

ON RESUMPTION

MS TERREBLANCHE: Mr Chairman, we've got at court Dr J L Steyn, the former Managing Director of Altec and his attorney. Mr Peyaga who is now the Armscor Company Secretary wishes to sit in, do you have an objection to that?

CHAIRPERSON: Has he been subpoenaed. We have a big problem with that. Unfortunately the law is very clear, it's only witnesses who have been subpoenaed and members of the staff or the Commission who can and should be present at a section 29 enquiry. It's not a public hearing.

MS TERREBLANCHE: Mr Peyaga is however here as the lawyer to the next witness who is Mr Steyl from Armscor.

CHAIRPERSON: Ms Terreblanche, I don't understand. Is the person who you are talking about a lawyer? Are you a lawyer?

...(inaudible)

No it's not, it's a Commission, but you are not representing any of the people who are going to be testifying.

MR PEYAGA: ...(inaudible)

CHAIRPERSON: Does he have any objections to you being here, because if he had, then,

MR PEYAGA: ...(inaudible)

CHAIRPERSON: Are you adopting Mr Peyaga as part of your legal team.

MR PEYAGA: No, I'm not as part of Dr Steyl's legal team, but obviously because of the position that I have in Armscor and the fact that I have consulted with Dr Steyl, I am his lawyer, I feel that there would not be much of a detriment either to this case or the Commission's secrecy provisions if I am here.

CHAIRPERSON: I'm just constrained about the legal provisions, they seem to be parametery. I will err on the side of relaxing what I consider to be an irregularity, and I will not take it further on that.

This is a section 29 enquiry, it is an enquiry that is intended to be an investigation into the issues in relation to which who have been called or subpoenaed or invited to give evidence must provide us with information. So it is an investigation and an information gathering exercise. The law, section 29 and particularly sub-section 5 of act 34 of 1995 provides that all information gathered at such an enquiry remains confidential until it has been released by the Commission, subject to the requirements of the act. So none of the information gathered at this part of the proceedings will be made available to the public because of the provisions of section 29. It is for that reason that only members of the Commission's staff and Commissioners are present and need to be present at this enquiry, and it is also our placing that only witnesses who have been subpoenaed and/or their legal representatives are permitted to be present. I must

state for the record that I am not satisfied that sufficient reason has been given for the presence of the other legal representative who is going to be representing a client who has not yet been called, but I hear his submission that he has consulted Dr Steyn, I also take note that Dr Steyn and his legal representative do not have any objection to him being here. I do not know if it is a matter in relation to it. I have a discretion, but having said that, I will play it by the ear for the moment. Let me just emphasise again that every person who is in these proceedings is sworn to confidentiality and it is for that reason the law is strict about who should be present.

The members of this panel, starting with myself, Ntsebeza, a Commissioner in the Human Rights Violation Committee. To my right is Mr Wilson Magadhla, Head of Special Investigations. And to the right is Ms Chrystelle Terreblanche, who has investigated all issues that are sought to be explored in this matter. And with me is Ms Debra Patta who has been contacted to the Commission and is going to assist Ms Terreblanche in putting questions relevant to issues that are going to be dealt with in this enquiry. There is also Ms Glenda Wildschut who is a Commissioner in the Reparations and Rehabilitations Committee, she's not here today, but we're hoping to be joined by her in the afternoon.

Before Dr Steyn gives evidence, I will have to swear him in.

CHAIRPERSON: May I just indicate that if it is in Afrikaans that you feel you can best express yourself, there is provision for simultaneous translation and if it is your wish that you should either respond in Afrikaans then you can make use of these listening devices. I don't know - we have translators there and I don't know in what channel Afrikaans is - channel 1. So if you are more comfortable with Afrikaans than otherwise, please feel free at any stage to deal with it.

I do not know how you propose to deal with the issues, Ms Terreblanche, I don't know whether there's a proposed statement that should be read into the record or whether the witness will respond to questions, otherwise the ball is in your court.

