greater or lesser degree each year, the peak to the flood is usually sometime in the first two weeks of May. By July the water has receded; the low water regime lasts from then through to January or February of the next year. During the low water regime it becomes almost impossible for even the most experienced pilot to navigate the south or side channel with the "Mosi-oa-tunya " as there are a number of areas where there is insufficient water which can result in hull damage or accidental grounding.

Whilst, as has already been stated, experienced pilots can take our small craft through the south or side channel at low water, this route is only used for low speed game viewing trips. On the other hand, inexperienced pilots and those running transport missions to and from Kasane are always instructed to use the northern or main channel, this is to minimise the disturbance to wildlife on the confined southern or side channel and obviates potential for hull damage and groundings



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On the Namibian side of the northern or main channel at Kasika village is a tourist operation known as Kings Den. Part of Kings Den's accommodation is provided in the "Zambesi Queen". The "Zambesi Queen" is anchored permanently alongside Kings Den, it is a large flat bottomed, steel hulled cabin cruiser type craft. It is 65 meters long, about ten meters wide, it weighs about 90 tons and draws not quite 0.5 meters of water. This craft was manufactured by Gert Visagie at Katima Mulilo in the early 1990's to ply the Zambesi river, as however there was insufficient trade, it was brought through the Kasai Cut onto the Chobe to Kings Den via the northern or main channel. It now appears to be permanently anchored there. A craft this size could not, during low water, pass through the southern or side channel as it would be too long and too wide to negotiate the sharp turns. In addition it would draw too much water over such a wide beam to avoid grounding.



Jonathan Moore Gibson

Thus done and signed at Kasane this 9th day of March 1999 the deponent having acknowledged that he understands the purpose of this oath.



Commissioner of Oaths

DISTRICT COMMISSIONER
 1999-03-09
 KASANE

(3)

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CHOBE DISTRICT.

ANNUAL REPORT FOR THE YEAR ENDING THE 31st DECEMBER, 1954.

PART 1.

ADMINISTRATIVE STAFF. 1955.

District Commissioner : Since the 1st of August, 1954 until 11 Aug. 55 Sub-Inspector Towell was acting in this capacity under the guidance of the District Commissioner at Maun. From the 12 th of Aug the post was occupied by Sub-Inspector D. Barraclough.

Veterinary Officer : The Veterinary Officer, Mr. J. B. Condy, M.R.C.V.S carried on these duties until he proceeded on leave to attend a further Course at the Edinbrough University on 5/12/55. Since which dated the Veterinary Officer at Francistown has made monthly visits. The issuing of permits and payment of accounts being done by the District Commissioner's Office.

Government Forrester The Government Forrester stationed at the Chobe Concessions resigned the Service during the latter half of the year. The supervision of the African Staff has fallen to the District Commissioner.

African Staff.

The District Commissioner's Clerk M. W. Mwisya was replaced on his transfer to Machaneng by T. M. Seisa from Machaneng.

The Messenger/Interpreter M. M. Ilukena.
Forrest Guards T. Setsego, S. Modise, T. Mokwena
M. Monalatsatsi

Cattle Guards S. Nkabo and M. Saubi

The Chobe Timber Concessions Ltd. went into voluntary liquidation on the 2nd of June 1955. Since this date very small quantities of Timber have been cut.

The Bechuanaland Cattle Ranches (C.D.C.) have continued to ranch at Panda-ma-Tenga but have ceased all agricultural operations.

The Witwatersrand Native Labour Association continues to recruit natives for the gold mines from the District. The W.N.L.A. stations in the District are now almost essentially working as forwarding Depots.

PART 11

Chapter 1.-Population. The African population of the District has decreased from 5000 to about 3000 owing largely to the fact the Chobe Timber Concessions have closed and that C.D.C. have cut down very severely on Staff. The Chobe River being in flood during the year caused serious losses to the African Farming community and cattle growers and a large number have moved to areas away from the River. There are at present only 30 Europeans in the District also due to transfers of Government Servants and the closing and cutting down of the various commercial Firms. There are 2 Coloureds in the District.

Chapter 11- Occupation, Wages and Labour Organisation. Schedule is to follow.

At the moment the largest employees in the District are W.N.L.A. C.D.C. and Chobe Concessions in this order.

Chapter 111.- Public Finance and Taxation.

A table showing the revenue collections during 1955 follows immediately hereunder, together with the revenue of the last five years.

	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Native Tax	2764	2190	1631	1901	1410
Graded Tax	754	501	470	434	316
Customs	450	369	294	243	212
Licences	1550	1657	1609	1803	1247
Court Fees	61	59	58	83	7
Judicial Fines	282	483	435	527	152
Poll Tax	86	71	148	103	76
Miscell.etc	505	289	225	153	8
Cattle Export	2807	4039	2268	8204	4636
Rentals	202	192	123	113	122

Chapter IV. - Commerce.

The two trading stores at Kazangula, the two at Serondellas, the two at Kachikau and the one at Panda-ma-Tenga continue to carry on their businesses. The Trading Store at the Chobe Concessions has closed completely as also have they closed their Bottle Store. There are five restaurant licences in operation in the District. A schedule of Exports and Imports will be sent as soon as possible in the future.

Chapter V. - Production.

For the past three years there have been very poor crops in the area from Masipa to Parakarunga owing to the fact that in 1952 and 1953 the River flooded the arable land. During the year 1955 the rainfall was poor and came at the wrong time of year the crops again had a very bad setback.

Chapter VI. - Social Services.

No European schools exist in the Chobe District. There are six schools for Africans which cater for all standards up to Std. VI. The Government School at Kasane is under construction.

There is no Government Medical Officer at Kasane but minor ailments are attended to by residents. Since the closing of the Dispensary at Chobe Concessions there is no attendance of a Medical Orderly at Kachikau but on visits by the D.C. minor illnesses are attended to. W.N.L.A. have a Dispensary at Kazangula especially for their own employees. Serious cases are being sent to Livingstone. Since August by arrangement with the Superintendent of the African Hospital at Livingstone serious and chronic cases are dealt with by his Hospital free of charge, 72 such cases have been sent to the Hospital including one lunatic and 2 Leppers who have all been placed in Institutions in Northern Rhodesia.

Europeans occupy about 20 houses in the District as compared with the 2 thousand occupied by Africans. It is not considered economic to repair the District Commissioner's house at Kasane and the building of a new house is under consideration.

The various communities were visited during the year by Ministers of the denominations in the District.

The results of the School Examinations were on the average good and two Teachers were successful in the Junior National Examination.

Chapter VII. - Justice, Police and Prisons.

A monthly crime return is submitted to the Registrar of the High Court at Mafeking.

There are two African Warders stationed at Kasane who have charge of the Gaol which consists of two cells and a large Court-yard.

The Police headquarters in the District are at Kasane and there is a European Sub-Inspector in charge. There are also Police posts at Kachikau and Panda-ma-Tenga who are under the charge of African Corporals. These posts are visited by the District Commissioners and Police Officers at regular intervals.

Chapter VIII. - Public Utilities.

An excellent water supply is maintained for Government Servants. The Veterinary Department maintain and run a Barge at Old Kazangula for the crossing of cattle going to the Rhodesias for export.

Chapter IX. - Communications.

Communications (Continued)

There are no telephone communications in the District. There is, however, Radio communication at the W.N.L.A. Station at Kazangula which has contact with Maun and Francistown and the callsign of this Station is ZUC 271. Then at Chobe Concessions there is a Radio-Telephone which is used for the Public and that Firm and messages are transmitted to Southern Rhodesia. The C.D.C. at Panda-ma-Tenga have a similar service. The question of radio communication at Kasane is under consideration. There are aircraft landing grounds at Chobe Concession and at Panda-ma-Tenga.

There is a Postal agency at Kasane which is run by the Messenger/Interpreter under the supervision of the District Commissioner. The roads between Lesuma and Kachikau are maintained by Government and W.N.L.A..

Chapter X. - Development and Research.

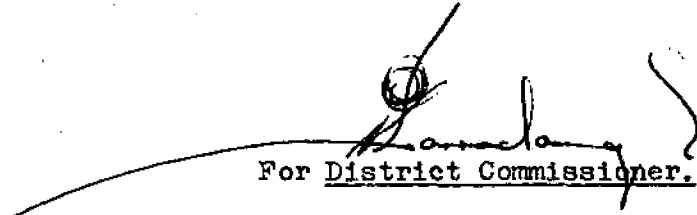
Dealt with in Chapters supra.

Chapter X1.- Lands and Surveys.

No surveys have been carried out in the District during the Year.

Chapter X11.- Native Administration.

The formation of Councils in the District was to some extent successful at the commencement but owing to a certain laxness on the part of the Batawana Sub-Chief these have now ceased. Since the Masubia were told of their Reserve they too have become independent and are not in favour of the Federated Council for the two tribes. The two tribes at Panda-ma-Tenga live in respectful unison. The Headman of the Masarawa at Panda-ma-Tenga has done a great deal to unite his people and has been unconditionally accepted by his people as the hereditary Headman. Headman Mfanamajaha is still in charge of the Mananzwa tribe also at Panda-ma-Tenga.


For District Commissioner.

PERSONS IN EMPLOYMENT AND AVERAGE RATES OF WAGES.

<u>OCCUPATIONS</u>	<u>AVERAGE NUMBERS EMPLOYED</u>	<u>AVERAGE RATE OF WAGES</u>	<u>AVERAGE H.P.WEEK</u>	<u>MEASURES TO ENFORCE</u>	<u>DEATH RATE.</u>
(A) Government Employment	E 3 A 39	£680 £ 87	50 50	None None	Unknown Unknown
(B) Agriculture and Stock	E 5 A200	£600 £ 2	60 60	None None	Unknown Unknown
(C) Industrial	E 6 A300 A220	£575 2½ 3/-per shift	48 48 48	Workmans Comp. Insurance & Hosp. As above	.25% 2.36%
Mines					
Trade	E 2 A 14	???? 3	40 40	None None	Unknown Unknown
(D) Domestic Service	A130	2	60	None	Unknown

Notes. Under (A) above these figures include Vet. Dept., Forestry and Education.
Under (B) above the main employers being Chobe Concessions and The Colonial Development Corporation.
Under (C) above the average rate of wage includes Rations valued at £2 per mensem.
Under (D) above rations are supplied valued at £2 p.m.

?? [Under (C)-Mines these include mine recruits for both Gold and Coal Mines.

AFFIDAVIT

I, the undersigned

WILLIAM CAMM

do hereby make oath and swear that;

1.

I am an adult male businessman, residing at Charleshill village in the Ghanzi District

2.

The facts deposed to herein are, unless otherwise stated, within my personal knowledge, true and correct.

3.

I was previously employed by Chobe Concessions (Bechuanaland) Limited as a caterpillar D.W.10 Driver and later as a Supervisor in the year 1954. Annex hereto my testimonial from the Company.

4.

Chobe concessions (Bechuanaland) Limited was a company engaged in the business of felling trees for Timber.

5.

The Company's operations were at Serondella along the Chobe River. Serondella is now part of the Chobe National Park.

40

12...

6.

The timber we were processing was transported by barge from Serondella via Kasane to Kazungula. It was transported in the form of logs not less than 500cm in diameter and 8 metres in length.

7.

The barge that was used to convey the logs was 9 metres long and 4 metres wide. It was powered by two big motor engines.

8.

The barge had a carrying capacity of 80 tonnes. At the bifurcation of the Chobe River around Sedudu Island, the barge always used the Northern Channel except at times when the water was extremely high when it used the Southern Channel. Even then, it was very difficult to manoeuvre because of the narrowness and twisted bends of the Channel.

9.

When the water was low, the barge was used only along the Northern Channel for fear that it would run a ground in the Southern Channel which sometimes dried up in some parts.

10.

The timber Company closed down business in 1956 because it was becoming difficult to find timber that met the specifications required in terms of size.

W. H. Haman
DEPONENT

41

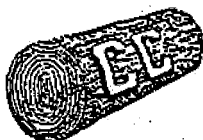
13....

Thus done and signed at Gaborone this ^{15th}..... day of March 1999
the deponent having acknowledged that he fully subscribes to the contents of
this affidavit and that he considers the prescribed oath binding on his
conscience and has no objection subscribing thereto.

SENIOR STAFF OFFICER LEGAL SERVICES 1999-03-15 BOTSWANA POLICE HEADQUARTERS P/266 0012 GABORONE TEL: 351161
--

K. Kapinga

 COMMISSIONER OF OATHS
 As Commissioner of Police.
 K. KAPINGA.



CHOBE CONCESSIONS (BECHUANALAND) LIMITED

(INCORPORATED IN BECHUANALAND PROTECTORATE)

sawmillers of african hardwoods

SERONDELA

BECHUANALAND PROTECTORATE

DIRECTORS
C. BROWN WHITE
J. SHERST
R. F. MEDLIGOTT
M. DISSIN
M. TEVIS

TELEGRAMS & CABLES
"CHOBE"
SERONDELA, SALISBURY
PRIVATE BAG R23
LIVINGSTONE
NORTHERN RHODESIA

PLEASE ADDRESS YOUR REPLY TO

PO BOX 114 SERONDELA

This is to place on record that Mr. S. Gamm was employed by this Company from 1st. February, 1954 to 20th. December, 1954, when he resigned voluntarily.

During this period initially he was employed as a Caterpillar D.M.10. Driver and then was transferred into the Forest as Supervisor.

Throughout his service we have always found him to be reliable, hardworking, honest, conscientious and capable and can thoroughly recommend him to anyone requiring his services in either capacity.

R. J. KEYLOCK.
GENERAL MANAGER.

NAMIBIAN REGISTERED BOATS

**THIRD SCHEDULE
(Regulation 5)**

REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
1	24-10-90	CH 131	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour red/white, made of fibreglass, L=4.3, W=1.7, H=0.6
2	24-10-90	CH 132	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour blue, made of fibreglass, L=4.4, W=1.7, H=0.65
3	24-10-90	CH 133	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=3.8, W=1.5, H=0.5
4	24-10-90	CH 134	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=3.8, W=1.5, H=0.5
5	24-10-90	CH 135	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=3.8, W=1.5, H=0.5
6	24-10-90	CH 136	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=3.8, W=1.5, H=0.5
7	24-10-90	CH 124	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=4.3, W=1.7, H=0.6
8	24-10-90	CH 137	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=3.8, W=1.5, H=0.5
9	24-10-90	CH 138	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=3.8, W=1.5, H=0.5
10	24-10-90	CH 139	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=4.8, W=0.9, H=0.5
11	24-10-90	CH 140	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=4.8, W=0.9, H=0.5
12	24-10-90	CH 141	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=4.8, W=0.9, H=0.5
13	1-11-90	CH 142	G. A. Booker 34A Trump St Johannesburg	Dinghy outboard engine, conventional colour silver, L=4.2, W=1.8, H=1.1

THIRD SCHEDULE
(Regulation 5)

REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
14	24-10-90	CH 125	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy outboard engine, conventional colour orange/grey, made of fibreglass, L=4.3, W=1.7, H=0.6
15	24-10-90	CH 126	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy outboard engine, conventional colour orange/grey, made of fibreglass, L=4.3, W=1.7, H=0.6
16	24-10-90	CH 127	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy outboard engine, conventional colour black, made of rubber, L=3.7, W=1.6, H=0.45
17	24-10-90	CH 128	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy outboard engine, conventional colour blue/white, made of fibreglass, L=3.8, W=1.5, H=0.5
18	24-10-90	CH 129	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy outboard engine, conventional colour orange/grey, made of fibreglass, L=4.3, W=1.7, H=0.6
19	24-10-90	CH 130	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy outboard engine, conventional colour grey, made of aluminium, L=5.6, W=1.9, H=0.65
20	6-6-91	CH 155	Bernard S. Sitengu Box 287, Katima Mulilo, Namibia	Dinghy driven by OBME conventional hull made of fibreglass, colour wholly white with red trim, L=4.5, W=1.7, H=0.46
21		CH 156	Jacobus Visagie Katima Mulilo	
22	10-7-92	CH 053	Alexander donald Lake 39 Dickens Avenue, Orkney 2620 RSA	Dinghy, OBME driven double hull made of fibreglass, L=3.1, W=1.2, H=0.75, colour white/blue
23	22-12-93	CH 187	Africa Carriero Box 30, Stella, RSA	Ski Boat, OBM propelled, colour blue with light blue lines, red line, white line, conventional hull made of fibreglass, L=6.00, W=2.00, H=2.00
24	26-8-92	CH 156	G. Jacobus Visagie Box 98, Katima Mulilo, Namibia	Catamaran house, propelled by in board motor, hull catamaran made of steel, L=41.5, W=8, H=1.2, colour black
25		CH 007	G. Jacobus Visagie Box 98, Katima Mulilo, Namibia	Type, Dinghy, propelled by OBM conventional hull made of aluminium, L=9, W=2, H=0.8, colour aluminium (unpainted)
26		CH 009	G. Jacobus Visagie Box 98, Katima Mulilo, Namibia	Type, Inflatable dinghy, hull catamaran (vinol) made of rubber/plastic, L=4.5, W=1.5, H=0.45, colour yellow

THIRD SCHEDULE
(Regulation 5)

REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
27		CH 010	G. Jacobus Visagie Box 98, Katima Mulilo, Namibia	Type, Ferry, propelled by inboard motor, hull, flat bottom made of steel, L=13, W=3, H=1.200, colour black
28	8-2-93	CH 212	R.F. Herbst Shadow Court, Famona Eulaways, Zimbabwe	Dinghy, hull shaped conventional made of fibreglass, L=13, W=4, H=2, colour white/yellow, OBM propelled
29	14-10-93	CH 175	Petrus Paul Ferreira 21 Eland ST. Box 733, Louis Trichardt	Type, Skiboat, OBM propelled, colour blue/grey & white, size L=4.50, W=1.90, H=0.60, conventional hull made of wood & fibreglass
30	17-12-93	CH 239	Barry Graham McGracar 20 Welkon ST, Klopper Park JHB	Type, Dinghy out board motor engine propelled, L=15.6, W=1.8, H= 1.0, coloured grey, made conventional fibreglass
31	19-5-94	CH 249	Pieter Bester Palm Street Box 70, Pietersburg, RSA	Rubber dinghy, OBM propelled, L=4.27, W=1.52, H=0.61, conventional hull made of rubber colour black
32	14-12-94	CH 253	Mark Steven Colvin 263 Gray Park Road Bluff, RSA	Type, Canoe, hand/oar driven, colour white/red, L=3.0, W=0.5, H=0.45, hull conventional made of fibreglass
33	5-7-94	CH 298	Gordon Grayfield Kalizo Fishing Lodge, Katima Mulilo	Outboard motor engine, dinghy, made of fibreglass, hull shaped conventional colour is blue & white, L=4.2, W=1.7, H=0.6 (Yamaha)
34	7-7-94	CH 297	Gordon Grayfield Branfield 491-Chironia Avenue, Helde Kurin, Roodeport Tut 1726, RSA	Outboard motor engine, made of fibreglass, 75 HP marine shape conventional colour is silver & maroon, L=4.0, W=1.8, H=0.5
35	13-7-95	CH 267	Willem Strnyf Box 86, Katima Mulilo, Namibia	L=5.40, W=2.10, H=1.0, Motor boat, OBM yellow & white fibreglass made, conventional shaped
36	7-11-95	CH 271	Zambezi Queen Box 98, Katima Mulilo, Namibia	Type, Punt, conventional hull made of aluminium, colour Alm. Unpainted OBM driven, L=6.10, W=1.90, H=0.45
37	7-11-95	CH 272	Zambezi Queen Box 98, Katima Mulilo, Namibia	Type, Punt, conventional hull made of aluminium, colour plain aluminium OBM driven, L=5.0, W=1.80, H=0.45
38	7-11-95	CH 273	Zambezi Queen Box 98, Katima Mulilo, Namibia	Type, Punt, conventional hull made of aluminium, colour Alm. Unpainted OBM driven, L=6.10, W=1.90, H=0.45

THIRD SCHEDULE
(Regulation 5)

REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
39	7-11-95	CH 280	Zambezi Queen Box 98, Katima Mulilo, Namibia	Type, Pontoon conventional hull made of fibreglass, colour white & blue, L=3.70, W=2.00, H=0.50, hand driven i.e. by paddles
40	7-11-95	CH 281	Zambezi Queen Box 98, Katima Mulilo, Namibia	Type, Pontoon conventional hull made of fibreglass, colour white & blue, L=3.70, W=2.00, H=0.50, hand driven i.e. by paddles
41	7-11-95	CH 282	Zambezi Queen Box 98, Katima Mulilo, Namibia	Type, Canoe, conventional hull made of fibreglass, colour of white, L=3.00, W=0.700, H=0.300, hand/paddle driven
42	13-3-96	CH 292	Zambezi Queen Box 98, Katima Mulilo, Namibia	Type, Punt, OBM propelled hull made of aluminium, colour of unpainted aluminium, L=6.10, W=1.90, H=0.45
43	4-7-96	CH 305	G. Jacobus Visagie Box 98, Katima Mulilo, Namibia	Type, Punt, hull shape, conventional made of aluminium, colour unpainted ALM Dimension L=7.1, W=.90, H=0.45
44	21-9-96	CH 324	Trenley C. Van Sluys 3 Berg ST Luderitz, Namibia	Type, Dinghy, shape with conventional, hull made of rubber, dinghy (Hyperlow), colour red strip and blue, dimension L=3.5, W=.900, H=.500, method OBM engines
45	27-9-96	CH 326	Leonard Henry Greenway Stand No. 823, Katima Mulilo, Namibia	Type, Dinghy hull shape, conventional made fibreglass, dimension L=7.1, W=1.52, H=0.55, colour red
46	21-4-97	CH 340	Jonathan L. Nyambe P. O. Kasika Village, Namibia	Type, Dinghy, outboard engine, hull shaped conventional, made of fibreglass, colour white L=3.95, W=1.80, H=0.600
47	20-2-98	CH 361	Robert S. Sitengu Box 490, Katima Mulilo	Type, Dinghy, shape of hull, conventional made of fibreglass, colour cream, L=1.3, W=.151, H=0.60
48	22-4-98	CH 364	Lubinda J. Nyambe Box 189, Ngwezi Katima Mulilo	Type, dinghy, made of fibreglass, hull conventional colour white and red, L=3.65, W=1.30, H=0.315
49	12-11-98	CH 370	Zambezi Queen Box 98, Katima Mulilo	Type, Speed boat, conventional made of aluminium, colour aluminium silver, dimension L=8.0, W=2.0, H=0.30

THIRD SCHEDULE
(Regulation 5)

REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
50	2-2-88	CH 090	John Edward Mathee Box 98, Katima-Mulilo, S. W. A	Ski boat, outboard engine conventional, fibreglass, white and blue, L=4.9, W1.5, H=1
51	14-9-90	CH 116	John Armstrong Addison Kalizo Camp, Katima Mulilo	Canoe, Paddle driven L=4.8, W=0.9, H=0.5, conventional, colour orange/white
52	14-9-90	CH 117	John Armstrong Addison Kalizo Camp, Katima Mulilo	Canoe, Paddle driven L=4.8, W=0.9, H=0.5, conventional, colour orange/white
53	14-9-90	CH 118	John Armstrong Addison Kalizo Camp, Katima Mulilo	Canoe, Paddle driven L=4.8, W=0.9, H=0.5, conventional, colour orange/white

BOTSWANA REGISTERED BOATS**THIRD SCHEDULE
(Regulation 5)****REGISTER OF BOAT REGISTRATIONS**

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
1	20-2-87	CH 001	Kenneth Patrick Carr-Hartley (Plot 79) Box 55, Kasane	Dinghy Outboard Engine Colour dark grey/light grey blue/white Conventional, Fibreglass. L=4.4 W=1.9 H=0.65
2	20-2-87	CH 002	Gunner Helge Haniger Box 32, Kasane	House boat, outboard motor engine L=10.95, w=2.35, H=1.45 Conventional hull, colour white made of steel
3	20-2-87	CH 003	Chobe Game Lodge Box 32, Kasane	Canoe Hand driven paddles. L=5.3, W=0.75, H=0.30 Conventional hull, made of fibreglass colour white
4	20-2-87	CH 004	Jonathan Moore Gibson Box 32, Kasane	Dinghy, outboard engine driven. L=3.1, W=1.2, H=0.45 Conventional hull made of fibreglass, colour white.
5	20-2-87	CH 005	Chobe Explorations (Pty) Ltd Box 32, Kasane	River Cruiser Inboard engine drive. L=16.5, W=3.4, H=1.5 conventional hull, made of steel, colour white and black.
6	20-2-87	CH 006	Chobe Explorations (Pty) Ltd Box 32, Kasane	Dinghy, outboard engine driven. L=4.3, W=1.5, H=0.5 conventional hull, made of fibreglass, colour brown on beige.
7	20-2-87	CH 007	Chobe Explorations (Pty) Ltd Box 32, Kasane	Dinghy, outboard engine driven. L=4.3, W=1.5, H=0.5 conventional hull, made of fibreglass, colour brown on beige.
8	20-2-87	CH 008	Alois Kamhara Box 146, Kasane	Dinghy, outboard engine driven. L=4.3, W=1.5, H=0.5 conventional hull, made of fibreglass, colour brown on beige.
9	20-2-87	CH 009	Chobe Explorations (Pty) Ltd Box 32, Kasane	Dinghy, outboard engine driven. L=4.3, W=1.5, H=0.5 conventional hull, made of fibreglass, colour brown on beige.
10	20-2-87	CH 010	Chobe Explorations (Pty) Ltd Box 32, Kasane	Dinghy, outboard engine driven. L=4.3, W=1.5, H=0.5 conventional hull, made of fibreglass, colour brown on beige.
11	20-2-87	CH 011	Peter Gordon Hepburn Plot 345, Kasane C/O P/Bag K4	Dinghy, outboard engine driven. L=4.35, W=1.76, H=0.8 conventional hull, made of fibreglass, colour Red & white.
12	20-2-87	CH 012	Abercrombie & Kent P/Bag K46, Kasane	Dinghy, outboard engine driven. L=7.00, W=1.80, H=0.60 conventional hull, made of aluminium, unpainted.
13	20-2-87	CH 013	Dominic D. Diau Box 45, Kasane	Dingy, outboard engine driven. L=4.40, W=1.90, H=0.650 conventional hull, made of fibreglass, color white/blue.

