

From: tracks4africa@googlegroups.com [mailto:tracks4africa@googlegroups.com] **On Behalf Of** Andy Chase

Sent: 19 June 2008 08:30 AM

To: tracks4africa@googlegroups.com

Subject: [T4A] Re: Doodsakker.. Let's sum it up.

Wouter, Bennie, forum:

>>If you are discussing the road from Kunene mouth to Tombua the danger is a bit overrated.

and

>>yet I don't think the risks of driving on this route can be under estimated

I agree wit Wouter, in no way should the risks be under estimated. This is a dangerous coast.

Making statements like "the danger is overrated" is simply lack of insight.

A friend of mine drove the route Tombua to Foz just a month ago.

He says, having done the trip 8 times or so with paying clients, he relies solely on mobilegeographics for guidance, and in fact this last time he elected to take his clients the arduous route thru the duns instead of along the coast. He also says he will only attempt the trip at spring low, no discussion.

It might also be a good idea to mark specific "escape" points (on the map) to enter the dunes from the beach, should the conditions be unsuitable, I know there are one or two places where access into the dunes is easier than other places.

I know for instance that to drive due east from Consortium is impossible due to salt flats, but say 18km further south, one could carve a route into the dunes, my waypoint 58, and possibly still further south, to a point at my waypoint 60, the first place in a stretch of say 30km where the dunes can be accessed again. Also, at Dos Tigres, there are a few places to enter the dunes, see attached pic.

There is probably only a stretch of about 30km that the dunes are not accessible at all.

Essential for anyone who ventures there is some basic but tried and tested dune driving skills, the necessity to escape into the dunes for an overnight, or use the dunes to traverse south-north may become real.