MR J L STEYN: (Duly sworn in, states):

MS TERREBLANCHE: Thank you, Mr Chair. I have invited Mr Steyn here to clear up a number of issues, the invitation read that he should answer questions pertaining to the relationship between Armscor and the Altech during the latter half of the 1980's and to provide details and answer questions about Altec's trade with foreign countries during the latter half of the 1980's. I do not know whether you have prepared anything in writing or whether you wish to just answer questions.

MR STEYN: Chair, I have not prepared anything in writing.

MS TERREBLANCHE: Thank you. Can you just as a matter of introduction please tell us how you came to be the Managing

Director of Altech, where your career started, what your expertise is in?

MR STEYN: Chair, I am a Physicist by training and I have been working with Armscor for about 18 years, until, I guess, about 1990. At the end of that period I was asked to join Altech and I was not the Managing Director of Altech, I was asked to join as a Group Executive Director of a number of companies in Altech, and I did. After Altec I then also went on and joined Telkom, our telecommunications operator where I have been until last year. I am now no longer in the service of Telkom either.

CHAIRPERSON: You are not on the record.

MS TERREBLANCHE: The first question that we would like you to clear up, is the relationship that existed all along between Armscor and Altech?

MR STEYN: Chair, as far as I know, this relationship between Altech and Armscor was a normal procurement business relationship, I have to say as far as I know, because I was not directly involved in the procurement line, I was at the time in charge of research and development. So to the best of my knowledge it was just a normal relationship between our procurement divisions and a private sector company.

MS TERREBLANCHE: Would you then describe Altech as a private sector company that did the bulk of its work for Armscor?

MR STEYN: No, Chair, Altech is a holding company of a number of operating companies, quite a big number of operating companies. Some of these companies are in telecommunications, other are in information technology, other in defence work. So it was a conglomerate of companies, still is.

MS TERREBLANCHE: I now understand that you were not with Altech at the time of the Helderberg disaster, which is the subject of our enquiry.

MR STEYN: That's correct, Chair, I was still with Armscor at the time, if I remember, 1987. I left Armscor in 1990/1989 and went to Altech.

MS TERREBLANCHE: However, you said that even after you joined you had no knowledge that there was cargo destined for Altech on the Helderberg?

MR STEYN: I had no knowledge of that. I still have no knowledge of that.

MS TERREBLANCHE: Our problem is this, that at the time the Margo Board of Enquiry wrote to Armscor and asked Armscor whether they or any of their subsidiary companies or companies that did procurement work for them had an cargo on the plane. They made an emphatic denial. We now know that there was a number of cargoes destined for Barlow Rand, which was then not known also as an Armscor related company, and then two cargo which were from a specific pallet that were destined for Altech.

It came from Japan, the assignment was set to be or labelled as fax machines, the other one measuring instruments. This cargo was never searched in Taipei where it was re-loaded and unfortunately none of this was recovered during the search operation. From most other consignments one or two pieces were recovered. There has been a lot of speculation over the years that some of the cargo that came from Japan could have caused - with something illegal destined for Armscor, I'm sure you're aware of that. Perhaps you can just help us how to establish, or to clear this matter up, how to establish what was really on that cargo and why it was not owned up to by Armscor or Altech.

MR STEYN: Chair, I couldn't speculate at all on this issue. I am aware of the fact that Armscor made declarations on this score at the time and I couldn't possibly add anything to that.

MS TERREBLANCHE: But you must understand that there is a possibility, quite a high probability now that that was a false statement from Armscor.

MR STEYN: I have no way of saying whether that could be so or not, as far as I am concerned, I cannot add anything to that.

MS TERREBLANCHE: Did you work under Mr Bill Venter?

MR STEYN: Yes, I did work under Dr Bill Venter, although my reporting line was not directly to Dr Venter, I reported to the Chairman of Altech, who in turn reported to Dr Venter.