THIRD SCHEDULE
(Regulation 5)

REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as Recorded on owners application form
14	20-2-87	CH 014	Jan Evan Van Wyk Box 5, Kasane	Dinghy, outboard engine driven. L=3.9, W=1.74, H=0.41 conventional hull, made of fibreglass, colour blue/white.
15	20-2-87	CH 015	Jan Evan Van Wyk Box 5, Kasane	Canoe, hand driven paddles. L=3.0, W=0.75, H=0.50 conventional hull, made of Fibreglass, colour blue.
16	20-2-87	CH 016	Jan Evan Van Wyk Box 5, Kasane	Dinghy, outboard engine driven. L=4.2, W=1.3, H=0.75 conventional hull, made of fibreglass, colour red/white.
17	20-2-87	CH 017	Kubu Lodge Box 43, Kasane	Dinghy, outboard engine driven. L=4, W=1.7, H=0.3 conventional hull, made of fibreglass, colour beige/top red
18	20-2-87	CH 018	Kubu Lodge Box 43, Kasane	Dinghy, outboard engine driven. L=4.0, W=1.7, H=0.3 conventional hull, made of fibreglass, colour beige/top red
19	20-2-87	CH 019	Kubu Lodge Box 43, Kasane	Dinghy, outboard engine driven. L=3.2, W=1.3, H=0.35 conventional hull, made of fibreglass, colour white/top yellow
20	30-5-94	CH 020	Steffan Duplessis Box 266, Kasane. Duplessis sold it to Dick Goge sold it to A. Mulongo	Dingy, outboard engine driven. L=5.1, W=1.9, H=0.9 conventional hull, made of fibreglass, colour white/top blue.
21	20-2-87 (not printed)	CH 021	Peter Gordon Hepburn Plot 345, Kasane. Savas Store Bag K4	Canoe, hand driven (paddles). L=4.6, W=1.1, H=0.4 conventional hull, made of Fibreglass, colour blue.
22	20-2-87	CH 022 XW	Department of Water Affairs Hydro Mann, P/Bag 0029 Gaborone	Dinghy, outboard engine. L=5.6, W=1.85, H=0.65 conventional hull, made of aluminium, colour blue.
23	20-2-87	CH 023	Chobe Safari Lodge Box 10, Kasane	Kayak, hand driven (paddles). L=5.0, W=0.5, H=0.3 conventional hull, made of Fiberglass, colour white/blue.
24	20-2-87	CH 024	Chobe Safari Lodge Box 10, Kasane	Dinghy, outboard engine driven. L=4.7, W=2.2, H=0.8 conventional hull, made of fibreglass, colour white/yellow
25	20-2-87	CH 025	Chobe Safari Lodge Box 10, Kasane	Kayak, hand driven (paddles). L=5, W=0.5, H=0.3 conventional hull, made of fibreglass, colour white/yellow

THIRD SCHEDULE
(Regulation 5)

REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as Recorded on owners Application form
26	20-2-87	CH 026	Chobe Safari Lodge Box 10, Kasane	Dinghy, outboard engine driven. L=4.2, W=1.6, H=0.7 conventional hull, made of steel, colour white.
27	20-2-87	CH 027	Chobe Safari Lodge Box 10, Kasane	Canoe, hand driven (paddles). L=5.0, W=0.75, H=0.3 conventional hull, made of fibreglass, colour white.
28	20-2-87	CH 028	Chobe Safari Lodge Box 10, Kasane	Dinghy, outboard engine driven. L=3.3, W=1.3, H=0.4 Conventional hull, made of fibreglass, colour white/yellow.
29	20-2-87	CH 029	Chobe Safari Lodge Box 10, Kasane	Dinghy, outboard engine driven. L=3.75, W=1.55, H=0.40 conventional hull, made of fibreglass, colour white/red.
30	20-2-87	CH 030	Chobe Safari Lodge Box 10, Kasane	Dinghy, outboard engine driven. L=4.2, W=1.6, H=0.7 conventional hull, made of steel, colour white.
31	20-2-87	CH 031	Chobe Safari Lodge Box 10, Kasane	Dinghy, outboard engine driven. L=4.2, W=1.6, H=0.7 conventional hull, made of steel, colour white.
32	20-2-87	CH 032	Louis Mynhardt Plot 78, Kasane.	Dinghy, outboard engine driven. L=3.9, W=1.9, H=0.7 conventional hull, made of fibreglass, colour white/red.
33	20-2-87	CH 033	William Vos Chobe S/Lodge, Box 10, Kasane	Dinghy, outboard engine driven. L=4.4, W=1.9, H=0.75. conventional hull, made of fibreglass, colour white/red.
34	20-2-87	CH 034	Peter Geldenhuis C/o Chobe Safari Lodge Box 10, Kasane	Dinghy, outboard engine driven. L=4.4, W=1.9, H=0.75. conventional hull, made of fibreglass, colour white/red.
35	20-2-87	CH 035	Keven Chadwick & John Tugwell Box 10, Kasane	Dinghy, outboard engine driven. L=4.35, W=1.75, H=0.80. conventional hull, made of fibreglass, colour white.
36	20-2-87	CH 036	Chobe Safari Lodge Box 10, Kasane	Pontoon, outboard engine driven. L=8.0, W=3.4, H=3.6 double hull, made of steel, colour brown with green frame.
37	20-2-87	CH 037	Hillegonda Chadwick Plot 78, Kasane. C/o Box 10, Kasane	Sailboard, Winddriven (sail). L=3.9, W=0.65, H=0.10. Flat hull, made of fibreglass, colour white.

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REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as Recorded on owners Application form
38	20-2-87	CH 038	Keven Chadwick Box 10, Plot 78, Kasane	Kayak, hand driven (paddles). L=4.2, W=0.8, H=0.3 conventional hull, made of fibreglass, colour white/red.
39	20-2-87	CH 039	Keith Joubert C/o Box 10, Plot 78, Kasane	Inflatable Rubber, Dinghy, outboard engine driven. L=2.9, W=1.1, H=0.35, conventional hull, made of rubber, colour red.
40	20-2-87	CH 040	Keith Joubert C/o Box 10, Plot 78, Kasane	House Boat, outboard engine driven. L=7.8, W=5.2, H=2.70. conventional hull, made of steel, colour green.
41	23-10-95	CH 041	Chobe Safari Lodge Plot 78 or Box 10, Kasane	Dinghy, outboard engine driven. L=4.7, W=2.1, H=0.7. conventional hull, made of fibreglass, colour white/blue.
42	20-2-87	CH 042	Howard Thomas Warhurst P/Bag K3, Kasane.	Dinghy, outboard engine driven. L=3.3, W=1.3, H=0.40 conventional hull, made of fibreglass, colour blue/white.
43	10-4-89	CH 043	Norman Edward West C/o Taurus Batteries, Box 149 Gabs	Dinghy, outboard engine driven. L=3.3, W=1.3, H=0.40 conventional hull, made of fibreglass, colour blue/white.
44	20-2-87	CH 044	Robert Ian Burnie Nungwe Farm, Box 5, Kasane	Dinghy, outboard engine driven. L=4.3, W=1.7, H=0.55 conventional hull, made of fibreglass, colour blue/white.
45	30-6-89	CH 045	John Thomas Gibson No.11 Monarch, Francistown Box 10032, Tatitown	Punt, outboard engine driven. L=5.0, W=2.0, H=0.8, conventional hull, made of fibreglass, colour white
46	20-2-87	CH 046	Ben Moller Pandamatenga Farms, Box 5 Kasane.	Dinghy, outboard engine driven. L=4.3, W=1.7, H=0.55 conventional hull, made of fibreglass, colour red/white.
47	17-3-87	CH 047	Pieter Joubert P/Bag 3, Kasane	Dinghy, outboard engine driven. L=5, W=1.85, H=0.65 conventional hull, made of fibreglass, colour white with blue top
48	20-2-87	CH 048	Wildlife Services Botswana Kazungula Crocodile Farm Box 109, Kasane	Dinghy, outboard engine driven. L=3.0, W=3.0, H=0.5 conventional hull, made of fibreglass, colour white.
49	20-2-87	CH 049	Daryl Dandridge, C/o box 11, Kasane. Exotic Timbers Pandamatenga	Dinghy, outboard engine driven. L=3.85, W=1.40, H=0.50 conventional hull, made of aluminium, colour silver.

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(Regulation 5)

REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
50	20-2-87	CH 050	Terry Knobel C/o Michael Slowgrove, Box 109, Kasane	Cabin Cruiser, outboard engine driven. L=4.4, W=1.8, H=0.7 conventional hull, made of fibreglass, colour blue.
51	2-2-89	CH 051 XW	Department of Water Affairs P. O. Box 26, Kasane	Dinghy, O.B.M propelled. L=5.5, W=1.9, H=0.9, conventional hull, made of aluminium, unpainted.
52	20-2-87	CH 052 X	Department of Immigration Box 942, Gaborone	Dinghy, outboard engine driven. L=3.1, W=1.25, H=0.4 conventional hull, made of fibreglass, colour white.
53	3-8-92	CH 054	David Roy Cohen Bag F78, Sua Pan, H/No 299 F/Town	Dinghy outboard motor engine, L=4.6, W=1.8, H=0.8, conventional hull, made of fibreglass colour white & blue
54	27-9-93	CH 055	Paul Kgosidintsi Box 10137, Gaborone	Dinghy out board engine, L=5.4, W=1.8, H=0.69, conventional hull, made of aluminium, colour champagne gold
55	18-8-92	CH 056	William Robert James Box 206, Kasane	Dinghy, outboard engine cathedral hull, made of fibreglass, L=4.02, W=1.6, H=.85, colour white with blue flash
56	20-2-87	CH 056 XP	Commissioner of Police Private Bag 0012, Gaborone	Dinghy, outboard engine driven. L=3.75, W=1.35, H=0.59 conventional hull, made of fibreglass, colour red.
57	17-3-87	CH 057	Louis Daniel Jordan Mulder Box 136, Kasane	Dinghy, outboard engine driven. L=4.1, W=1.6, H=0.4 conventional hull, made of fibreglass, colour white/orange.
58	17-3-87	CH 058	Victor John Haskins Walsingham Plot 938, Tati River Plots P. O. Box 198, Francistown	Dinghy, outboard engine driven. L=3.5, W=1.0, H=0.35 conventional hull, made of fibreglass, colour white/blue.
59	17-3-87	CH 059	C.P.J Van Vuuren Plot 78, Kasane	Dinghy, outboard engine driven. L=4.3, W=1.8, H=0.50 conventional hull, made of fibreglass, colour white/red.
60	6-7-89	CH 060	Michael Sidney Slogrove Plot K1/85, Kazungula	Dinghy, outboard engine driven. L=3.2, W=1.35, H=0.42 conventional hull, made of fibreglass, colour white/blue.
61	17-3-87	CH 061	Andy Du Toit Box 294, Francistown	Rowing Boat, outboard engine driven. L=3.3, W=1.2, H=0.56 conventional hull, made of fibreglass, colour white.

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REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
62	17-3-87	CH 062	Khaled Bhamjee P. O. Box 13, Mahalapye	Dinghy, outboard engine driven. L=3.8, W=1.8, H=0.80 conventional hull, made of fibreglass, colour white/blue.
63	17-3-87	CH 064	Nigel Ashby Nata Lodge, P/Bag 10, Francistown	Dinghy, outboard engine driven. L=4.6, W=1.6, H=0.70 conventional hull, made of fibreglass, colour yellow/white.
64	5-5-87	CH 065	Carl Spencer Neethling P. O. Box 10, Kasane	Dinghy, OBME driven. L=5.10, W=2.0, H=1.5, conventional hull, made of fibreglass, colour: Light blue, with red/blue black with L/blue stripes.
65	19-3-87	CH 066	Willem Jacobus Vos Box 160, Kasane	Dinghy, outboard engine driven. L=3.5, W=1.7, H=0.65 conventional hull, made of fibreglass, colour yellow.
66	19-3-87	CH 067	Peter Wood Tati Plots - Francistown c/o Chobe Safari Lodge, Box 10, Kasane	Dinghy, outboard engine driven. L=4.5, W=1.7, H=1 conventional hull, made of fibreglass, colour white/yellow.
67	19-3-87	CH 068	Allan Smith Motel Marang, Francistown c/o Chobe Safari Lodge, Box 10, Kasane	Dinghy, outboard engine driven. L=2.7, W=1.3, H=0.5 conventional hull, made of fibreglass, colour white/red.
68	19-3-87	CH 069	Terence Price Tati Plots - Francistown c/o Chobe Safari Lodge, Box 10, Kasane	Dinghy, outboard engine driven. L=4.7, W=1.8, H=1.1 conventional hull, made of fibreglass, colour white.
69	6-4-87	CH 070	Eugene Kotze Private Bag 14, Palapye	Motor Boat, outboard engine driven. L=3.4, W=1.76 H=0.58, conventional hull, made of fibreglass, colour yellow.
70	6-4-87	CH 071	Gcoffrey Heinrich Box 10275, Francistown	Dinghy, outboard engine driven. L=4.0, W=1.6, H=1.0 conventional hull, made of fibreglass, colour white.
71	26-3-87	CH 072	Dereck John Wilson P. O. Box 27, Francistown	Motor Boat, outboard engine driven. L=3.66, W=1.22 H=0.61, conventional hull, made of fibreglass, colour white, top varnished wood

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REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
72	13-4-87	CH 073	Geoffrey Matson Neville Box 3, Selibe-Phikwe	Dinghy/Rowing, oars & outboard engine driven. L=2.8, W=1.1, H=0.6, conventional hull, made of fibreglass, colour red/white.
73	13-4-87	CH 074	D. Gillespie P. O. Box 2331, Maunatlala, Selibe Phikwe	Dinghy, hand, outboard engine, oars & paddle driven. L=3.5, W=1.2, H=0.8, conventional hull, made of fibreglass, colour top red/white bottom.
74	13-4-87	CH 075X	Department of Wildlife & National Parks, Box 17, Kasane	Dinghy, hand & outboard engine driven. L=4.43, W=1.75, H=0.43 conventional hull, made of aluminium, colour silver grey with irregular patches on blue inside.
75	13-4-87	CH 076X	Department of WildLife & National Parks.Box 17, Kasane	Dinghy; driven, outboard engine & hand driven L=4.88, W=1.86, H=0.69, conventional hull aluminium make colour; silver grey with blue patches inside
76	15-4-87	CH 077	Cedrio Alfred Benningfield P. O. Box 287, Orapa	Cabin cruiser, driven; Outboard engine L=4.2, W=2.0, H 1.5 conventional hull, fibreglass make colour; white
77	27-5-87	CH 078	Chobe Game Lodge Box 30, Kasane	Speed boat driven, outboard engine. L=4.75, W=1.8, H= 0.7m Cathedral hull: fibreglass make colour beige/brown
78	30-3-87	CH 079	Thomas Simvula Box 129, Kasane	Motorboat driven. Outboard engine. L=3.90m W=1.30m H=0.4m Conventional hull fibreglass make, colour blue
79	24-6-87	CH 080	Justice Masilo Box 78, Kasane	Dinghy driven hand driven paddle. L=3.109, W=1.306, H=0.4 conventional hull, fibreglass colour blue.
80	8-7-87	CH 081	Norman Watson Box 60, Serowe	Inflatable with outboard L=, W=1.8, H=0.8, conventional hull, plastic, orange with black trim.
81	23-7-87	CH 082	Johannes H. Swanepoel Plot 10204, Broadhurst	Super Duper Boat locker L=4.0, W=1.6, H=.600, white by boat locker
82	19-8-87	CH 083	Pierre F. Theron Bag K3, Kasane	Dinghy driven hand driven paddle. L=3.0, W=1.40, H=0.50 conventional, fibreglass white & blue, by Zimbabwe fibreglass products.

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REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as Recorded on owners Application form
83	28-9-87	CH 084	James S. Drynan Box 1797, Gaborone	Motor Boat, outboard engine, conventional, fibreglass white L=5.3, W=2.1, H=1.1
84	29-9-87	CH 085	Jonathan Moore Gibson Chobe Game Lodge, Box 32, Kasane	Dinghy, outboard engine conventional beige and brown. L=5.5, W=2.0, H=0.9 made of fibreglass.
85	7-10-87	CH 086	A. G. Smit B. Box 618, Francistown	Dinghy, outboard engine conventional colour white and green. L=6.5, W=2.5, H=1.0 made of fibreglass.
86	4-8-89	CH 087	Stephen Price Box 331, Francistown	SKI Boat; Outboard engine, conventional colour white and blue. L=4.5, W=1.5, H=0.58
87	27-11-87	CH 088	T. Leonard John Frost P/Bag 30, Selibe Phikwe	Inflatable, outboard engine conventional rubber, red/black, L=2.5, W=1.80, H=0.8.
88	27-11-87	KL 001XW	Aquatic Vegetation Control Unit Box 107, Maun	Dinghy, outboard engine L=5.75, W=1.83, H=0.68 conventional hull, aluminium make, colour silver.
89	27-11-87	KL 002XW	Aquatic Vegetation Control Unit Private Bag 002, Maun	Dinghy, outboard engine L=4.0, W=1.68, H=0.4 conventional hull, fibreglass make, colour white.
90	30-11-87	KL 003XW	Aquatic Vegetation Control Unit Private Bag 002, Maun	Dinghy, outboard engine L=4.95, W=1.795, H=0.69 conventional hull, aluminium make, colour blue.
91	30-11-87	KL 004XW	Aquatic Vegetation Control Unit Private Bag 002, Maun	Skiboat, Driven: outboard engine. L=4.825, W=1.965, H=0.525 conventional hull, fibreglass make, colour white.
92	30-11-87	KL 005XW	Aquatic Vegetation Control Unit Private Bag 002, Maun	Dinghy, outboard engine L=4.09, W=1.76, H=0.62 conventional hull, aluminium make, colour silver.
93	30-11-87	KL 006	Hunters Africa (PTY) LTD Box 119, Maun	Dinghy driven: outboard engine. L=3.6, w=1.6, h=0.33. conventional hull, fibreglass make, colour white/orange
94	30-11-87	KL 007	Hunters Africa (PTY) LTD Box 119, Maun	Dinghy, outboard engine L=4.9, W=1.75, H=0.53 conventional hull, aluminium make, colour silver.
95	30-11-87	KL 008	Hunters Africa (PTY) LTD Box 119, Maun	Dinghy driven: outboard engine. L=3.6, w=1.6, h=0.33. conventional hull, fibreglass make, colour green.

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REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
96	30-11-87	KL 009	Hunters Africa (PTY) LTD Box 119, Maun	Barge driven: outboard engine. L=5.6, W=2.44, H=0.64. conventional hull, fibreglass make, colour blue.
97	30-11-87	KL 010	Hunters Africa (PTY) LTD Box 119, Maun	Dinghy driven: outboard engine. L=2.4, w=1.2, h=0.5. conventional hull, aluminium make, colour aluminium.
98	30-11-87	KL 011	Hunters Africa (PTY) LTD Box 119, Maun	Barge driven: outboard engine. L=8.00, W=2.55, H=0.5 conventional hull, steel make, colour green.
99	30-11-87	KL 012	Hunters Africa (PTY) LTD Box 119, Maun	Dinghy driven: outboard engine. L=3.6, w=1.6, h=0.33. conventional hull, fibreglass make, colour blue.
100	30-11-87	KL 013	Hunters Africa (PTY) LTD Box 119, Maun	Barge driven: outboard engine. L=4.3, W=2.35, H=0.5 double (catamaran), steel make, colour green.
101	30-11-87	KL 014	Keith Joubert Plot 78, Kasane	Dinghy driven: outboard engine. L=3.4, w=1.4, h=0.4. conventional hull, fibreglass make, colour white.
102	30-11-87	KL 015XW	Officer Incharge Hydro Division, Box 26, Kasane	Inflatable, outboard engine conventional rubber, colour grey with yellow stripe, L=3.20, W=1.30, H=0.40.
103	11-12-87	CH 089	George Cafef Box 11, Maun	Canoe, outboard engine, paddles, conventional, fibreglass, white L=5.6, W=1, H=0.6.
104	4-2-88	CH 091	K. Chadwick Plot 78, Kasane	Barge with outboard motor round metal hull, brown, L=7.5, W=4.5, H=
105	5-7-88	CH 092	Mike Water Man Private Bag 01, Maun	Dinghy, outboard engine. L=3.9, W=1.61, H=0.84, conventional, aluminium.
106	7-4-88	KL 016	Yambezi Multipurpose Cooperative Satau	Dinghy, fibreglass. L=3.7, W=1.30, H=0.4. White with red stripe
107	31-7-88	KL 017	Dereck Joubert Linyanti Camp, Ngamiland	Rubber dinghy with outboard engine. L=3.2, W=1.2, H=0.6. grey black hull, conventional hull, France 1987. Zodiac
108	1-3-90	KL 018X	DWNP Box 11, Maun	Inflatable; 3.35x1.47x0.71 OBM engine, rubber grey, conventional hull. Mgr: UK services agents.

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REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
109	2-7-90	KL 019	Yambezi Fisheries Project C/o Mr. Sikiri Makanye, Satau	Punt OBM engine driven, L=3.8, W=1.5, H=0.7, conventional hull, aluminium, not painted.
110	6-12-88	KL 018	Cabbage S. Mochanana	Dinghy: OBME propelled, L=3.00, W=1.30, H=0.45, colour white & yellow, conventional hull made of fibreglass.
111	5-7-88	CH 093	Andre Gouws P/Bag 055, Maun	Dinghy inboard engine, conventional hull, made of fibreglass, colour beige/brown, L=6.0, W=1.5, H=0.8.
112	29-9-89	CH 094XW	Wildlife Depta +rtment Kasane Box 131, Gaborone	Dinghy driven: outboard engine. L=3.69, W=0.80, H=1.56, conventional hull, aluminium make, colour silver.
113	26-5-91	CH 095	Ian Hughes Cunning Farm Q041, Pandamatenga	Inflatable(outboard motor 9.9hp driven, conventional hull, made of rubber, colour black/yellow, L=3.1, W=1.4, H=0.45.
114	13-8-90	CH 096	Terrence Ryan Chobe Game Lodge, Box 32, Kasane	Kayak, driven paddles, conventional hull, made of fibreglass, colour bottle green, L=4.2, W=0.85, H=0.35
115	10-10-88	CH 097	Stephen John Liversedge Box 11, Kasane	In board motor engine, conventional, fibreglass, colour red/yellow L=1.8, W=0.8, H=0.90
116	10-4-89	CH 098	Carfil Services PTY LTD. Box 30097, Tlokweng, Gaborone	Type speed boat OBM driven, made of fibreglass, L=6, W=2.0, H=1.2, colour blue/grey metallic
117	5-7-89	CH 099	Loius Daniel Jordaan Mulder Box 136, Kasane.	Type: Catamaran, OBM driven, made of fibreglass, colour white & yellow, L=4.25, W=1.60, H=0.65
118	16-6-89	CH 100	Robert Albert Williams Box 55, Kasane	Speed boat, OBM driven, conventional hull, fibreglass made, L=5.1, W=2.2, H=0.7, colour black with yellow stripes.
119	16-6-89	CH 101	Albertus J. Du Toit Box 290, Kasane	Speed boat, OBM driven, conventional hull, fibreglass made, L=4.0, W=1.7, H=0.6, colour blue.
120	5-6-89	CH 102	Michael Stanley Adam West Box 20002, Monarch, Francistown	Dinghy, OBME driven, conventional hull, made of fibreglass, L=5.18, W=1.83, h=0.91, colour L/grey with orange stripes.
121	11-7-89	CH 103	David William Clay Box 642, Francistown	Fishing boat, driven by OBM engine, conventional hull made of fibreglass colour of black with thin red, L/grey, dark grey, white stripes, L=4.40, W=1.80, H=0.85

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REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
122	11-7-89	CH 104	John Newton Solomon Plot 923, Tati township	Dinghy driven by OBME, conventional hull, made of fibreglass, colour of white/blue stripes, L=5.03, W=2.15, H=1.20.
123	20-12-89	CH 105	Jonathan Henry Penyssen Box 1501, Gaborone	Motor driven by OBME, conventional hull, made of fibreglass, colour blue and white, L=14, W=5, H=3
124	29-1-90	CH 106	Peter Hausmann Box 268, Selibe Phikwe	OBM- driven speedboat (Dinghy), conventional hull, made of fibreglass, L=4.1, W=1.7, H=0.8, colour of white & blue
125	19-2-90	CH 107	Denis Van Eyssen Box 78, Kasane	OBM driven, Dinghy, conventional hull, made of aluminium, colour silver, L=6, W=2.5, H=1
126	26-2-90	CH 108	Andy du Toit Box 294, Francistown	OBM driven dinghy, conventional hull, made of aluminium colour silver, L=4, W=2, H=1
127	9-4-90	CH 109	Cor Francois Vos Box 775, Mahalapye	OBM driven, conventional hull, made of fibreglass, colour yellow/white, L=6.0, W=2.0, H=0.7, dinghy.
128	11-4-90	CH 110	Edward Drewett Box 4, Tati River, Francistown	Fishing Boat (Dinghy), outboard engine, made of fibreglass (conventional) colour white and blue, L=5, W=2.2, H=1.1
129	27-6-90	CH 111	Keven Chadwick Box 11, Kasane	Delta Craft (Dinghy) outboard engine, made aluminium (conventional) colour silver, L=4.5, W=1.6, H=0.6
130	3-7-90	CH 112	Steinar Harstad Box 42, Kasane	Seahorse TH 382 (Dinghy) outboard engine, made of fibreglass (conventional) colour white, L=4.8, W=1.8, H=0.70.
131	9-7-90	CH 113	Grig John Mercer Box 108, Kasane (I.C.C)	Canoe hand driven, made of fibreglass (conventional) colour yellow, blue, L=5.8, W=0.6, H=0.3.
132	2-7-90	KL 020	Kevan Chadwick Box 11, Kasane	Dinghy, OBM driven, aluminium, conventional hull, 4.5x1.6x0.6 manufactured of power serviced Maun 1990 "Deltacraft"
133	27-9-90	KL 021XW	Dept. of Water Affairs (Hydro Div) Box 26, Kasane	Dinghy, OBM driven, aluminium, conventional hull, 3.8x1.6x0.4 power service Maun "Swamp Cruiser" Sept. 1990.
134	7-12-92	KL 022	George M. Mukuwa Box 48, Kasane	Dinghy OBM engine, conventional hull, made of fibreglass, L=3.4, W=1.76, H=0.58, colour yellow