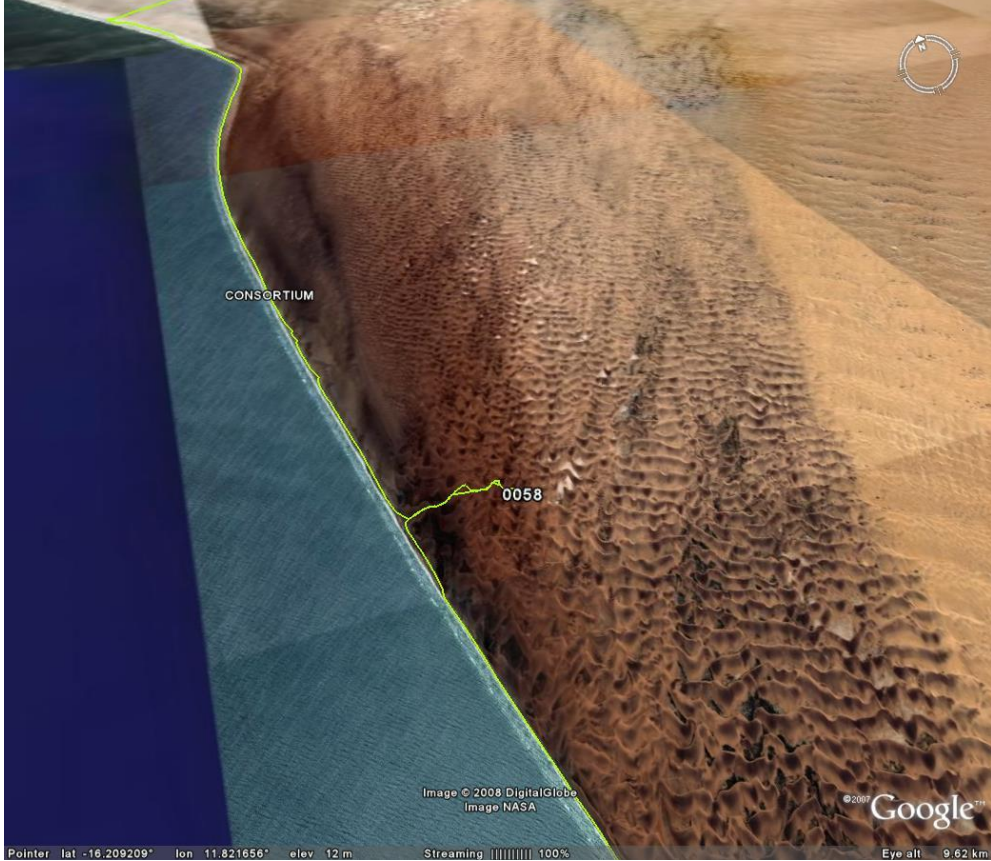
Anyway

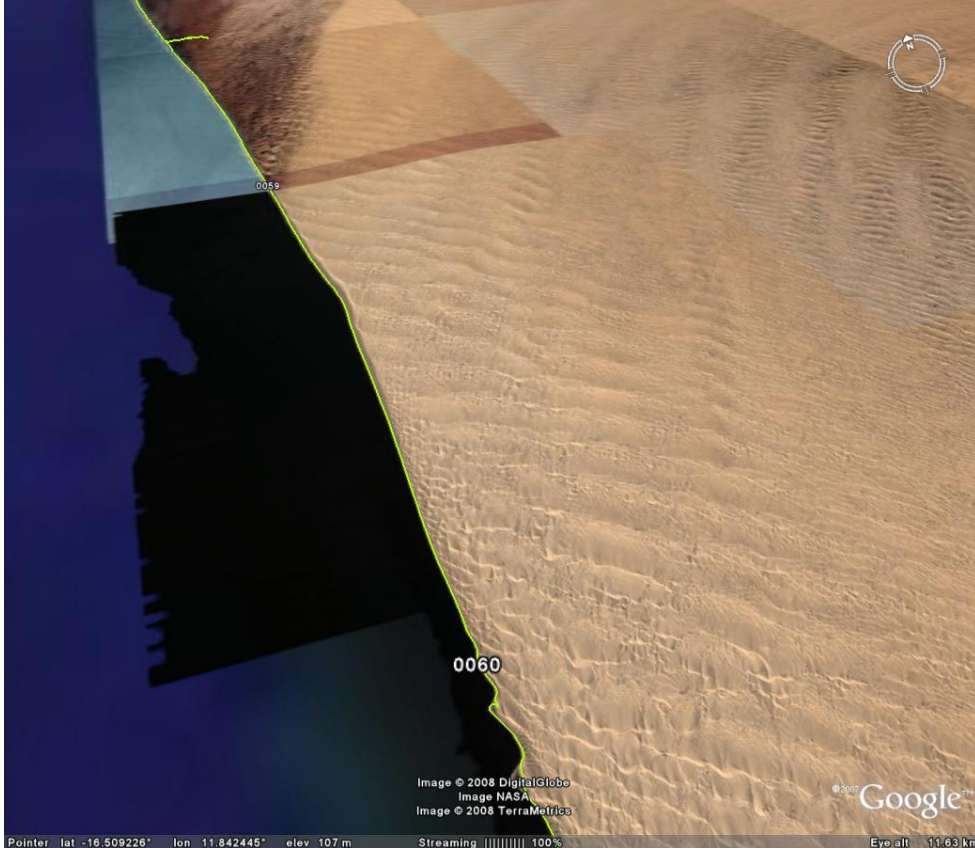
I guess the point is, this place is not for the uninformed or uninitiated.

Anyone who ventures thru there without some serious contingency abilities will put themselves at risk.

Rgds

Andy





From: tracks4africa@googlegroups.com [mailto:tracks4africa@googlegroups.com] **On Behalf Of** Wouter Brand
Sent: Wednesday, June 18, 2008 9:38 AM
To: tracks4africa@googlegroups.com
Subject: [T4A] Doodsakker.. Let's sum it up.

Bennie

The discussion consumed a lot of bandwidth on the Forum.. thanks for your input.. yet I don't think the risks of driving on this route can be under estimated. Things can go wrong and it will go wrong.