MS TERREBLANCHE: Dr Venter, you are aware, was also President of the CSIR?

MR STEYN: No, Chair, Dr Venter I know is the Chairman of the Board.

MS TERREBLANCHE: Yes, I'm sorry, yes, incorrect. Unfortunately, you know, our problem is also that they did the tests, the CSIR did the tests to find out what kind of substance - or were one of the companies that did the official test, so there might have also been a conflict of interests.

MS PATTA: Since I have spoken to you, have you done anything to try and find out whether there was a consignment on the Helderberg?

MR STEYN: I have, Chair, had a discussion with Mr Wiehahn to inform him that I was invited to give testimony and I have of course searched my memory as clearly as I could. It is a period of 10 years ago, maybe 11 years ago if I'm not mistaken. There is nothing that I can find in my memory that would suggest that there was dangerous substances on that cargo. If I had known, even at the time - excuse me, let me put that right, I was not in a direct position to be involved in those matters in my responsibilities and there is nothing now that I could have found in my recollection that would add to that.

MS PATTA: But we now know that Armscor was in fact sanctions busting and that a lot of things were probably and most



likely from what we have now found out, cargoed on passenger planes for Armscor.

MR STEYN: Chair, I certainly knew nothing of that and I certainly know nothing of that now.

MS PATTA: Have you found out what Altec was importing from Japan at the time?

MR STEYN: Chair, the business of Altech is a very wide electronics business. There is always components, electronic component systems being imported into the company or into the range of companies. I couldn't possibly say at a specific moment what they were importing and what they were not importing, but when you say that it was fax machines and measuring equipment, it certainly does not sound to me as if that is out of the ordinary for that business. That would be rather typical for that matter.

MS PATTA: Dr Steyn, presumably if Altech, according to the cargo manifest Altech had this stuff on the plane, presumably Altech would have claimed insurance, do you if Altech claimed insurance for the stuff that was lost that went down with the plane, it was expensive, it lost the company money, and could you find those records for us?

MR STEYN: Chairman, I have no idea what the answer to that question is, and no, I could not, as explained, I've left the service of Altech some four years ago, and I think the recourse would be to the company itself directly.

MS PATTA: Can you help us clear up the fact that, or to understand whether there was a specific relationship between Somchem and Altech at any particular time?

MR STEYN: Chair, if there was, I would be surprised. The businesses are completely different. I'm sure that in the South African industry most industrialists know each other, but I am not aware of a specific relationship, business relationship between Somchem and Altech in the latter half of the 1980's.

MS PATTA: Why are you saying in the latter half of the 1980's?

MR STEYN: There might have been before that, I don't know.

MS PATTA: I would similarly like to ask you, was there any specific relation between Altec and the Maritime Institute?

MR STEYN: Chair, there the relationship might have been more natural. The Institute for Maritime Technology was Armscor's research and development facility for maritime matters, and many of the equipment that they used and many of the technologies that they used were of an electronic nature, so that would have been more understandable. If you ask me, do I recall specific contracts or relationships, no I don't.

MS PATTA: During your time at Armscor did you know a procurement person by the name of Mr Oslo?

MR STEYN: No, could you be more specific in terms of the first name?

MS PATTA: I'm sorry, I've lost it - Barry.

MR STEYN: Barry Oslo, no, I'm afraid I don't. I don't recall someone like that.

MS PATTA: He died on the plane after having a very strange trip and Armscor has, until yesterday, denied that he was an agent for them. Mr Chair, I don't have any further question.

MR TERREBLANCHE: Maybe, seeing as you were a member where you were working for Armscor in 1987, you could just explain, the way Armscor would bring materials into the country, it was a time of sanctions busting, there was an arms embargo against South Africa, we now know with the benefit of hindsight that Armscor did contravene international relations, regulations and brought material in. Could you just give us a picture of the kind of practices that Armscor was involved in at the time and how they would link up with South African Airways.