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Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
135	9-7-90	CH 114	Greig John Mercer Box 108, Kasane (I.C.C)	Canoe hand driven, made of fibreglass (conventional) colour white and blue, L=4.5, W=0.6, H=0.3
136	27-8-90	CH 115	Aristotle G. Trooyrod Plot 2651, Gaborone	Rubber dinghy outboard engine, made rubber conventional, colour black red, L=4.33, W=1.33, H=0.6
137	19-9-90	CH 119	Alberto Deleo Box 184, Kasane	Canoe, paddle driven, L=6.0, W=0.75, H=0.25, colour white/red top conventional, fibreglass made.
138	6-4-93	KL 023	Williams Hurvey Box 342, Francistown	Canoe, paddle driven, made of fibreglass, shape of hull dory, L=5.1, W=0.7, H=0.3, colour white/yellow
139	6-4-93	KL 024	Williams Hurvey Box 342, Francistown	Dory made of fibreglass coloured, white with blue/red stripes, hull shaped dory outboard engine, L=4.0, W=1.2, H=0.35
140	25-9-90	CH 120	Robert Albert Williams Box 55, Kasane	Canoe, driven by paddles conventional, colour yellow, made of fibreglass, L=4.5, W=1.0, H=0.50
141	28-9-90	CH 121	Keven Chadwick Box 10, Kasane	Dinghy driven by engine conventional colour silver, made of aluminium, L=6.0, W=2.8, H=0.6
142	5-10-90	CH 122	Kenneth John Roberts Box 35, Francistown	Fishing boat outboard engine, conventional colour white, made of fibreglass, L=16.5, W=4.2, H=3.7.
143	12-10-90	CH 123	Ashadulla Khan Bag 103, Francistown	Dinghy outboard motor driven conventional, colour white, made of fibreglass, L=6.0, W=3.6, H=3.7
144	16-11-90	CH 143	Gerhardus M. Oosthuizen C/o Kasane Enterprises (Pty) Ltd Box 55, Kasane	Rubber dinghy outboard engine, conventional colour black, L=3.8, W=1.2, H=0.60.
145	16-11-90	CH 144	Derek John Wilson Box 20087, Francistown	Dinghy (fibreglass) outboard engine conventional colour white with blue stripe, L=5.2, W=1.65, H=.80
146	19-11-90	CH 145	Andre' Pieter Van Aardt Fishing Safaris Box 206, Kasane	Motor boat outboard engine conventional, fibreglass white with two blue stripes, L=5.1, W=2.3, H=1.5

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REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
147	24-12-90	CH 146	Daniel Johannes Box 8, Kasane	Dinghy fibreglass outboard engine, conventional colour white and blue, L=4.5, W=2.0, H=1.0
148	24-12-90	CH 147	Anthony Patrick Johnson Box 802, Francistown	Dinghy fibreglass/rubber wind driven & outboard engine conventional colour grey, L=3.4, W=1.4, H=0.7.
149	15-3-91	CH 148	Gary Graig Cooke Bag 14 (T8 Kazungula road) Kasane	Inflatable Dinghy, OBM driven conventional hull of rubber. Grey L=4.0, W=1.3, H=0.9
150	25-3-91	CH 149	Yambezi Multipurpose Cooperative Box satau	Dinghy, outboard engine conventional, made fibreglass, 4 white with red stripe, W=3.17, H=1.30
151	28-3-91	CH 150	Chobe Safari Lodge P. O Box 10, Kasane	Dinghy, outboard engine conventional made of aluminium silver, L=4.26, W=1.50, H=6
152	16-11-93	CH 151	Robert Ian Burnie Box 5, Kasane	Dinghy outboard engine conventional, fibreglass, white and green stripe.
153	11-4-91	CH 152	Gordon Cundill Box 11, Kasane	Dinghy out board motor engine, conventional aluminium, L=5.0, W=1.6, H=0.6
154	29-4-91	CH 153	Mahomed Farooq Ebrahim Box 39, Francistown	Dinghy driven by OBME conventional hull made of fibreglass, colour white with blue top. L=4.84, W=1.90, H=0.80
155	29-4-91	CH 154	George Monkhouse Box 12, Francistown	Dinghy OBME driven, conventional hull made of fibreglass, colour orange with white top. L=3.17, W=1.34, H=0.54
156	8-7-91	CH 157	D. W. Clay Bag T15, Francistown	Catamaran OBME colour green made of fibreglass, L=6, W=3.4, H=2.85
157	12-7-91	CH 158	Pat Gough P. O. box 633, Selibe Phikwe	Dinghy outboard motor engine, conventional hull, made of fibreglass, colour white, L=4.5, W=2, H=0.6.
158	1-8-91	CH 159X	Wildlife Department Box 17, Kasane	Dinghy, driven by OBME colour-alum silver grey hull-conventional, made of aluminium, L=3.74, W=1.69, H=0.44.
159	1-8-91	CH 160X	Wildlife Department Box 17, Kasane	Dinghy, driven by OBME colour-alum silver grey hull-conventional, made of aluminium, L=3.74, W=1.69, H=0.44.

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(Regulation 5)

REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
160	28-8-91	CH 162	Chobe Safari Lodge Box 10, Kasane	Dinghy outboard engine colour white & blue, made of fibreglass, L=5, W=1.7, H=1.6.
161	2-9-91	CH 163	Kevin D. Tink Box 10701, Tatitown Francistown	Dinghy OBME colour grey with blue stripe made of fibreglass, W=1.7, L=5.4, H=0.75
162	25-10-91	CH 164	G. M. Oosthuizen Box 335, Francistown	OBM engine dinghy colour white blue red stripes hull conventional made of fibreglass, L=5.5, W=1.2, H=1.2
163	25-11-91	CH 165	Ameen Moorad Box 1379, Gaborone	OBM propelled, type - catamaran, hull made of fibreglass, L=5.3, W=1.8, H=0.65, colour white & blue
164	27-11-91	CH 166	M. Burger Bag F194, Francistown	Type-Catamaran - hull, made of fibreglass, L=6, W=2, H=1, colour blue & white OBME driven
165	28-11-91	CH 167	Michael Edgar Myers Box 32, Kasane	Canoe, hull made of fibreglass, L=5.0, W=0.75, H=0.50, colour blue/white/light blue/grey, driven by paddles.
166	28-11-91	CH 168	Jonathan Gibson Moore Box 32, Kasane	Canoe, hull made of fibreglass, L=5.0, W=0.75, H=0.50, colour white with blue, yellow grey stripes
167	27-12-91	CH 169	Malcolm G. Greaves P/Bag F78, Tatitown, Francistown	OBM engine hull made of fibreglass, L=5.5, W=2.0, H=0.77, colour gold & white
168	6-1-92	CH 170	C. D. Mlazier Kasane	Canoe, hull made of fibreglass, colour white, L=2.43, W=.80, H=.39
169	5-2-92	CH 171	Richard Randall Box 99, Kasane	Canoe, conventional made of fibreglass, colour blue, L=5.60, W=0.80, H=0.39
170	5-2-92	CH 172	Richard Randall Box 99, Kasane	Canoe, conventional made of fibreglass, colour blue, L=6.25, W=0.96, H=0.40
171	7-2-92	CH 081	Chobe Fly Fishing Safaris Box 206, Kasane	OBME boat, conventional made of fibreglass, L=4.5, W=1.7, H=0.75, colour grey blue/white
172	28-2-92	CH 173	Chobe Fly Fishing Safaris Box 206, Kasane	OBM engine dinghy colour white dark blue & light blue, L=5.1, W=1.72, H=0.57

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REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
173	23-10-95	CH 107	Chobe Safari Lodge Box 10, Kasane	Dinghy OBME driven colour aluminium silver hull conventional made of aluminium, L=5.47, W=2.06, H=0.60
174	10-4-92	CH 174	Abercrombie & Kent Bag K46, Kasane	OBM engine (aluminium boat) L=6.0, W=2.00, H=0.8, colour silver
175	13-4-92	CH 176	Daniel J. Grobbelaar Box 46, Francistown	OBM engine driven type catamaran, made of fibreglass, L=5.6, W= 2, H=1.5, colour red & white.
176	14-4-92	CH 177	Mr A. Darocha Box 416, Francistown	Dinghy (fibreglass) outboard motor engine conventional colour grey & red, grey tripes, L=4.5, W=1.7, H=0.75
177	14-4-92	CH 178	Lovis Daniel Jordaan Mulder Box 136, Kasane	Dinghy (fibreglass) out board motor engine, conventional, colours white & blue dimension, L=5.0, W=1.95, H=0.58, as fishing boat
178	21-5-92	CH 179	Dawson & Fraser (Botswana) Mowana Lodge, Kasane, c/o Bag 72, Gaborone	Type-speedboat colour white, propulsion by oBM, L=4.7, W=1.7, H=0.7, hull conventional made of fibreglass.
179	22-5-92	CH 180	Chobe Explorations Box 32, Kasane	Type-Dinghy, OBME propelled, L=6.0, W=2.0, H=0.80, colour unpainted aluminium, hull made of aluminium made conventional.
180	22-5-92	CH 181		Type-Dinghy, OBME propelled, L=4.4, W=1.5, H=0.70, colour unpainted aluminium, hull made of aluminium made conventional.
181	22-5-92	CH 182	Chobe Explorations Box 32, Kasane	Dinghy boat propelled by OBME, with hull shaped conventional made of aluminium, colour unpainted aluminium, L=4.4, W=1.5, H=0.70
182	22-5-92	CH 183	Chobe Explorations Box 32, Kasane	Dinghy boat propelled by OBME, with hull shaped conventional made of aluminium, colour unpainted aluminium, L=4.4, W=1.5, H=0.70
183	22-5-92	CH 184	Chobe Explorations	Dinghy boat propelled by OBME, with hull shaped conventional made of aluminium, colour unpainted aluminium, L=4.4, W=1.5, H=0.70
184	22-5-92	CH 185	Chobe Explorations Box 32, Kasane	Dinghy boat propelled by OBME, with hull shaped conventional made of aluminium, colour unpainted aluminium, L=4.4, W=1.5, H=0.70
185	29-5-92	CH 186	David Anthony Davies Private Bag F78, Francistown	Pontoon- OBME propelled, hull pontoon made of fibreglass, colour of white and grey, L=18.6, W=2.5, H=1.8

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REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
186	16-6-92	CH 187XP	Commissioner of Police Bag 0012, Gaborone	Dinghy - OBME propelled, conventional hull made of aluminium, colour navy blue, L=5.50, W=1.80, H=0.80
187	21-8-92	CH 188	Leasley Boucher Box 277, Orapa	Ski boat, OBM driven, colour blue/yellow & blue top hull conventional made of fibreglass, L=5.97, W=2.30, H=1.60.
188	28-8-92	CH 189	R. J. Hewitt Box 10701, Tatitown, Francistown	Type: Power boat propelled OBME conventional hull made of fibreglass, colour grey, L=4.96, W=1.82, H=0.75
189	2-9-92	CH 190	Donald Grobler Box 11, Kasane	Dinghy type, propelled by OBME hull trimaran (wide body) made of fibreglass, colour blue & white, L=4.0, W=1.5, H=1.0
190	4-9-92	CH 191	Gert J. Terblanche Bag SOW30, Suapan	Type, inflatable dinghy, propelled by OBM, colour maroon, hull made flat of PVC neopreme, L=3.8, W=1.8, H=0.5.
191	25-9-92	CH 192	Susan Jean Henry Box 1339, Gaborone	Inflatable OBME hull conventional made of aluminium, L=3, W=1.5, H=0.9
192	29-9-92	CH 193	R. J. Struan Box 41034, Gaborone	Dinghy, OBME hull conventional, made of fibreglass, L=4.45, W=1.524, H=0.762, colour white with red & blue stripes
193	29-9-92	CH 194	Philip E. Burt Box 10872, Francistown	Dinghy inflatable rubber colour blue/yellow, L=3.5, W=1.5, H=0.49
194	14-10-92	CH 195	Christopher John Lightfoot Box 110, (Chobe Farms) Kasane	Canoe, propelled by OBME hull conventional made of fibreglass, L=5.2, W=0.9, H=0.8, colour green(lower half) & white(upper half)
195	19-10-92	CH 196	Johannes Petrus Du-Toit C/o Chobe Safari Lodge, Kasane	Dinghy, propelled by OBM Engine hull conventional made of fibreglass, L=4.6, W=1.70, H=0.70, colour yellow
	25-10-92	CH 196	Gert D.J. Erasmus P/Bag 49, Gaborone	Number issued to different boat & owner after the 1 st user surrendered the certificate to his departure to RSA
196	29-10-92	CH 197	Karl-Heinz Girpel Box 46, Maun, Afica Safaris Bots.	Method of propulsion: onboard dimensions L=12.0, W=3.5, H=1.4, shape of hull, conventional, made of steel, colour task
197	29-10-92	CH 198	Karl-Heinz Girpel Box 46, Maun, Afica Safaris Bots.	Method of propulsion, outboard dimensions, L=4.4, W=1.5, H=0.6, shape of hull conventional, material from which hull is made = aluminium not painted (silver colour)

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REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
198	29-10-92	CH 199	Karl-Heinz Girpel Box 46, Maun, Afica Safaris Bots.	Method of propulsion= outboard, dimensions, L=4.4, W=1.5, H=0.6, shape of hull conventional material from which hull is made, aluminium, colour aluminium not painted.
199	29-10-92	CH 200	Karl-Heinz Girpel Box 46, Maun, Afica Safaris Bots.	Method of propulsion, outboard, dimension, L=4.4, W=1.5, H=0.6, shape of hull conventional material from which hull is made from aluminium, colour aluminium not painted.
200	4-11-92	CH 202	Chobe Safari Lodge Box 10, Kasane	Dinghy OBME driven with hull shaped conventional, made of aluminium, L=5.10, W=1.85, H=0.75, colour cream and red on top.
201	6-11-92	CH 203	Chobe Safari Lodge Box 10, Kasane	Pontoon – OBME Propelled, hull pontoon made of steel, L=7.5, W=4.5, H=4.2, colour grey
202	29-12-92	CH 204	John Collington 12A Monarch, Francistown	Dinghy, out board motor engine shape of hull is conventional, mad of fibreglass, colour is grey dimensions, L=16ft, W=5ft, H=3.6ft
203	29-12-92	CH 205	Ian Douglas Ken Sowa Town, P.C. camp	Fishing Boat (Dinghy) outboard motor engine, shape of hull is conventional made of fibreglass colour is grey with red line on hull dimensions, L=4.00, W=2.00, H=1.00
204	29-12-92	CH 110	M. J. Smuts Box 92, Francistown	Dinghy, outboard motor engine shape of hull is conventional, made of fibreglass, colour is grey with red, yellow, orange stripe.
205	1-1-93	CH 206	Asoo Khan Plot 10595, Phase II, Block 6	Type; Speed boat, method of propulsion, OBME dimension, L=6.8, W=3.7, H= material from which hull is made fibreglass, hull shaped conventional, colour white of origin R.S.A.
206	6-1-93	CH 207	M. A. Khan Box 10022, Gaborone	Type bass boat method of propulsion OBME dimension, L=3.5, W=1.3, H=0.5, material from which hull is made, fibreglass hull shaped, conventional, colour red & white orange stripe.
207	7-1-93	CH 208	Hendrick J. Oosthuizen Bag F233, Francistown	Type: Amphibius method of propulsion OBME dimension, L=4.5, W=1.5, H=1.4, made of fibreglass, hull shaped, colour white/blue

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REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
208	3-2-93	CH 209	Andre' Pieter Van Aardt Plot 829, Plateau, Kasane	Dinghy, hull conventional made of aluminium, L=4.88, W=1.80, H=0.80, colour silver aluminium OBM propelled.
209	4-2-93	CH 210	Michael Edgar Myers Box 32, Kasane	Punt; hull shaped conventional made of aluminium, L=5.0, W=1.6, H=0.65, colour unpainted OBM propelled.
210	4-2-93	CH 211	Michael Edgar Myers Box 32, Kasane	Punt; hull shaped conventional made of aluminium, L=5.0, W=1.6, H=0.65, colour unpainted OBM propelled.
211	18-3-93	CH 213	Yambezi Cooperative Society Box 7, Kasane	Dinghy, hull conventional made of fibreglass, L=4.5, W=1.6, H=0.6, colour white & red OBM propelled.
212	7-5-93	CH 175	James Levendale Box 48, Selibe Phikwe	Dinghy, shape of hull cathedral made of fibreglass, L=3.20, W=1.80, H=0.80, colour blue & white, out board motor
213	19-5-93	CH 152	Duncan D. Mlazier	Dinghy, OBM propelled, colour white hull with blue conventional hull made of aluminium, L=3.60, W=1.30, H=1.00
214	7-6-93	CH 214	S. Mohinda	Dinghy, OBM propelled, colour white hull with blue conventional hull made of aluminium, L=3.30, W=1.30, H=0.40
215	22-6-93	CH 068	Michael J. Gunn Bag 33, Maun	Dinghy, OBM propelled colour yellow, conventional hull, made of aluminium, inflatable sides dimension, L=6.0, W=2.3, H=1.0
216	12-5-93	KL 025	Sauze Mohinda Box 20, Kasane	Dinghy type, OBM propelled, colour white/blue, hull conventional made of fibreglass, size L=3.30, W=1.30, H=0.40
217	4-5-93	KL 026	Hunters Africa Box 11, Kasane	Dinghy, OBM propelled colour aluminium hull conventional made of aluminium, size L=5.0, W=1.60, H=0.60
218	4-5-93	KL 027	Hunters Africa Box 11, Kasane	Dinghy OBM driven colour, white hull & red deck size L=2.70, W=1.30, H=0.50 conventional hull made of fibreglass
219	28-9-93	KL 028	Paul Kgosidintsi Box 10137, Gaborone	Dinghy propelled, OBME colour champagne (gold) size L=5.4, W=1.8, H=0.69, conventional hull made of aluminium
220	7-2-95	KL 002X	Dept. of Wildlife Box 17, Kasane	Dinghy, OBM hand driven colour silver, hull conventional, L=5.30, W=1.91, H=0.410, made of aluminium

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Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
221	5-7-93	CH 216	Arthur Edward Dell Bag 00168, Gaborone	Dinghy, outboard motor engine shape of hull conventional made of fibreglass, colour white & blue top dimensions, L=4, W=1.6, H=1.2
222	3-8-93	CH 217	Brent Dacomb Plot 1745, Kasane	Dinghy, OBM propelled hull conventional made of aluminium, colour unpainted aluminium L=3.2, W=2.4, H=0.66.
223	12-8-93	CH 220	Trevor Norman Cox Chobe Farm, Box 110, Kasane	Type Kayak, hand driven (paddle) hull conventional, made of fibreglass colour green, L=2.5, W=1.0, H=0.5
224	12-8-93	CH 219	Trevor Norman Cox Chobe Farm, Box 110, Kasane	Type: Kayak, hand driven (paddle) hull conventional, made of fibreglass, colour yellow, L=3.0, W=1.5, H=0.5
225	12-8-93	CH 218	Stefan Piere Du Plessis Bag K18, Kasane	Dinghy, OBM propelled, conventional hull made of fibreglass, colour white with red top. Size L=3.5, W=1.5, H=0.48
226	5-7-93	CH 215	Arthur Edward Dell Bag 00168, Gaborone	Type: Dinghy OBM propelled, L=4.0, W=1.60, H=1.2 colour white/blue hull conventional made of fibreglass
227	19-8-93	CH 221	Kenneth Webster Box 110, Kasane	Dinghy, outboard engine, L=4.25, W=1.59, H=0.60 conventional hull, made of aluminium colour silver.
228	20-8-93	CH 222	Derek Norman Coker Box 735, Francistown	Dinghy OBM propelled colour grey with red stripes, conventional hull made of fibreglass, L=4, W=1, H=0.61
229	23-8-93	CH 223	Cecil Bartlett Bag K49, Kasane	Type of boat, fishing boat method of propulsion OBME with hull shape conventional made of fibreglass and coloured white/red dimensions L=4, W=1.6, H=0.75
230	25-8-93	CH 224	Peter G. Herburn	Type dinghy method of propulsion is by out board engine, with hull shape convention made aluminium and colour unpainted (silver colour) dimensions L=5.5, W= H=
231	30-8-93	CH 225	Chobe Log Cabins Plot 706, Kasane	Dinghy, OBM propelled, colour grey & white conventional hull made of fibreglass, L=5.6, W=2.0, H=0.75
232	29-9-93	CH 226	Trevor James Martin Box 45, Serowe	Type, dinghy, OBM propelled conventional hull made of fibreglass, colour red & white, L=2.40, W=1.20, H=0.50

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REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
233	29-9-93	CH 227	Geoffrey Samuel Clarke Bag B068, Bontleng, Gaborone	Type, Sport, OBM propelled hull conventional made of fibreglass colour red & white, L=4.00, W=1.60, H=1.60
234	14-10-93	CH 228	Hendrik Schak Strumplier Box 87, Werda	Type, Dinghy OBM propelled colour white & orange size, L=5.0, W=2.0, H=1.0, conventional hull made of fibreglass.
235	16-11-93	CH 229	Richard Miller Box 20625, Francistown	Type, Dinghy, OBM propelled hull conventional made of aluminium, colour aluminium unpainted, L=5.00, W=1.60, H=0.50
236	16-11-93	CH 230	Ameen Moorad Box 1379, Gaborone	Type, catamaran, OBM propelled hull made of fibreglass, colour white & blue, L=5.00, W=2.00, H=1.20
237	17-11-93	CH 231	Steven Odonnell for KYA Sands Transport, Bag F162, Francistown	Type, Dinghy, propelled by OBM, hull conventional made of fibreglass, colour Grey, L=4.5, W=1.7, H=0.75
238	17-11-93	CH 232	George Monkhouse Bag 233, Francistown	Type, Dinghy, propelled by OBM, hull conventional made of fibreglass, colour black with red/grey stripes, pale grey, white stripes, L=4.30, W=0.75, H=0.55
239	17-11-93	CH 233	Rudolph Fritz Uys Box 11078, Tatitown, Francistown	Type, Power boat, OBM propelled, hull conventional made of fibreglass, colour grey, L=5.00, W=1.90, H=1.10
240	17-11-93	CH 234	Asdoo Khan Bag 103, Francistown	Type, Fishing boat, OBM propelled, hull conventional made of fibreglass colour grey, L=4.00, W=2.13, H=0.61
241	22-11-93	CH 235	Eric Norbert Webster Box 3, Selibe Phikwe	Type, Dinghy, propelled by OBM, hull conventional made of fibreglass, colour white/blue, L=3.80, W=1.60, H=0.55
242	25-11-93	CH 236	Moses Mowa P. O. Kasane, Parakarungu Postal	Type, Canoe propelled by oars/paddles hull mono made of hard plastic, colour white with yellow top, L=5.00, W=0.75, H=0.45
243	6-12-93	CH 100	Shane Terry Moss Bag 79, selibe Phikwe	Type, Speed boat, hull conventional made of fibreglass, OBM propelled colour white & blue, size L=3.50, W=2.00, H=1.40
244	16-12-93	CH 237	Steven Taylor Bag 69, Francistown	Type house, L=7.0, W=3.0, H=2.5, hull conventional made of steel, OBM propelled colour blue/black and white
245	17-12-93	CH 238	Jacobus Hendrick Smit Box 10, Serowe	Type, Dinghy, OBM propelled made of fibreglass, colour blue & white, L=17 foot, W=3 foot, H=2 foot

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REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
246	24-12-93	CH 239	Suliman Arbi Box 401683, Gaborone	Type, Ski Boat, OBM propelled, hull conventional made of fibreglass, colour yellow and white, size L=3.5, W=1.3, H=0.5
247	30-12-93	CH 240	John Collington Box 642, Francistown	Type, Barge hull made of fibreglass, out board motor engine propelled, L=8.5, W=3.5, H=2.8, colour grey and white, conventional
248	29-12-93	CH 246	Andrew Gervas Smit Plot 1003, Monarch, Francistown	Type, Dinghy out board motor propelled hull conventional, colour red white and yellow size L=4.5, W=1.9, H=0.8
249	31-12-93	CH 242	Chobe Safari Lodge Box 10, Kasane	Type, Punt OBM engine propelled hull made of aluminium propelled hull conventional colour unpainted, L=5.00, W=1.60, H=0.80
250	22-2-94	CH 243	Anna C. Van Wyk Box 5, Kasane	Type, Dinghy outboard engine driver, colour aluminium shape hull conventional, L=5.00, W=1.6, H=0.60
251	28-2-94	CH 244	Shane Terry Moss Bag 79, Selibe Phikwe	Type, Motor boat out board engine colour red/white fibreglass shape C/hull conventional, L=4.67, W=1.7, H=0.78
252	30-2-94	CH 245	Karl Jepsen Bag 0180, Maun	Type, Fishing boat out board engine, colour white shape hull conventional made of fibreglass, size L=3.5, W=1.5, H=0.6
253	1-4-94	CH 241	Hilton Bott Bag F162, Francistown	Type, Fishing boat outboard motor engine colour white/grey shape conventional made of fibreglass, L=4.57, W1.83, H=0.7
254	5-5-94	CH 247	Patricia Sussana Williams Bag 14, Kasane	Motor boat, OBM driven, conventional hull made of fibreglass, colour white with red top. Size L=4.7, W=1.80, H=0.90
255	16-5-94	CH 245	Daryl Dandridge Box 11, Kasane	Outboard motor boat OBM engine, conventional hull made of aluminium colour silver, size L=5.40, W=1.80, H=0.80
256	13-6-94	CH 250	Alberto Deleo & Stephen A. Griesel Box 184, Kasane	Type double catamaran, OBM propelled, L=7.1, W=3.04, H=1.40, colour white hull made of fibreglass
257	20-6-94	CH 251	African Odyssey (Pty) Ltd Box 184, Kasane	Type Double catamaran pontoon, OBM propelled, L=5.46, W=2.43, H=1.15, hull-fibreglass colour all white
258	20-7-94	CH 256	Mr Sean Arthur Burslem Box 10701, Francistown	Power boat L=4.1, W=1.9, H=1.2, hull shaped conventional made of fibreglass and coloured grey, OBM propelled

