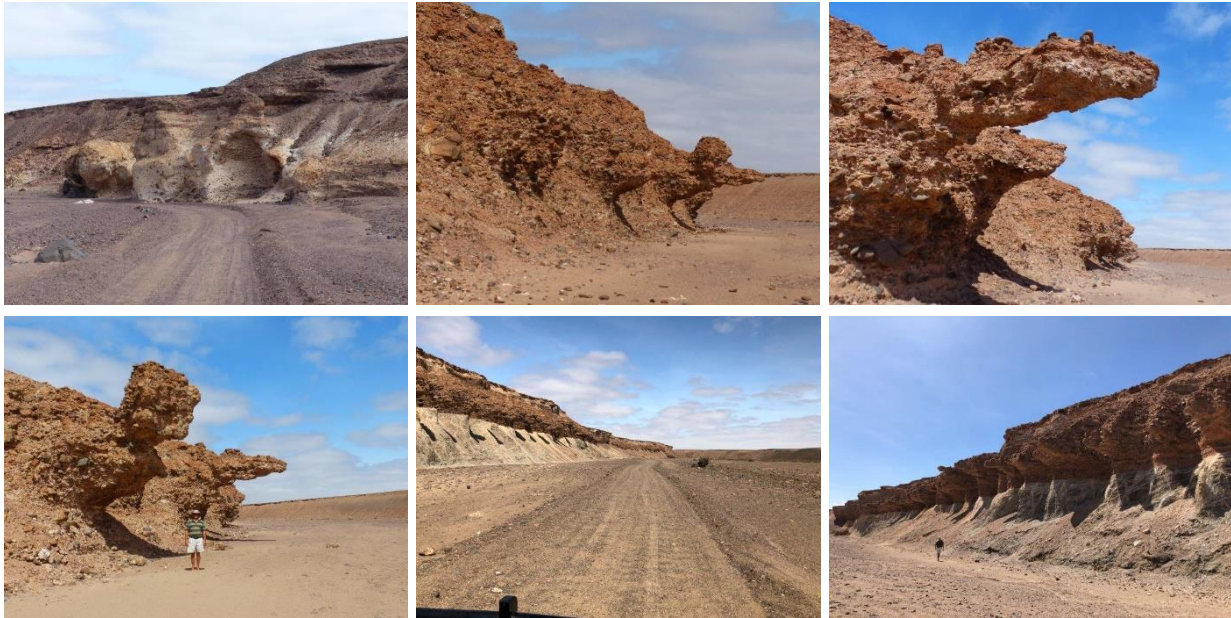


### 3.2.2021 Messum River, Mile 106

The walls of the Messum River were carved over centuries into spectacular overhanging rock formation resembling “Horse Heads”, hence the name. They are located on our way to the coast. Unfortunately, erosion has destroyed many of these rock sculptures and some of the “heads” have fallen down. But with a bit of imagination one can still see the horse heads and probably a lot more.





Soon after we are leaving the riverbed and head to “Mile 108” on the West Coast, located within the Dorob Nationalpark.



At Mile 108 is a camp site run by NWR with a small shop, which sells fishing bait. That’s all we need. Werner starts fishing at Mile 106 in order to secure our dinner. However, we do not really want to eat that spiky fellow and shark fin soup is not on our menu either.





## 4.2.2021 Horingbaai

Along the coast line there are many signposted fishing spots. Our next spot is Hooringbaai. The layers of salt deposits remind of layers of snow.



An interesting by-catch are the quite large sharks. They put up a strong fight before they finally give up and can be landed. It's the first time for Werner to catch Spotted Gully Sharks and after a quick photo they are all released back into the sea.



For dinner we have Silver Kob, locally also known as Kabeljou, which we cook Thai style in coconut milk.



## 5.2.2021 Cape Cross

In the morning Werner is once more successful fishing, means we can continue our trip.



On the way South, we pass by Cape Cross, where the first European Diego Cao landed in 1486. He erected a cross in honor of his King of Portugal.

