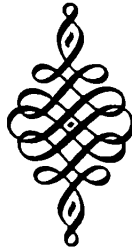


SIMON'S TOWN HISTORICAL SOCIETY

BULLETIN



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**VOL. XI No. 4
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**SIMON'S TOWN HISTORICAL SOCIETY
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SIMON'S TOWN HISTORICAL SOCIETY: TWENTYFIRST ANNUAL REPORT

Presented by the Chairman, Councillor Gordon Wilson, at the Twenty-first Annual General Meeting of the Society held in the Soldiers and Sailors' Restroom on Monday 23rd March 1981.

On Sunday 22nd February, 1981 your Society reached an important milestone in its existence.

Allow me to quote from the "Foreword" Page 1 of Volume 1 of our Historical Society's "Bulletin" :

"Following a request by Mr. D. St.C. Wagner that steps should be taken for the collection and preservation of old records of Simon's Town, the Town Council appointed a small committee to investigate the best means of achieving this object. After due consideration, the Committee recommended the formation of an Historical Society, which would be an independent body, with its membership open to anyone interested in its objects, whether resident in Simon's Town or elsewhere. Its activities need not necessarily be confined to the Municipal Area of Simon's Town. The Town Council adopted this recommendation and promised to give the Society its support and assistance wherever possible."

The inaugural meeting of the Simon's Town Historical Society was held on 22nd February, 1960. What the Foreword does not say is that the moving force and Chairman of the "small Committee" appointed by the Town Council was the then Deputy Mayor, Councillor H.C. "Dumps" Willis and that only some 19 people attended the inaugural meeting.

However, Bulletin No.2 disclosed that after one year of existence the Chairman reported ".....our paid up membership now stands at 47....."

But "Dumps" and his early Society co-workers, by setting a high standard for themselves and such an example of dedication to the Society have left us their successors in office, and the ordinary members, heirs to a solidly based voluntary organisation that can look back in pride on continuing the standard originally set and on the accomplishments of the last twenty-one years.

Your Society's successive Committees backed by the Members support have followed the founding guidelines faithfully and such was the quality of these guidelines and of the people who administered them that to-day the Society can boast of a membership of more than 520 (with members resident in almost every quarter of the globe), some 41 six-monthly issues of the "Bulletin", a magnificent

book 'Historical Simon's Town' and friends from all over the world who have either come to us or written to us to help them with their queries. There has been growing contact and co-operation with like minded Societies and perhaps most important of all a very considerable public relations effort on behalf of our beloved Town.

Let us all resolve to keep up this great work!

To commemorate our Twenty-First Anniversary a wonderful Celebratory Party was held on Saturday 21st February 1981 in the Soldiers and Sailors Rest Room with some 120 members and guests present. Committee members and helpers under Cherry Dilley's guidance arranged the hall and decor, with displays of Society Memorabilia from the early days arranged by the Museum Staff under Liz Biggs. Gill Dilley presented the Society with a lovely Birthday Cake. A sincere thank you to all who contributed so much to this memorable occasion.

General

Again, it has been a busy year for your Executive which has met regularly as always. On your behalf a great word of appreciation to them for their dedication to the Society's work. It is quite remarkable the vast spread of subjects that form discussion and action points for your Society. Allow me to refer to some specific successes achieved by the Executive's members in the course of promoting our objectives:

1. Environment

You will recall that in last year's Annual report, I announced that the Society had decided to widen its scope to include the contemporary task of not only being the watchdog for the preservation in our area of our historical and architectural heritage but also our natural local environment. Our mountain slopes and wet areas are also very important for the generations to come. I am happy that our Town Council unanimously adopted my proposal last September to create a new portfolio of Council Activity, namely that of "Environment" which will encompass the preservation of our historical and natural heritage. Already the Council has made a financial grant to our local Simon's Town Flora Conservation Group under the leadership of Mr. Hugh Trainor for the laudable work in eradication of foreign plant invaders to our locality. May I make an appeal to our local members to assist the Group in their commendable "hacking" parties.

It may be noted also that your Society has become a member on the Cape Peninsula Conservation Trust (Captrust) started by the University of Cape Town

School of Extra-Mural Studies and now an affiliate of the National Monuments Council, whose objects include the conservation of marine (underwater and shoreline) biological, geological, historical, cultural, archaeological and natural heritages.

I have been honoured by a request from Captrust to contribute to a section of a manual which will be issued by them on the subject of the value to a community which stems from the preservation of historical buildings, precincts, early defence works, monuments and memorials.

2. Spelling of our Town's Name.

As a result of a direct determined and well motivated submission to our two main local newspapers both the "Cape Times" and "The Cape Argus" have followed the example set by the "Fish Hoek Echo" in reverting to the original, traditional and historically correct presentation of our Town's name as "Simon's Town" in their publications.. We are appreciative of their co-operation despite the as yet occasional unco-operative attitude we have encountered elsewhere.

3. Museum.

Your Society's Executive has continued to be fully keyed into the work of the development of our Museum and over and above the work done by the Museum's official staff of Mesdames Biggs, Barnes, Sanderoff and Grant, a number of Society members, almost daily help with voluntary work, particularly our worthy Hon. Secretary, Cmdre Kinkead-Weekes.

Valuable relics, documents and photographs continue to pour into the Museum - all very, very welcome but still placing a burden on the museum in regards to storage in the present hopelessly inadequate building in which it is housed.

Hopefully the prognostication of Chairman "Dumps" Willis at the Fifteenth A.G.M. on the 13th March, 1975, will soon come to reality with the Residency becoming available as the new home of our Museum. In the meantime, due to it being unoccupied, its continuing deterioration is giving some cause for concern.

4. Historical Buildings and Precincts.

- (a) Your Society is, as ever, keeping a watchful eye on our precious historical architectural heritage that means so much to our Town and which gives rise to its unique "atmosphere". Through our Town Council's Environment portfolio, investigations are being undertaken to see if machinery exists, as has been proposed for areas in

Cape Town, to declare our "Historic Mile" an area of "special aesthetic control". This would mean the facades of buildings in our Main Street would be protected from demolition, alteration or defacement by garish advertising. Your Society will lend all help it can on this aspect to the Town Council.

- (b) **Stem Pastorie:** It appears that although there has been much activity in restoration work on this building, the authorities are being very reticent about the date of the opening of its new Museum to honour our Country's National Anthem, its Flag and our armorial Bearings. We await the announcement.
- (c) **Union Tavern:** The restoration of this historic building (c.1803) by Mr. & Mrs. Roger Platts would appear to be more or less complete. We congratulate them on their great work leading to the proclamation of the building as a National Monument.
- (d) **Old Burying Ground:** Your Executive has noted with mixed feelings a proposal emanating from our Town Council that the oldest section of our historic burying ground (started in 1813) should be cleared of graves, human remains and monuments and that housing for our senior citizens be erected thereon - the remains, gravestones and monuments to be resited in an area next to the Garden of Remembrance. While the Committee is most sympathetic to the provision of housing for our town's aged, it wonders whether the National Monuments Council will be agreeable to the project in view of the fact that this burying ground is possibly South Africa's oldest existing cemetery and contains a number of very historic graves.

5. Public Relations

- (a) **Tours:** Our Tours of the Town continue to be very popular with public and educational bodies. More and more groups of school children are being taken around, some coming from some distance, e.g. Boston Estate, Pinelands, Sea Point, Plumstead, etc., also the Teachers Training College, Tutorial College, Antique Collectors Society and visitors from U.K., Chilean Navy, etc. The Society's involvement with the Captour sponsored Steam Train Excursions was quite extensive with very many members of the public catered for, four trips in March/April and three at the year end.

- (b) **The Dilley Shop Window:** The display of the Reg Biggs collection of photographs in Dan Dilley's shop window continues to prove of interest to the public and serves as a valuable source of information to the public in the Main Street, particularly visitors, regarding the Society and Museum. I express to Mr. Dilley our thanks for this welcome facility.
- (c) Another demonstration of public spiritedness is that being displayed by Mrs. Laetitia Ellis who now operates a local publicity bureau from her shop informing the public of things to see in the Town and particularly our brochures. I would like to express the Society's appreciation for this duty to Mrs. Ellis.

6. Society's Special Activities.

- (a) **Historical Week:** Your Society once again involved itself in an historical week exercise. Shopkeepers collaborated in decorating their windows. The theme was "Simon's Town 80 Years Ago". The bands of the South African Navy and Cape Corps performed on Jubilee Square to the delight of the public. The Victorian Dinner Party was an outstanding success. However, due to clashes with other activities (Navy Ball, Lions Rugby Tests, etc) and the fact that Press Coverage was practically minimal your Committee has come to the conclusion that it will not be a good idea to hold this type of function simultaneously with the Cape Town Festival in future, as participation by the public was lukewarm, notwithstanding the bus tours and an information centre in a caravan on the Square which the Society laid on.
- (b) **Two-Day Spring Tour:** Our success in holding the previous Two-Day Tour to Swellendam prompted your Society to undertake a similar venture in November viz. the Montagu Tour - and what a success it proved to be. The enjoyment of members who participated could be measured in the thanks expressed after the Tour by way of letters and telephone calls. A lot of work went into the organisation and much was due to the efforts of Cherry Dilley, Liz Biggs, Nigel Farquharson, Gerry Read and of course our worthy Secretary, for its success.

7. The Bulletin.

Our well known six-monthly publication continues to make its appearance and keeps the high standard that has been set over the last twenty-one years. A

great deal of effort goes into this production and I must on your behalf say how happy we are with the assumption of duty as the new Chairman of the Editorial Committee by Gerry Read, helped by his wife Audrey. Also to all who help with the typing of the Bulletin, notably Mrs. Kramer, with additional help from Mrs. Biggs and others - we are very grateful. To all the contributors, also, very many thanks.