The test for these 'dangerous' and 'not recommended' roads is simple.. "Am I prepared to travel here completely on my own ?" .. if not.. then let's make an effort to understand why and how ? ..

Attached a draft document 'DO's and DONT's of the Doodsakker' it circulates with the gurus for inputs.. Can you please check and comment on this (Off-list please).. I think you must add some distances and times .. Your name will be added as co-author

Then in the end we'll send it to Tony Robertson to spoil it with correct English grammar

From: tracks4africa@googlegroups.com [mailto:tracks4africa@googlegroups.com] **On Behalf Of** Bennie Venter
Sent: 2008 June 18 09:02
To: tracks4africa@googlegroups.com
Subject: [T4A] Re: Spring low at the Doodsakker (Angola)

If you are discussing the road from Kunene mouth to Tombua the danger is a bit overrated. We went up last year. You can go through at any low tide and must arrive at the danger spot at least an hour before.
The danger "spot" is between Baia dos Tigres and the Wreck Consortium approximately 72 kilos. We went through in approximately 1.5 hours and never stopped.
Just make sure your tyres are at .9 bar and you have a S/W with diff locks at the front and back of the convoy. Just before Baia dos Tigres if you go direct you must stay on the spoor as there is "mud"
If you are going from Kunene mouth to Ruacana or the vice versa make sure to sleep over in Iona Nat Park
Regards
Bennie Venter

-----Original Message-----

From: tracks4africa@googlegroups.com [mailto:tracks4africa@googlegroups.com] **On Behalf Of** Odendaal, Marius (M) (Infrachem IM)
Sent: Tuesday, 17 June, 2008 12:00
To: tracks4africa@googlegroups.com
Subject: [T4A] Re: Spring low at the Doodsakker (Angola)

Jan,

Below is the e-mail adress of Rico Sako.

rico@asafaris.com

Went through there in July 2007, and had problems, but were able to recover all cars.

Cheers

Marius

Telephone: +27 (0)16 960 5171

Facsimile: +27 (0)11 522 0645

Cellular: +27 (0)83 631 2800

Email: marius.odendaal@sasol.com

From: tracks4africa@googlegroups.com [mailto:tracks4africa@googlegroups.com] **On Behalf Of** Jan Kraaij
Sent: 15 June 2008 10:13 PM
To: tracks4africa@googlegroups.com
Subject: [T4A] Re: Spring low at the Doodsakker (Angola)

Hi Peter,

We are a group of 5 vehicles intending to go through Doodsakker on Wed 25 Jun 08 .

Can you pls put me in contact with the guys who went through there previously so I can just chat with them on the do's and don't's.

If you have any for us please advise.

Thanks

Jan Kraaij

Cel 083 225 0660

Fax 086 50 22 879

jankraaij@keymaxprop.co.za

www.keymaxprop.co.za



From: tracks4africa@googlegroups.com [mailto:tracks4africa@googlegroups.com] **On Behalf Of** Peter Tiedt
Sent: 14 June 2008 09:14 AM
To: tracks4africa@googlegroups.com
Subject: [T4A] Re: Spring low at the Doodsakker (Angola)

Wouter - remember that the two low tides before and the two after spring lows will also be OK as the shift will not be much. (Sine curve).

So, I reckon it is a three day window - day before, day of spring lows and day after.

And spring lows will be twice a (lunar) month = 29.53 days.

At new moon and full moon.

PT

From: tracks4africa@googlegroups.com [mailto:tracks4africa@googlegroups.com] **On Behalf Of** Wouter Brand

Sent: 14 June 2008 08:49

To: tracks4africa@googlegroups.com

Subject: [T4A] Spring low at the Doodsakker (Angola)

Jens,

Big time big favour pls man... because I know you have a calculator that can spit out the answers... or you may know an expert or a website who can do this.

Is it possible to create a tide table showing exactly in GMT (Greenwich mean Time) when SPRING LOW at this location S16.67169 E11.82496 happens... running from Jan 2008 for a year or two to 2010 or so ?