A large seal colony also calls Cape Cross its home. An estimated number of 250.000 seals live in the colony – which can be visit against an entry fee. Our travel guide book warns that this place may not be suitable for sensitive noses and we can confirm it just stinks terribly. The seals almost squeak like sheep. The noise level and the stinky smelly level are high.

Many small seals carcasses are lying around, some just newborn or only a few days old. Maybe this place is not for the faint hearted or sensitive nerves. The mortality rate of Cape Cross seals stands at about 30%. The main reasons given are injuries, drowning, starvation (if the mother seal is lost at sea and does not return) or predators like jakkals.





The viewing platform, where one can walk a bit around the seal colony, has already been taken over by the seals. Some of them are quite aggressive and won't make way, so we give in and turn around. It would be time for the maintenance department to pay a visit again.





Here the roads or locally known as pads, are built with salt water. Driving on a salt made road is just like driving on a tared road. However, in case of rain it may all look different. These roads then can get very slippery and muddy.

Along the road very interesting salt crystals are for sale. In fact, Namibia is the country for geologists, gemmologist and precious stone collectors.



## 6.2.2021 Mile 32, Henties Bay

Today, the usual fog cloud is covering the coast line again. In the fog, the temperature is rather cool but with every kilometer inland it is getting warmer. Soon it is so hot again, that one wishes to be back at the cold coastline.



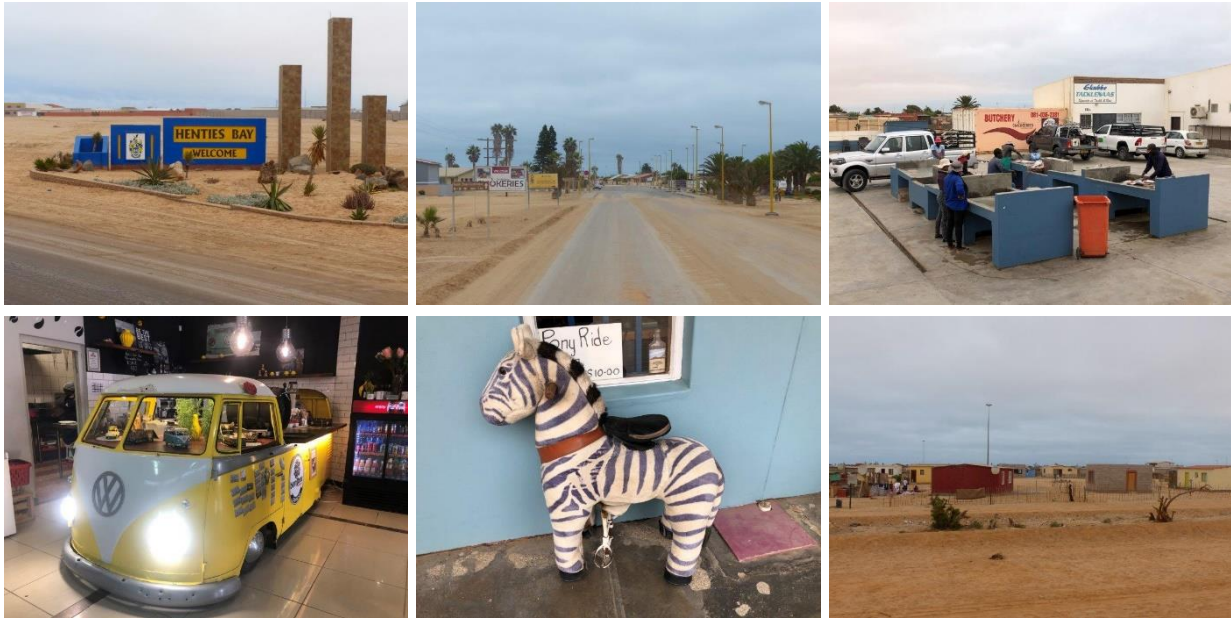
On our way to Henties Bay we pass the shipwreck “Zeila”. The fishing trawler stranded here on August 25<sup>th</sup>, 2008. The trawler was sold as scrap metal to India, but during towing from Walvis Bay to Bombay the towing line broke and the trawler was beached here very close to the beach. The cormorants have taken over the boat. The Skeleton Coast of Namibia is one of the largest ship cemetery in the world.