8. Simon's Town Chronicle.

Our six-monthly newsletter for members appeared in May and November last year. This publication largely the effort of Nigel Farquharson, is well received, containing up to date news of Society involvements and is responsible I believe for the great feeling of "belonging" that members have - irrespective of where they live - they are, as it were, "kept in touch". A new feature is that Nigel is now inviting members to report on various aspects of activity and this leads to a spread of involvement and variety of presentation. Nigel, and your co-reporters, please accept our very grateful thanks for your efforts.

9. Membership and Finance.

I have already reported that this Society started its life 21 years ago with a membership of 19. If only as a comment on the Society's justification for its existence I am happy to note that as at 31st December, 1980, its membership was 511. As at 21st February, 1981, (21 years exactly) it was 520, probably the largest society of its kind in South Africa.

I look forward to the day, not too far distant I hope, when we shall have 1,000 members.

Financially, as you will shortly hear, the Society has had likewise a very successful year with a surplus of income over expenditure of some R679,00. No doubt the Society's present sound financial situation will enable it to come to the help of the Museum, especially when its new home becomes available. This of course will depend on developments.

10. Conclusion.

I do believe my report on the Society's activities for 1980 is, for the Society, a success story. It has been achieved, without doubt due to the dedicated involvement of your Executive Committee and, above all, I must, as your Chairman, pay tribute to my Vice Chairman, and Chairman of the Bulletin Editorial Committee, Gerry Read, our ever eager beaver Cherry Dilley, our printing or

electrical Super Gremlin Nigel Farquharson, our "Africana" Suid-Afrikaner Margaret Cartwright, our publicity conscious Mrs. Ellis, our Dan "the hard-working man" Dilley, our Naval Representative Lt.Cdr. Mac Bisset and co-opted "photographer fundis" Pat Riley and Museum Curator Liz Biggs and lastly, but certainly not least, our "two hatted" Worker Supreme, Commodore Dennis Kinhead-Weekes, our Hon. Secretary/Treasurer, for their tremendous input into the Society's efforts which stands as an example to all.

Among the many others who contributed to the success of our Society over the last year, I would like to mention our Member of Parliament, Mr. John Wiley, who has always been available to discuss and further the interests of the Society and the Museum; our Town Council for financial help and the ever-ready help of its employees of the Works Branch when special tasks arise; to the National Monuments Council, particularly Mr. Brian Bassett, for very valuable co-operation, to our various volunteers who offer help for various projects; the donors of documents, relics, photographs and memorabilia of Simon's Town; and, last but not least, you the ordinary members of our Society, whose support and enthusiasm make this a very viable Society - working in the interests of this wonderful Town with its rich heritage.

Ladies and Gentlemen, we have "come of age" - let us build on the solid foundations laid by such involved persons as "Dumps" Willis, Bert Brock, Andy Brennan, Llew Gay, Mr. Amlay, Messrs. Wagner, Van Breda, Chapman, Reg Biggs, Cdr Hogg, Cdr Monty Bankes, Eric Rosenthal, I. Gohl, Miss Goode and many others. Some of these great personalities have passed on to Higher Service. We must always remember they gave us the restored "Martello Tower", the "Garden of Remembrance" and an awareness of our Historic Heritage. We Salute Them.

To mark the Society's Twenty first Celebration of progress your Committee decided to institute a citation to those who had through their personal dedication contributed to the progress of the Society. It was also felt however that there would be no posthumous presentation nor one to any serving member of the Executive Committee. Thus at the 21st Anniversary Celebration your Society decided to present this special award to:

Alderman Gerry Ferry, our President (in absentia)
Former Councillor & Vice Chairman, Andy Brennan
Former Committee Member and the Society's Nominee to look
after the Marrello Tower Garden, Cdr. Monty Bankes.

May the first twenty-one years be the precursor of many more years of similar success.

LIST OF OFFICE BEARERS

PRESIDENT	Alderman G E Ferry
VICE-PRESIDENTS	Admiral H H Biermann SSA SD OBE Dr RFM Immelman Mrs Helene Scott Dr J B Scott Mrs BD Willis Vice-Admiral J Johnson SSA SM DSC
CHAIRMAN	Councillor G J Wilson
VICE-CHAIRMAN	Mr G B Read CBE
HON SECRETARY/ TREASURER	Commodore DK Kinkead-Weekes SM
COMMITTEE MEMBERS	Mrs C Dilley Miss MF Cartwright Mrs G Hutchinson Mr NK Farquharson Mr D Dilley Lieut Commander WM Bisset (S A Navy Representative) Mrs E A Biggs (Museum Representative) E H Fry
HON AUDITOR	Mr G B Read (Editor), Mrs G B Read, Mrs R Kramer and Mrs E A Biggs
EDITORIAL BOARD	

This publication is for free circulation to members of the Society. The approval of the Committee must be obtained for the reproduction of the whole or part of any article appearing therein.

Exchange copies of other historical society publications will be welcomed. Spare copies are available and may be obtained from the Secretary at R1,00 per copy.

Articles in either English or Afrikaans dealing with matters of historical interest to Simon's Town and surrounding area will be considered for publication.

Subscription rates, payable in advance are:

Adults, per person	R2,00 per annum	Two adults sharing one magazine	R3,00
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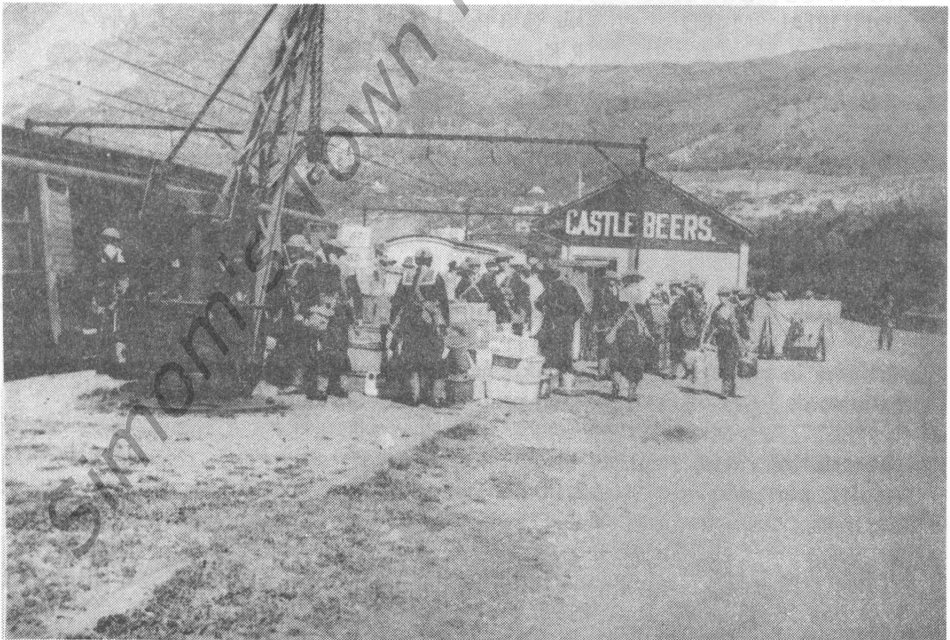
THE STORY OF HMS CARLISLE'S 3.7" BATTERY 1933

Rear Admiral M W St L Searle (RN ret'd)

Editorial Note

We are indebted to Rear Admiral Searle for the following account of the activities of HMS Carlisle's 3.7" Battery in Southern Africa in 1933. As Lt Cmdr Searle he was serving as Gunnery Officer in HMS Carlisle and for the period covered by this contribution and the second which, hopefully, will appear in the January 1982 edition of the Bulletin, he was also Fleet Gunnery Officer - Africa Station. Following the decision to form a 3.7" Howitzer Battery, he was appointed Battery Commander and it is in this capacity that he relates the events that followed and which finally culminated in what came to be known as the 'Tashkedi Affair' in what was then Bechuanaland.

Readers of the Bulletin will recall that during this period it was the custom that during the absence of the British High Commissioner to South Africa, the C-in-C Africa Station usually acted for him. This is doubtless the principal reason why a unit of the Royal Navy found itself serving in support of the Civil Power some 1 600 kilometers inland! The article which follows covers the formation of HMS Carlisle's 3.7" Battery and a goodwill visit to what was then Rhodesia. The second article will cover the subsequent events in Bechuanaland.



Loading the special train at Simon's Town

PART 1 - SIMON'S TOWN

THE AFRICA STATION 1931 - 1933

The Africa Station extended from the Cape Verde on the west, to Cape Delgado on the northern boundary of Portuguese East Africa, (Mozambique). It included, among others, the islands of Ascension, St. Helena and Tristan da Cunha.

The warships of the Station were H.M.S. 'Cardiff' (flagship) and 'Carlisle' (6th Cruiser Squadron) and three, or four Sloops; they were referred to, collectively, as "The Squadron", but sometimes the status of "Fleet" was implied, e.g. F.R.M.O., F.G.O.

In the early 1930s the reputation of the Royal Navy in South African public opinion was at a very low ebb, certainly in comparison with that of the early 1920s or in the earlier decades. The oil fuel economies of the early 1930s had led to a curtailment of the flag-showing cruises and even exercises at sea. The Invergordon Mutiny had been a bad blow to the English-speaking South Africans; abandonment of the gold standard by Great Britain had impoverished the Officers and Men of the Royal Navy, (a £1 note = 14 silver shillings ashore) and steps to rectify this had been slow. There was an atmosphere of stagnation and apathy. The last of the British Army had been withdrawn and the coastal defence batteries had been taken over by the S.A. Defence Force. The only favourable press publicity was to the pre-eminence of the R.N. and R.M. in the Lewis Gun and M.G. competitions at the annual S.A. National Rifle Meetings. (In S.A., fine marksmanship was second only to excellence at Rugby football.) Even so the Navy was held in little esteem by S.A.D.F.