From: Jens Vietor [mailto:weather@namsearch.com]

Sent: 2008 March 05 09:41

To: eiportne@mweb.co.za

Subject:

No virus found in this incoming message.

Checked by AVG.

Version: 8.0.100 / Virus Database: 270.3.0/1502 - Release Date: 6/13/2008 7:25 PM

From: tracks4africa@googlegroups.com [mailto:tracks4africa@googlegroups.com] **On Behalf Of** Bennie Venter

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Version: 8.0.100 / Virus Database: 270.3.0/1502 - Release Date: 6/13/2008 7:25 PM

From: Pierre Radley [mailto:pradley@wbs.co.za]
Sent: 18 June 2008 02:21 PM
To: 'Wouter Brand'
Subject: Doodsakker.. Let's sum it up.

Hi Wouter

Up to now I've been very quite on the issue but will give you my 2c worth. I must admit that eventhough it was scary at the time (due to the fact that we did not have much info on the area back in 2003) I still rate this as an all time highlight in my African travels.

Referring to the following points:-

3 – I believe both directions are very achievable but admit that North South is the easier option. If going south north one must overnight as close as possible to S16 48.232 E11 48.344 in order to do the "doodsakker" at the optimal time. As the route is now mapped "losing" the track should not be that much of an issue;

8 – Do agree here. One needs to be aware when the high tide is turning and going down. The dangerous area (with dune on one side and sea on the other) should be started when there is sufficient space between water receding and the dunes and one must not wait for the full low tide as then the water will be pushing in again making the area between the water and dunes smaller the whole time. (hope you understand my rationale). The most dangerous are is that between dune and water where there is wave action (picture 1). Here one will loose a vehicle. The area behind Baia Dos Tigres is also problem some but there in no/very

little wave action and thus the water rises and one will get stuck but not lose a vehicle. The extrication however is going to be difficult though once the water recedes. (picture 2);

10 – Vehicles must travel at least 200m apart to allow vehicles behind to stop or take alternative routes should a vehicle in front get into trouble. One should also not take your time with a recovery and if it looks like one can't recover a vehicle best is to get as many vehicles as possible out of the area and only keep as few vehicles as possible at the problem spot, if any. Better to lose one vehicle as a whole convoy;

15 – make sure you are aware of the "lay" of the beach. Due to the fact that there is a sharp drop off at the water with a lower section further back on the beach water flows onto the lower section much further up or down the beach causing the "marsh" condition even though it looks dry (picture 3). These areas become water logged and basically the sand is "floating" on water and if you are slow or heavy enough you break through.

What will also be very beneficial if "safety spots" can be highlighted (waypoints taken where one will be safe from the high tide. The section before the start of the dunes are relatively safe and also there is a spot behind Baia Dos Tigres (picture "Speepover point) at approximately S16 47.704 E11 48.490 – can be verified from our track logs as this was our first regroup stop after the "dune" section, which is above high water mark where one can overnight. This will allow one to travel at best time possible and also gives a "break out" point should one be running late. I believe it is imperative that these safe zones be indicated on the maps.

Really hope this can add some value.

Thx

Pierre



Pierre Radley



Pierre Radley



Pierre Radley



Pierre Radley

From: Andy Chase [mailto:andy@stauch.com.na]

Sent: 19 June 2008 08:46 AM

To: eiportne@mweb.co.za; Bessie Brand

Subject: FW: ANGOLA REPORT - doodsacker

Wouter, Bessie

Attached a quick report from a mate of mine who did the trip last month.

Please note the level of insight and decision making ability, combined with driving skill that may make the difference between safety and drama.

Somehow this needs to be conveyed on the Map.

People will get lulled into a false sense of security by members making comments like "the danger is overrated"

The stretch of say 30km is the only real danger.

In fact, on the last trip, this mate of mine had already started down the beach, but after a short while realized that the tides may not be perfect, so he backtracked and went into the dunes.

DON'T try this without adult supervision.....