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Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
259	30-7-94	CH 257	Jan Van Wyk Box 5, Kasane	Out board motor engine dinghy made of fibreglass, hull shaped conventional colour white and blue, deminsions L=4.26, W=2.5, H=1.1
260	5-9-94	CH 258	Chobe Safari Lodge Camp Site	Rubber dinghy, OBM 15hp yellow in colour, shaped conventional, L=2.5, W=1.0, H=0.5
261	10-11-94	CH 260	Patrick Douglas Peel 1480H Box 55, Kasane	Dinghy, OBM propelled, hull conventional made of fibreglass colour yellow, L=4.5, W=1.5, H=1.0
262	23-11-94	CH 208	Eugene Kotze C/o box 55, (Jan Van Wyk) Kasane	Type, Pontoon, OBM propelled, hull flat U made of aluminium, colour white exterior & brown interior, L=5.0, w=2.0, h=1.0
263	8-12-94	CH 259	D. F. Mitchiron Box 266, Kasane Mowana Lodge	Punt, L=4.30, W=1.80, H=0.60, made of aluminium unpainted OBM, hull conventional
264	8-12-94	CH 258	A. G. Burnie Box 5, Kasane	Dinghy, OBM L=4.5, W=1.5, W=0.6, hull shaped conventional coloured red and white, made of fibreglass
265	13-12-94	CH 249	Rudolph Fritz Uys Box 11078, Tati town	Type, Dinghy OBM propelled colour, white/orange, L=4.5, W=1.5, H=0.5, hull flat bottom made of fibreglass
266	12-7-94	CH 254	Alberto Deleo Box 184, Kasane	Speed boat, OBM made of fibreglass conventional, white with blue top. L=4.2, W=1.8, H=0.6
267	14-7-94	CH 255	Errol Keith Miller Bag 233, Francistown	Type, Amphibious, hull made deep vee made of fibreglass colour white & blue, L=4.5, W=1.5, H=1.4, OBM propelled
268	28-12-94	CH 362	Kevin Clayton Jager Box 26, Francistown	Type Osprey, Catamaran OBM engine, hull = monohull conventional made of fibreglass colour white/grey size, L=4.57, W=1.83, H=0.250
269	14-2-95	CH 253	Michael John Francy Box 323, Kasane	Type, Dinghy, OBM driven hull conventional V made of fibreglass. Colour white exterior grey inside, L=3.0, W=1.50, H=0.60
270	17-3-95	CH 261	Frans Jacobus Jooste Box 185, Francistown	Fishing boat, OBM, Grey in colour, L=5.20, W=1.80, H=0.90, made of fibreglass conventional shaped
271	11-4-95	CH 262	Heidy Allhendinger Kubu Lodge, Box 43, Kasane	Type, Catamaran/Pantoon, colour dark green, L=5.49, W=2.40, H=0.65, hull conventional made of fibreglass

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REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
272	18-4-95	CH 263	Peter D. Brink Box 43, Kasane, Kubu Lodge	Canoe, L=4.9, W=1.0, H=0.4, made of fibreglass plus wood, coloured white exterior double ended shaped
273	5-6-95	CH 264	Bruno Deleo Box 184, Kasane	Kayak, paddles driven, L=3.8, W=0.50, H=0.40 made of plastic purple, coloured conventional shaped.
274	5-6-95	CH 265	Bruno Deleo Box 184, Kasane	Kayak, paddles driven, L=3.8, W=0.50, H=0.40 made of plastic blue, coloured conventional shaped.
275	23-6-95	CH 266	Mike West Box 20002, Francistown	Power Boat, OBM L=4.50, W=2.0, H=1.0, white & grey conventional shaped, fibreglass made.
276	19-7-95	CH 268	Terrence Ryan Chobe Game Lodge	L=4.80, W=0.93, H=0.30, canoe, conventional shaped, Dark Green, Fibreglass made
277	19-7-95	CH 269	Ronell Pienaar	L=4.80, W=0.93, H=0.30, canoe, conventional shaped, Dark Green, Fibreglass made
278	29-9-95	CH 270XP		
279	29-9-95	CH 274	Mahomed S. Khan Box 786, Lobatse	Type, Day cruiser, outboard engine, L=4.70, W=1.90, H=1.60, conventional with hull made of fibreglass, colour white and blue
280	20-10-95	CH 055	Dusty Rodgers Impalila Island Lodge	Type, Power boat outboard engine, L=4.1, W=2.1, H=1.2, conventional with hull made of fibreglass, colour gery/purple
281	20-10-95	CH 212	Dusty Rodgers Impalila Island Lodge	Type, Power boat outboard engine, L=4.1, W=2.1, H=1.2, conventional with a hull made of fibreglass, colour gery/purple
282	30-10-95	CH 275	Jean Cornelius Bos Box 185, Francistown	Boat coloured white with grey blue red stripes, L=4.57, W=1.83, H=0.75, hull shaped conventional, made of fibreglass, fishing boat
283	2-11-95	CH 276	Andries Johannes Bag 0035, Selibe Phikwe	L=4.50, W=1.85, H=0.70, Ski-Boat, made of fibreglass, coloured white bottom/blue top, OBM shape of hull conventional
284	2-11-95	CH 277	G. S. Thompson Bag 50, Sowa Town	L=3.95, W=1.55, H=0.55, made of fibreglass, coloured red/white, conventional OBM.

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Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
285	2-11-95	CH 278	George Monkhouse Box 436, Francistown	L=5, W=1.60, H=0.50, Dinghy, conventional shaped hull, OBM, made of aluminium unpainted.
286	15-3-96	CH 074	D. Gillespie Box 2331, Maunatlala, S/Phikwe	L=3.50, w=1.20, h=0.80, Type, dinghy OBM driven, made of fibreglass, coloured red and white, conventional shaped
287	6-11-95	CH 279	Cairn Patrick Box 266, Kasane	Punt type, hull conventional made of aluminium, colour unpainted L=3.5, W=1.26, H=0.45, OBM propelled
288	28-2-96	CH 270	Africa Pride C/o Chobe Safari Lodge Box 10, Kasane	Dinghy type, conventional hull made of aluminium, colour unpaints aluminium, L=5.0, W=1.5, H=0.5. OBM propelled
289	28-11-95	CH 283	Anthony G. Rees Bag K25, Kasane	Dinghy type, conventional hull made of fibreglass, colour white hull red & grey deck, L=5.0, W=2.0, H=1.0
290	8-12-95	CH 285	Gerald Cecil Riggs Box 11, Kasane	L=4.40, W=1.40, H=0.70, made of aluminium & unpainted, OBM driven, conventional shaped hull
291	11-12-95	CH 286	John Massinghanu Bag F109, Francistown	L=6.0, W=4.00, H=1.50, made of fibreglass, pontoon type, hull shaped cataraman, white in colour
292	13-12-95	CH 287	Stefan Du Plessis Box 266, Kasane	Type, Catamaran, hull double catamaran, made of fibreglass, L=5, W=2.4, H=1.2, colour white with green.
293	13-12-95	CH 288	Stefan Du Plessis Box 266, Kasane	Type: Inflatable rubber, dinghy OBM, L=4.2, W=2, H=.800, colour white with grey.
294	20-12-95	CH 289	Into Africa Mowana Safaris Box 266, Kasane	Type, Barge, L=6.0, W=3.40, H=3.80, hull of shape, cataraman, made of fibreglass & steel, white/green in colour
295	28-12-95	CH 290	Hendrick Strydom Box 20919, Francistown	Type, Cabin cruiser hull of shaped, conventional made of fibreglass, colour white with blue tripe, L=5.6, W=2.3, H=1.0
296	20-2-96	CH 291	George Watson Box 5, Serowe	L=4.88, W=2.07, H=0.5, light grey/red-orange, conventional, fibreglass

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Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
297	18-3-96	CH 293	Gavin Blackbeard Box 60, Serowe	L=5.50, W=1.80, H=0.50, Type, Dinghy colour unpainted and made of aluminium OBM driven.
298	21-3-96	CH 294	Ronald Gareth Guthrie Westland Box 1223, Plateau, Kasane	Type, Canoe, L=4.7, W=0.8, H=0.3, Hull shape conventional made of fibreglass, colour blue and white
299	21-3-96	CH 295	Ronald Gareth Guthrie Westland Box 1223, Plateau, Kasane	Type, Canoe, L=4.7, W=0.8, H=0.3, Hull shape conventional made of fibreglass, colour blue and white
300	27-3-96	CH 300	Rann Safaris Bag 62, Maun	Type, Jet cruiser, inboard engine, made of aluminium, colour aluminium, hull shape, conventional, L=6.0, W=1.8, H=0.5
301	1-4-96	CH 296	Gordon Gray Grayfield Box 10, Kasane	Type, Dinghy hull shaped, conventional outboard motor engine, colour white with grey, L=4.5, W=1.9, H=1.0, made of fibreglass
302	4-4-96	CH 299	Rudolph Fritz Uys Box 11078, Tatitown	Type, motor boat hull shape, conventional made of fibreglass, colour yellow, L=6.0, W=3.0, H=1.5
303	19-4-96	CH 301	Chobe Safari Lodge Box 10, Kasane	Type Dinghy (sport fisher) hull shaped, conventional OBM engine, made of fibreglass, colour white, L=5.20, W=1.75, H=0.75
304	30-4-96	CH 302	Kenneth Aubrey McQuade Box Sowa Town H/No 38, Phokoje Street	Ski-boat, L=4.40, W=1.95, H=0.68, colour red & white hull shape, conventional made of fibreglass.
305	3-4-96	CH 303	Sean Arthur Burslem Box 10701, Francistown	Type, Power boat hull shape, conventional, colour grey, white and red, dimensions L=4.1, W=2.01, H=1.1, made of fibreglass.
306	21-5-96	CH 161X	Department of Wildlife Box 17, Kasane	Type, Dinghy hull conventional, made of rubber dinghy, L=5.0, W=1.50, H=.50, colour black and grey
307	1-3-96	KL 029	Linyanti Investments Bag 209, Maun	Type, house boat propelled by OBM, hull double cylindrical, made of steel, L=9.0, W=3.50, H=0.850.
308	19-3-96	KL 030	Linyanti Explorations (Pty) Ltd Box 22, Kasane	L=4.50, H=0.50, W=1.60, Type dinghy, unpainted aluminium OBM propelled
309	15-5-96	KL 031	Hunters Africa Box 11, Kasane	Type, dinghy by OBM engine hand driven, made of aluminium hull shaped, conventional colour silver aluminium dimensions L=4.260, W=1.500, H=.600.

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Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
310	9-8-96	KL 032	Kenneth Carr Hartley Box 55, Kasane	Type, Dinghy by OBM engine, made of aluminium, hull shaped conventional, colour silver/grey aluminium, dimension L=6.0, W=1.8, H=0.6
311	10-6-96	CH 304	Into Africa (Mowana) Box 266, Kasane	Type, dinghy sport fisher hull shape, conventional made of aluminium, colour silver aluminium, dimension L=18ft, W=6ft, H=3ft
312	19-6-96	CH 307	Cecilia Mlazie Box 82, Kasane	Type, dinghy hull shaped, conventional made of fibreglass, L=4.40, W=1.95, H=0.68, obm propelled driven colour white, red and black stripes
313	28-6-96	CH 306	David Charles Currey Bag 63, Lobatse	Type, Power boat shape of hull, conventional made of fibreglass, colour white, L=4.1, W=1.9, H=1
314	11-7-96	CH 308	Chobe Game Lodge Box 32, Kasane	Type, Canoe, hull shaped, conventional, made of fibreglass, colour dark green, dimension L=17.0, W=3.0, H=1.0
315	11-7-96	CH 309	Chobe Game Lodge Box 32, Kasane	Type, Canoe, hull shaped, conventional, made of fibreglass, colour dark green, dimension L=17.0, W=3.0, H=1.0
316	11-7-96	CH 310	Chobe Game Lodge Box 32, Kasane	Type, Canoe, hand driven, hull shaped, conventional, made of fibreglass, colour dark green, dimension L=17.0, W=3.0, H=1.0
317	11-7-96	CH 311	Chobe Game Lodge Box 32, Kasane	Type, Canoe, hand driven, hull shaped, conventional, made of fibreglass, colour dark green, dimension L=17.0, W=3.0, H=1.0
318	11-7-96	CH 312	Chobe Game Lodge Box 32, Kasane	Type, Canoe, hand driven, hull shaped, conventional, made of fibreglass, colour dark green, dimension L=17.0, W=3.0, H=1.0
319	11-7-96	CH 313	Chobe Game Lodge Box 32, Kasane	Type, Canoe, hand driven, hull shaped, conventional, made of fibreglass, colour dark green, dimension L=17.0, W=3.0, H=1.0
320	12-7-96	CH 314	John Michael Dickie 24 State, Francistown	Type, power boat method of propulsion, outboard engine, made of fibreglass, colour white and grey, dimension L=4.7, W=1.4, H=1.0
321	12-7-96	CH 315	Hendrik Josefous Oosthuizen Plot 12667, Box 704, Francistown	Type, power boat method of propulsion, outboard engine, made of fibreglass, colour white and black, dimension L=4.40, W=1.80, H=0.85

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Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
322	13-7-96	CH 316	R. Oxenham Private Bag 55, Kasane	Type power system method of propulsion outboard engine, made of fibreglass colour blue and grey, dimension L=4, W=1.1 H=1.0
323	22-7-96	CH 317	R. Oxenham Private Bag 55, Kasane	Type power boat method of propulsion outboard engine, made of fibreglass colour white and black, dimension L=4.0, W=1.10 H=1.0
324	1-8-96	CH 323	Afro Ventures Safaris Box 323, Kasane	Barge, OBM, L=8.0, W=3.50, H=0.8, double cataram, white in colour, made of fibreglass
325	27-7-96	CH 318	Edward Bernard Johnson Border Cash Store, Box 8, Kasane	Dinghy, OBM propelled, hull conventional made of fibreglass, colour cream white, L=3.70, W=1.70, H=0.70
326	10-8-96	CH 319	Dennis Vaneyasson Box 10 Kasane	Type, Punt swamp cruiser made of aluminium, colour silver unpainted hull shape, conventional method of propulsion OBM engine, dimension L=8.0, W=2.0, H=0.600
327	28-8-96	CH 320	Gary W. Montgomery Box 526, Mahalapye	Type, Cabin cruiser shape of hull, conventional, made of fibreglass, colour blue, L=4.5, W=1.8, H=1.8, method of propulsion, OBM
328	30-8-96	CH 321XP	Commissioner of Police T. T. B North, Box 41, Francistown	Type, Dinghy made of aluminium, hull conventional, L=6, W=1.5, H=0.8, colour silver
329	5-9-96	CH 322	Mowana Safari Lodge Box 266, Kasane	Type, Speed boat, with conventional hull made of fibreglass, colour white with orange stripes, OBM propelled, L=5.00, W=1.50, H=0.50
330	13-9-96	CH 321	Craig-Holder Van Der Walt Box 287, Kasane	Type, Fishing boat, shape of hull conventional made of fibreglass, colour white bottom, blue top, L=4.57, W=1.91, H=0.80, method of propulsion OBM
331	26-9-96	CH 080	Shane Terry Moss Bag 79, Selibe Phikwe	Type, motor boat, with a hull V shape, made of fibreglass, colour white, blue, red, L=5.5, W=1.8, H=0.85
332	26-9-96	CH 325	Gary Martin Wilson Bag 6, Selibe Phikwe	Type, Fishing boat hull shape, conventional made of fibreglass, dimension L=5.5, W=1.8, H=0.85
333	15-10-96	CH 327	Michael S. Francey Afro Ventures, Box 32, Kasane	Type, Dinghy out board engine with hull shape conventional, made of fibreglass, L=4.88, W=2.0, H=0.6, colour blue & white

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334	18-10-96	CH 328	Charles J. Wright Box 55, Kasane	Type, Inflatable out board engine, with hull shape conventional made of fibreglass, colour red, yellow, L=4.5, W=2.0, H=0.80
335	4-11-96	CH 276	Van Zyl James Benjamin Bag 118, Selibe Phikwe	Type Ski boat, OBM engine, hull shaped conventional, made of fibreglass, L=4.50, W=1.85, H=0.70 white bottom/blue top
336	13-11-96	CH 329	Robin W. Crossman Box 137, Francistown	Type, Dinghy, OBM engine, hull shaped conventional, made of fibreglass, dimension L=4.7, W=1.8, H=0.5, colour white/red
337	15-11-96	CH 331	Botswana Shift Engineering Bag 183, Maun	Type, Punt, OBM engine hull shaped conventional made of aluminium, dimension L=6.00, W=2.20, H=1.00 colour unpainted
338	15-11-96	CH 330	Ichinga Fishing Camp Box 55, Kasane	Type, Punt, OBM engine hull shaped conventional made of aluminium, dimension L=4.3, W=1.55, H=0.5 colour unpainted
339	10-12-96	CH 332	Phillipus A Van Der Merwe Box 618, Francistown	Type, super boat, method of propulsion, OBM hull shaped, V shape, made of fibreglass, colour gold, L=3.8, W=1.2, H=0.2
340	16-12-96	CH 333	Lee David Gorman Plot 10218, Broadhurt, Gaborone	Type, Speed boat, method of propulsion, OBM hull shaped, made of fibreglass, L=1.80, W=1.20, H=0.470, colour black & red
341	27-12-96	CH 334	Andrew J. Van Der Reit Box 10701, Tatitown	Type, power boat, method of propulsion, out board engine, hull conventional, made of fibreglas, L=4.0, W=1.1, H=1.0, colour grey
342	2-1-97	CH 335	Richardt Trauss Box 1043, Francistown	Type, Rubber Dinghy OBM engine, hull conventional colour blue white stripe down sides, commerical fishing boat made of rubber dimensions L=4, W=1.7, H=0.400
343	29-1-97	CH 336	Gilson Dube Box 82, Kasane	Type, Pontoon OBM engine, hull shaped conventional, colour white, made of fibreglass, dimensions W=7.50, H=3.80, L=1.50
344	3-2-97	CH 337	G. Williams Bag K4, Kasane	Type, Ski boat OBM engine, hull shaped conventional made of fibreglass, colour blue/white, dimensions L=4.06, W=1.65, H=0.50
345	1-5-97	CH 341	Into africa Mowana Safaris Box 266, Kasane	Type, Dinghy OBME hull shaped, conventional made of aluminium colour, silver unpainted, L=6.0, W=2.0, H=1.0
346	25-6-97	CH 342	Jonathan M. Gibson Box 32, Kasane	Type, Cataraman with hull cataraman made of fibreglass, colour dark green, L=7.6, W=3.6, H=2.0

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Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
347	15-7-97	CH 343	Jonathan M. Gibson Box 32, Kasane	Type, Cataraman with hull shape conventional made of aluminium, colour dark green, L=7.6, W=3.6, H=2.0
348	26-3-97	CH 338	Gregory J. Thompson Box 55, Kasane	Type, dinghy, outboard engine, hull shaped, conventional made of aluminium, colour unpainted, L=5.0, W=1.8, H=1.0
349	10-4-97	CH 339	Douglas R. Fingham Box 56, Kaane	Type Ski boat out board engine, hull shaped V shaped, made of fibreglass, colour grey, black, red, L=6.5, W=1.5, H=1
350	24-4-97	CH 146	West Bank Box 8, Kasane	Type Ski boat out board engine, hull shaped deep V, made of fibreglass, colour white, L=4.50, W=2.00, H=1.50
351	2-6-97	KL 033	Moses Mowa P.O. Kasane, c/o Parakarungu Postal Agency	Type, canoe paddles oars, made of fibreglass, hull shape, mono hull, colour white/yellow (top), dimensions L=5.00, W=0.75, H=0.45
352	5-6-97	KL 034	Luckson M. Situmbeko Box 128, Kasane	Type, Dinghy, made of fibreglass, hull shape, conventional colour white, dimension L=3.19, W=1.32, H=0.46
353	19-8-97	KL 035	Sable Safaris C/o Bag K4, Kasane	Type, Pontoon, made of steel hull dual pontoon, colour black, L=9.2, W=4.15, H=9.5
354	6-10-98	KL 036	Sable Safaris Bag 14, Maun	Type, Canoe hand driven hull shaped, conventional made of fibreglass colour dark green, dimensions L=6.0, W=0.9, H=1.0
355	14-8-97	CH 344	Mowa Chika Box 110, Kasane	Type, Canoe hand driven hull shaped, conventional made of fibreglass colour dark brown, dimensions L=17.0, W=3.0, H=1.0
356	29-8-97	CH 345	Christian Leonard Bag 715, Tatitown, Francistown	Type, Motor boat orey, hull shape, conventional made of fibreglass, colour white and black stripe, dimension L=4.1, W=1.2, H=1.0
357	19-9-97	CH 346	Jacobus Fredrick De Klerk Bag F164, Francistown	Type, Speed boat OBM engine driven hull shaped conventional, made fibreglass, colour cream and orange, dimension L=4.9, W=1.6, H=0.8
358	24-9-97	CH 347	Dusty Rodgers Impalila Island Lodge	Type, Pontoon shaped catamaran, made of fibreglass, colour white & green, dimensions L=8.2, W=2.4, H=1.6
359	9-10-97	CH 348	Stefan Du Plessis Bag K33, Kasane	Type, Speed boat, shape of hull, conventional made of fibreglass, dimensions L=4.8, W=1.6, H=0.300, colour grey

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Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
360	14-10-97	CH 349	Thebe Safaris P. O. Box Thebe, Kasane	Type, Power boat shaped, conventional, made of aluminium, colour unpainted, dimensions L=8.0, W=1.8, H=0.6
361	17-10-97	CH 350	Clifton Leslie Smith Box 282, Kasane	Type, Fishing boat, with a hull conventional, made of fibreglass, colour white, L=4.8, W=1.7, H=0.7
362	20-11-97	CH 351	Norman Clarlic Box 38, Kasane	Type, Canoe colour blue light, hull made conventional made of fibreglass, L=17.0, W=3.0, H=1.0
363	28-11-97	CH 352	Stefan P. Duplessis Bag K33, Kasane	Type, Pontoon, hull conventional, made of fibreglass, L=6.0, W=3.5, H=1.3, colour white and green
364	16-12-97	CH 353	Ralph Oxenman Bag 55, Kasane	Type, power boat with a hull, conventional, made of fibreglass, colour white & grey, L=4.1, W=1.8, H=0.8
365	19-12-97	CH 354	Gary W. Montgomery Box 526, Mahalapye	Type, Dinghy with a hull shaped, conventional, made of fibreglass, dimensions L=6.0, W=2.0, H=2.0, colour white/blue
366	19-12-97	CH 355	Jacobus van Rensburg Bag 146, Kasane	Type, Dinghy with a hull shaped, conventional, made of aluminium, dimensions L=5.0, W=1.50, H=0.50, colour silver/unpainted
367	12-1-98	CH 356	Preview Trading Box 10, Kasane	Type, Canoe with OBM engine, hull shape, conventional made of fibreglass, dimensions L=5.5, W=1.2, H=0.5
368	24-1-98	CH 357	Dusty D. Rodgers Box Impala island Lodge	Type, Power boat shape, conventional made of fibreglass, dimension L=3.8, W=1.8, H=1.0, colour white and green
369	24-1-98	CH 358	Ichinga Fishing Camp Box 55, Kasane	Type, Power boat shape, conventional made of fibreglass, dimension L=4.1, W=1.8, H=1.2, colour white grey and purple
370	9-2-98	CH 359	Gregory J. Thompson Bag K40, Kasane	Type, Dinghy, made of aluminium, shape of hull, conventional, L=6.0, W=1.8, H=0.6, colour silver
371	16-2-98	CH 360	Berts Enterprises Box 290, Kasane	Type, Motor boat made of fibreglass, colour white with hull, conventional
372	2-3-98	CH 362	Kevin C. Jagger Box 26, Francistown	Type, catamaran, made of fibreglass, L=4.57, W=1.83, H=0.250, colour white 7 grey

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Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
373	14-4-98	CH 363	Mathews Smith Bag K31, Kasane	Type, Alu craft, made of aluminium steel, hull conventional, colour metallic grey, dimensions L=6.0, W=1.5, H=0.5
374	5-6-98	CH 365	Ngami Marine Bag 041, Maun	Type: Trimaran, method of propulsion, outboard engine, with hull shaped trimaran, made of aluminium, colour unpainted, L=5.0, W=3.6, H=0.4
375	26-6-98	CH 366	Andries D. Potgieter Box 10701, Francistown	Type, Power boat method of propulsion, outboard engine, hull shaped, conventional made of fibreglass, colour blue & white L=4.20, W=1.8, H=1.0
376	28-7-98	CH 367	Ian Kerr Bag F20, Francistown	Type, Fishing boat, hull shape, conventional made of fibreglass, colour red, white, dimensions L=16ft, W=8ft, H=3ft
377	27-7-98	CH 368	Karibu Safari Pty Ltd Bag 39, Maun	Type swamp cruiser hull shaped conventional, made of aluminium colour unpainted, dimension L=7.0, W=1.8, H=0.6
378	17-9-98	CH 369	Chobe Safari Lodge Box 10, Kasane	Dinghy, conventional made of aluminium and unpainted, dimensions L=8, W=2, H=0.6
379	28-9-98	CH 371	Ross Warwick Dwyer Box 55, Kasane	Rubber dinghy conventional made of rubber, outboard engine, colour brown, type rubber duck, dimensions L=3.0, W=2.0, H=0.5
380	6-10-98	KL 037	Sable Safaris Bag 14, Maun	Type, Canoe hand driven made of fibreglass, colour dark green, dimensions L=6.0, W=0.9, H=1.0
381	6-10-98	KL 038	Sable Safaris Bag 14, Maun	Type, Canoe hand driven made of fibreglass, colour dark green, dimensions L=6.0, W=0.9, H=1.0
382	6-10-98	KL 039	Sable Safaris Bag 14, Maun	Type, Canoe hand driven made of fibreglass, colour dark green, dimensions L=6.0, W=0.9, H=1.0
383	29-9-98	CH 372	J. J. vos Box 83, Mahalapye	Type, motor boat, made of fibreglass V-shaped conventional, colour green and orange, dimension L=4.50, H=2.00, W=0.75
384	3-11-98	CH 373	Danielle Chadwick Kasane	Type, Canoe made of fibreglass, colour white, conventional made paddle driven, dimensions L=5.2, H=0.45, W=0.50