When in March 1933, Vice Admiral E.R.G.R. Evans hoisted his flag in command of the Station he must have sensed something of the above. The Admiral, a dynamic personality and prone to impulsive and unorthodox actions, revitalised the Squadron and the Dockyard. He started to publicise the Navy, to make personal contact with S.A. Government Ministers, the British High Commissioner, S.A. Naval and Military Forces and other authorities. The Admiral extended his knowledge by touring inland.

During a visit to Rhodesia the Admiral, in an ebullient mood, accepted an invitation from the Rhodesian Government to the Navy to give a field gun display during the Agricultural Shows at Salisbury and at Bulawayo in August 1933. The Admiral and the Rhodesians had in mind displays similar to the F.G. Competition at the Royal Tournament (R.T.).

On his return to Admiralty House, Simonstown, the Admiral sent for the G.O. 'Carlisle' - the only cruiser on the Station - and recounted the above. It was not necessary to point out the impracticability of staging anything as spectacular as the R.T. display (the G.O. had taken part in the 1929 Olympia) e.g. the provision of concrete anchorages for the obstacles would be needed at each site in Rhodesia and at Simonstown. So the Admiral was

told that, unfortunately, the 12 pdr. field guns, of Boer War vintage, had been replaced by more modern 3.7" howitzers. The S.A.S.O. held four howitzers at the N.A.D. because field guns were not carried in 'C' Class cruisers. An adequate display could be devised for the howitzers but, unlike the R.T., they were serviceable weapons and should not be subjected to the rough-and-tumble of the R.T. display.

Further, the howitzers had never been fired on the Station and it was emphasised how ridiculous it would be to give a public display of these new weapons without knowledge of their performance in the field. Therefore, the G.O. proposed that, firstly, a Howitzer Battery should be trained, and a practice with live ammunition should be carried out, to which observers from the S.A. Defence Force might well be invited.

The Admiral, without further consultation and rather impulsively, took immediate action on the above verbal suggestions. His enthusiasm caused misgivings in some quarters.

Initial Training

The four 3.7" Howitzer Equipments, still in a state of preservation, were delivered from the N.A. Depot and parked alongside the 'Carlisle's' berth.

No one on board had ever seen them before, though the ex 12 pdr. limber frames were recognisable. The ship's two Ordnance Artificers taught themselves how to dismantle the equipments; the strange accessories and gunsights were examined, and canvas gun covers made for the equipments.

The Battery was organised in two Sections, each of two Detachments; each Detachment consisted of a gun's crew (5 men) and an escort (13 men). The personnel were drawn from the ship's 6" armament, supplemented by a number of Leading Stokers and Stokers. Thus, the Gunnery Officer was the Battery Commander, the two Lieutenants concerned with 6" fire control were the Section Commanders, and four senior Petty Officers were the Detachment Commanders. The four seamen 6" gun's crews provided the core of the detachments. The Director Gunner and C.G.M. became the Battery W.O. and Battery C.G.M. The strength, at this stage, was 4 Officers, 5 Chief or P.O.s, and 72 Leading rates and below.

Elementary parade ground drill, based on that of the 12 pdr. field gun, was started.

A 21-Gun Salute

An early requirement of the Battery was to provide the principal spectacle at the King's Birthday Parade, the 'Cardiff' having already left for the U.K. As well as the traditional inspection and march past, the Battery was to fire a 21-gun salute. The salute was a near disaster!

About 30 blank charges had been made up on board and two rounds had been fired successfully for trial purposes. But on the day, after the 9th round, misfires occurred, and though covered up reasonably well, it was obvious to the C-in-C and other spectators, that by the 21st round all guns but one were out of action.



Lieutenant (now Captain) GAG Ormsby and Lieutenant Thirsten
(killed during 1939-1945 War) at Simon's Town Station 1933.

It was found out later that the firing of blank charges caused the howitzer to creep back in its cradle just far enough to make the normal firing lever inoperative. But the B.C. had been ignorant of this; the obvious solution was to "fire by lanyard".

Training for Active Service

Simultaneously with parade and ceremonial training the active service requirements were studied. Firstly, the Fire Control Procedure and Drill had to be determined.

Crude range tables were deduced from the graduations of the 'Probert' sight. A convergence table for distance between guns was also made.

A fire control procedure was improvised: it was an amalgam of Naval Bombardment and Army Artillery procedures. Training with the artillery director, aiming posts, and the gun-sight was easily arranged as it only involved the Officers, Detachment Commanders, Gunlayers and sightsetters (for aiming posts).

The training of the Guns Crews, in unlimbering, preparing the howitzer for firing, and loading, was not difficult. Dismantling and re-assembling the howitzer, though possible with 5 men, was not taught at this stage.

The Small Arms to be carried by the Detachment needed decisions. Ideally, the Guns Crews should be unhampered by rifles, and the weight of .303" ammunition: they should be armed with revolvers and carry pistol equipment. Also, if the Escort's role was limited to that of hauling on drag-ropes, then the less they had to carry, the better; they might even be replaced by 'coolie' labour.

It was decided that the S.A. carried were to give the maximum number of riflemen (in which every rating had been trained) and only the Officers, P.O.s and the three more important members of the Guns Crews were to be armed with revolvers (and who could be chosen from ratings who had been trained in its use e.g. Lewis Gunners). This gave flexibility in that the Battery could be quickly re-organised in two Platoons, though less Lewis Guns would be available.

Note. Due to the very limited training facilities on the Station, and the few recreational pursuits for the ratings at Simonstown, a very generous allowance of time was given to the Annual Musketry Course. This was carried out in the mountainous area of the Klaver Valley, above Simonstown, and provided a welcome change of environment. The full 2-week course had been given to each of the two Seamen Platoons, and a 1-week course to most of the other ratings, including pistol courses to Signalmen, and anyone else who wished to escape the boredom of lying alongside. A high standard of marksmanship and in the safe handling of fire arms, had been achieved.

By the end of May the Battery was sufficiently trained for a firing practice with live ammunition.

The Field Firing Practice

The object of the practice as stated in naval terms was:- "to give practice to a 3.7" Howitzer Battery under active service conditions". The underlying aim was political:- "to demonstrate to S.A. military forces the potential of the Royal Navy on active service ashore".

A simple direct fire shoot would not have impressed the critical S.A. Artilleryists; a more demanding tactical situation was needed.

It was decided to practice/demonstrate indirect fire, at a point target, controlled from an observation post (O.P.) which did not have undue command of the target area, and was out of sight of the battery position.

A deserted area of rocky, broken, scrubland, about 10 miles south of Simonstown (west of Smitswinkel Bay) was chosen as an (unauthorised) artillery range. A low ridge provided cover for the battery position, and to its flank on the reverse slope, a suitable site for an O.P. Two roads bounded two sides of the area, one within a quarter of a mile of the battery position, the other providing a site from which spectators would command a view of the target area.

There were no maps available but some covert, crude, surveying of the area was carried out on the afternoon prior to the practice. A convenient rock was then selected about 2 miles from the ridge and about 1000 yds. from the spectators' position; it was then marked by a piece of red canvas.

The zero hour for open fire was to be 1130 hours, only subject to the B.C. seeing the range to be clear, and would be indicated by the firing of a Very's light from the Observation Post (O.P.). A rough sketch of the area was given to the C-in-C's staff officer and showed a suitable position for the Admiral and the spectators.

On the day - with weather clear and only a light wind - the Battery was transported by lorries, provided by a very co-operative S.N.S.O., to the vicinity of the firing position. The howitzers were then limbered up and deployed behind the ridge. The exact position of the O.P. was selected and camouflaged with bushes. The field telephone was laid out between the O.P. and the battery.

The lines of fire were laid out with the artillery director and one metre rangefinder, and the relative position of datum gun, O.P. and target were plotted on the artillery board at the O.P.

No one had previous experience of firing 3.7" H.E. shell and some anxiety for the safety of the spectators had been expressed. The temptation to fire a test round was resisted - spectators were already in sight.

At zero hour fire was opened with a single- gun 400 yd. bracket, then the bracket was closed to 200 yards, followed by "fire for effect" until the 6 round per gun allowance had been expended.

The plumes of black smoke and the bangs of the H.E. explosions were impressive. The high accuracy of fires was as astonishing as unexpected. It is a pity the personnel at the battery could not see it.

The naval object of the practice had been achieved. Hopefully, the political aim had also been gained but evidence of this would have to be awaited, in spite of the Admiral's claim of complete success.

The following day the target area was searched and the positions of the explosions of 20 of the 24 rounds fired were identified with those which had been plotted at the O.P. The holes in the ground were unexpectedly small but the fragmentation was surprisingly good. An analysis of the firing showed the 3.7" Howitzer to be of great accuracy.

But the principal lesson learnt was the tactical use of the howitzers would be governed by the distance and the means of transport over a given ground:-

- (a) On a road surface the equipments could be hauled by manpower for a distance, and at a speed dependent on physical human endurance. OR the howitzer and the limber could each be towed by a vehicle, though the wheel bearings were not designed for this and were liable to become overheated.
- (b) On rough ground, and with the full load of ammunition, the equipment was very difficult to haul by manpower; the main reason was that the wheel base of the howitzer was much wider than that of the limber and therefore four unobstructed wheel tracks were needed.
- (c) When dismantled, the separate parts could be transported by any means available but the dismantling, and quick reassembly, needed considerable training of personnel.