MR STEYN: Chair, as explained earlier on here, my job was at the time, the research and development, and although I was aware of the procurement activity of Armscor, I was not involved. I would propose that you ask those questions to the people who know far better than I do, I'm sorry to be - I do not mean not to co-operate, I'd like to co-operate as far as I can, but certainly there are just people that know this better than I do.

CHAIRPERSON: And who would those be?

MR STEYN: Chair, my understanding is that, for example, you have Mr Richard Steyl here next, and I would say that Mr Steyl certainly is in a much better position to answer.

MS TERREBLANCHE: Dr Steyn, just one more question, I mean certainly as a person in charge of research and development you would rely very heavily on certain procurements in terms of reverse engineering which was a kind of speciality?

MR STEYN: We were at the time - I'm sorry, Chair, yes, obviously, but self-sufficiency was for us a very important aspect at the time so to be as independent as we could be.

MS PATTA: Dr Steyn, say for example you needed something for the research and development programme, but you could not get through self-sufficiency, it had to be brought here from abroad, how would you go about doing that, who would you go to and say, I need this stuff and, you know, what was the procedure?

MR STEYN: If something like that occurred, we would have specialist divisions for procurement in Armscor and I would ask my colleagues to assist me in the procurement.

MS PATTA: You would go to them and say I need X and they would do what, I mean, when would the stuff come, if you could just give us a little bit more detail?

MR STEYN: I would raise the requirement to my procurement colleagues and they would devise the plan and they would try and procure the equipment or whatever for us.

MS TERREBLANCHE: As a Physicist, can you perhaps tell us what you know about Ammonium Perchlorate?

MR STEYN: Yes, let me be clear that I'm a Physicist and therefor my training is not in the chemist, but I know that Ammonium Perchlorate is an oxydite, that's why I know.

MS TERREBLANCHE: Was it ever to you knowledge as a Physicist, used in a South African rocket programme?

MR STEYN: Ammonium Perchlorate was used in propellants, yes.

MS TERREBLANCHE: And what was the nature of research around that, or would you not have been involved in that?

MR STEYN: I am sorry, Chair, I am not aware of the detail of that because I was overall accountable for these matters, but I expect that with Somchem people would be able to answer that in much more detail than I can.

MS TERREBLANCHE: But as a person who was in charge of the kind of development, you would have known what the kind of priorities overall?

MR STEYN: Yes, Chair.

MS TERREBLANCHE: Can you just tell us, in the mid 80's what they were?

MR STEYN: The priorities for research and development, I'm afraid that that would take quite a lot of reflection, can I maybe take a bit of time to do that, I frankly don't remember.

CHAIRPERSON: Now when you say some time, do you mean - how long a time.

MR STEYN: Chair, I'm going to have to reconstruct in my mind as far as I can remember the priorities. I can give you a speculative answer now, if that's what you want, but I'm under oath and I do not wish to state speculation for fact.

CHAIRPERSON: I think that's fair enough. Now, I didn't get the evidence on where you were at the time of the disaster. Were you in Armscor?

MR STEYN: Yes, I was in Armscor, Chair.

CHAIRPERSON: You were in Armscor. Now, you will be aware that the Star Newspaper carried a number of articles around the Helderberg disaster.

MR STEYN: I'm aware of it.

CHAIRPERSON: Some of them were of a nature that protect in a great deal Armscor, you recall that?

MR STEYN: I do, sir.

CHAIRPERSON: Although there was legal recourse, it would appear against the Star Newspaper, Armscor pressured as I understand, to take the Star Newspaper to the Press Council. I'm not criticising, but is that your recollection of events?

MR STEYN: It is indeed, sir, yes.

CHAIRPERSON: Now one of the claims that were made, and I just want to know whether you are aware of this, was that after

the crash, South African Airways and the Military immediately dispatched aircraft to Mauritius and in that aircraft some - quite a number of Armscor personnel were on board. Do you know if this is so, and they stayed at the Meridian Hotel in Mauritius?