Henties Bay is a popular holiday spot, the number of inhabitants tripples during Christmas holidays. The main reason for comig here is fishing, there are several tackle shops and many cars drive around with a number of fishing rods attached to their bumper. There is even a professional fish-cleaning-service offerece. While the locals clean the catch professionally and filletize it, one can enjoy a cool drink and get the car washed as well at the same time.

The Spar supermarkt in Henties Bay is well stocked. We are so supermarket deprived, that we have to control ourselves very much to not buy everything.



## 7.2.2021 Mile 17

Every few kilometres there are signposted fishing spots along the coast. They have names like 'Mile 32', 'Mile 17', 'Sarah se Gat', 'Popeye' or 'Trappies'. We explore a few of them and stop from time to time at a promising looking spot. Our big advantage is that we have our little house with us and simply camp at the best fishing spots.





## 8.2.2021 Swakopmund

A strong wind has cleared the clouds and under a sunny blue sky we head for Swakopmund. It is time to visit a larger town, our To-do-list is long. Along a water pipeline we drive into Swakopmund. First we get our flat tire repaired, having a full functional spare tire brings more peace to the mind. ‚Dunlop Zone‘ was recommended to us as a good tire workshop. At ‚Marc’s Auto Shop‘ we find all the screws we need.



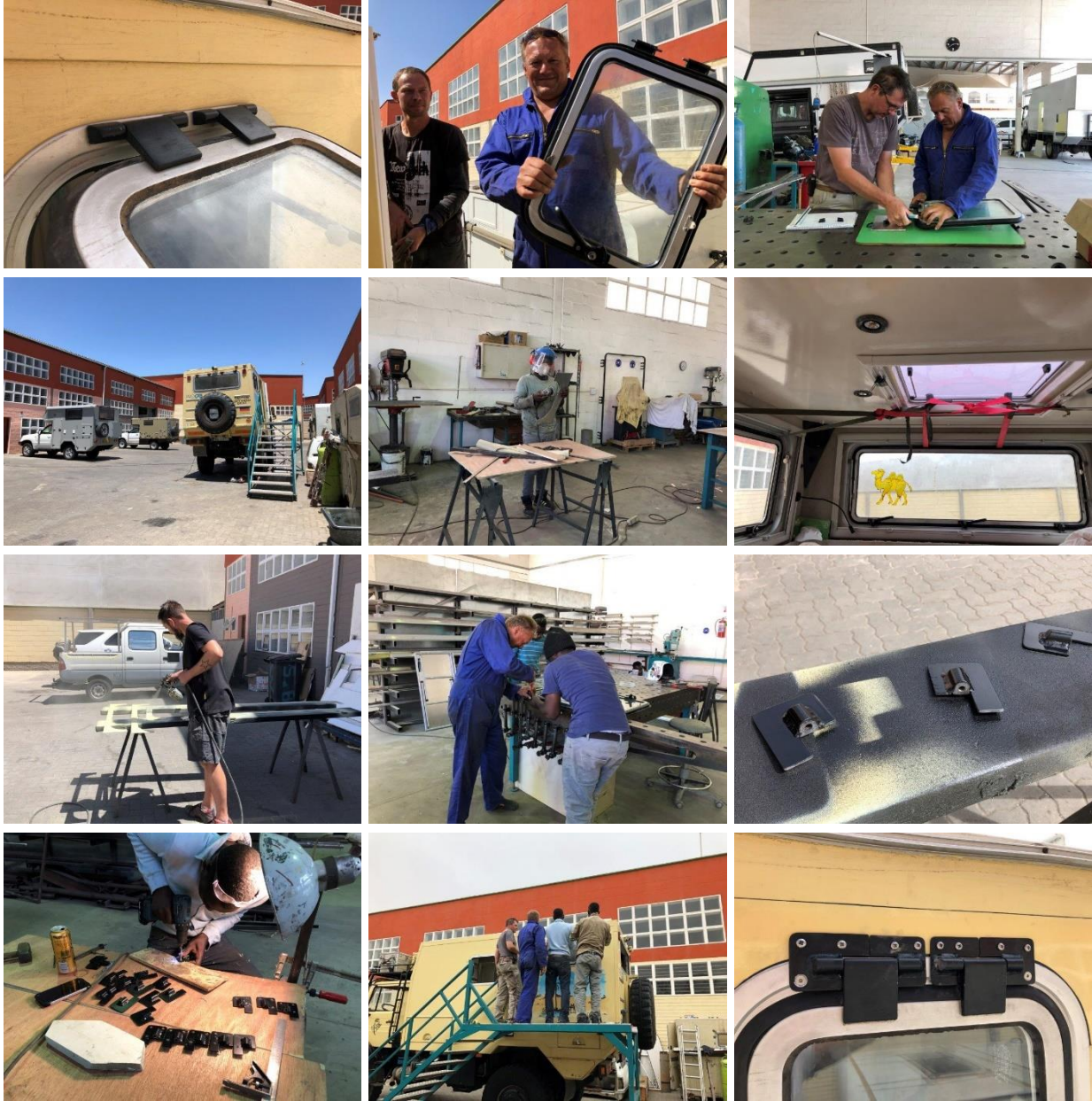
Another recommendation we visit is Stefan Bauer from ‚Namib Campers‘, the only company in Namibia who builds campervans. We discuss with him our problem of blocked window hinges. After so many years, the salt, sun and sand has taken its toll on our hinges. Everytime we open the windows, the hinges are literally ripped out of the frame instead of turning properly. They also make a terribly loud sound when moved. First we have to see if we can get to the screws from the inside of the truck. If not we have to find an other solution. In the evening we take out one of the window frames to see if we can get to the screws, unfortunately with no success.