Training for Displays

The Rhodesian Government's invitation was for 100 Officers and Men to visit the country as its guests and for which all administrative matters would be provided, e.g. transport, accommodation, catering, and security. Subject to diplomatic agreement with the Portuguese for the transit of the R.N. arms and equipment, but without live ammunition, the port of Beira would be used.

In return the Rhodesians expected two displays at Salisbury, and two at Bulawayo, and hoped that each display would be of at least 45 minutes duration. A Liaison Officer in Rhodesia was nominated to exchange detailed requirements by correspondence.

The planning of the display which would sustain public interest for more than half-an-hour was difficult. Eventually, with the considerable help of the Detachment Commanders, it was decided to start with a March Past in column, then an Action, followed by Dismantling, advance over an (supposed) obstacle and Re-assembly. Then, to demonstrate an Action during a surprise gas attack. Finally, reform and exit with a March Past, in close column, at the double.

Blank ammunition, 3.7", to be used liberally. Home-made gun powder bombs to be used to simulate enemy gunfire.

A drill for dismantling and for re-assembling the equipment was devised. The dismantling could be completed in 4 minutes, the re-assembling in under 6 minutes. There was no point in trying to reduce these times, competition between detachments to do so was no part of the display. It was better to demonstrate an orderly drill, more or less carried out simultaneously by the four detachments rather than a scramble, possible damage to material, or the detachments appearing to be of varying efficiency. (The Probert Sights were excluded from the above drill as the risk of damage was unacceptable.)

The duration of the complete display could be spun out to 40 minutes.

The East-Coast Cruise. 1933

The annual flag-showing cruise started in early June and included visits by 'Carlisle' to Port Elizabeth and East London before reaching Durban for the July Race Meeting. After the social activities of Durban, and the R.N. and R.M. participation in the S.A. National Rifle Meeting at Pietermaritzburg, the 'Carlisle' was to visit Beira while the Howitzer Battery went to Rhodesia. The ship was due to return to Simonstown in early September.

Before sailing the howitzer equipments were dismantled; the shields, limber frames, and the 16 wheels were lashed down on the upper deck, amidships, and all the other parts were struck down into the 6" shell rooms. No 3.7" ammunition was embarked, other than blank cartridge cases.

No display training was possible until Durban was reached and there practice was given alongside the ship. Then unexpectedly, the Admiral wished a public display to be given; a shortened version of that planned for Rhodesia was carried out. The Admiral was present and the performance was well received by the public and local press.

PART 11 - RHODESIA

Displays in Rhodesia. August 1933

In due course 'Carlisle' anchored in the Pungue River off Beira. The B.C. travelled to Salisbury, two nights ahead of the Battery so as to have one day to view the display ground and to meet the Rhodesian authorities.

The Battery travelled by night train, provided by Rhodesian Railways, from Beira via Umtali to Salisbury, where it arrived by noon.

The total strength of the Battery was 4 officers and 81 ratings.

Salisbury. On arrival the Battery marched from the station through the town, a very strange sight to many of the inhabitants, to the camp at the

agricultural showground. Afterwards one day was allowed for settling in and a display rehearsal. The tented camp, erected by the Rhodesian Army, was very well furnished and included a large marquee with trestle tables, for meals. The catering was arranged by the Rhodesian authorities and was of an excellent standard.

A Display was given on each afternoon of the following two days. They were received with enthusiasm by the spectators and were well reported in the local press.

Here, as throughout the Rhodesian tour, the hospitality was overwhelming. The organisation of the appropriate representation in response to the numerous invitations from official, semi-official, and private sources, was far more onerous than that of the organisation of the displays.

The conduct and bearing of the ratings was exemplary - as reported by the Police - and the credit for this, in the face of the unexpected scale of hospitality, rested with the senior ratings and their pride in their units. Certainly there were no 'pep' talks or exhortations to good behaviour; this latter was taken for granted.

After spending three nights in camp at Salisbury, the Battery journeyed overnight, by special train, to Bulawayo.

At Bulawayo a similar luxurious tented camp and administrative arrangements had been provided and a similar procedure was adopted. Here the display was given on two successive afternoons and received the same enthusiastic response from the public.

The physical endurance demanded by the displays by personnel, un-acclimatized to the altitude, combined with the scale of the hospitality, was considerable. A few days of relaxation, quite unexpected, was very welcome.

Visit to the Victoria Falls

The Rhodesian Government had arranged for the Battery personnel to visit the Victoria Falls and for their accommodation for two nights at the Victoria Falls Hotel. The howitzers, arms and unneeded equipment were left at Bulawayo and the personnel travelled to and from the Falls, overnight by special train.

The level of the Zambezi River was low so this was the 'off' season for tourists. The B.C. was given the honeymoon suite. Though not in full flood the view of the falls from the footpath along the ravine was most impressive, as was that of the Zambesi River Bridge which was the sole link with Northern Rhodesia (Zambia).

On the day of arrival an invitation was received to visit Livingstone, the former capital of N. Rhodesia. Also, an unexpected challenge to play water polo and a game of Rugby against the local European teams. This visit and games took place the next afternoon but there was some

difficulty in raising the teams; some members of the Battery had to take part in both events. The visit terminated with an official evening reception, and near exhaustion.

Activities of the C-in-C

The movements of the Admiral in Rhodesia during the visit of the Battery are not recollected other than that he opened both Agricultural Shows and took the salute at some of the March Pasts. He was frequently mentioned in the local press but the only occasion when the B.C. met him was when he turned up at the Victoria Falls Hotel to make a £5 contribution towards the tipping of the Hotel staff.

Departure from Bulawayo

On return from the Falls to the camp at Bulawayo a variety of sight-seeing tours were arranged, including a visit to the Matopo Hills and the grave of Cecil Rhodes.

The Battery left Bulawayo by special train, a.m. Sunday 3rd September. The R.R. had offered four of their heavy lorries to transport the Battery to the station. This offer was accepted with gratitude as it saved a 1½ mile haul. There was space in each lorry for a limber, equipment and one detachment, and their howitzer was towed.

Return to Simonstown. 4th - 9th September

The Battery arrived at Beira, a.m. on Monday 4th September, and re-embarked on 'Carlisle'. The ship then sailed for Simonstown with the intention of berthing there by the weekend.

On passage, the B.C. drafted a report of proceedings; some conclusions were:-

- (a) The display would be greatly improved if a running commentary, over loud-speaker equipment, could be arranged.
- (b) The imaginary obstacles on the ground could be represented by stakes or tapes, e.g. narrow bridge or gap in a wall.
- (c) The display was too long. A 15-minute display, if limited to precise parade ground movements and the firing of blank ammunition could be staged without undue length of training - (But Rhodesians wanted three quarters of an hour.)
- (d) A display including the dismantling and re-assembly, though demonstrating dramatically the flexibility of the equipment, needed far too much training effort. (Ordnance Artificers and G.M.s should be taught these operations, as without such knowledge the 3.7" equipments could not be carried in ships or easily transported to, or on shore).
- (e) The lack of a contingency, or an entertainment fund, had been an embarrassment.

It is believed that an official report of proceedings or a record of the howitzer display drill, was never forwarded. The visit to Rhodesia was eclipsed by future events.

APPENDIX

ABBREVIATIONS

A.E.	Armed Escort
B.C.	Battery Commander
C.O.	Commanding Officer
C.G.M.	Chief Gunners Mate
E.T.A.	Expected Time of Arrival
F.G.	Field Gun
F.G.O.	Fleet Gunnery Officer
F.R.M.O.	Fleet Royal Marine Officer
F.S.P.B.	Field Service Pocket Book
G.O.	Gunnery Officer
G.M.	Gunner's Mate = Gunnery Instructor (G.I.)
H.C.	High Commissioner
H.E.	High Explosive (shell)
H.Q.	Head Quarters
L.G.	Lewis Gun. i.e. 303" automatic gun, a light M.G.
M.G.	Machine Gun. i.e. 303" Vickers
N.A.D.	Naval Armanent Depot
O.P.	Observation Post
O.S.	Ordinary Seamen
P.O.	Petty Officer
P.S.	Political Secretary to H.C.
R.C.	Resident Commissioner
R.M.	Royal Marines
R.R.	Rhodesian Railways
R.T.	Royal Tournament
R.P.O.	Regulating Petty Officer
S.A.	Small Arms. e.g. 303" Short. Lee Enfield Rifle
S.A.R.	South African Railways
S.A.N.S.	South African Naval Service
S.A.S.O.	Senior Armanent Supply Officer
S.N.S.O.	Senior Naval Store Officer
S.O. (I)	Staff Office (Intelligence)
Sto.	Stoker
W.O.	Warrant Officer

Travellers' Tales of Simon's Town: No 10

NARRATIVE OF A THREE MONTH'S MARCH IN INDIA, AND A
RESIDENCE IN THE DOOAB

The Wife of an Officer in the 16th Foot

(The authoress of this book "with Plates, form Drawings made on the "Spot", and published in London in 1841, was Harriette Ashmore.)

We embarked at Gravesend for India, early in the year 1833, on board the ship Protector, now alas! a melancholy wreck, and in whose destruction were involved the lives of upwards of 170 unfortunate beings. Our fellow passengers were in number about twenty, of whom only two were young ladies bent upon the somewhat hazardous expedient of seeking friends and fortunes in India; the greater portion consisted of young cadets in the Honourable Company's Service, full of high hopes, and enjoying bright visions of futurity, just emancipated from Addiscombe, and overjoyed at their newly acquired freedom. (p. 1.)