MR STEYN: I don't know all the facts that you say. What I do know is that Armscor sent a small team of scientists from the Institute for Maritime Technology to help in the official search. Armscor was requested by the South African Airways.

CHAIRPERSON: Why was this so, why was this necessary, it had nothing to do with the Armscor, there was no official link as far as could be seen between Armscor and SAA?

MR STEYN: Chair, the Institute for Maritime Technology had a capability, I'm sure they still have, I haven't been there for a long time, to do the mathematics of search. If one searches for something at sea one needs quite sophisticated mathematics to do so.

CHAIRPERSON: Are you saying, are you suggesting that South African Airways didn't have their own capability?

MR STEYN: I wouldn't know, Chair. I know about the IMT capability and about their underwater detection capability, that part I know, yes.

CHAIRPERSON: Would you know why it was speculated, I want to put it at that lowest level, that the job of the Armscor people was to search for drums?

MR STEYN: I don't, sir.

CHAIRPERSON: Do you know that that was the instruction?

MR STEYN: Definitely not, I don't know that that was the instruction.

CHAIRPERSON: Now, APC, I do not know off-hand what it is, but it's the team that you referred to by Ms Terreblanche, the Ammonium Perchlorate. Now, would that be a dangerous substance in your expert opinion?

MR STEYN: I'm not an expert on the chemicals of propulsion, but I would say, yes, it is a repellent or it is one of the composition parts of a propellant.

CHAIRPERSON: Is it some sort of fuel, is it liquid or,

MR STEYN: I don't know, Chair.

CHAIRPERSON: You don't. Is it combustible, is it a sort of thing that might cause fire?

MR STEYN: Yes, I would say so.

CHAIRPERSON: And it would not be the sort of thing that you would normally expect would be conveyed and transported in an aircraft?

MR STEYN: I would not, no, but again, sir I ... (intervention)

CHAIRPERSON: Put it this way, if you were to take the decision, even with your limited knowledge of the components of this chemical, were you to be asked to convey it in an aircraft,



you would certainly not choose a passenger airliner to convey that sort of...(intervention)

MR STEYN: Definitely not, if you asked me personally.

CHAIRPERSON: Yes, I'm doing that. You see, I'm asking because the theory is, and this is where Armscor comes in, that what was being conveyed in that passenger airliner was APC and that it created because of its combustible components, a fire, the nature of which caused the disaster in the form that took place.

Now, what did - it says if, let's just accept that that is the theory, what it says therefor, is that if the fire started in circumstances where the pilot detected it, the easiest thing for the pilot to do, would be either to land at the nearest airfield or to return to base or where they had taken from. Would you agree with that?

MR STEYN: I'm afraid, Chair, it is a subject of which I know nothing. I would be speculating if I would make an opinion on that.

CHAIRPERSON: Let me ask another question, if APC was one of the ingredients in your research, that you were to import from elsewhere to the extent that it would be used in developing the armourments ...(indistinct) by South Africa, it would have been in contravention of the arms embargo which was in place at the time. Would you agree with that proposition?

MR STEYN: I am really sorry to disappoint you, Chair, but I do not know the specifics of what the embargo did and what it did

not include. What I can tell you, because I can see that this is a matter of concern for you, is that our propulsion industry at the time was a very very well-developed industry, still is and propellants of most modern kinds were developed there and produced there to the standard of most international standards. I would be really surprised if there was any cause for this substance to be transported on aircraft at all. I apologise that I cannot be more specific on this issue, but I am very sure that there are countless people of Somchem that could answer all your questions as perfectly.

MS TERREBLANCHE: I would like to ask Mr Peyaga, we have made numerous enquiries about the whereabouts of the relevant people from Somchem, I'm afraid we're not very close to them.