If I had more time I would compile a .gdb file with all this data. I have 2 trips track logs and waypoints as below.

Incidentally, my buddy took my logger with him, and logged the whole trip. I have not even downloaded the thing yet, will do tho and send it to you.....

Andy Chase

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From: Matthias [mailto:grassman@iafrica.com.na]
Sent: Wednesday, June 18, 2008 7:13 PM
To: Andy Chase
Subject: FW: ANGOLA REPORT

Hi Andy

Here the waypoints.

The "Beach" S 16.55.568 E 011.82.157 (D.dd.dd) The first place where you can drive up onto the dunes again (coming from the north)

Rocks between dunes and water. Only passable on low tide S16.38.193 E 011.81.935 (D.dd.dd)

-----Original Message-----

From: Matthias [mailto:grassman@iafrica.com.na]
Sent: Thursday, June 05, 2008 10:06 PM
To: 'Michele Dutto'
Subject: RE: ANGOLA REPORT

Hi Michele

The exchange rate for the N\$ to Kwanza was 9.7.

Diesel costs about \$ 3.00 and petrol costs about \$ 4.00.

I used about 210 liter petrol with my 4.5 petrol cruiser from Tombwa to Ruacana. The stretch is about 720 km. Remember if you go along the coast you could use a bit less.

The waypoints below are in degrees and minutes.

From Consortium I went coastwise south. At S16°15.5' E 011° 48.5' went into the dunes in an easterly - south easterly direction to E 011°54'. From there I drove south. The line I used to go south through the dunes, is about 6 to 10 km east of the coastline. There the dune street is easier to drive with not so many slip faces. The corridor I went down is between E 11° 53' and E 11° 55'. At S 16°38' and E 011°53 I drove south west towards the south of Tigres. Be careful not to go down the big dunes too early. Only passed S 16°48.0' can you safely go down to the beach.

Some waypoints on my route are:

Leaving the beach at **S16°15.5' E 011°48.5'**, then east-south east **S16°16.7' E 011°51.7**, then **S 16°18.8 E 011°54** then south through the "corridor" between **E 11° 53' and E 11° 55'** Then you drive 35 km south in the "corridor" and at **S 16°38.5' E 011°54.0'** you can head S-SW towards the coast. At **S 16°48.0' E 011°49.0'** I headed west to the beach down the dunes.

Remember the dunes you must follow a route you can see. The dunes change constantly and the route which I took might not be usable this time.

If you need more info please let me know. Hope you have a good trip.

MATTHIAS

-----Original Message-----

From: Michele Dutto [mailto:micheledutto@libero.it]

Sent: Wednesday, May 28, 2008 12:01 PM

To: Mathias (Swakop)

Subject: Fw: ANGOLA REPORT

...i forgot....pls can you advise about how was the change KWANZA / USD and KWANZA / RAND?

----- Original Message -----

From: [Michele Dutto](#)

To: [Mathias \(Swakop\)](#)

Sent: Wednesday, May 28, 2008 11:53 AM

Subject: ANGOLA REPORT

Hi Mathias

thanks a lot for your report, very useful for us.

Please get me the following information:

-how much does it cost the fuel (diesel and petrol) in Angola? I need for update my cost for future groups;

- please can you get me GPS point when you were crossing the dunes? This can help the next guides who will be there with the following group (on 7th Jun we have another group and the Italian guide has never been in Angola).

Thanks again for your work and for your suggestions.

Ciao

Michele

From: Matthias [mailto:grassman@iafrica.com.na]
Sent: 16 July 2008 07:39 PM
To: eiportne@mweb.co.za; 'Bennie Venter'
Cc: 'Andy Chase'
Subject: RE: Botswana tracks.. and Doodsakker

Hi Wouter and Bennie

The route through "doodsakker" can be a walk in the park if treated correctly and with experience and common sense. However it can end just as quickly in disaster as on attached photos.

I went through there twice. Once along the beach, and once through the dune belt.

Both times we were four (and five) cars with all experienced drivers.