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Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
385		CH 374	Christopher	
386	2-11-98	CH 375	Yamaha Power Service Bag K40, Kasane	Type, Dinghy, outboard engine, made of aluminium, V shaped conventional colour unpainted, dimensions L=4.50, W=1.60, H=0.60
387	27-11-98	CH 377	Yamaha Power Service Bag K40, Kasane	Type, Dinghy OBM engine, made of aluminium, colour unpainted L=3.7, W=1.4, H=0.6
388	27-11-98	CH 378	Yamaha Power Service Bag K40, Kasane	Type, Dinghy OBM engine, made of aluminium, colour unpainted L=3.7, W=1.4, H=0.6
389	25-1-99	CH 379	Simon Lamont Box 55, Kasane 1469 Plateau	Dinghy, OBM, aluminium, silverish, L=5.00, W=1.90, H=0.60

NAMIBIAN REGISTERED BOATS

**THIRD SCHEDULE
(Regulation 5)**

REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
1	24-10-90	CH 131	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour red/white, made of fibreglass, L=4.3, W=1.7, H=0.6
2	24-10-90	CH 132	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour blue, made of fibreglass, L=4.4, W=1.7, H=0.65
3	24-10-90	CH 133	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=3.8, W=1.5, H=0.5
4	24-10-90	CH 134	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=3.8, W=1.5, H=0.5
5	24-10-90	CH 135	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=3.8, W=1.5, H=0.5
6	24-10-90	CH 136	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=3.8, W=1.5, H=0.5
7	24-10-90	CH 124	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=4.3, W=1.7, H=0.6
8	24-10-90	CH 137	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=3.8, W=1.5, H=0.5
9	24-10-90	CH 138	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=3.8, W=1.5, H=0.5
10	24-10-90	CH 139	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=4.8, W=0.9, H=0.5
11	24-10-90	CH 140	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=4.8, W=0.9, H=0.5
12	24-10-90	CH 141	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy out board motor conventional colour orange/grey made of fibreglass, L=4.8, W=0.9, H=0.5
13	1-11-90	CH 142	G. A. Booker 34A Trump St Johannesburg	Dinghy outboard engine, conventional colour silver, L=4.2, W=1.8, H=1.1

THIRD SCHEDULE
(Regulation 5)

REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
14	24-10-90	CH 125	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy outboard engine, conventional colour orange/grey, made of fibreglass, L=4.3, W=1.7, H=0.6
15	24-10-90	CH 126	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy outboard engine, conventional colour orange/grey, made of fibreglass, L=4.3, W=1.7, H=0.6
16	24-10-90	CH 127	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy outboard engine, conventional colour black, made of rubber, L=3.7, W=1.6, H=0.45
17	24-10-90	CH 128	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy outboard engine, conventional colour blue/white, made of fibreglass, L=3.8, W=1.5, H=0.5
18	24-10-90	CH 129	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy outboard engine, conventional colour orange/grey, made of fibreglass, L=4.3, W=1.7, H=0.6
19	24-10-90	CH 130	John Armstrong Addison Box 501, Katima Mulilo, Namibia	Dinghy outboard engine, conventional colour grey, made of aluminium, L=5.6, W=1.9, H=0.65
20	6-6-91	CH 155	Bernard S. Sitengu Box 287, Katima Mulilo, Namibia	Dinghy driven by OBME conventional hull made of fibreglass, colour wholly white with red trim, L=4.5, W=1.7, H=0.46
21		CH 156	Jacobus Visagie Katima Mulilo	
22	10-7-92	CH 053	Alexander donald Lake 39 Dickens Avenue, Orkney 2620 RSA	Dinghy, OBME driven double hull made of fibreglass, L=3.1, W=1.2, H=0.75, colour white/blue
23	22-12-93	CH 187	Africa Carriero Box 30, Stella, RSA	Ski Boat, OBM propelled, colour blue with light blue lines, red line, white line, conventional hull made of fibreglass, L=6.00, W=2.00, H=2.00
24	26-8-92	CH 156	G. Jacobus Visagie Box 98, Katima Mulilo, Namibia	Catamaran house, propelled by in board motor, hull catamaran made of steel, L=41.5, W=8, H=1.2, colour black
25		CH 007	G. Jacobus Visagie Box 98, Katima Mulilo, Namibia	Type, Dinghy, propelled by OBM conventional hull made of aluminium, L=9, W=2, H=0.8, colour aluminium (unpainted)
26		CH 009	G. Jacobus Visagie Box 98, Katima Mulilo, Namibia	Type, inflatable dinghy, hull catamaran (vinol) made of rubber/plastic, L=4.5, W=1.5, H=0.45, colour yellow

THIRD SCHEDULE
(Regulation 5)

REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
27		CH 010	G. Jacobus Visagie Box 98, Katima Mulilo, Namibia	Type, Ferry, propelled by inboard motor, hull, flat bottom made of steel, L=13, W=3, H=1.200, colour black
28	8-2-93	CH 212	R.F. Herbst Shadow Court, Famona Eulaways, Zimbabwe	Dinghy, hull shaped conventional made of fibreglass, L=13, W=4, H=2, colour white/yellow, OBM propelled
29	14-10-93	CH 175	Petrus Paul Ferreira 21 Eland ST. Box 733, Louis Trichardt	Type, Skiboat, OBM propelled, colour blue/grey & white, size L=4.50, W=1.90, H=0.60, conventional hull made of wood & fibreglass
30	17-12-93	CH 239	Barry Graham McGracar 20 Welkon ST, Klopper Park JHB	Type, Dinghy out board motor engine propelled, L=15.6, W=1.8, H= 1.0, coloured grey, made conventional fibreglass
31	19-5-94	CH 249	Pieter Bester Palm Street Box 70, Pietersburg, RSA	Rubber dinghy, OBM propelled, L=4.27, W=1.52, H=0.61, conventional hull made of rubber colour black
32	14-12-94	CH 253	Mark Steven Colvin 263 Gray Park Road Bluff, RSA	Type, Canoe, hand/oar driven, colour white/red, L=3.0, W=0.5, H=0.45, hull conventional made of fibreglass
33	5-7-94	CH 298	Gordon Grayfield Kalizo Fishing Lodge, Katima Mulilo	Outboard motor engine, dinghy, made of fibreglass, hull shaped conventional colour is blue & white, L=4.2, W=1.7, H=0.6 (Yamaha)
34	7-7-94	CH 297	Gordon Grayfield Branfield 491-Chironia Avenue, Helde Kurin, Roodeport Tut 1726, RSA	Outboard motor engine, made of fibreglass, 75 HP marine shape conventional colour is silver & maroon, L=4.0, W=1.8, H=0.5
35	13-7-95	CH 267	Willem Stryf Box 86, Katima Mulilo, Namibia	L=5.40, W=2.10, H=1.0, Motor boat, OBM yellow & white fibreglass made, conventional shaped
36	7-11-95	CH 271	Zambezi Queen Box 98, Katima Mulilo, Namibia	Type, Punt, conventional hull made of aluminium, colour Alm. Unpainted OBM driven, L=6.10, W=1.90, H=0.45
37	7-11-95	CH 272	Zambezi Queen Box 98, Katima Mulilo, Namibia	Type, Punt, conventional hull made of aluminium, colour plain aluminium OBM driven, L=5.0, W=1.80, H=0.45
38	7-11-95	CH 273	Zambezi Queen Box 98, Katima Mulilo, Namibia	Type, Punt, conventional hull made of aluminium, colour Alm. Unpainted OBM driven, L=6.10, W=1.90, H=0.45

THIRD SCHEDULE
(Regulation 5)

REGISTER OF BOAT REGISTRATIONS

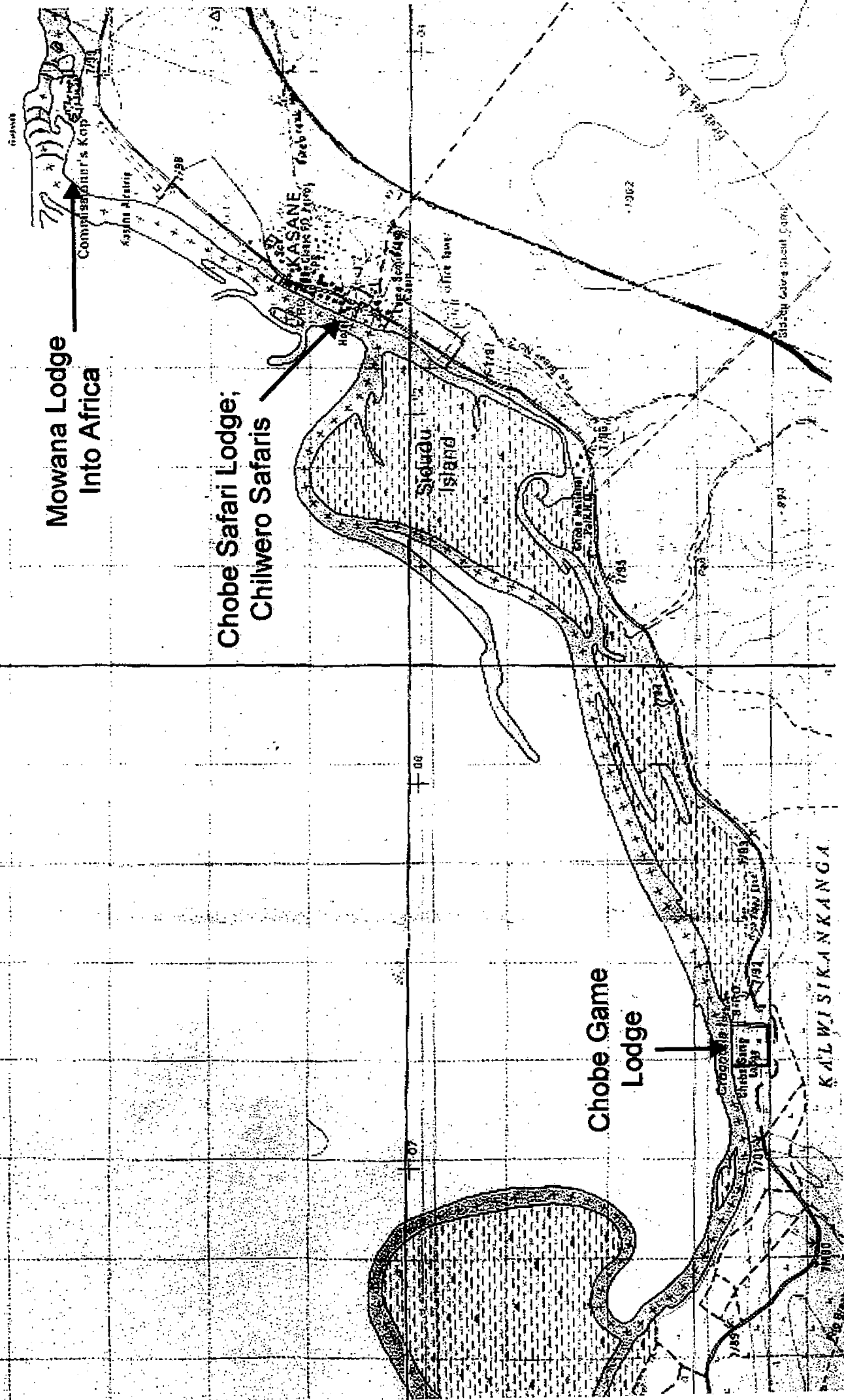
Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
39	7-11-95	CH 280	Zambezi Queen Box 98, Katima Mulilo, Namibia	Type, Pontoon conventional hull made of fibreglass, colour white & blue, L=3.70, W=2.00, H=0.50, hand driven i.e. by paddles
40	7-11-95	CH 281	Zambezi Queen Box 98, Katima Mulilo, Namibia	Type, Pontoon conventional hull made of fibreglass, colour white & blue, L=3.70, W=2.00, H=0.50, hand driven i.e. by paddles
41	7-11-95	CH 282	Zambezi Queen Box 98, Katima Mulilo, Namibia	Type, Canoe, conventional hull made of fibreglass, colour of white, L=3.00, W=0.700, H=0.300, hand/paddle driven
42	13-3-96	CH 292	Zambezi Queen Box 98, Katima Mulilo, Namibia	Type, Punt, OBM propelled hull made of aluminium, colour of unpainted aluminium, L=6.10, W=1.90, H=0.45
43	4-7-96	CH 305	G. Jacobus Visagie Box 98, Katima Mulilo, Namibia	Type, Punt, hull shape, conventional made of aluminium, colour unpainted ALM Dimension L=7.1, W=.90, H=0.45
44	21-9-96	CH 324	Trenley C. Van Sluys 3 Berg ST Luderitz, Namibia	Type, Dinghy, shape with conventional, hull made of rubber, dinghy (Hyperlow), colour red strip and blue, dimension L=3.5, W=.900, H=.500, method OBM engines
45	27-9-96	CH 326	Leonard Henry Greenway Stand No. 823, Katima Mulilo, Namibia	Type, Dinghy hull shape, conventional made fibreglass, dimension L=7.1, W=1.52, H=0.55, colour red
46	21-4-97	CH 340	Jonathan L. Nyambe P. O. Kasika Village, Namibia	Type, Dinghy, outboard engine, hull shaped conventional, made of fibreglass, colour white L=3.95, W=1.80, H=0.600
47	20-2-98	CH 361	Robert S. Sitengu Box 490, Katima Mulilo	Type, Dinghy, shape of hull, conventional made of fibreglass, colour cream, L=1.3, W=.151, H=0.60
48	22-4-98	CH 364	Lubinda J. Nyambe Box 189, Ngwezi Katima Mulilo	Type, dinghy, made of fibreglass, hull conventional colour white and red, L=3.65, W=1.30, H=0.315
49	12-11-98	CH 370	Zambezi Queen Box 98, Katima Mulilo	Type, Speed boat, conventional made of aluminium, colour aluminium silver, dimension L=8.0, W=2.0, H=0.30

THIRD SCHEDULE

(Regulation 5)

REGISTER OF BOAT REGISTRATIONS

Number	Registration Date	Reference Marks Assigned	Full name and Address of owner	Details of boat as recorded on owners application form
50	2-2-88	CH 090	John Edward Mathee Box 98, Katima-Mulilo, S. W. A	Ski boat, outboard engine conventional, fibreglass, white and blue, L=4.9, W1.5, H=1
51	14-9-90	CH 116	John Armstrong Addison Kalizo Camp, Katima Mulilo	Canoe, Paddle driven L=4.8, W=0.9, H=0.5, conventional, colour orange/white
52	14-9-90	CH 117	John Armstrong Addison Kalizo Camp, Katima Mulilo	Canoe, Paddle driven L=4.8, W=0.9, H=0.5, conventional, colour orange/white
53	14-9-90	CH 118	John Armstrong Addison Kalizo Camp, Katima Mulilo	Canoe, Paddle driven L=4.8, W=0.9, H=0.5, conventional, colour orange/white



Mowana Lodge
Into Africa

Chobe Safari Lodge;
Chilwero Safaris

Chobe Game
Lodge

KALWISIKANKANGA

Der Caprivizipfel
während der deutschen Zeit
1890 – 1914

Maria Fisch

RÜDIGER KÖPPE VERLAG KÖLN

1996

dem Letia unterstellt war. Er besprach mit Mr Wallace⁴³ auch die Rinderforderungen der Caprivianer und erhielt das Versprechen, alles untersuchen zu lassen und das Privateigentum zurückzugeben. Mr Wallace riet, in wichtigen Angelegenheiten nur noch mit den weißen Beamten von Sesheke zu verhandeln, um Letia zu zeigen, daß sein Mitspracherecht im Caprivi endgültig erloschen sei (ibid. S. 91).

Die Reise Streitwolfs ging von Sesheke per Einbaum auf dem Zambezi bis Kazungula, dann auf dem Landweg mit einer Ochsenkarre bis Livingstone, von wo er einen Abstecher zu den Viktoriafällen machte. Auf dem Rückweg nahm er eine andere Route und erkundete den Unterlauf des Linyanti bis Ngoma, die Mambovakatarakte und die Inseln Mpalira und Makumba.

Auf dieser Reise machte Streitwolf die Bekanntschaft mit den zwei einflußreichsten *induna* der Subiya, die im Caprivi ansässigen waren. Er besuchte zweimal Munyaza zu Ikaba/Itomba, der Streitwolfs Wunsch erfüllt und zwölf Dorfvorsteher versammelt hatte. Diese brachten ihre Klagen und Sorgen vor und vernahmen dankbar aus dem Munde der Polizeidiener, daß die schlimmen Gerüchte über die Deutschen reine Erfindung seien. Streitwolf versicherte ihnen, daß sie in Zukunft mehr Freiheit genießen würden als unter dem Regime der Lozi (ibid. S. 95).

Der zweite Besuch galt dem zu Kasika (westlich der Insel Mpalira) lebenden Chikamatondo, "an important headman under Malozi rule". Offensichtlich faßte Streitwolf zu ihm Vertrauen und bewog ihn, nach Schuckmannsburg mitzukommen (Trollope 1940:9; Nat. Arch. Pretoria I/431 vom 3. Dezember 1942).

Chikamatondo hatte offensichtlich nicht an den Aufstand der Subiya gegen die Lozi teilgenommen und war im Caprivi geblieben, als die Masse der Subiya in den 1870er Jahren nach Botswana floh. Danach hatte er die Aufsicht über den kleinen Bezirk, der bis dahin Kakumba anvertraut war, übernommen. Nachdem sich die Lozi aus dem Caprivi zurückgezogen hatten, lebte Chikamatondo anscheinend zurückgezogen,

⁴³ L.A. Wallace war 1909-1911 Administrator von N.W. Rhodesien und 1911-1921 Gouverneur von ganz Nordrhodesien (Roberts 1976:255).

Nachdem Streitwolf sich einen groben Überblick verschafft hatte, wagte er Ende des Jahres 1909 zum ersten Mal eine Schätzung der im Caprivizipfel lebenden Bevölkerung: 5 000 Subiya, 2 500 Fwe (einschließlich der zugezogenen 80 Familien von Kaliangire), 1 500 Yeyi, 2 000 Mbukushu und 300 Kxoé. Mehr als 2 000 Personen waren im Jahre 1909 zugewandert, wovon die Mehrzahl sicher Subiya waren (ZBU 118, Bd. 1:217; Streitwolf 1911:138, 226f).

Im Vergleich dazu seien die Ziffern von Seiner (1906:134) angeführt. 1905, als der Exodus bereits eingesetzt hatte, schätzte er die Einwohner des Ostcaprivi auf 4 200. Ein Jahr später gab er die folgenden Zahlen an: Am rechten Zambeziufer, also im Caprivi, lebten nur noch 846 Subiya, auf dem zambischen Ufer dagegen 5 400 und am Chobe angeblich weitere 3 100. An Fwe gab es am Mashi 2 460 und im Westcaprivi 630 Personen, dazu kamen noch 900 Mbalangwe. Die Zahl der Yeyi, die in den Sümpfen nicht zu erfassen waren, schätzte er auf nur 860 (Seiner 1909a:101f). Die Missionare von Andara gaben die Zahl der Mbukushu, die Diyeve direkt unterstanden, im Jahre 1913 mit 3 000 an (MI 1914, Vol. 4:175)

Aufbau der Residentur Schuckmannsburg und Ausbildung einheimischer Polizisten

Wie schon berichtet wurde, erhielt das Personal der Residentur zunächst nur behelfsmäßige Unterkünfte, denn solange der Regen anhielt und die Flutebenen in der Umgebung nicht einigermaßen abgetrocknet waren, konnte kein Baumaterial herangeschafft werden. Die Verantwortung für die Bauarbeiten übernahm Feldwebel Ansorge, unterstützt durch Polizeisergeant Brunk. Es wurden 10 000 Lehmziegel gebrannt und große Mengen Gras und Ried geschnitten. Die größten Schwierigkeiten bereitete die Beschaffung guten Bauholzes, denn in der Nähe gab es keinen Mopanewald. Die Stämme mußten in mühseliger Arbeit aus einer Entfernung von 36 km herangefahren werden.

Als Hauptmann Streitwolf Anfang Oktober von seiner Kavangoreise zurückkam, berichtete er: "Hier fand ich alles in schönster Ordnung. Der tüchtige Feldwebel Ansorge war sehr fleißig gewesen und hatte während meiner zweimonatlichen Abwesenheit die ganze Station ausgebaut. Aus dem Lager der Polizisten war ein kleines Dorf geworden.

Maria Fisch, *Der Caprivizipfel während der deutschen Zeit [The Caprivi Strip During the German Period] 1890-1914 (1996)*

[85] Chikamatondo obviously had not taken part in the uprising of the Subiya against the Lozi and had stayed in the Caprivi when the majority of the Subiya in the 1870s fled to Botswana.

[102] In comparison one may quote the numbers of Seiner (1906: 134). In 1905, when the exodus had already started, he estimated the inhabitants of the eastern Caprivi to number 4.200. A year later he gave the following numbers: on the right bank of the Zambezi, i.e. in the Caprivi, there lived only 846 Subiya, on the Zambian bank of the river, however, 5.400 and along the Chobe allegedly some further 3.100.

The Subia and Fwe of Caprivi

Any historical grounds for a status of *primus inter pares*?

Since the beginning of this century there has been periodic conflict in the Caprivi region of Namibia between the Mafwe (Fwe) and Masubia (Subia). A variety of issues have contributed to the struggle between these two ethnic groups: occupational and user-rights on land; appointments, positions and promotions in the joint regional administration; admission to and use of existing facilities; the question of whether the Fwe is a single group or not, and the appointment of teachers in different areas. At the heart of this conflict apparently lies what Cohen and Middleton call "indigenouness": who settled first in the area and, particularly, who was the first original authority in this region, because "... conquest seems to set a baseline in cultural time for indigenouness".¹

In regard to the Caprivi, this refers to a repeated claim by the Subia that the Fwe are (or should be) subordinate to the Subia, and that the Subia chief is (or should be) the ruler (*munintenge*)² of the Caprivi and its inhabitants. Claims and demands of this nature have been raised many times in the past and were periodically mediated - only to be reiterated more vehemently by the Subia. The latest example of such a peace agreement is what is known as the Katima Declaration on National Reconciliation of May 1995.³ The repeated Subia claim has also led to numerous official investigations⁴ as well as an application in the Supreme Court in Windhoek in 1983 (with appeal to the Appellate Division in Bloemfontein).⁵ The Supreme Court rejected the application of the Subia chief to be declared *munintenge* on the grounds that it would not be consistent with the prevailing legislation.⁶ The court, however, did not go into historical grounds on which the claim rests, and thus, did not consider the claim from that perspective.

As shown below, since the era of German rule over the Caprivi it has been accepted that Eastern Caprivi (see map) is inhabited by two district groups, namely the Fwe and the Subia.⁷ The South African government's Proclama-

tion R261 of 1971,⁸ recognized the existence of a so-called "tribal government" (*thlata*) for each of them. But other than usual, the Proclamation did not describe the geographical areas of the so-called "tribal authorities". The reason for this seems to be twofold: on the one hand, documentary proof could not be (and still has not been) found that a competent authority had geographically determined a political boundary between the Fwe and Subia and, consequently, government acted as if the whole of Eastern Caprivi was jointly inhabited and owned by both groups, in spite of the implicit and administrative recognition of "tribal areas". On the other hand, the Subia vehemently deny that there is any such boundary: they claim that the Fwe is not a single group but is made up of different groups, and that these groups are subordinate, or should be subordinate, to the Subia - as the application to the court indicates. Nevertheless, from the government's side the Fwe and Subia have throughout been accepted as equals and treated as such, and it has been accepted that there is in existence a social border, which cannot be legally enforced in geographical terms.

It is, under the circumstances, accepted that the issue of "indigenouness" (as referred to above) can clarify the merits of the positions of the two groups. To establish this would require that greater clarity be reached about the origin, movement and settlement of the Fwe and the Subia in the region which later became known as the Eastern Caprivi - a region about which little is known before the first Luyi/Luyana/Lozi kingdom was established (in what is now southwest Zambia) and of which the Caprivi formed part.

The origin of Caprivi

The first Lozi kingdom

Viewed in retrospect, four phases in the historical course can be distinguished to which cursory attention will be given, namely the first Lozi (Luyi, Luyana) kingdom, the Kololo kingdom, second

Prof Chris Maritz of the Department of Development Studies at the Rand Afrikaans University, Johannesburg, traces the history of the Caprivi as well as the histories of both the Subia and Fwe under various rulers and comes to the conclusion that no grounds exist to substantiate the claim of the Subia to hegemony in this region of Namibia.