CHAIRPERSON: I do not know that Mr Peyaga is in a position to recite at the moment, maybe at another time, for one thing, he has not been sworn in and for another, we having a witness on the stand, we either have to say we have no further questions from him in which event we should release him and then continue the next issue. Do you have any questions?

MS PATTA: Just one, maybe just one, I understand about APC and that wasn't your area of expertise, do you remember Somchem being shut down in 1987 because they needed to extend its production capacity for the Intercontinental Missile Ballistic

Programme when you were at Armscor because they needed to do renovations?

MR STEYN: I do not remember shut-down, no. I do remember construction, yes.

MS PATTA: And when they were constructing, did this hamper the production of APC?

MR STEYN: I don't know about that at all, I was not aware of that.

CHAIRPERSON: Did it hamper the production of anything at all, I mean, would you be saying you were at full capacity during the construction period as you were before it?

MR STEYN: I was, Chair, not aware of any interruptions.

CHAIRPERSON: But you are not saying, you are stating your considered opinion as to what the production levels were?

What I'm trying to say, if we had it on authority that there either was a shut-down or an interruption in production activity levels, you wouldn't deny that, or are you saying you are certain, you emphatically deny that there every was either an interruption in the production or a shut-down?

MR STEYN: Chair, I want to be as explicit as I can. If there was an interruption of the supply, I am sure that I would have known and I didn't know about it.

MS TERREBLANCHE: One last question, you - I just want to make sure that I interpret you correctly, you said that after the

Helderberg accident you were requested by SAA or the Maritime Institute was requested to help with the search by SAA?

MR STEYN: That is certainly my recollection, yes.

CHAIRPERSON: Mr Magadhla?

MR MAGADHLA: Thank you, Mr Chair. Were any of Armscor employees summoned to give evidence before the Margo Commission on the Helderberg issue?

MR STEYN: I don't know, sir.

MR MAGADHLA: Even those who had been invited to join the search in the sea, the area of the disaster?

MR STEYN: I don't know, I'm not aware of people being asked to give evidence, I don't know, I simply don't know.

CHAIRPERSON: Would you have expected that they should have been called, given that they had been officially asked by SAA to go and assist and they did in fact go to assist.

MR STEYN: I don't know, sir, I would speculate if I have to tell you that.

MR MAGADHLA: Did you ever get a report seeing that you knew that these people had gone there and that being confirmed? Did you ever get a report that in fact this was the product of their investigation?

MR STEYN: Yes, I know about such a report, I know about the reports that were sent in to Armscor about the findings of the

team and about the work that they had done in helping the search teams to find the pieces of wreckage.

MR MAGADHLA: Was that report ever discussed at a level where you participated in the discussions of that report?

MR STEYN: I do not recall that, sir.

CHAIRPERSON: So you only know that there was a report that was filed, but you don't know what its contents were?

MR STEYN: To my recollection, Mr Chair ...(intervention)

MS PATTA: Excuse me, we do have the report.

CHAIRPERSON: I'm asking the witness, in fact.

MR STEYN: To my recollection, sir, the IMT, the Institute of Maritime Technology made quite an important contribution towards this search by helping the search parties with the patterns in which they searched, this was contained in the report. That, at least, I remember.

CHAIRPERSON: Do you remember, because you've got a copy of the report or is it because you discussed it at your level?

MR STEYN: I remember because it was due to a discussion at that level, sir.

CHAIRPERSON: And what was that discussion about, what was it seeking to say?

MR STEYN: I think basically there was satisfaction about the job that they've done. I must say that I'm struggling to remember the exact content. There was also some aspect of the underwater

detection that was not as satisfying as they'd hoped for. If I remember correctly, and here I must confess that my memory is not crisp, the wreckage pieces was on a very great depth and this caused a problem for the team.

CHAIRPERSON: Now at the time that this report was being discussed, was there already a speculation about the possibility of the plane ever being caused by, not only the fire on board, but also by that fire being caused by a combustible substance that may have irregularly carried on that flight? Was that discussed as part of that analysis of the report?