## 9.2.2021 Swakopmund

In the morning we drive back to Namib Campers and work out Plan B with Stefan. The only solution is to cut of all the hinges and make them workable again, then in order to

put them back on, we have to weld brackets around the hinges and cut new threads for the screws. Additionally, we have to build support frames which are glued to the cabin so we can reattach the hinges onto the cabin. This is a big job to do.

One by one we take out all the windows. All the new parts are sprayed with a primer and painted in our car color (luckily we carry a little tin of paint with us). The paint has to dry before we can continue which means we have to be patient. We camp for two nights in the workshop yard and strap the windows back into place as good as we can so we can sleep more comfortably. It is getting quite cool at night.





## 12.2.2021 Swakopmund

We are happy with our overhauled window hinges, they do not squeak anymore when opened and the windows can be moved smoothly. Since we are now in repair mode we have an appointment with ‚Atlatak‘, where we want to get the old freezer back to life, which we haven't ever used before.



The big repairs are taken care of, now we can dedicate ourselves to the more beautiful things of city life in Swakop. We still have to buy spare parts and materials and have to eat raisin buns and pizza, go back to Atlatak etc., however we stay a few days in town and therefore have enough time. This time the weather is fine and under the blue sky the city is much nicer and more accomodating.





A few kilometers down the coast is Langstrand, where we stay. As it is weekend the beach is full with people. The water is unusually warm – “warm” for local taste – and quite a few dare to take a swim. Paragliders are taking lessons on the huge sand dune, which is an ideal place for beginners. After a few meters in the air they land softly, climb back up and try to glide down again. It is very interesting to watch them.



## 17.2.2021 Swakopmund

We assume that our To-do-list has been taken care of and want to leave town today, when suddenly the starter does not want to start anymore. The problem developed over the time, at a few occasions, that starter already didn't want to start properly before. But



now it is completely silent. We have no other option than to visit another workshop for a check-up. After some quick research we drive to ‚Jürgen's Electric‘ where the starter is taken out and completely overhauled like in a D-Check. Well, we stay another day in town. It seems that Swakopmund does not want to let us go.