THE SUBIA AND FWE OF CAPRIVI

Lozi kingdom and white hegemony (German and South African control).⁹

Jalla notes that, according to Lozi tradition, Mwanasilundu (also known as Mbozi) was the first Lozi king.¹⁰ His first village was at Ikuyu, in what today is known as southwest Zambia, from where he moved to Ikatulamwa. His younger brother, Mwanambinyi, moved downstream with the Zambezi and established his kingdom at Senanga.¹¹ During this process, Mwanambinyi waged war against the Mbukushu at Katima Mulilo¹² and at Longa Island. Liswane and his Subia fled before Mwanambinyi to Kazungula, while Cheete with his followers fled to Butoka.¹³ Mwanambinyi's son Mudia, continued his father's campaign as far as Toki Sesheke (the present Mwandu) where he subjected the Subia and brought them with their chief, Mwanamwabe, to Senanga, while he settled the Mbukushu on islands like Siozi and Albeta.¹⁴

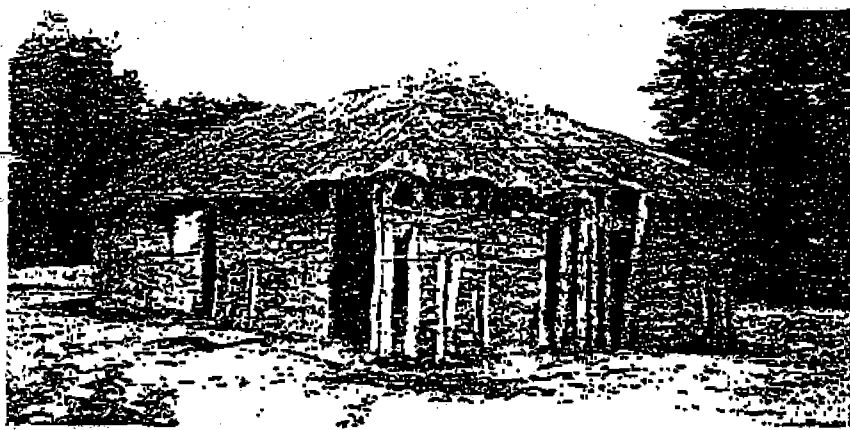
Two sources state that Mwanambinyi expanded Lozi authority to include (at least) a part of the present-day Caprivi,¹⁵ and that Ngambala, the fourth Lozi ruler, placed the southern and northern groupings within the Lozi territory (being the nuclei established through, respectively, Mwanambinyi and Mbozi) under a single Lozi chiefdom. With that he prepared the way for a powerful expansion of the Lozi kingdom by the sixth Lozi ruler, Ngombala (1725-1775). Jalla points out that the regiments of Ngombala moved from Naxaywe via Siome to Sesheke and Kazungula, and also plundered the Toki and Iyva before they advanced southwest to the Linyanti River.¹⁶ According to the two sources of Pretorius, Ngombala appointed a representative named Linyanti "at the present day"

Sangwali (in the southwestern corner of the later eastern Caprivi) to guard the fords through the Linyanti River and thus to ensure Lozi authority in this area.¹⁷ On returning from the campaign that reached to Hwange (derived from the name of another representative of Ngombala, namely Wange Hwange) Ngombala found that Linyanti had died in the meantime. He then appointed Mwanangombe at Sangwali (for the Linyanti area). Other *manduna* had also been appointed by him "to guard the fords" at the Kwando Mashi River, namely Sekaru, Masiubi and Mwanbwa Seluka.¹⁸ In this manner the present Caprivi became part of the Lozi kingdom under Ngombala during the first half of the eighteenth century. The groups in this area had a duty to pay taxes to the Lozi ruler.¹⁹

This situation evidently existed under successive rulers of the first Lozi kingdom, until it was overthrown by Sebetwane and his Koilo in the late 1850s. It is also clear from this set-up that any attack from outside the Lozi kingdom on a group within and under control of the Lozi, would have been considered to be an encroachment on Lozi sovereignty and interests, and interference in internal Lozi affairs. It is therefore understandable that the first military clash between the Lozi and the northbound Koilo took place after the latter crossed the Linyanti River from the present-day Botswana to settle in the Linyanti area. The Lozi warriors were defeated by the Koilo, commanded by Mbofelo, a few kilometres north of Linyanti in about 1850.²⁰

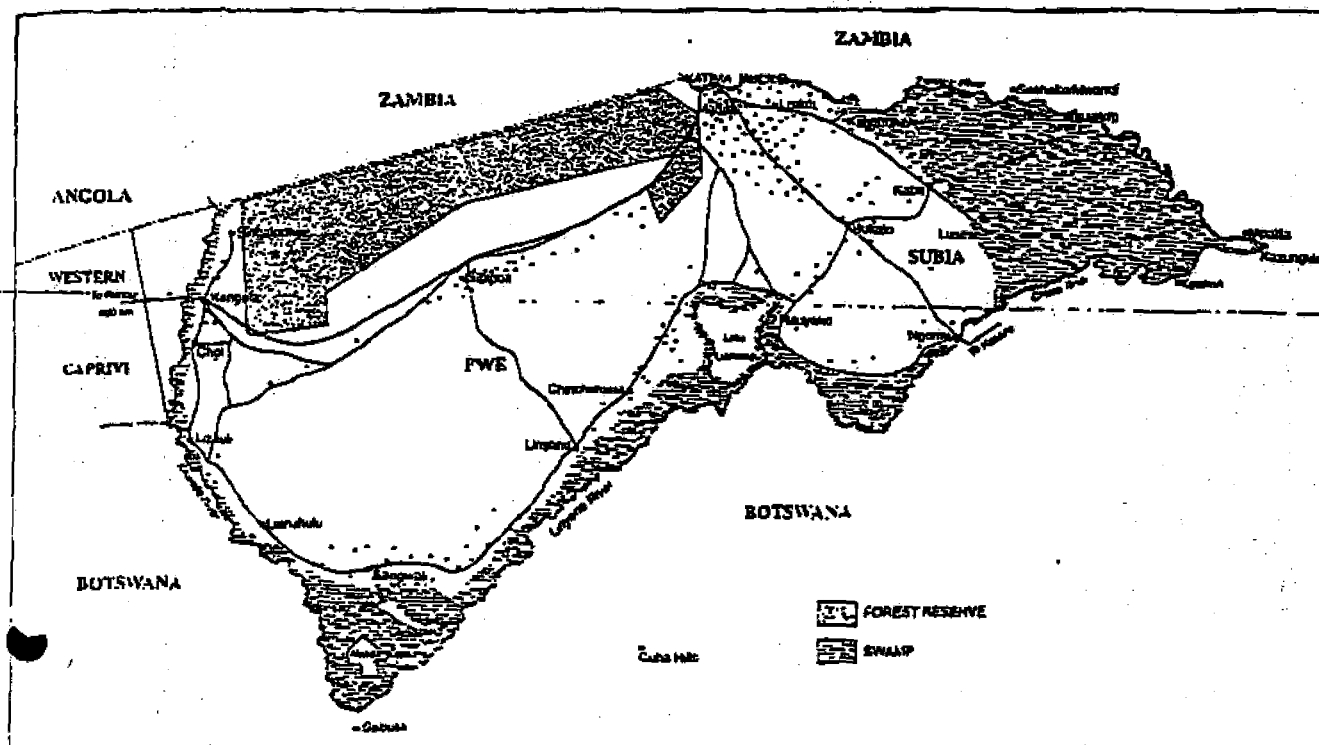
The Koilo

More detail, east on the path, and back of the fall, came of Sebetwane from the present-day Free State, and their eventual settlement in Buluto²¹ stated briefly, Sebetwane and his followers moved northwards from the present southern Free State during the *difficile* period; in 1823 they participated in an attack on the Tlhabing capital near the present Kuruman, numerous Tswana groupings in the western Transvaal and Botswana were plundered by Sebetwane and there were also clashes with the Matabele of Mzilikazi before he crossed the Linyanti Gorge and settled in the Linyanti area (where he fought the Lozi and won the battle). Because of malaria and tsetse fly, Sebetwane moved east and northeast along the Gorge River until he reached the confluence with the Zambezi River



The (traditional) courtroom of the *kuta* (tribal council/court) of the Matwe at Linyanti (1984)

THE SUBIA AND FWE OF CAPRIVI



on his way to the Toka highland. On request of the Subia under Nsundano, he became involved in a tribal dispute between the Subia and Lozi, crossed the Zambezi at Kazungula with the help of the Toka of Mosokutwane and started to subjugate parts of Bulozhi north of the Zambezi – a kingdom that was at that point in time weakened as a result of internal dissent and civil war. After conquering the capital of the Lozi kingdom and establishing his authority over the ethnic groups within the kingdom, he again moved southwards, punished the Subia and Toka for helping the Alatabele (Mzilika/i) during an attack on the Kololo, and finally settled at Linyanti (Sangwali) in 1850, where Sebetwane died on 7 July 1851, after meeting Livingstone.

Under the leadership of Sebetwane, the Kololo kingdom was expanded in such a way that it exceeded the borders of the former Lozi kingdom to the north and south. The groupings within the Lozi kingdom and under control of the Lozi during the reign of the Lozi kings (including the Fwe and Subia of the present Caprivi) thus came under the authority of the Kololo. The obligation to pay tribute to the Kololo ruler was maintained.

After the death of Sebetwane, he was succeeded by his daughter, Mmamochisane, who abdicated and transferred the chieftainship to Sekeleto, son (possibly stepson) of Sebetwane. Seke-

leto who was young, unsure of himself, and extremely distrustful, appointed only Kololo in positions of authority and killed all possible rivals within the kingdom.

Within the Kololo, as well as the Lozi and other subordinate groups, resistance against the rule of Sekeleto gradually grew, and this weakened the kingdom from within. Sekeleto died of leprosy in 1863. Leadership was taken over by Mbololo, a member of the ruling group who had defeated the Lozi in 1830. He moved the imperial headquarters from Linyanti to (old) Sesheke (now Mwanzi in Zambia) on the northern bank of the Zambezi, and thus to a point outside the present-day Caprivi. At that stage, Sipopa, a Lozi prince who lived for some time at the courts of Sebetwane and Sekeleto at Linyanti,²³ started a campaign to overthrow Kololo rule. Sipopa's *ngambala* (chief councillor), Njekwa, in particular played an active role in the onslaught and the Kololo kingdom was overthrown in 1861. After this, Njekwa and his lieutenants snuffed out all Kololo men in the kingdom and killed them.²⁴ Kololo women and children were absorbed by the Lozi.

The second Lozi kingdom

After the take-over by Sipopa, the Lozi had to reimpose their authority on certain groups (including the Subia) which

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were of the opinion that the end of Kololo hegemony meant the end of the empire.²⁵ The system of Lozi territorial administration was re-established. It meant that Sipopa divided the kingdom under two semi-independent capitals, namely Namuso in the north and Lwambi in the south, with the understanding that a female relative would rule in the south, but would not succeed in the north. The two administrative areas were further divided into provinces, which were subdivided into *litalo* (wards) under *manduna* (headmen). The practice of paying tribute to the Lozi king was resumed.

Sipopa was killed in 1876 during a rebellion within Lozi ranks and was succeeded by Mwanawina, who had to flee to the Toka in 1878. Prince Lubosi became king, but was overthrown during a rebellion in 1884 and found refuge with Libebe, chief of the Mbukushu at Andara in the present Kavango. The instigator of this rebellion, Maraa, appointed another royal, Tatila Akufuna, as king of the Lozi in September 1884. In November 1885 Lubosi returned from Andara with a military force, defeated the rebels and resumed his position as king of the Lozi. From this point onwards, he became known by the honorary name *Lewanika*, which, freely translated, means conqueror.²⁶ He ruled over Caprivi as an integral part of the Lozi kingdom, until the arrival of *Hauptmann* Streitwolf in 1909 as representative of the German imperial government in the area.

As mentioned above, representatives were appointed or confirmed throughout the kingdom at the start of the second Lozi kingdom. In essence, this implied the continuation of a practice followed during the first Lozi kingdom and also during the time of Kololo rule. As far as Caprivi was concerned, the governmental system evolved as follows: By the end of the first Lozi kingdom, Mwamba Seluka was the only representative with authority over the southern area, stretching from Bugani (at the Kavango River) to Mpalila Island (Kuzungulu), thus including Caprivi. He had subordinates (representatives) at the different communities. Shortly after the start of the second Lozi kingdom (1864), *Simatata Kabende* was appointed by the Lozi ruler himself (not by Seluka) as his representative in the Linyanti area and conferred the honorary title of *Mamili* on him. The nature

of the initial power relationship between Seluka and Mamili (*Simatata Kabende*) is unclear.²⁷ Jaba/Chaba, Mayuni and Ingenda were appointed as subordinates of Seluka at the Mashi/Kwando River. Three provincial *likata* were formed for the outlying areas: at Sesheke, Kaunga and Libonda. At Sesheke the son of Lewanika, Lita (Yeta), was placed in charge, while Kaunga was the seat of authority for the Mashi area under control of Litanyana, son of Lewanika's brother, Wamunungo.²⁸

White rule

There was no physical German presence in the Caprivi until 1909,²⁹ in spite of the fact that it was under German authority from 1890 in terms of an international agreement. Apparently, as far as the Lozi were concerned, the *status quo ante* still prevailed.

*Hauptmann Streitwolf*³⁰ arrived from Gobabis in Caprivi in January 1909 as representative of the German imperial government. He found the area almost uninhabited. All livestock were taken over the Zambezi on instruction of Lewanika. At Linyanti, Streitwolf met the aged Lozi legate, Mamili, and confirmed his position as head over the non-Subia part of the Caprivi.³¹ Streitwolf moved along the Kwando and explained the new situation to the inhabitants, namely that the Lozi would no longer have authority over the Caprivi. To the subordinates of Seluka who lived in Caprivi, the choice was given to either move over the (new) border to Northern Rhodesia (now Zambia) and thus remain subjects of Seluka, or to stay on in Caprivi but then under the authority of Mamili. They chose to accept Mamili as their new chief.³² During his short stay in Caprivi, Streitwolf managed to bring back the livestock, to demarcate boundaries, to appoint a former Subia headman, *Chikamuondo*, as chief of the Subia, and to establish a rudimentary administration at Schuckmansburg, opposite (old) Sesheke (Mwandi).

German authority over Caprivi was ended by Rhodesian troops in September 1914, during World War I. After the war South Africa was entrusted with the League of Nations mandate for South West Africa. Out of practical considerations, however, it was decided that the Caprivi should rather be administered by the British High Commissioner (as part of the Bechuanaland Protectorate) on behalf

of South Africa. Proclamation 12 of 1922 gave effect to this decision. Proclamation 23 of 1922 (SA) declared the laws of the Bechuanaland Protectorate binding on the Caprivi, a dispensation which remained valid until 31 August 1929. A subsequent proclamation (196 of 1929) transferred control of the area, as from 1 September 1929, to the Administrator of South West Africa, and stipulated that legislation applicable on South West Africa would also apply to the Caprivi. However, in terms of Proclamation 147 of 1939, the administration of the Caprivi became the responsibility of the Minister of Native Affairs of South Africa. This dispensation remained valid until 31 August 1977, when Proclamation 181 of 1977 empowered the Administrator-General of South West Africa to promulgate legislation for Caprivi. The situation remained thus until the independence of Namibia in 1990.

Against this background and within the context of the above-mentioned historical process, the ethno-histories of the Fwe and Subia have to be viewed more closely. Two givens, however, must be underlined in advance: first, that the area which was later to become known as Caprivi was continuously, since the rule of Ngombala (the sixth Lozi ruler - 1725-1775) under Lozi and Kololo control; and secondly, that no sign of domination by the Subia over the Fwe is apparent from the historical record.

The Mafwe (Fwe)

The group which is known as the Fwe, is of heterogeneous origin and it is probably for this reason that Pretorius wrote: "The Fwe ... is historically ... the least known tribe".³³ In essence, the group represents a product of fusion between "real" Fwe, Yccyi, Totela, Mbukushu, Lozi and Kwengo, under Lozi leadership but under the name of the Fwe. C. E. Kruger, who for many years was the magistrate of the area, explained that when Pretorius took over in 1939 from Windhoek, the group was officially described as *Mafwe* (Bayeyi). Later the name Bayeyi was left out, apparently with everyone's approval.³⁴ The catalyst for the fusion process was obviously the Lozi legate at Linyanti from 1865, namely *Simatata Kabende* (Muyungo) with the honorary name of *Mamili*. He is still remembered by these segments as "our first chief". The

"real" Fwe indicates an origin from the Shanjo;³⁵ the Totela point to a heartland directly north of Katima Mulilo;³⁶ the Yeeyi acknowledge ties with the Koba (of Botswana),³⁷ and the Mbu-kushu refer to Mwanambinyi and the areas of Katima Mulilo, Kwando and Andara as areas of origin.³⁸ Before Simataa Kabende, there were thus separate histories for the segments; under his rule they started to flow together. Therefore, the ethno-history of the Fwe "starts" with Simataa Kabende – but with the understanding that the deputy of Ngombala, Linyanti, and his successors, and also the Kololo, played a role in this fusion process.

Streitwolf reckoned that Simataa was about 10 years old when the Kololo arrived. He lived at the court of Seberwane at Linyanti; experienced the fall of the Kololo kingdom; stayed true to Lubosi when he had to flee to Andara and fought bravely on the side of Lubosi's forces in the battle of Lealui, through which Lubosi had won back his position as Lozi ruler.³⁹ According to Fwe testimony, Simataa was a Lozi of noble descent, and was appointed as "sub-chief" (or headman) at Lvena in the present Zambia, after the take-over of power by Sipopa in 1864. Shortly thereafter – probably in 1865 – he was appointed as "chief" in the Linyanti area, partly as a result of the fact that he stayed in the Linyanti area earlier. His task was to guard the southern border of the kingdom against invaders. With his appointment (and in accordance with Lozi tradition), the official (and honorary) name of *Mamili* was given to him by the Lozi ruler, also bearing reference to the earlier resident Kololo sub-chief (or headman) of the Linyanti area.⁴⁰ Thus Simataa Kabende was henceforth known as sub-chief or *induna* "Mamili". By the end of the previous century, two Lozi provinces enclosed the territory of the present Caprivi: the Seshoke province under Letui with Mamili and (according to Streitwolf) Tjikamatondo as representatives in, respectively, the southwestern and eastern parts; and the Kaunga province (which included the north-western part) under Letinyana with Mwamba Seluka as royal representative.⁴¹ Fwe testimony has it that the area over which Mamili was appointed by Sipopa, was henceforth no more under the authority of Seluka.

In the course of time, the identification between the various segments



Mamili V. Richard Temuso Muhinda, fifth Chief (*mumumu*) of the Mafwe (1971–1987)

Photo: M V Prinsloo

(Fwe, Yeeyi, Totela, Hambukushu and Makwengo) and Lozi representative Mamili (Simataa Kabende) grew stronger. Living together, suffering together and fighting together (against Matabele and Tswana from the south) sustained the process of fusion under Mamili.

In this process, the role of tradition and political culture should not be underestimated, while relative isolation would also have played a part. Because of Lozi dominance, Lozi culture and tradition would have been the frame of reference for non-Lozi elements. Secondly, it is part of the Lozi (and Kololo) political culture that the ruling lineage (tribal head, paramount chief, ruler) had to be of royal origin. Various examples exist in the Lozi history of "non-royals" who unseated kings or rulers (Njekwa and Mama) but did not take over the kingship themselves – they "recruited" a royal (Sipopa and Tacila Akufuna) to take the ruler's seat.⁴² The question of whether Simataa Kabende was in reality a Lozi royal is, under the circumstances, not of great importance, in the minds of those concerned, he was accepted as having the

credentials which are required for chieftainship, namely royal authority.

From Simataa (Mamili) onwards, there is a clear line of succession. Successive Lozi rulers apparently accepted him as their representative in the Linyanti area. With the arrival of Streitwolf, Simataa was acknowledged as chief of the Fwe (including the Yeeyi, Totela, Hambukushu and Makwengo). Pretorius states that "Streitwolf confirmed Simataa Mamili's position as chief and extended his jurisdiction over the entire non-Subiya area of Caprivi ...".⁴⁴

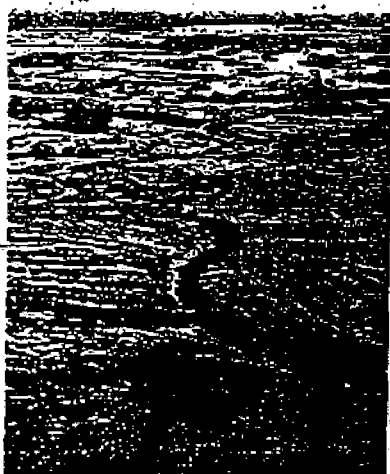
After Simataa there was continuous succession in the royal house of the Fwe: Lifasi (1909–1931); Simataa (1932–1936; 1939–1944); Simasiku (1944–1971); Richard Temuso Muhinda (1971–1987) and Boniface Beebi (1987–). After the appointment of Simataa Kabende (Mamili) by Streitwolf, all further chiefs were apparently selected as such by the Fwe and appointed by the competent authority. Authority was granted to them, which if it did not expressly refer to "the area of the Mafwe tribe", in any case implied the existence of an area of Fwe legitimacy. The record of succession also shows no occurrence or phase in the history of the Fwe from which it can be concluded that the Subia at any stage had authority over the Fwe. The view of Kruger can thus be endorsed: "The conclusion reached is that, as far as we can see, no Subia chief ever put sovereign step in the land of the Mafwe and if perchance one strayed that way all imprint of it will long since have been obliterated by the march of events".⁴⁵ Under South African administration the two groups and their chiefs were accorded equal status.⁴⁶

The Masubia (Subia)

The most comprehensive exposition of the ethno-history of the Subia is to be found in the contribution of Shamukuni in *Botswana notes and records*.⁴⁷ The fact that Shamukuni, according to all indications, is a Subia himself, places his contribution in a special context. What he presents can thus be seen as the Subia interpretation of their history.

Shamukuni starts off by stating that the Subia are settled at five dwelling places/areas, namely the Caprivi, Chohe district (Botswana), Seshoke area in Zambia, Rakops (Botswana,

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Flat flood plains are the dominant geographical characteristic of most of the Caprivi Strip area

Botswana) and Gomare (Botswana). They accept Goha Hills (or Gowa) in the north of Botswana as their earliest known dwelling place. Here they stayed during the rule of Shanjo (also known as Suncho), while Yeeyi (under Masarasura) and Mbukushu (under Dibebe) also lived there. It is denied that the Subia branched off from the Mbukushu or Totela, but grounds exist to suspect that they are related to the Damara.⁴¹

From the Goha Hills the Subia moved to the Chobe River. During the journey, Shanjo died and was succeeded by his son, Mafwira I, who after a short rule was succeeded by his brother, Nsundano I.⁴² Nsundano I is seen as "the founder of itenge" (kingdom) and it was during his rule that "the Basubiya identified them as an independent tribe".⁴³ According to the same source, "Nsundano I found the baTotela and the baFwe around the present Katima Mulilo and Linyanti respectively. These small tribes were not powerful and did not have recognised chiefs. Soon they came under Nsundano I. ... Nsundano I had heard of the warlike Matebele to the South-east of Chuengwe-namutitima (the Victoria Falls), possibly from Bushmen. He (Nsundano) then established his Royal Village of Tachindo on the northern bank of the Chobe River about five miles east of Ngoma, in the present Caprivi strip".⁴⁴ Here Nsundano I became known as Liberege-Libelenge and the borders of his kingdom were as follows: Sakapani south of Goha as the most southern point; Nunga to the southeast, Victoria Falls to the east; along the Zambezi upstream as far north as Sioma, and to the west downstream along the Kwando, through Kaunga and Singalawwe, past Sabute (Savuti) and down to Sakapani. These borders embraced a territory which included the whole of Eastern Caprivi (with exception of the part west of the Kwando). According to Shamukuni, Nsundano I was the contemporary of the Lozi ruler, Mulambwa⁴⁵ (1780-1830).⁴⁶

Nsundano I was killed by the Leya, and was succeeded by Liswani I, his nephew. Liswani I established himself at Isuswa, colluded with the Marabele, and was later killed by Sebetwane, the Kololo chief. According to Sillery,⁴⁷ it was with the blessing of Sebetwane that Nkonkweni (known as Liswani II) succeeded Liswani I. Nkonkweni established himself on Mpalila Island where the Chobe flows into the Zambezi. It is

further understood from Shamukuni⁴⁸ that there was a representative of Sebetwane at Nkonkweni's court. After the overthrow of the Kololo kingdom by Sipopa (in 1864), Nkonkweni and his followers fled from his island around 1876 to settle at Rakops near the Makgadigadi Pan in what is now Botswana. Here he stayed as a guest, for it was the area of Khamu III of the Ngwato. His son, Mafwira, broke away with a number of followers and established himself at Tlhale, Ngamiland, in the area of Moremi, chief of the Tawana. At the time of the flight of Nkonkweni out of the Caprivi, his sister, Ntolwe, stayed behind at Isuswa, where she "ruled".⁴⁹ After her death the question arose "as to who would succeed her as chief of the baSubia in the Caprivi".⁵⁰ She was eventually succeeded by a regent, Chikamatondo, after which Liswaninyana took over.

Though unclear when a number of Subia left Rakops and settled at Munga (northern Botswana, southeast of the Liambazi lake). In 1901 Chika II, Liswani III became head of this group. He retired and was succeeded in 1925 by his son, Nsundano II, who was deposed in 1925. Chika II, Liswani III filled the position again until his death in 1927. He was succeeded by Simvula, son of Nkonkweni, in 1928, who was succeeded in 1969 by his son, Moffat Maiba Simvula, who is seen by author Shamukuni as the *mumintenge*, that is the "rightful chief of the baSubia".⁵¹

As far as the Isuswa group is concerned, Liswaninyana died in 1937, after which Chikamatondo again acted as chief of the Subia in the Caprivi until his death in 1945, and was succeeded by Simvula Maiba. The latter stayed at Kabhe where he died in 1965. He was the biological father of Mutwa Joseph Muthango, who, with his appointment as chief of the Subia in Caprivi, accepted the name Maiba Moratswani. He is still chief of the Subia in Eastern Caprivi today.