MR STEYN: I don't remember that.

CHAIRPERSON: You are not saying that it never was discussed, for instance where it could be said, look we have found no evidence that the fire was caused by a combustible substance that was - because we went there, we searched, we got the parts and they were analysed, they were subjected to forensic tests and all that and there is no way in which that theory can be confirmed. Was there a discussion of that nature in the ... (intervention)

MR STEYN: I don't remember such a discussion, Chair, and it might be my poor memory or it might just be that that came out after the fact.

CHAIRPERSON: Mr Magadhla?

MR MAGADHLA: In view of the fact that certain reports in the Press at the time, I think one of which led to the complaint by

Armcor to the Press Counsel. According to your knowledge, did the investigation into the disaster itself extend to certain officials of Armcor, where certain officials of Armcor approached you with a view to ascertaining from them as to whether there was any involvement by Armcor or not?

MR STEYN: Chair, I'd like to understand the question as well, this investigation ...(intervention)

MR MAGADHLA: There was the Margo Investigation, the Margo Commission, now did that extend to certain officials of Armcor being asked questions as to whether or not they had anything to do with the disaster itself, or whether having material, dangerous material loaded into the aircraft?

MR STEYN: Thank you for clarifying that. I don't remember, I cannot recall about Armcor officials being part of this, but of course for our Chief Executive Officer, Mr ...(inaudible), I do remember that Mr van Vuuren of course made sure that that matter was investigated to make sure that there was nothing that could possibly have been involved in Armcor.

MR MAGADHLA: Was that an internal investigation by Armcor?

MR STEYN: As far as I know, yes.

MR MAGADHLA: Could it have been then that that report would have formed part of, or would have been present to the Commission as the version of the happenings by Armcor?

MR STEYN: It could have been, Mr Chair, I simply don't know.

MR MAGADHLA: Thank you.

CHAIRPERSON: Any further questions?

MS TERREBLANCHE: No further questions, I would just like to make an appeal to Dr Steyn that if he can have a bit of a memory about the priorities at the time if he can send us such a short list, just to make sure that we thoroughly canvassed everything.

MR STEYN: Chair, I'd gladly do that with the understanding that what you will get is the recollection of a retired man of 11 years ago. I trust that you will understand.

CHAIRPERSON: We'll take that into account.

MR STEYN: Thank you, sir.

CHAIRPERSON: May I take the opportunity then to thank you for having come. I don't even think the notice was sufficient, but you and your attorney found it possible to come. It's a job that we're not enjoying doing, not only because of the circumstances, and the tragedy that accompanied these events, but also because we have to do it in circumstances where we've got all sorts of constraints, time constraints, capacity constraints, but there is a persistent cry from those who suffered great losses that an attempt must be again done in order to try and see if no further light can be thrown on this tragedy. Thank you very much.



MR STEYN: Chair, thank you, we - I certainly personally respect the work that you are doing, thank you.

CHAIRPERSON: You're welcome, Dr Steyn. Ms Terreblanche?

WITNESS EXCUSED

MS TERREBLANCHE: I was hoping before lunch to call Mr Peyaga's client, Mr Richard Steyl.

CHAIRPERSON: Can we - is lunch ready?

MS TERREBLANCHE: I don't believe so, we have not been informed, I can have a look, but we do have two more witnesses that have time constraints and, but I can check quickly if lunch is ready.

CHAIRPERSON: I was going to propose that we take lunch now, but we come back at 13h30/13h45.

MR STEYN: Mr Chairman, may I be excused?

CHAIRPERSON: You are excused, thank you.

MS TERREBLANCHE: But we must just establish if lunch is there.

CHAIRPERSON: Yes, we'll adjourn for one minute for you to do what you have to do.

We will now adjourn and Ms Terreblanche, you must make sure that our guests are called to lunch and until 13h30 or such time, or so soon thereafter as it becomes necessary.

HEARING ADJOURNS