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The first day of July brought with it several untoward events. The weather was extremely tempestuous, consequently falls and overturns were numerous. We were each moment reminded that we were off the terrible and appropriately termed Cape of Tempests: at the cuddy table an acculumulation of mishaps occurred: a servant was crossing the quarter-deck laden with a covered dish, when a sea struck the vessel and overthrew the unfortunate man, who was instantly thoroughly drenched with salt water, whilst the broken crockery revealed to our view the scattered ingredients of a savoury Irish stew. The cuddy table presented no ordinary appearance: every article that could by any possibility alter its position, traversed the table; pies, biscuit-trays dishes &c. &c., all were in motion; the leg of mutton, rolling in grotesque irregularity, once more came in contact with its kindred shoulder; poultry and pork were again in motion, and sand bags proved themselves of little avail. But, perhaps, the most ludicrous part of the whole to watch the countenances of the passengers, who were tenaciously clinging to their seats, at the same time trying, successfully or otherwise, to retain their replenished plates, knives and forks. As for the ship's surgeon, he received more than one dish with its contents on his lap, and was at length compelled to vacate his station at the end of the table. Similar scenes to these were unfortunately of too frequent recurrence at that period of the voyage.

On the 2nd and 3rd of July we were anxiously looking forward to our arrival in Simon's Bay, as the Captain intended to put in for a week, should the wind prove favourable: however, on the latter day we almost despaired of making it; and a few hours more would have seen us on our way to Madras, had not a pilot perceived our exertions, and come on board to render us assistance. He promised us that we should be at anchor off Simon's Town before morning; and kept his word.

Most of the passengers sat up all night to behold the beautiful Alpine scenery of the Southern point of Africa, and a few were present at the breakfast table the next morning; all who could, had decamped for Cape Town. The anchor was cast at half-past 4 A.M.; and the fine rocky scenery which greeted our view on the right hand and on the left, was cheering indeed, after the monotonous boundary of sea and sky which had so long been our portion.

We landed on the 4th of July; but as we could not procure horses or a carriage to convey us to Cape Town on that day, we amused ourselves in the neighbourhood of Simon's Town.

Mr Ouseburn (well known under the name of "King John") showed us his gardens, and loaded us with exquisite geraniums and china roses: it was the depth of the Cape winter, but nothing could be more luxuriant than the hedgerows of flowering myrtle and geraniums towering far above our heads. A small rich fruit called the Laquette was just ripe; I thought it delicious; and the rich perfume of mignonette and a thousand exotics filled the air with fragrance. We dined at the Clarence Hotel, where many of our fellow travellers were, like ourselves, detained, and where all paid a high price for very indifferent fare.

Towards evening, we strolled through the town, which is a pretty fishing place, built much in the Dutch style, and in which Rear Admiral Warren is at present stationed: on emerging from it, we ascended a hill, which enabled us to obtain an excellent view of the bay and its boundary of rocky heights, whilst beyond them was hill above hill as far as the eye could reach.

We had, however, abundant cause for admiration nearer at hand; for it was impossible to step without being struck with the extraordinary beauty and variety of the heaths, which carpeted both hill and dale. Of these we plucked a large quantity, but were far from obtaining a specimen of each exquisite variety. There are, on the side of one of the hills above Simon's Town, a few mud huts, which would apparently afford something like adequate shelter for cattle, which are turned out to seek their food in that vicinity; but these, we were told, are inhabited by upwards of 150 Mozambique people, who were taken from a slave ship, and received together with their liberty, permission to inhabit that small portion of ground.

Before returning to the Protector for the night, we had the pleasure of seeing a conveyance arrive for our use on the following morning; this had been procured and despatched by one of our fore-runners to Cape Town. On reaching my cabin, I was most agreeably regaled by the music of a well-appointed horn band, which was on board the Isis frigate, then lying in the bay: several familiar airs stole sweetly over the untroubled waters, on which the moon shone brilliantly. The bold outlines of the hills were clearly discernible, and their deep shadows cast upon the waters;- it was a scene truly soothing and delightful.

Cape Town, whither we started at an early hour the next day, is distant about twenty-five miles from Simon's Town, for the first six of which our road lay along the beach and beneath the overhanging rocks which we had admired so much when viewed from a little distance: winding along their base, we caught splendid and ever varying views of the bay; but in some parts the sand was so yielding, that when our horse stopped for a moment to take breath, his feet and the wheels of the vehicle sank so deeply into the sand that no efforts of the driver could set us again in motion. We really began to fear that we should be lost in a quicksand, when fortunately a Scotchman, who chanced to be wandering on the beach, saw and compassionated our condition; he proved himself a good Samaritan, and putting his shoulder to the wheel, enabled the horse to overcome his difficulties, and we were again en route and ascending a hill which led us more into the interior of the country. If possible, the scenery increased in interest; we were strongly reminded of many parts of Scotland; and when we had reached the summit of the first height, a distant and perfectly flat plain lay extended before us, it appeared to have been left by the sea at no very distant period, but is now full of verdure and cultivation. Our horizon was still bounded by conical and rocky mountains; hill beyond hill opened on our view, and a world of Alpine scenery was before us, diversified by an occasional lake in the centre of rich pasture and meadow land. On one hand we could still discern the bay we had left and on its distant shore were rocky eminences similar to those which so enchanted us in our immediate vicinity. Our road was bounded by Rhododendrons in full bloom, and by the sugar plant, whose tulip-like blossoms afforded a luscious repast to the beautiful little honey-bird, which rapidly glided from flower to flower. Splendid specimens of the Cactus and towering African aloe, added to innumerable flowers, which in England we had been accustomed to see only in the hot-houses, presented an accumulation of floral riches which would have thrown a botanist into an ecstasy of delight; nor must I omit again to mention the endless variety of heaths, and the prickly pear, which becomes an impenetrable fence, and attains the height of eight or ten feet.

We stopped for an hour at Farmer Peck's cottage to rest the horse, and to refresh ourselves with excellent Constantia, &c., and then proceeded on our way. (pp. 15-23)

At length the day arrived for our return to the vessel; but unluckily, on the night previous, a very heavy fall of rain swelled the mountain torrents to no agreeable height; we, however, enjoyed a Cape waggon, as being the most commodious, and, under the circumstances, the safest mode of conveyance: it was drawn by eight horses, and allowed space for nine passengers; but five only on this occasion were to be its inmates.

On reaching the sands, about six miles from Simon's Town, we discovered two of our fellow passengers at a stand still, in the midst of one of the streams, with the traces of their horse broken, and the animal utterly unable to stir. Having rendered them all the aid in our power, we drove cheerily on, and

arrived in Simon's Town, and reached the vessel in safety. No sooner and we got on board, than we received the unpleasant information that a mutiny had broken out amongst the ship's crew, owing to an extra quantity of grog having been procured by them from the shore, or served out to them in consideration of more than ordinary labour.

Our feelings were not of the most agreeable nature, and we regretted that we had not remained in Cape Town somewhat longer: however, it was better as it was; for on the following morning, the appearance of some of the officers from the Isis frigate, and I believe the removal of one man, restored tranquility to the little community; the passengers likewise, being all board, and the ship in readiness to start, the anchor was raised, and we soon found ourselves again under full sail.

We reached False Bay without accident; but when there met with discomfiture; for a strong south-easter springing up unexpectedly, the anchor, which had been cast for the night, could not be recovered, the windlass was shattered to splinters, the cable cut, and minus an anchor, we again sought the shelter of Simon's Bay.

The captain and most of the younger voyagers were speedily off to Cape Town; whilst those who remained on board had to wait with what patience they could, for dinners which were three times upset in the kitchen, on account of the unceremonious treatment of the vessel by the south-east wind.

On Sunday, the 14th of July, we sent on board the Isis, to prayers, and were gratified with a view of the vessel, which was under orders for a cruise on the African coast. During divine service the horns played at intervals, and we had an opportunity of listening to a good discourse by the chaplain who was on board.

After partaking of a handsome repast in the gun-room, we returned to the Protector, but not until several of our party had received and accepted invitations to an entertainment on board on a subsequent day. I mention this, as it was attended with some curious circumstances.

On the evening of that day we proceeded to Cape Town, but unfortunately in a vehicle which possessed not the luxury of springs; it had been secured for us by a fellow passenger, who likewise took his seat in it; we had six horses, and three Malay attendants who kept the animals at the top of their speed. The rain poured in torrents, and the jolting of the carriage was intolerable, notwithstanding the exertions of men and beasts, and we did not reach Cape Town until late, and then could not obtain a private sitting-room. Here was a dilemma! for we were cold and comfortless. Fortunately a happy party from the Protector were enjoying themselves over a blazing hearth, in a commodious apartment, and kindly proffered seats near their fire, which we were delighted to accept.

On the following day we returned to Simon's Bay, regretting that we had been tempted to make this second excursion, as the rain, which had fallen

incessantly for the last three days, had rendered the passage across the sands extremely dangerous, and it was not without some fear that we prepared to retrace our road.

Being, however, under an engagement to the officers of the Isis, we were unwilling to delay our return until the next day, which would have rendered its fulfilment impossible (though, had we possessed the gift of foreknowledge, we need not have troubled ourselves on the occasion).

In a light carriage drawn by six horses, and this time hung upon springs, we set out and passed Fishhook Bay in safety, being only admonished of danger by the sight of the carcasses of six or eight bullocks which had been attacked by wolves on the previous night. These animals exist in great numbers amongst the mountains, and make occasional inroads into the villages, -always assembling themselves for these predatory excursions in powerful packs. We reached Elsey Bay, after encountering several mountain torrents which filled me with alarm, when the last dangerous pass presented itself: soon we thought we should be out of our troubles, and were congratulating ourselves, when, lo! we discovered that the Malays had mistaken the part which would have been most fordable, and had approached within a short distance of the open sea: in a moment the carriage was all but overturned, and would undoubtedly have been carried away by the violence of the waters, had not the wheels on one side become jammed between two large stones; the vehicle itself resting sideways, and being partially inundated. The two hindmost horses were speedily immersed, their footing lost, the pole and traces broken; and their leaders, released from thralldom, gaily splashed and scrambled to the rocky and adjacent bank.