Pretorius' account of the Subia history⁵² is consistent with Shamukuni's, and it is also clear that Pretorius relied heavily on Subia sources, especially on the interpretation of a principal of Kanono school.⁵³ Statements such as that the Subia "who lived between the confluence of the Chobe and Lyambai (Zambezi) and along the northern bank of the Lyambai as far north as Katima Mulilo, was politically and militarily the dominant tribe"; that Nsundano conquered large areas; that (the Subia claim)

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they have always ruled over the entire Eastern Caprivi Zipfel and as far west as the Okavango River", and that they "also provided the present ruling dynasty of the Mafwe",⁶¹ are in line with the (subjective) interpretation that the Subia give to historical events.

Evaluation

Some of the statements of the Subia have to be questioned.

Firstly, that Nsundano, who is seen as the founder of the Subia kingdom (*itenge*), would have subjected the whole Eastern Caprivi, including the Fwe. Pretorius⁶² as well as Mainga⁶³ refer to the conquests of Lozi King Ngombala (who, according to Pretorius, ruled between 1725-1775) during whose reign the Subia were subjugated. Royal representatives were appointed by Ngombala in all the conquered areas, to guard over Lozi interests. *Since that time (c.1750) the present Eastern Caprivi has been continuously under Lozi, or Kololo or white control.* The contemporary of Nsundano I, Lozi King Mulambwa, ruled from 1780 until 1830,⁶⁴ when he was defeated by the Kololo.⁶⁵ The Matabele under Mzilikazi came to the fore as a political force in the Transvaal between 1820 and 1830, but it was only in 1837 that they moved to Bulawayo from where they exerted pressure on the Zambezi region. The references (in the Subia version) to Mulambwa and the Matabele therefore point, at the earliest, to the period after 1800, *at which time the Eastern Caprivi had already been under Lozi rule for roughly 50 years.* No source could be found confirming that the Lozi were attacked and conquered by Nsundano I, or that the area indicated by the Subia as *itenge*, was ceded to the Subia by the Lozi. If it did happen, why did the Lozi (and not the Subia) attack the Kololo of Sebetwane when the latter crossed the Linyanti Chobe in the late 1820s?⁶⁶

Five sources give a different explanation. They suggest that the Subia, after Sipopa defeated the Kololo (1864), did not accept Lozi authority. This fact is confirmed by Mainga: the Totela, Subia and Toka would not pay tribute to Sipopa. "Then Sipopa descended on the Subia headmen implicated in the plot and murdered them in cold blood."⁶⁷ The Fwe further maintain that Nkonkwena and his ruling lineage (of the Subia) then fled out of fear to Botswana. After the overthrow of Sipopa (1876),



some of these Subia returned under leadership of Chikamatondo and requested Mamili (the representative of the Lozi king in Linyanti) for land. Mamili sent a message to the king (Lewanika), who indicated that Mamili should allocate land to these Subia "who like to stay in the swamps" in the eastern corner of Eastern Caprivi. This was done and thus they (again) settled there.

Secondly, given the circumstances (Lozi control replaced by Kololo control, which again was replaced by Lozi control until German control became effective), it was not possible for the Subia to obtain exclusive political control over the present Eastern Caprivi at any stage - even less over the area as indicated by author Shamukuni and which is referred to as *itenge*.

Thirdly, because of his disloyalty, Liswani I was killed by Sebetwane. According to Subia sources, his death ushered in the disintegration of the "tribe". According to Fwe sources, however, Liswani I was only a headman *induna* under the Lozi (with the implication that there was or could have been others), while Lozi sources also do not mention that he was acknowledged as the *chief* of the (thus all) Subia. Nkonkwena succeeded Liswani I and established himself at Apalila Island. If it is taken into account that Liswani was most probably killed before 1850 and that Nkonkwena only fled to Botswana in about 1876, he must have figured somewhere in the period of 26 years - if he was indeed "chief" of the Subia and acknowledged as such. Such evidence could not be found, on the contrary, mention is made that Sipopa in 1865-1866 killed the rebellious Subia headmen.⁶⁸ Stals writes that with the arrival of Streitwolf in the

A Caprivi man with his *mukoro* (canoe) - the essential mechanism for transport over the Zambezi (Lyambai/ Lyambeye) and swamps in the region. Photo: M W Prinsloo

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Caprivi, the groups did not have chiefs and that authority was vested in the hands of the different village headmen.⁶⁹

From this it can be concluded that the Subia interpretation of their own history contains a degree of romanticism. All that can be said with certainty, as far as the existence of the Subia as an "independent" group in Caprivi is concerned, is what Kruger wrote in 1963: "Their independence and status as a recognized separate tribe dates back ... to the time the German Resident appointed Chikamkamondo. ..."⁷⁰

Fourthly, with the flight of Nkonkwenena to the area of the Ngwato (in Botswana), a spatial removal of Subia out of the Caprivi took place. If Nkonkwenena was indeed the *primis inter* amongst the Subia, the senior lineage of the Subia has been *outside* the Eastern Caprivi since 1865/1876. Confirmation of this is also found in a letter of Liswani III of Chobe, Botswana, to the Resident Magistrate of Kasane in 1924. (It was during the time that the administration of Caprivi was seated in Kasane. Thus the Subia of Caprivi and the Subia of the Chobe area - of Botswana - were practically administered as a single unit.) Liswani III wrote, *inter alia*: "... I am complaining why I am called Headman. If I am Headman who is the proper chief? (of the Subia) ... there is no letter being received from the Government which shows that Sondano (son of Liswani III) is now a Chief; he is also written Headman, if so, who is the proper Chief of the Basubia? ... There is no other big chief of the Basubia except Sondano. Nika-Matundo (then chief in the Caprivi) is under Sondano". And in closing: "... I wish Sondano (of Chobe) to be known by the Government as the only Chief of the Basubia ..."

Fifthly, as far as the relative status of the Fwe and Subia before the period of German control is concerned, it appears as if the Fwe enjoyed a higher rather than lower status than the Subia, because: "As for the Basubia, they were under the regional supervision of Letia, later named Yeta (the representative of the Lozi paramount chief) at Sesheke (now called Mwandji), with Malozi Indunas at strategic places. Mamili (of the Fwe), Siluka and Mwanora would also have recognised Letia as their superior but were not directly within his regional control but rather under the Paramount Chief Lewanika".⁷² It corre-

sponds with the remark of Scals, namely that the Subia were subjects of the Rotse (Lozi) and thus had certain obligations towards Lewanika and his son Letia of Sesheke.⁷³

Sixthly, the nature of the basis for the Subia argument that the ruling lineage of the Mafwe had its origins in the Subia,⁷⁴ is not clear, but it could be that sisters of Subia rulers were also mothers of Fwe chiefs. Vorster in his genealogy of the Fwe chiefs,⁷⁵ does show that the mother of Simataa Kambende (the first Mamili of the present lineage) was a Subia and that the mother of his successor (Lifasi) was also a Subia (of Sesheke). The birth status of these women is not known. If they (or one of them) were from "royalty", their sons would, from the viewpoint of the traditionally stronger matrilineally orientated Subia, have had to be chiefs - and hence possibly the claim. Seen from the patrilineally orientated Fwe viewpoint, however, it is the father (not the mother) that determines the status of the child. Therefore, from the viewpoint of the Fwe, such a possible Subia claim is invalid. Moreover, the patrilineal line was apparently followed in the appointment of the present Subia chief.

Conclusion

In view of the above, the reason for the 'Royal House Declaration' of the Subia on 19 October 1991⁷⁶ is difficult to appreciate. The available material on the Caprivi does not point to domination of the Fwe by the Subia at any point. In fact, both groups were throughout treated as groups of equal status. From the ethno-history of the Fwe as well as that of the Subia it is clear that there does not exist known historical grounds which can be cited to support a claim that the present Eastern Caprivi as a whole "belonged" to the Subia and that the Subia chief is - or should be - the only chief (or paramount chief) of the area. No grounds for a claim on "indigeneness" on the side of the Subia *viz-à-viz* the Fwe could be found. That the matter needs mediation though with a view to a solution, is also clear. And in this context, negotiations which could lead to the accommodation of both groups and the demarcation of a boundary between the Fwe and Subia, appears to be the only way out of the present impasse.

Notes and references

- 1 R Cohen and J Middleton, "Introduction", in R Cohen and J Middleton, *From tribe to nation in Africa: Studies in incorporation processes*, Maynard MA: Chandler, 1970, p 13.
- 2 The concept *munimunge* is often used by the Subia to refer to the sovereign king, ruler or "owner" of a Subia kingdom (named *uenge*) which, allegedly, included the present Caprivi, and which existed before the Luyana, Kololo and successive white administrators exercised authority over the region. See D M Shumukuni, "The Basubia", *Botswana notes and records*, vol 4, 1972, p 163 *et seq*.
- 3 See *Die Republiekin*, 26 May 1993: 28 May 1993. On 19 July 1993, *Die Republiekin* reported that the Caprivi "peace" was on "shaky legs" after the police used teargas on 12 July to bring order in Katima Mulilo between the Fwe and Subia. Apparently the friction was over the interpretation of the agreement of May and its consequences. (See *The Namibian*, 15 July 1993; *New Era*, 8-14 July 1993; *New Era*, 15-20 July 1993.)
- 4 In addition to investigations by local officials at different times, a commission (the Budaek Commission) had been appointed on 10 February 1982 to investigate the matter, while Judge Levy had been appointed on 31 October 1991 to investigate protests with reference to promotion of certain officials, and which basically focused on the same issue. See, "Commission of inquiry into the cause of resistance by certain members of the Caprivi community to the appointment of certain senior public servants (Education)", Levy Report, Windhoek (no date), as well as *TEUPD*, 18 July 1993; *Die Republiekin*, 9 September 1992; *New Era*, 15-22 July 1993; *The Namibian*, 16 July 1993.
- 5 Levy Report, *op cit*, p 15 *et seq*.
- 6 *Op cit*, pp 17-18; M W Prinsloo, "Morali-swani v Mamili: Aanspraak op opperhoofskap in Caprivi", *TSAK* no 3, 1987, p 59, *et seq*.
- 7 By Government Notice No 2429 of 1972 described as that part of the Caprivi Zipfel which lies east of longit. meridian 24° 18'00".
- 8 Republic of South Africa, *Government Gazette*, 3 December 1971.
- 9 Data used here are partly derived from field research done by the writer in 1984, 1985, 1986 and 1987 in the Eastern Caprivi and published in a monograph entitled *Chris Maritz, Botsuwa Fwe by die Mafwe van Caprivi* (Ethnic Fusion of the Mafwe of Caprivi), Vorkefström, Department Central Publications, PU for CHE, 1988. In June/July 1994 a follow-up visit was made to the area.
- 10 See A Jallo, "History of the Malozi", (a translation of the writer's work *Lizaba za*

THE SUBIA AND FWE OF CAPRIVI

- Sicaba sa Maluzi*. Cape Town: Oxford University Press, 1921), p 4; M Gluckman, "The Lozi of Barotseland in North-western Rhodesia", in E Colson and M Gluckman (eds) *Seven tribes of British Central Africa*, Manchester: Manchester University Press, 1959, p 2; M Mainga, *Bulozi under the Luyana kings*, London: Longman, 1973, p 24.
- 11 *Op cit.* p 26.
 - 12 A reference to the rapids in the Zambezi close to the present-day regional capital of Caprivi. Here Mwanambinyi apparently had the drums (*maoma*) of the Mbukushu taken from them.
 - 13 A Jalla, *op cit.* p 8.
 - 14 *Ibid.* M Mainga, *op cit.* p 28.
 - 15 Fwe kua, interview 2 April 1984
 - 16 J Pretorius, *The Fwe of the Eastern Caprivi Zipfel. A study of their historical and geographical background, tribal structure and legal system, with special reference to the Fwe family law and law of succession*. MA dissertation, University of Stellenbosch, 1975, p 26
 - 17 *Ibid.* p 19; M Mainga, *op cit.* p 59.
 - 18 *Ibid.* p 26. Apparently the river (Mashi-Kwando) became known by the name "Linyanti" as a result of the name of the representative of the Luyi authority, namely Linyanti.
 - 19 A Jalla, *op cit.* p 10; J Pretorius, *op cit.* p 26 also refers to legends. Imusho and others who were appointed as mandatum-representatives at the Kwando, Mashi.
 - 20 See M Mainga, *op cit.* pp 59-60.
 - 21 See Hauptmann Streitwolf, *Der Caprivier Zipfel*. Berlin: Wilhelm Süsserrot, 1911, p 118.
 - 22 E W Smith, "Schetwane and the Makulolo", *African Studies*, vol 15, 1956, p 19 *et seq*; D F Ellenberger and J C MacGregor, *History of the Basuto*, London: Casson, 1912 (reprinted New York: Negro University Press, 1969), p 305 *et seq*; D I Livingstone, *Missionary travels and researches in South Africa*, London: John Murray, 1857, 1 Schapera (ed), *Livingstone's private journals 1851-1853*, London: Chatto and Windus, 1961, pp 16-28; M Mainga, *op cit.* p 65 *et seq*
 - 23 M Mainga, *op cit.* pp 95, 102-103.
 - 24 E Holub, *Seven years in South Africa*, London: Sampson, Marston, Seale and Remington, 1881, vol 11, p 143; M Mainga, *op cit.* p 96.
 - 25 M Mainga, *op cit.* pp 105, 111-112.
 - 26 *Ibid.* p 128.
 - 27 Conflicting information was received on this: on the one hand that Simatya Kahende was "under" Seluka, on the other hand that they were equals. In Linyanti, seat of Simatya, Streitwolf learned in 1909 that "Ihre Oberindunas Seluka und Slangi (bei Letzta njana) hatten sie in Ruhe gelassen" (*op cit.* p 126. At the same time though, we know that not Seluka, but the Lozi king, Sipopa, appointed Simatya. On the other hand, Fwe sources inform us that a representative at the Kwando River, namely Mayuni, was appointed by Seluka.
 - 28 M Mainga, *op cit.* pp 135-136. Wamunungu was killed during the rebellion of 1884. Other sources (F Seiner, "Ergebnisse einer Bereinigung des Gebietes zwischen Kwango und Sambesi, in den Jahren 1905 und 1906", *Mitteilungen aus den Deutsche Schutzgebieten*, vol 22, no 1, 1909, p 11; and Anonymous "Deutsch-Südwestafrika. Die Expedition Streitwolfs nach dem Caprivi-Zipfel", *Deutsches Kolonialblatt*, vol 21, 1910, p 55) state that Linyanti was a son of Linyanti.
 - 29 F L P Stak, *Kurt Streitwolf: 50 years in South-Africa, 1899-1914*, Johannesburg: Penskor, 1988, pp 70-71.
 - 30 The Fwe referred to him as "Kataramungu" - he who measures/count the land - probably on account of his demarcation of borders. For the Subia he was "Kambungu".
 - 31 J Pretorius, *op cit.* p 42. Streitwolf referred to him as "Induna Mamili". See Anonymous, *op cit.* 1910, p 56.
 - 32 See Hauptmann Streitwolf, *op cit.* p 57. The choice to move or to live under the authority of Mamili was confirmed by Side Mabusa (Sikonsivana), Sifalo: Ntinda, interview on 11 May 1987.
 - 33 *Ibid.* p 24
 - 34 C E Kruger, letter to the writer, dated 7 January 1987
 - 35 See Chris Maritz, *op cit.* pp 27-28
 - 36 W A Beilsford, *The tribes of Northern Rhodesia*, Lusaka: Government Printer, 1950, p 14.
 - 37 See Chris Maritz, *op cit.* 1988, p 26
 - 38 A Jalla, *op cit.* p 8.
 - 39 *Ibid.* p 119.
 - 40 Fwe-kua, Kahma Mulla, interview on 3 April 1984. Also see J Pretorius, *op cit.* p 51
 - 41 Doubt exists over the rank given to him. Fwe sources have it as "chief of the Fwe". F Westreich in *Tribe and travel in early Barotseland*, London: Chatto and Windus, 1963, p 63 refers to him as "chief of Linyanti", while C E Kruger, unpublished report, 1 April 1940, p 40 refers to him as "headman or sub-chief ... to control the area"
 - 42 Anonymous, *op cit.* pp 55-56.
 - 43 See M Mainga, *op cit.* p 103. G L Caplan, *The elites of Barotseland*, Berkeley: University of California Press, 1970, p 11.
 - 44 *Ibid.* p 42.
 - 45 C E Kruger, *A history of the Caprivier*, unpublished manuscript, chapter 12, p 24. Copies of this are available at the Department of Land Affairs, Pretoria.
 - 46 See C J Maritz, "Politieke verandering (ontwikkeling?) in Caprivi", *Politikon*, vol 13, no 1, 1986.
 - 47 D M Shamukuni, "The Basubia", *Botswana notes and records*, vol 4, 1972, pp 161-183.
 - 48 *Ibid.* p 161. See also A Sillery, *The Bechuanaland Protectorate*, Cape Town: OUP, 1952, p 190 for a different interpretation, namely that the Subia originated during the rise of the Lozi kingdom and as product of the Mbukushu and (possibly) Totelo.
 - 49 Shamukuni, *op cit.* p 163.
 - 50 *Ibid.*
 - 51 *Ibid.* p 163.
 - 52 *Ibid.* p 161.
 - 53 See M Gluckman, *op cit.* p 2
 - 54 *Op cit.* p 191.
 - 55 *Op cit.* p 165.
 - 56 Because it was within the kingdom of the Lozi, it thus would have been, at best, as subject of Robosi.
 - 57 Shamukuni, *op cit.* p 16
 - 58 *Ibid.* footnote 11, p 21.
 - 59 *Ibid.* pp 21-22.
 - 60 *Ibid.* footnote 14, p 21.
 - 61 *Ibid.* pp 21-22
 - 62 *Ibid.* p 26.
 - 63 *Ibid.* p 59. Mainga also makes this meaningful remark in a footnote (p 11), "For Nyanzola's (1861) conquests in Sesheke, Bantwa and Linyanti areas, see Box 350 S 2 S UNAZI".
 - 64 M Gluckman, *op cit.* p 2.
 - 65 I Schapera (ed), *Livingstone's private journals, 1851-1853*, London: Chatto and Windus, 1961, p 20
 - 66 M Mainga, *op cit.* p 69, after A St M Gibbons, "Matabeleland and the tribes of the Upper Zambezi", *Journal of the Royal Colonial Institute*, 1888, p 261 *et seq*.
 - 67 *Ibid.* p 112.
 - 68 *Ibid.*
 - 69 *Ibid.* p 70.
 - 70 C E Kruger, "The eastern Caprivier Zipfel", Memorandum dated 4.1.1965, p 4, Department of Land Affairs, Pretoria FS 1107 3.
 - 71 See Shamukuni, *op cit.* p 177.
 - 72 Department of Land Affairs, FS 1107 3, Memorandum by C E Kruger, 13 5 1976.
 - 73 *Ibid.* p 77
 - 74 J Pretorius, *op cit.* p 22.
 - 75 For a more comprehensive version, see Chris Maritz, *op cit.* 1988, opposite p 60.
 - 76 See Levy Report, *op cit.* pp 15-16.



Abb. 14 Die Expedition von Hauptmann Streitwolf überquert im Januar 1909 den Chobe bei Ngoma. Das Obergestell des Wagens wird mit Hilfe von vier Einbäumen übergesetzt (Nat. Arch. Whk. Nr.6567)

Picture 14 The expedition of Captain Streitwolf crosses the Chobe at Ngoma in January 1909. The top part of the wagon is ferried across with the help of four canoes . (Nat.[ional] Arch.[ives] Whk. No. 6567)

Historische Texte und Studien

Band 16

Imre Josef Demhardt

Deutsche Kolonialgrenzen
in Afrika

1997

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Historisch-geographische Untersuchungen
ausgewählter Grenzräume
von Deutsch-Südwestafrika und
Deutsch-Ostafrika

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Deutsche Reich nach seiner Erwerbung kein wie auch immer geartetes offizielles Interesse gezeigt hatte, durch Gebietstausch zu erwerben. Als Kompensationsobjekt schlug der Resident Commissioner den südwestlichen Teil des Bechuanalandes vor, das vom 21° östl. Länge im Osten und dem Rivier des Molopo im Süden sowie der Schutzgebietsgrenze im Westen und Norden begrenzt sein sollte. Dies hätte eine völlige Begradigung der Ostgrenze des südwestafrikanischen Schutzgebietes bedeutet. Tatsächlich überreichte daraufhin der britische Botschafter in Berlin am 22.7.1908 eine Note seiner Regierung, in der ausführte wurde, *"the Strip to be ceded would appear of no intrinsic value to Germany, while its position between two British Administrations can hardly fail to cause a number of troublesome frontier incidents"* (Zitate nach PRESCOTT 1979, S. 9). Durch diese diplomatische Offensive Londons aufgeschreckt, ging das Reichskolonialamt nun endlich daran, diesen entlegendsten Teil seines südwestafrikanischen Schutzgebietes durch das Windhoek-Gouvernement regierungsamtlich erforschen zu lassen und eine zumindest symbolische Repräsentanz einzurichten. *"Das Ansehen des Deutschen Reiches verlangte die sichtbare Inbesitznahme des Gebietes und eine wirksame Verwaltung"* (HUPEL, S. 155).

Zur dortigen Durchsetzung von Ruhe und Ordnung sowie zum wirksamen Schutz der Wildbestände verbot Gouverneur von Schuckmann deshalb zunächst durch Verordnung vom 16.10.1908 jeglichen Zutritt zum Caprivizipfel, lediglich mit Ausnahme der Angehörigen der ansässigen einheimischen Stämme und Besitzern eines "aus besonderen Gründen" auszustellenden Erlaubnisscheins. Zuwiderhandlungen durch Weiße wurden mit einer Geldstrafe von bis zu 5.000 Reichsmark und/oder bis zu drei Monate Gefängnis bedroht. Widerrechtlich eingeführte Waren unterlagen nunmehr der Beschlagnahmung und Einziehung. Vor allem durch letztere Verfügung sollten die bekannten Händlerzüge mit großen Mengen Elfenbein und Fellen aus dem Caprivizipfel durch das britische Bechuanaland zur Ostgrenze des Schutzgebietes unterbunden werden. Mit der praktischen Durchführung dieser Verordnung wurde der bisherige Distriktschef in Gobabis, Hauptmann Streitwolf, mit zwei Weißen (einem Feldwebel und einem Sanitätssergeanten) sowie zwölf einheimischen Polizeidienern noch im gleichen Jahr als Resident zum Sambesi entsandt. Mit Zustimmung der britischen Behörden zog diese kleine Expeditionsmacht durch das Bechuanaland über den Ngami-See nach Kasungula. Am dortigen Zusammenfluß von Chobe und Sambesi sollte mit der dortigen britischen Polizeistation und auch derjenigen in Seseheke Fühlung aufgenommen werden. *"Es besteht völliges Einvernehmen mit der britischen Kolonialbehörde,"* so die amtliche Verlautbarung im "Deutschen Kolonialblatt", *"welche in dem Zusammenfluß von zweifelhaften Elementen auf unserem Gebiet mit Recht auch eine Gefahr für die Ruhe in der*

britischen Machtsphäre sieht und deshalb einem Zusammengehen mit dem Kaiserlichen Gouvernement in dieser Frage gern zugestimmt hat."

Darüber hinaus wurde Hauptmann Streitwolf vom Gouvernement angewiesen, *"möglichst eingehende Erkundigungen über die Verhältnisse jenes Teils unseres Schutzgebiets anzustellen"* (DKB 1908 [Nr. 23 vom 1.12.1908], S. 1152-1153). Der Anmarsch der kleinen Streitwolf'schen Kolonne vollzog sich über Rietfontein (Nord) und südlich am Ngami-See vorbei zum Unterlauf des Linyanti, wo sie Anfang Januar 1909 eintraf. *"Von hier aus durchquerte die Karawane den Caprivi-Zipfel von Süden nach Norden und erreichte nach insgesamt zweimonatlicher Reise den Zambesi in der Nähe der auf der gegenüberliegenden Seite des Flusses befindlichen englischen Station Seseheke. Eine erhöhte Stelle, etwa 400 Meter vom Flusse entfernt wählte Streitwolf zum künftigen Standort der Residentur Schuckmannsburg und errichtete hier die ersten provisorischen Unterkunftsräume"* (HUPEL, S. 156). Hier nun richtete Hauptmann Streitwolf als letzten Verwaltungsbezirk Deutsch-Südwestafrikas im äußersten nordöstlichen Wurmfortsatz des Schutzgebietes den im Westen entlang des 21° östl. Länge - und damit einschließlich des Stammeslandes der Mbukushu am Okavango - an den Bezirk Grootfontein grenzenden Residenturdistrikt Schuckmannsburg als erster Resident ein¹⁶⁾. Schon in einem seiner ersten Berichte an das Gouvernement meldete Hauptmann Streitwolf dann hinsichtlich des kolonialisatorischen Wertes des Caprivizipfels, daß dieser entgegen den britischen Einflüsterungen durchaus nicht uninteressant sei. Wenn überhaupt, dann solle der Zipfel nur gegen die Walfisch Bay oder *"wirklich gutes Land"*, etwa in Togo, eingetauscht werden: *"The Caprivi Zipfel"*, so einer seiner britischen Nachfolger Jahrzehnte später, *"is useless to anyone else but of highest value to the English"* (TROLLOPE, S. 4).

Im Jahre 1911 schließlich wurde die bisherige militärische Verwaltung des Residenturdistrikts in die Zivilverwaltung überführt, wobei jedoch auch weiterhin ein abkommandierter Offizier der Schutztruppe die Position des Residenten wahrnahm. Als Nachfolger des zum Eingeborenenreferenten beim Gouvernement versetzten Streitwolf ernannte der Gouverneur den langjährigen Distriktschef von Omaruru, Hauptmann von Frankenberg und Proschlitz, der nicht nur über kolonialadministrative Erfahrungen verfügte, *"sondern in seiner Eigenschaft als Landmesser zweifellos der geeignete Mann für diesen Posten war."* Infolge des Übergangs der Residentur in die Zivilverwaltung stellte

16) Residenten waren 1909-1910 Hauptmann Streitwolf (1904-1909 Distriktschef im selbständigen Distrikt Gobabis) und nach einer Vertretungsphase durch Oberleutnant Kaufmann 1912-1914 Hauptmann von Frankenberg (1907-1912 Distriktschef des selbständigen Distrikts Omaruru), der bei Kriegsausbruch 1914 beurlaubt war und erneut von Hauptmann Kaufmann vertreten wurde (HUBATSCH, S. 447).