The first time along the beach we had a good low tide (well below 0.8 meters) on the website for Mocamedes. Remember the tide goes lower if the value is less than 0.8. When we reached the rocks we still had to time the waves to recede before we could pass the rocks on "dry" beach.

Any higher than 0.8 and you stand a good chance of not making it through. Also then it depends what swell is running. If you have a big swell and a value higher than 0.8 you should rather leave the beach and head into the dunes, otherwise you will run into troubles.

It is advisable to enter the beach stretch an hour before the tide is low. This will give you ample time to cross the stretch. If you go at a reasonable pace you should be through there in an hour.

The second time I drove along there I wanted to try the beach again and headed south past the last place where you can head into the dunes. I was aware of this, but wanted to check out the beach. The tide was on 0.85 at low tide and the swell was bigger than average and after about one kilometer or so I knew that it would be looking for trouble if I try to go on. I turned back and headed into the dunes. What a wise choice!!!!!!!!!!!!!!!!!!!!

The stretch through the dunes is beautiful and if one heads SE to about 8 to 9 km from the coast parallel to the coastline (not 800 to 900 meter as in the article below) the going is relatively easy. In the south the dunes become smaller again and heading back to the ocean at the southern end of Baja Dos Tigres is not a problem. I would suggest this to anyone. If you are in doubt about going along the beach take the dunes. It is safer and beautiful. Remember that you drive along the coast from Tombwa to start of Doodsakker and then again from south of Tigres to Foz Cunene. So you have ample beach driving.

I have spoken to experienced Angolan guides who go along there often and they have lost cars there already. I have seen photos of cars driving with the spray over their roof because the water was higher than expected and turning back was no longer an option. Not nice !!!!!

DON'T UNDERESTIMATE DOODSAKKER. IT IS DANGEROUS!!!!!!!!!!

If your car develops a problem while in doodsakker you only have 1 or 2 hours to sort it out and get out of there, or you will be swimming.

If you develop a problem in the dunes you put up camp and pull out a beer and fix your car in your own time.

If you want any further info you are welcome to contact me.

Matthias Röttcher

-----Original Message-----

From: Wouter Brand [mailto:eiportne@mweb.co.za]

Sent: Monday, July 07, 2008 11:50 PM

To: 'Bennie Venter'

Cc: grassman@iafrica.com.na; 'Andy Chase'

Subject: RE: Botswana tracks.. and Doodsakker

Bennie

Yip.. I think there are more safe escape point and there is a inland dune alternative for Doodsakker.. See information from Andy Chase from Matthias

With permission from Matthias we will keep his references for future confirmation.

As for now .. and give data (verified) and experiences from the community.. this our understanding of Doodsakker.. most definitely it will change.

Matthias, maybe you can comment on the document.. beware that your name will be added as co-author.

From: Bennie Venter [mailto:bennie@ppnam.com]

Sent: 2008 July 07 16:56

To: eiportne@mweb.co.za

Subject: RE: Botswana tracks.. and Doodsakker

Wouter,

I agree with your document. I was driving when we went through but recollect there may be some other places you can stay over the night ie how do some people get behind the dunes. We should ask somebody who are going there to give us advice keeping you're the article into account. It is always better to travel at spring low for all vehicles. The importance of low tide must be stressed more. If you arrive at the beginning an hour after low tide sleep over You will be mad to go on.

Regards

Bennie

-----Original Message-----

From: Wouter Brand [mailto:eiportne@mweb.co.za]

Sent: Monday, 07 July, 2008 14:12

To: 'Bennie Venter'

Subject: Botswana tracks.. and Doodsakker

Can you also checkout the way Doodsakker is modelled .. and attached document of which you are co-author

From: Bennie Venter [mailto:bennie@ppnam.com]
Sent: 2008 July 07 13:05
To: 'Wouter Brand'
Subject:

Wouter,

Next week we want to drive from North Gate in Botswana to Seronga. Do you perhaps have recent info on the best tracks to take.

Regards
Bennie