One of the Malays carried us in his arms to terra firma, but not until many threats had been employed to compel him to do so; his anxiety was for his half drowned horses, which lay powerless and sinking fast into the sand.

The night was by this time much advanced; and whilst we stood watching the men drag the shattered carriage to land, I could not help thinking how easily the wolves might attack us, particularly as we had a fair prospect of remaining in this wretched plight for many hours; as it would be next to impossible to harness the horses to the carriage.

At length, to our joy, a dark mass appeared in the almost total darkness, and a bullock waggon, heavily laden with ship stores, made itself heard rather than seen. The driver of this kindly rendered our Malays what assistance they required to bring their carriage to land, and into the proper road, and at our earnest request allowed us to clamber into his waggon; which proved, however, no agreeable mode of conveyance, for it was not without the greatest difficulty that we could prevent ourselves from falling off the narrow plank on which we were perched, high above the last two of sixteen bullocks. I would have sought the interior of the

waggon, and indeed was on the point of doing so, but my first grasp proved to be upon the outstretched neck of a goose, which unintentional insult on my part so irritated the whole flock, that our ears were stunned for several minutes by their united clamour; and we became aware that the ponderous vehicle was filled with calves, sheep, and fowls, for the vessels in the bay.

After this unsuccessful attempt, we became satisfied to remain upon our plank, and retain our hold in the best manner we could; accordingly, in due time, we reached the Clarence Hotel, where we slept, and had the satisfaction of hearing the Malays cracking their long whips and bringing in their damaged carriage about sunrise the next morning.

Having returned to the Protector, and prepared for our engagement on board the Isis, we waited patiently for a boat to put off from the latter vessel to take us on board, as the officers had proposed that mode of transmission, and had mentioned it to several of our party; but, lo! no boat arrived, and we heard, to our astonishment, that no company was expected, and no fete in contemplation. What caused this misunderstanding, we never had an opportunity of learning, as no subsequent communications took place between the two vessels; certain it is, that the invitations were given, and the gentlemen included in them disposed to look somewhat offended; but, fortunately, the Protector put out to sea the next morning with a fair wind, and the contre-temps was obliged to be forgotten; and whether it arose through a mistake amongst the officers themselves, in a subsequent alteration of their plans, or through some strange misconception on our parts, still remains a mystery.

A fine breeze carried us out of Simon's Bay at the rate of ten knots..... (pp. 28/35).

VIEWS OF SIMON'S TOWN : Just received, **VIEWS OF SIMONSTOWN**, beautifully lithographed by DAY & HAGHE, from a drawing by Mr T W BOWLER Price 5 Shillings.

Steel Engravings of Cape Town and St. George's street, on a sheet of paper for letters at a reduced price.

A. S. ROBERTSON.

('Sam Sly's African Journal , 24/4/1845)

THE BUTTONS WORN BY THE SA NAVY AND ITS PREDECESSORS by LT.CDR.W.M. BISSET

No articles have been written on the buttons worn by the SA Navy and its predecessors and although it is clear that it will only be possible to write a definitive work on this subject after consulting the records in the SA Defence Force Archives and after many interviews with retired naval personnel, the button collection assembled by the Maritime Museum at the Castle has made it possible for the present writer to compile the following interim report. It would be very greatly appreciated if those who can fill the many gaps in this offering would do so.

Perhaps the most remarkable thing about the collection shown in the photograph which illustrates this article is the number of different buttons and the fact that so many of them have a distinct South African identity. The label on the sealed pattern of a 6/8" SANaval Service officers' mess dress button, number UDF 1279, the larger of the two illustrated indicates that this button which was manufactured by Firmin of London reads 'button gilt South African officers 30 line die 113'. Surprisingly the lead seal bears the SA Navy's Lion emblem which was only adopted in the late 1940's. The Navy lion is, of course, the crest of the South African coat-of-arms hence its inclusion in the seal.

In most cases the exact dates when our naval buttons were approved are not known and the dates shown in the illustration are the dates when the Royal Naval Volunteer Reserve (SA), Seaward Defence Force, etc existed.

The Natal Naval Volunteers originally wore silver lace so it is quite likely that their buttons were silver as well. (1) The Royal Naval Volunteer Reserve (SA) buttons in the collection were manufactured by the firms Hicks and Sons, Gieves Ltd and Firmin of London. According to the British expert in this field, Commander W.E. May, RN, The British RNVR wore the usual RN officers' buttons with the letters 'RNV' superimposed on the fouled anchor from 1903-1921 and RN buttons were worn from 1921 until 1951. (2)

One example of the British RNVR button has been included with the RNVR (SA) buttons in the collection. Although it is not known whether the British RNVR buttons were worn here, the fact that careful scrutiny of the group photograph of RNVR (SA) officers in 1914 reveals that the officers wore the 'RNVR' cap badge suggests that they were.

The British flag officers' buttons were only worn by Rear-Admiral G.W. Hallifax CMG and the Hon F.C. Sturrock in his capacity of Honorary Commodore of the Seaward Defence Force and the SA Naval Forces. A similar British button was adopted in 1891. (3)



The South African Navy's present flag officers' buttons are identical to those worn by all the generals of the SA Defence Force except the SA Army who wear similar silver buttons. The buttons shown were manufactured by the firms Firmin and Gaunt of London.

Very little is known about the buttons of the Seaward Defence Force though it would seem that the usual Royal Naval buttons were worn. Kit issue/receipt sheets are a most valuable source of information about uniforms and buttons.

A South African Naval Forces kit issue/receipt sheet (SANF 276) dated 1943-44 lists the following buttons:

Buttons, Gilt	7/8"
Buttons, Gilt	9/16"
Buttons, Black Horn	7/8"
Buttons, Black Horn	9/16"
Buttons Plain Black	
Buttons White Horn	7/8"

It is interesting to note that no distinction is made between officers buttons and ratings buttons and it would seem that these were all ratings' buttons and that officers purchased theirs from their tailors. From the illustration it will be seen that the SA Naval Forces buttons are similar to those of the Royal Navy with the letters S and A on either side of the fouled anchor surmounted by the King's crown.

Black horn buttons were worn with red badges by senior SANF ratings until March 1959 and with blue badges by SWANS ratings until 1948. White horn buttons were worn by SWANS ratings with blue badges on white uniforms until 1948.

The SA Naval Forces/SA Navy 1942-1959 officers' buttons in the Maritime Museum Collection were manufactured by Firmin of London, McCallum and Stevens of Cape Town and Metal Art of Pretoria. It is possible that buttons were manufactured in South Africa because of wartime shortages during the Second World War.

SA Artillery buttons were worn by the SA Corps of Marines until their own somewhat similar buttons were manufactured by Metal Art in Pretoria. The collection does not include the buttons worn by the Dockyard now Naval Police before they became a branch of the SA Navy. The largest buttons shown were worn by ratings on their greatcoats.

The two cuff buttons worn on each sleeve by Petty Officers and Chief Petty Officers until 1952 and by Petty Officers and below from 1952 until 1968 are shown and may be seen on a uniform in the photograph opposite page 136 in the book No Pathway Here by Mr. John Marsh. The smallest officers' buttons were worn on battledress blouse pockets and mess dress waistcoats.

Screw shank shoulder strap buttons were the same size (11/16"). Since 20 March 1959 ½" (13 mm screw shank) buttons have been worn. One 5/8" (15mm) 'button universal gilt', the middle Springbok button shown, was worn by sailors on their tropical white shirts circa 1975. The present 15 mm (9/16") Navy buttons are worn on bush jackets by officers, battledress, turnbacks and mess dress waistcoats by officers and midshipmen and on black jackets, summer mess dress, coats waterproof and tropical mess dress by SWANS.

According to a report in SA Navy News some very senior naval officers preferred a distinctive naval button to the Springbok button ('Buttons Universal Gilt') which had been approved for all three services on 20 March, 1959. The report states that the 'Button Universal Gilt' had never really been accepted by the Navy, and that the Chief of the Navy, Vice-Admiral H.H. Biermann, SSA, OBE, had approved its replacement with a new naval button similar to the officers' button worn until 1959 but without the crown. The new button was to be in three sizes: 7/8", 5/8" and 1/2". (4) 5/8" buttons were worn by officers with mess dress but have been replaced with 7/8" buttons.

In a report on the simplification of naval rank badges (VSH 1/56/2 dated 2nd December 1968) the author, Lieutenant (now Commander) A.J. Bateman, stated that gilt buttons form an essential part of the naval uniform. Commander Bateman considered that the Springbok buttons which were nicknamed 'Dieretuin' (Game reserve) by sailors, were of poor quality both in pressing and finish and that their sizes were unsuited to naval uniform requirements.

Commander Bateman considered that the Springbok design was unsuitable because it had no known naval or military derivation, clashed with the lions, anchors and stars on naval uniform badges and was unseamanlike because it was unfinished and lacked the fouled anchor. Furthermore, the buttons were most unpopular with all ranks and did not 'engender a feeling of pride in the Naval Service'. In the report Commander Bateman recommended a gilt naval button similar in design to the present one without the naval lion. (5)

Since both these buttons were never issued it is clear that the proposals were later abandoned. The present SA Naval buttons were approved in January 1972 and are manufactured by Metal Art in Pretoria.