[In response to representations made by the British Government the German] Governor [of South West Africa] von Schuckmann on 16 October 1908 issued a decree. In order to enforce law and order and to protect wildlife he prohibited entry to the Caprivi Strip for everybody with the exception of members of the native tribes and people holding a permit to be issued for special reasons ... Captain Kurt Streitwolf, the district chief in Gobabis, as he then was, together with two whites (a sergeant and a medical sergeant) and twelve native police helpers were sent as Resident to the Zambezi the same year in order to enforce the decree. (Imre Josef Demhardt, *Deutsche Kolonialgrenzen in Africa* [German Colonial Boundaries in Africa] (1997), p.340)

OSKAR HINTRAGER

SÜDWESTAFRIKA
IN DER DEUTSCHEN ZEIT

Mit 56 Bildern und 1 Karte

1955

KOMMISSIONSVERLAG
R. OLDENBOURG MÜNCHEN

Rechnungsjahr 1908 schloß mit einer Ersparnis von je rund 2 Millionen Mark bei der Zivil- und Militärverwaltung ab. Bei der Etatsberatung sagte der erfahrene Gouverneur: „Dem Militär und den Ärzten darf die Regierung die Staatsfinanzen nicht überlassen, sonst macht der Staat bankrott. Das soll kein Vorwurf gegen diese Berufe sein. Der eine bekämpft den Feind, der andere die Krankheiten. Hierbei sollen und wollen beide nicht fragen, was es kostet.“

Bei der alljährlichen Beratung des Etats der Schutztruppe wiederholte Gouverneur von Schuckmann stets seine Mahnung, die Pferde der Schutztruppe nicht mit dem aus Deutschland eingeführten Hafer zu füttern, sondern mit dem im Lande gezogenen Mais und Kafferkorn (Hirse). Ein großer Teil der jährlich rund 2 Millionen Mark betragenden Kosten für die Hafereinfuhr könnte dadurch erspart, die Ernährung der Tiere im Kriegsfall gesichert und den Farmern ein dauernder Absatz im Lande geschaffen werden. Wie gut dieser Rat des Gouverneurs war, hat sich im ersten Weltkrieg gezeigt. In dem Telegramm vom 9. Juli 1915, durch das Gouverneur Seitz dem Kaiser die Übergabe der Schutztruppe bei Khorab meldete, wird als einer der Gründe der Aussichtslosigkeit der Fortsetzung des Kampfes angeführt: „Der heruntergekommene Zustand der Pferde, für die seit Monaten kein Hafer mehr vorhanden war.“ Die Blockade des Schutzgebiets hatte die Hafereinfuhr verhindert.

Ende 1908 wurde durch den High Commissioner von Südafrika darüber Klage geführt, daß sich in dem unbesetzten Caprivizipfel — jenem schmalen, zirka 500 km langen Streifen vom Okavango bis an den Sambesi — viel weißes Gesindel festgesetzt und auf die Eingeborenen einen sehr schlechten Einfluß habe. Hierauf beauftragte Gouverneur von Schuckmann den in der Schutzgebietsverwaltung bestens bewährten Distrikschef von Gobabis, Hauptmann Streitwolf, als Resident im Caprivizipfel geordnete Zustände zu schaffen.

Am 15. November 1908 marschierte Hauptmann Streitwolf mit 3 Unteroffizieren und 14 Eingeborenensoldaten von Gobabis ab und erreichte über Olifantskluft, Rietfontein und den Ngami-See am 3. Februar 1909 den Sambesi. Der Marsch war außerordentlich schwierig, zuerst eine fürchterliche Dürre in der Kalahari, dann von Ende Dezember starker Regen, der alles zum kaum passierbaren Sumpf machte.

Am Sambesi errichtete Streitwolf ein Lager, nicht weit von dem am anderen Ufer liegenden Sescheke, das Magistratssitz und Poststation war.

[106] At the end of 1908 the High Commissioner of South Africa complained that in the unoccupied Caprivi Strip - that small some 500 km long strip from the Okavango to the Zambezi - a lot of white riffraff had got a foothold and had a very bad influence on the natives. In response to this complaint Governor von Schuckmann instructed Captain Streitwolf (the district chief of Gobabis, who was well experienced in the administration of the protectorate) to establish order in the Caprivi Strip as resident there. (Oskar Hintrager, *Südwestafrika in der deutschen Zeit [South-West-Africa in the German Time]* (1955))

- 1897: Kinderpest.
 Sept.: Beginn des Eisenbahnbaues von Swakopmund aus in Richtung Windhuk.
 Dez. bis April 1898: Feldzug gegen die Swartboi- und Topnar-Hottentotten und die Nordwest-Hereros.
- 1898, 10. April: Schöpfung von Eingeborenen-Reservaten.
 11. Okt.: Vereinbarung zwischen dem Auswärtigen Amt, Kolonialabteilung und der South West Africa Company Ltd. betr. Verzicht der Gesellschaft auf ihre Rechte betr. Bau und Betrieb von Eisenbahnen.
 17. Nov.: Zusammentritt der deutsch-englischen Kommission zur Festlegung der Ostgrenze des Schutzgebietes.
 31. Dez.: Verordnung betr. Einlagung von Forderungen gegen Eingeborene.
- 1899, 23. Febr.: Verordnung betr. Kreditgewährung an Eingeborene.
 13. April: Kabelverbindung nach Swakopmund fertiggestellt durch Anschluß an das englische Kapstadt-Kabel.
 1./2. Juni: 1. Landwirtschaftliche Ausstellung in Windhuk.
 2. Sept.: Beginn des Molenbaues bei Swakopmund.
- 1900: Der seit 1898 über den Distrikt Gobabis verhängt gewesene Kriegszustand wird aufgehoben.
- 1901, 15. März: Erteilung einer Konzession an die Otawi-Minen- und Eisenbahn-Gesellschaft.
 1. Aug.: Telegraphische Verbindung zwischen Swakopmund und Windhuk hergestellt.
- 1902, 1. Juli: Der Betrieb der Eisenbahn von Swakopmund bis Windhuk eröffnet.
- 1903, 23. Juli: Verordnung betr. Rechtsgeschäfte mit Eingeborenen.
- 1904, Jan.: Beginn des Herero-Krieges. Rund 150 Ansiedler und Soldaten werden ermordet.
 27. Jan.: Entsch. von Otahandja.
 4. Febr.: Entsch. von Omaruru.
 13. März: Gefecht bei Omikotoreto; von 11 Offizieren und 38 Reitern 7 Offiziere und 19 Mann gefallen.
 März: Beginn des Baues der Otawi-Bahn von Swakopmund aus.
 Juli: Morengas Räubereien führen zur Ausdehnung des Krieges auf den Süden der Kolonie.
 11. Aug.: Gefechte am Waterberg. Entscheidende Niederlage der Hereros.
 3. Okt.: Hendrik Witbooi erklärt der Regierung den Krieg.
- 1905, 18. Mai: Die Otawi-Eisenbahn ist bis Karibib fertiggebaut.
 29. Okt.: Im Gefecht bei Fahlgras wird Hendrik Witbooi tödlich verwundet. Infolgedessen unterwerfen sich die Witbois.
 1. Dez.: Der Gouverneur erläßt einen Aufruf an die Hereros zum

- Niederlegen der Waffen und Gestellung. Das Sammeln geschieht unter Mitwirkung von Missionaren.
- 1905, 27. Dez.: Beginn des Baues der Bahn Lüderichbucht—Keetmanshoop.
 1906, Mai: Der Bandenführer Morenga wird über die Grenze getrieben und von der Rappolizei gefangen gesetzt.
 24. Aug.: Otawi-Bahn bis Endstation Tjumed fertiggestellt. Inbetriebnahme am 12. November.
 23. Dez.: Friedensvertrag mit den Bondelzwarts.
 1907, 31. März: Aufhebung des Kriegszustandes im Schutzgebiet. Gesamtverlust in den Kämpfen seit 1904: Tot, vermißt, an den Folgen der Verwundung gestorben: 70 Offiziere, 732 Unteroffiziere, Reiter.
 20. Sept.: Morenga fällt bei einem Verfolgungsgefecht durch Rappolzeit.
- 1908, März: Expedition gegen Simon Kopper in die Kalahari. Gefecht am 16. März.
 April: Entdeckung des Vorkommens von Diamanten im Sandboden längs der Küste.
 21. Juni: Die Lüderichbucht-Bahn erreicht den Endplatz Keetmanshoop.
 Okt.: Der sogenannte Caprivi-Zipfel wird in Verwaltung genommen.
- 1909, 28. Jan.: Verordnung des Reichskanzlers betr. die Selbstverwaltung im Schutzgebiet.
 6. Juli: Die Bahn Seeheim—Ralkfontein für den allgemeinen Verkehr eröffnet.
- 1910, März: Beginn des Baues der Bahn von Keetmanshoop nach Windhuk.
 April: Beginn des gleichen Baues in Windhuk.
- 1911, Dez.: Die Keetmanshoop—Windhuk-Bahn fertiggebaut.
- 1913, 9. Juni: Zur Förderung der Landwirtschaft wird in Windhuk eine Kreditanstalt errichtet, welche den Namen „Landwirtschaftsbank für Deutsch-Südwestafrika“ führt.

5. Deutsch-Neu-Guinea.

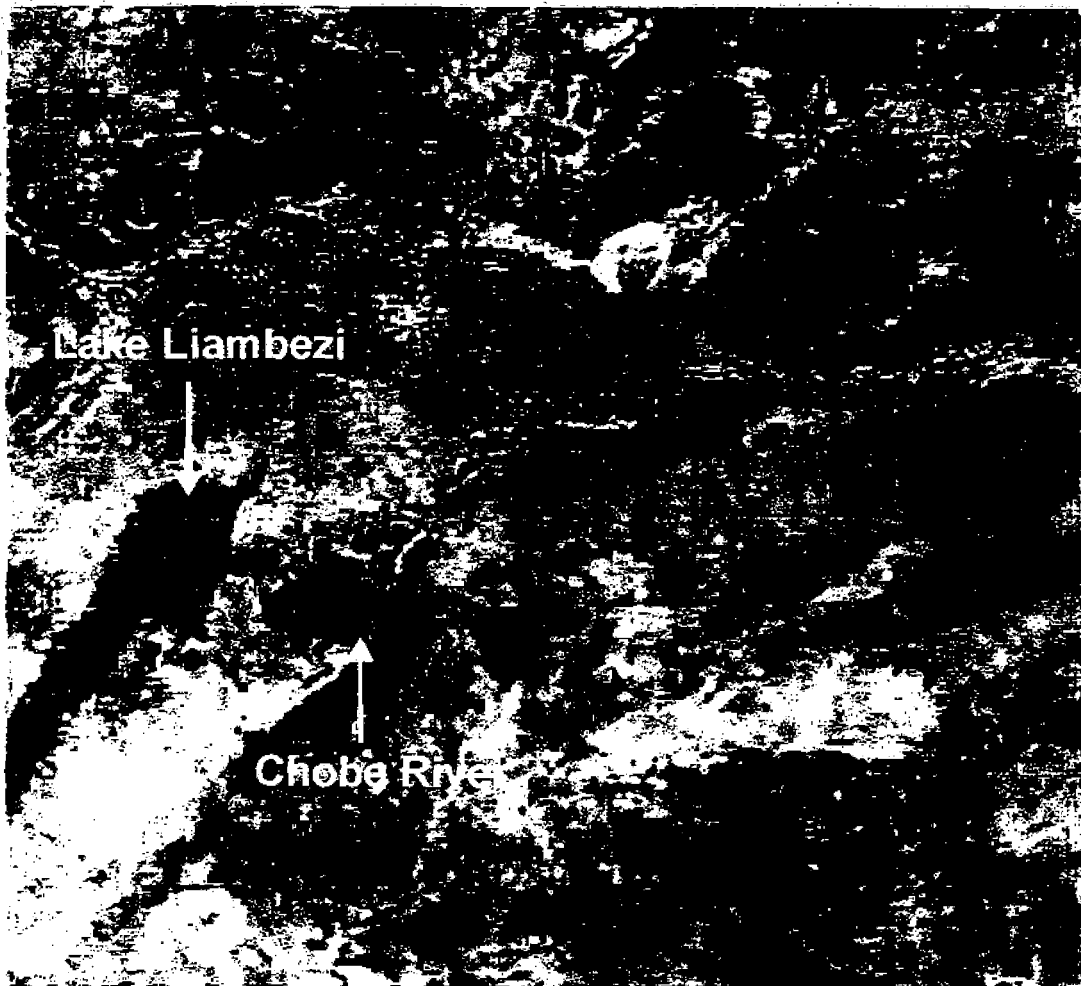
a) Kaiser Wilhelmsland, Bismarck-Archipel und Salomons-Inseln.

- 1884: 26. Mai: Gründung der „Neu-Guinea-Kompagnie“ durch Geheimrat v. Hansmann und seine Freunde.
 Okt.—Dez.: Flaggenschiffung in Konstantinshafen, Friedrich-Wilhelmshafen, in Finschhafen und im Bismarck-Archipel.

NOTE FROM THE REGISTRY:

Annex 20 consists of four black-and-white reproductions of colour satellite photograph previews. Botswana indicates in paragraph 28.5 (page 31) hereof that these photographs have been ordered and will be made available to the Court as soon as they are received from the supplier.

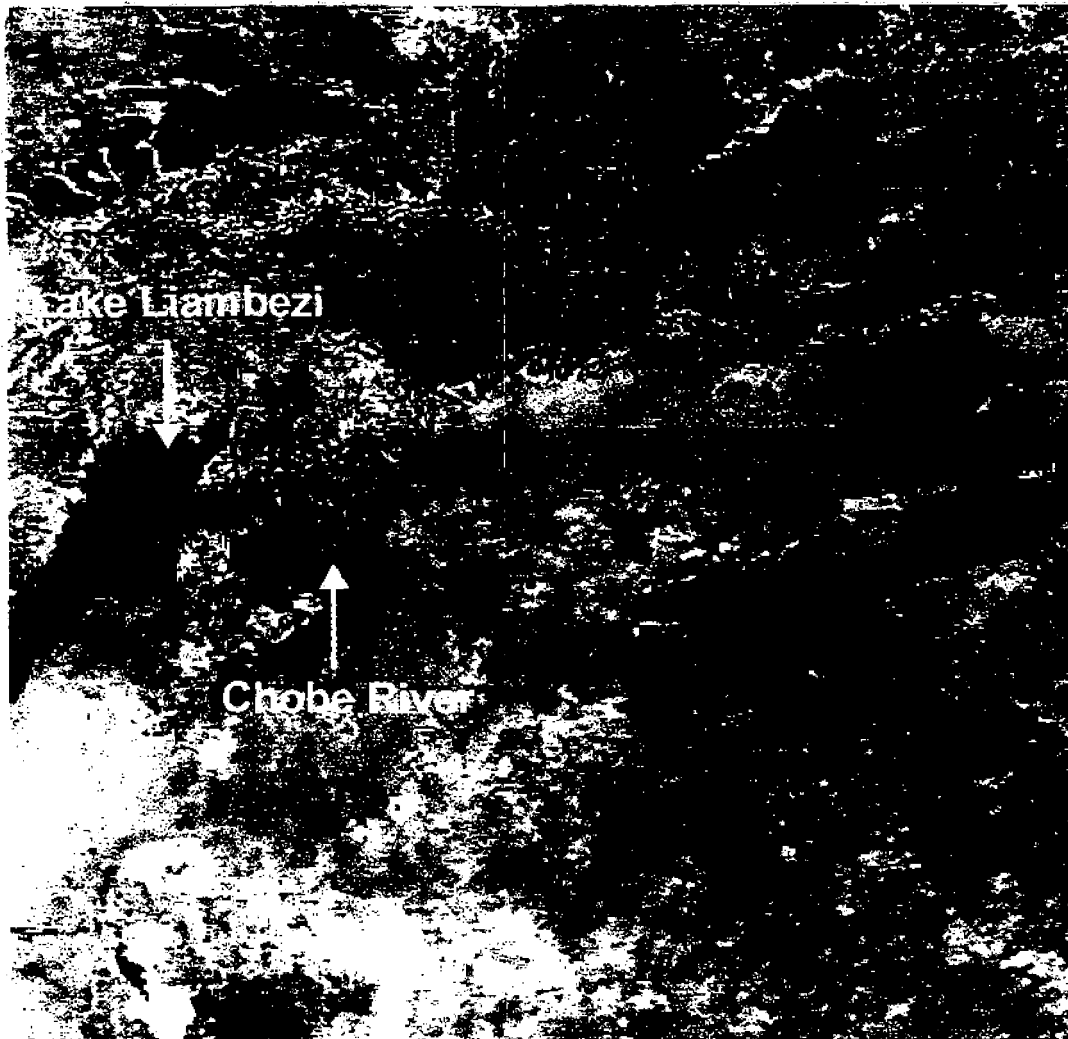
In the meantime, an original of the present document, including the abovementioned colour previews, has been deposited in the Library (Room No. 8) for the convenience of the Members of the Court.



MSS - 28 June 1975

COMPOSITE IMAGE (LANDSAT MSS BANDS 4, 5 AND 7 - BLUE, GREEN, RED
(NEAR INFRA-RED) - JUNE 1975)

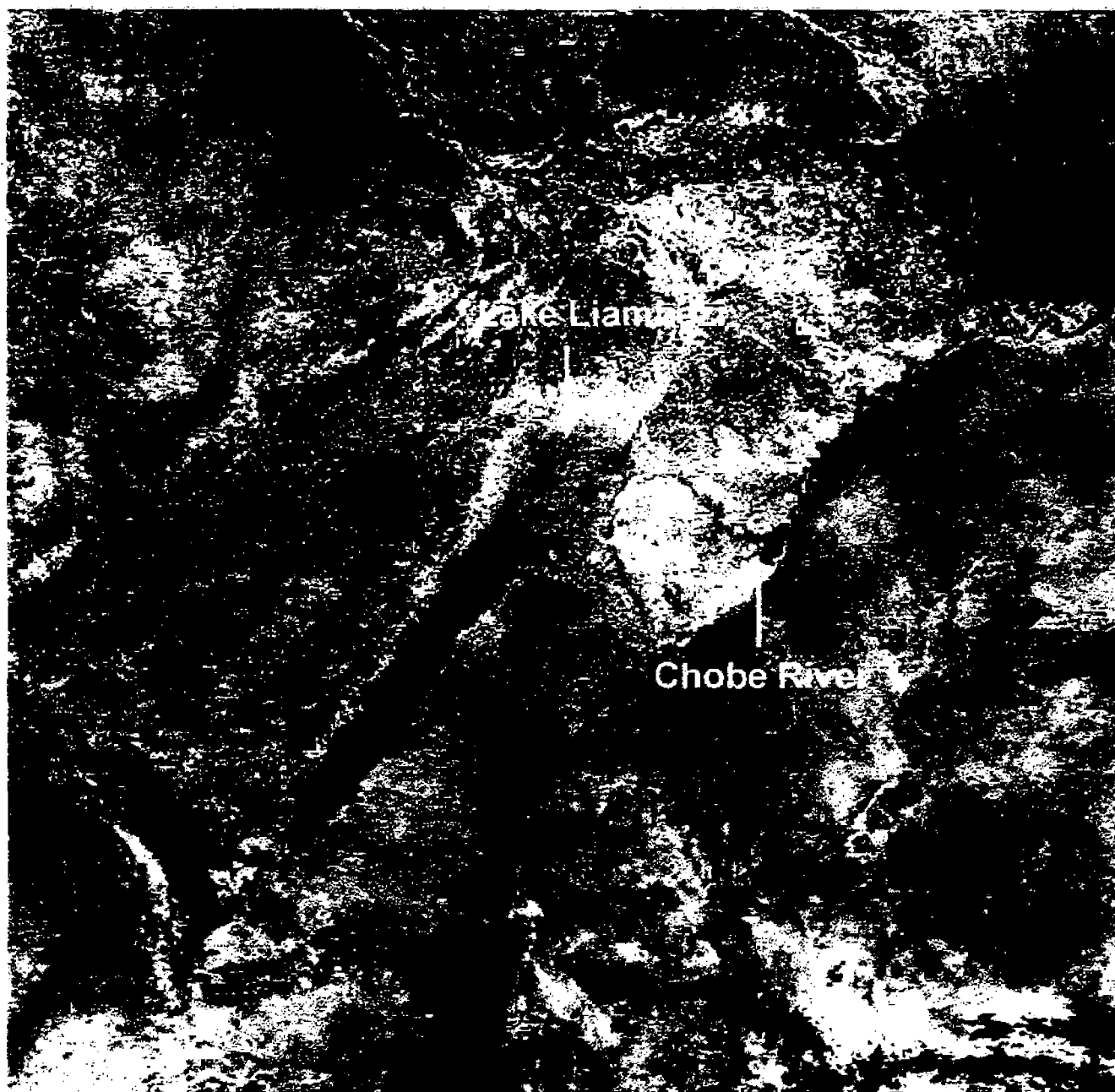
The composite image combines the three bands to show a clear contrast between water and wet soil surfaces, which appear as dark black and other land areas and vegetation.



MSS - 1 November 1975

COMPOSITE IMAGE (LANDSAT MSS BANDS 4, 5 AND 7 - BLUE, GREEN, RED
(NEAR INFRA-RED) - NOVEMBER 1975)

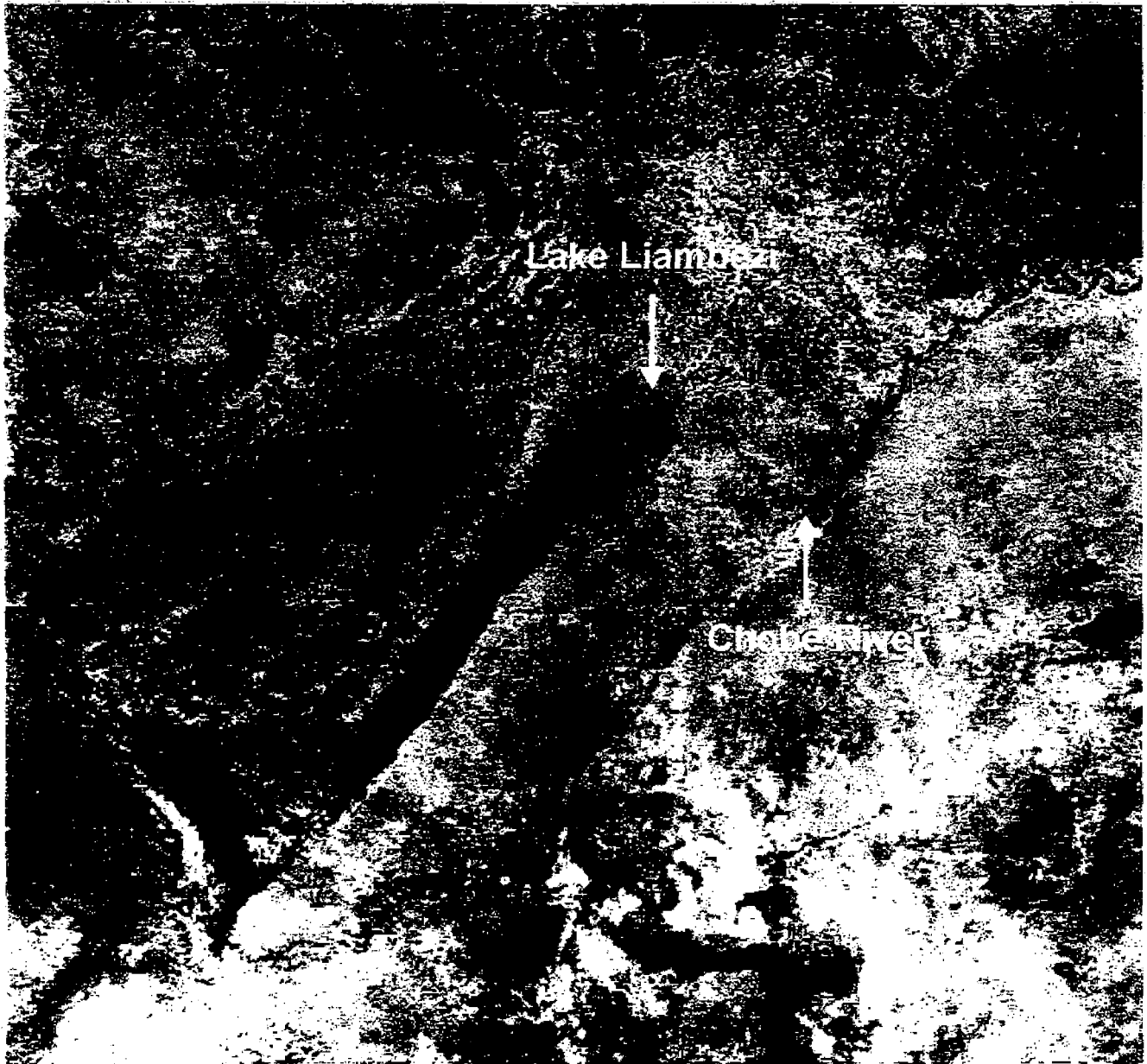
The composite image combines the three bands to show a clear contrast between water and wet soil surfaces, which appear as dark black and other land areas and vegetation.



TM - 16 May 1995

COMPOSITE IMAGE (LANDSAT TM BANDS 3, 4 AND 5 - BLUE, GREEN, RED - MAY 1995)

The colour composite combines the three bands to depict greatest contrast between land/water features. This enables channels to show clearly. Water bodies appear as dark black due to their high radiative absorption in all the depicted wavebands.



TM - 5 September 1995

COMPOSITE IMAGE (LANDSAT TM BANDS 3, 4 AND 5 - BLUE, GREEN, RED - SEPTEMBER 1995)

The colour composite combines the three bands to depict greatest contrast between land/water features. This enables channels to show clearly. Water bodies appear as dark black due to their high radiative absorption in all the depicted wavebands.