- (1) Cdr the Hon. Sereld Hay, History of the RNVR South African Division, Juta, 1920, p.41.
- (2) Cdr W.E. May, W.Y. Carman and J. Tanner, Badges and Insignia of the British Armed Services, A. and C. Black, London, 1974, p.III.
- (3) Ibid p.II0.
- (4) SA Navy News . Vol I, No 8, Jan 1967, p.II.
- (5) Lt. A.J. Bateman, Simplification of Naval Uniform Badges:Report VSH 1/56/2 dated 2 December 1968, pp 4-5

HISTORY OF THE 1ST COAST REGIMENT SOUTH AFRICAN MARINES by Colonel B.C. Judd, OBE.

The 1st (Permanent) Coast Regiment, Corps of South African Marines descends from the Field Battery of the Cape Mounted Riflemen and the mountain battery of that same regular Cape Colonial Regiment, which ceased to exist as such after the disbandment of the S.A.M.R. in 1913.

The Royal Artillery and Royal Engineers manning the Coast Defences of the Union of South Africa, who had the assistance of the Coast Garrison Force in manning the defences in Table Bay, Simonstown and Durban were withdrawn to Great Britain in 1920.

The batteries in the Table Bay and Simon's Bay Defences, complete with equipment and land in the blast angles, were given by the British Government to the Union Government on the understanding that they would be maintained efficiently and manned by personnel of the permanent artillery and engineers of the Union of S. Africa.

150 details of the now disbanded Cape Mounted Riflemen, with some details from ex-members of the S.A.M.R. regiments to be merged soon into the South African Police were sent to the Cape early 1920 to supply care and maintenance of material in the Cape Peninsular Defences. The local garrison since 1826 or rather the Royal Artillery and the Royal Engineers, had manned these defences in Simon's Bay and Table Bay.

Lieut Colonel B.C. Judd, whose previous service had been in the Cape Mounted Riflemen since 1893, and later in South West Africa, and as A.A.G. at Defence Headquarters in 1916-17, then with the King's Royal Rifle Corps in Flanders and Germany, was appointed to command the S.A. Permanent Garrison Artillery now to be formed when the R.A. and R.E. returned finally to England.

The British C.R.A. handed over to the Union Government through the new commander all the material consisting of the several heavy, medium and light batteries and the land in their blast angles on the understanding that the Defences in future would be manned and maintained by the Union Government.

Captain D.M.S. Mackenzie, R.A. was appointed Instructor in Gunnery with two able Asst. I.G's for training purposes, while Captain French Mullin R.E. remained for a year or so to command and train the Permanent Company of S. African Fortress Engineers. An officer (D.O.) was attached as Armanent officer with two or three Staff Sergeant Artificers for technical instruction of the new unit. One Staff Sergeant Instructor, F. Dawson, being time expired in R.A. was transferred to S.A.P.G.A. in the same capacity. He finally became Adjutant, Coast Arty. Bde and retired as a Major.

The old Cape Garrison Artillery of the Coast Garrison Force came under the command of the O.C. S.A.P.G.A. on reorganisation of that Force.

Recruiting to establishment now laid down for the S.A.P.G.A. was started immediately. An excellent type of man, English and Afrikaner fit for heavy gunnery work of all sorts, was found available. Training started without delay: gunnery courses for Officers and N.C.O's immediately were organised, and

evening classes for those whose previous education had precluded from promotion.

Every officer from the C.O. downwards went through the gunnery courses and were retained for service: those found unable to perform the duties required of their rank were transferred to other units, or allowed to go on pension.

All ranks were trained on all arms, from rifle and maxim machine gun to 4.7 inch (St George's Battery) 6-Inch and 9.2-Inch. Also on a 6-In Mobile Bty on Mark 1x mounting and a 60 pdr battery. Repository courses were also held regularly. The S.A.P.G.A. throughout its service in that name, performed all ceremonial duties required on occasion of royal or other visits.

They had 2 rocket wagons, one at the Castle, Cape Town, and one at the Barracks, Simonstown. The personnel were exercised on these too, under the doyen, Master Gunner Torr.

In 1922 six maxim machine guns with complete detachments were sent to Johannesburg for use in the great strike if required.

During the training period, 1920 to 1922, the officers commanding Sub-Districts within the defences should not be forgotten:- Captain M.H. Pike, late C.M.R. and T/Lt. Col., S.A. Signals in East Africa retired medically unfit and died later. Captain Charles Bowyer, late of N.M.P. and Major, Royal Fusiliers. Captain John Clisdal, late of C.M.R. and S.A.A.F. served till his retirement to pension in 1930. Captain C.F. Bluett, late of C.M.R.

During Colonel Judd's command improvements to the mountings, rangefinders and ammunition were recommended and requisitioned. These however were not complied with until World War 11 started, though the mountings, etc. were in Store ready for installation. Captain P. de Waal succeeded Captain D.M.S. Mackenzie as I.G. and later on as O.C., S.A.P.G.A. Captain H.S. Cilliers succeeded de Waal as I.G. and subsequently as C.O. He was killed in an air crash during World War 11. Captain B.F. Armstrong, ex Natal Mounted Police and T/Capt. R.F.A. in Palestine joined the S.A.P.G.A. as Sergeant in charge Queen's Battery, Simon's Bay Defence. Shortly afterwards he received his commission as Lieutenant S.A.P.G.A. Later commanded S.A.P.G.A. in Simon's Bay Defences and eventually the unit.

The efficiency of the unit obtained throughout the nine years of Colonel Judd's command, which concluded in September 1929 with the Fourth Fortress Manning in both Defences and battle practice at towed targets, was shewn by the fine figure of effect achieved. This was frankly and freely admitted by the C.O. to be entirely due to the enthusiasm of all ranks, and the remarkable work of all throughout the nine years of existence as the S.A.P.G.A.

There are two more officers of this time that could not be excluded from these brief reminiscences. Lieut. W.H.E. Poole joined the S.A.P.G.A. in its early years and rose to Captain before 1929. His record as a Major General is well known. Also Lieut. Maurice de Villiers, an ex-Woolwich cadet, who now has risen to Colonel's rank and command. Lieut. Klootwyk, another subaltern of the same time has since risen to command too.

Colonel B C Judd retired to pension in September 1929. From 1930-31 he commanded the 2nd Infantry Brigade consisting of the D E O R, Cape Town Highlanders and Kimberley Regiment, going into training camp at Worcester in 1930. He was recalled in February 1940 as G I First Reserve Brigade which he subsequently commanded in 1941 - 1942.

C O 38/47

Rear Admiral Robert Stopford to His Excellency the Governor Sir John Cradock

3rd May 1812

Observing at Simon's Town that the watering place for supplying the Ships with water is in a bad state and inadequate to its object, the best being from 2 to 3 hours in getting a tun of water,

I beg leave to represent . . . its present defects and the manner in which I conceive they can be most speedily and economically remedied.

The whole of the water course from the spring lying a short distance up the hill requires to be cleared of many impediments which obstruct its course and impregnate it with many impurities: the water course to be paved with such stones as can be found near by, which appear well calculated for the purpose.

Near the bottom of the hill the ground lies inconveniently and requires the assistance of either wooden or iron pipes (which are preferable to lead) to lead the water into a reservoir which is already built near the head of the wharf. From this the pipes of the above description would lead the water on both sides of the wharf to the end of it. A cock might also be placed in the reservoir to supply the inhabitants with water, a convenience of which they appear to stand in need.

There are at present two small leaden pipes conveying the water to the end of the wharf too small in circumference and too thin in substance either to afford a sufficient quantity of water or to withstand the efforts when accumulated by heavy rain.

Whenever the plan is approved by Your Excellency and to be carried into execution every assistance towards it shall be given from the Ships in Simon's Bay.

CHARLES ROBERT MALDEN - HMS NISUS 1810

An extract from a letter to the Museum from Mrs Joanna Harwin of 2 Norman Close, P O Chisipite, Salisbury, Zimbabwe "

"The enclosed letter was written by my great-grandfather who visited the 'Cape of Good Hope' in 1810 on the way to take part in the capture of Mauritius, Seychelles and later Java. In 1812 they apparently built some sort of water channel at Simon's Town and the sailed to the Comores and a place called Kilwa."

August 28th 1810 Cape of Good Hope moored in Simon's Bay.

My dear Mother

We arrived here this day week and this is the first opportunity I've had to write these few lines, which I do now with inconceivable pleasure. We sailed from England 27th June and with a fair wind reached Maderia on the first of July. We sailed from thence on the same day and with various winds and weather have in sight of the Island of Trinidade (off the coast of Brazil) on 1st August and there with fine fair winds arrived here on 21st August. We have now on board Admiral Bertie who is going with us and several other ships to take the Isle of France. We have taken the Island of Bourbon but the loss of our men is uncertain.

The Cape of Good Hope is a miserable place, nothing but rocks, desert, etc. I have been employed with 5 or 6 men in gathering stuff to make brooms and its very dangerous to go along the rocks without arms, which I always take good care to take with me.

There are an amazing number of wolves and other wild beasts, and they are ever so fierce as to come into the tiny tent that we have erected to keep us from the cold rain in the night and take a whole quarter of mutton away. It is not above a week since a man and his horse were devoured by them close by the town.

I have been in good heart since leaving England.

May you always continue to hear from

Your affectionate Son

Chas Robt Malden.

NOTES ON MIDSHIPMAN MALDEN

Charles Robert Malden entered the Royal Navy at the age of 11 years and 10 months in 1809. The following year he became a Midshipman on board the frigate "Nisus" (38 guns) under Captain Philip Beaver. The Nisus sailed from Plymouth on June 22nd 1810 calling at Maderia. On August 1st the Island of Trinidade off the coast of

Brazil was sighted and from there she sailed west "with fair winds" reaching Simon's Bay on the 21st or 23rd August. Vice Admiral Bertie hoisted his broad pennant aboard the Nisus which sailed on September 4th to take part in the capture of the Isle de France (Mauritius).

After various adventures the Nisus returned to Cape Town sometime in February 1812 and anchored in Table Bay. While there, James Prior, ship's surgeon, helped the Medical Officer vaccinate the local population during an epidemic of smallpox, brought by a Portuguese slave ship captured by a British cruiser. He also attended the races, a ball at the Castle and spent a couple of weeks in Stellenbosch. (A gay fellow this with an eye for 'the female form'). Sometime in May they moved their anchorage to Simon's Bay to avoid the north-westerlies. In July the ambassador of Johanna (Anjouan), one of the Comore Islands, named Banna Comba or 'Bombay Jack' arrived to request protection of this island from the Madagassey priates.

They left Simon's Bay on July 23rd with Bombay Jack on board, reaching Anjou on August 24th having called at Mozambique. From the Comores they visited Quiloa (Kilwa??) to try and obtain a contract for spars, badly needed by ships stationed at the Cape. They returned via Seychelles and Mauritius to the Cape.

On November 6th they sighted a 'fine ship flying American colours' and sailed in company with her for nearly a week, only losing sight of her while rounding Cape Point. On anchoring in Table Bay, they discovered that Britain was now at war with the USA and they had thus missed taking a valuable prize. Although short of supplies, they immediately put to sea again and searched for two days but the American gave them the slip, running into Table Bay where she was promptly taken possession of by the authorities there.

In late December or early January 1813 the Nisus was ordered to St Helena to convoy a fleet of Indiamen to England but was recalled when an American force was reported (falsely) to be heading for the Cape. On the way back they captured an American ship, the Derby, laden with tea : Charles Malden "in consequence of good conduct and skill in navigation" formed part of the prize crew which sailed her to England. The Nisus returned to Table Bay and Captain Beaver was taken violently ill (possibly some disease acquired on the coast of East Africa) while dining with Admiral Tyler. He died on April 5th and was buried in Cape Town.

SIMON'S TOWN'S HISTORIC "MULE TRACK" TO BLOCKHOUSE NEK

The attached sketch shows the location of a well graded and levelled path, about 1.3 metres wide, from the vicinity of the southernmost quarry to Blockhouse Nek. Mr. Alf Glover found traces of this in 1980; it has now been beacons along its length from the Nek down to the new Navy firebreak directly above the school. At this point it could be joined to a contour path which Mr. Glover has made leading southwards for 240 metres to where cars could be parked on a Navy road from Churchill Road.

The significance of the discovery of this "Mule Track", for the future, is that Simon's Town could have one of the finest mountain and floral paths in the Peninsula. Its 1.3 metre width is largely overgrown by wild plants but only 0.6 metre need be cleared to make a mountain path which ordinary citizens could walk along with great enjoyment: the Cape Flora (Fynbos) along it is lovely and the view is superb. It is better than the paths on Kalk Bay mountains or the Pipe Track above Camps Bay from some points of view.

The location of the Track was so skilfully selected that for most of its length the sideways slope is not great: not much digging out or building up on the lower side was needed to make the 1.3 metre strip level. But whereas the general terrain is covered with stones and boulders the strip itself had been cleared of those and is smooth. But the trouble taken to make an easy passage for say mules can be seen at the corners of the zig-zags; in some places the bank has been cut into by as much as 1.4 metres to provide for spacious turning of loaded animals. It is assessed that the present day cost of building the say 1.3 km of track, perhaps longer, would be R3000 to R6000.

At Blockhouse Nek are two stone block, corrugated iron roofed blockhouses, with loopholes, in diameter about six metres. They have substantial roof timbers and cement has been used for the walls. There is no obvious sign that the stone was quarried up at the Nek; the inference is that it came from the quarry down below and the Track was made specifically for bringing up all the material.

At Slangkop Radio Station, near Kommetjie, erected in 1910, are two similar blockhouses to those at Blockhouse Nek; these were definitely put up in the 1914-18 war, for defence against possible landings from enemy raiders. It may be deduced that those at Blockhouse Nek were also erected in 1914-18 possibly for defence of the Klawer Valley if that place were already in use for storing munitions. It is understood that the Cape Corps were stationed in the vicinity of the Simon's Town golf course at that time and one wonders if they had anything to do with the construction of what probably really was a "Mule Track".

The existence of the Track could feasibly help in the completion of a Hiking Trail right down the Peninsula. From Blockhouse Nek a contour path could be made through ledges between cliffs on the eastern side of Swartkop to the Nek on the south of the mountain, thence up on to the ridge leading to Smitwinkels Bay. At the lower, quarry, end of the Track quite a spectacular path could be made through woodlands to the Simon's Town Waterfall. The existing Track, and the other paths may be useful for fire fighting.

is concluded that the Mule Track is worth about R4500 and that with comparatively little effort it could be made into a great asset to Simon's Town.

H.M. Trainer

Simon's Town Flora Conservation Group

SIMON'S TOWN

Mountain flora paths and alien vegetation

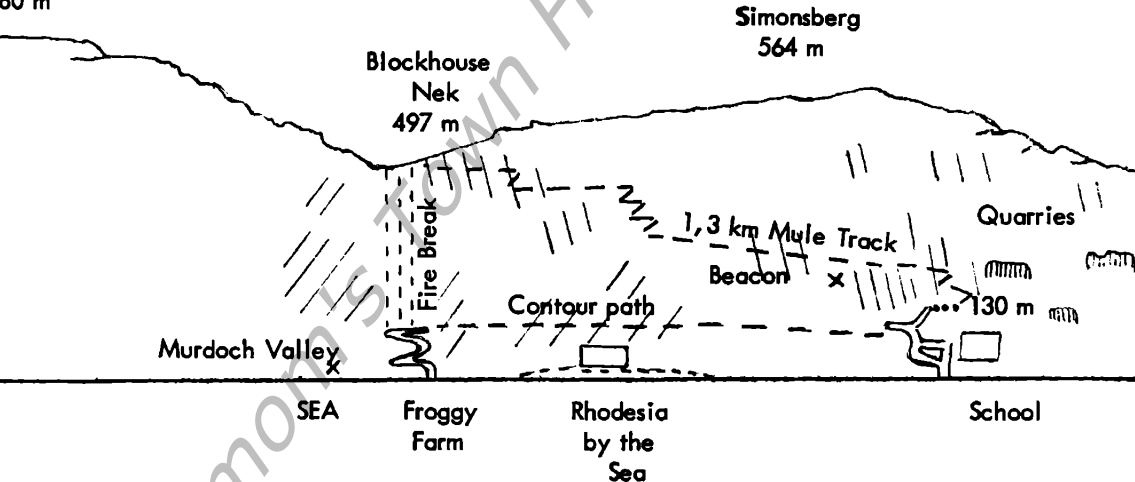
Contour path: re-opened 1980/81

1,3 m wide Mule Track, 1914-18, well graded & cleaned but overgrown

Aliens: Patches completed 1980/81

Patches remaining ||||| lightly infested, still to be done

partkop
80 m



A1.E 1 cm = 125 m

Simon's Town Flora Conservation Group

AT 2-4-1981

IN MEMORIAM

DR JOHN BURRIDGE SCOTT 1923 - 1981

Dr John Scott who died in Port Elizabeth at the beginning of April was a founder member of the Simon's Town Historical Society, a former Chairman and Editor of the Bulletin. Dr and Mrs Scott maintained their interest in the activities of the Society and after their departure for Port Elizabeth they were both made Honorary Vice-Presidents of the Society.

John Scott was born in London on 21 March 1923; he matriculated in 1939 at the Woodhouse Grammar School and obtained a Teacher's Diploma from London University in 1942. He joined the Seaforth Highlanders and was seconded to the Indian Army. After demobilisation he came to South Africa and taught at various schools in Cape Town - Rondebosch Boys High, Simon's Town and Fish Hoek Primary where he was acting Headmaster before being appointed Headmaster of Sydenham Primary School in Port Elizabeth.

He obtained a B A Honours degree from the University of South Africa and went on to gain an M A in History and a Doctorate with a thesis on the British Soldier on the Eastern Cape Frontier from the University of Port Elizabeth. In 1978 he was made an Associate of the British Royal Historical Society.

Throughout his studies his interest in South African history and military life has been evident and he was actively involved in the Port Elizabeth Historical Society and the establishment of a Military Museum in Port Elizabeth.

We extend our sympathy to his wife and family.

AUGUSTUS B GAIN 1915 - 1981

Gus Gain who died on 28 March during a bowls match in Somerset West, had long been a member of the Society. Born at Mowbray, Gus received his schooling at SACS and Rondebosch Boys High School. On leaving school he chose a banking career but in 1936 he enrolled at University of Cape Town for a B A degree. Before he could complete his Teachers' Diploma, war broke out and he enlisted in the SAAF as an Officer in the meteorological department. At the end of the war he completed his Teachers' Diploma and was appointed to a post at St Johns in Johannesburg. He returned to the Cape in 1947 and taught at various schools in the Peninsula including Observatory Boys High, Retreat High and Camps Bay High.

In 1960 Gus was appointed Headmaster of Simon's Town School which then experienced a period of growth both in numbers and reputation under his leadership. Gus retired from teaching in 1973 but continued his active life in the community and contributed regularly to the Fish Hoek Echo and the S A B C.

Our sympathy goes to his wife, Doreen, and family.

BOOK REVIEWS

A VISIT TO CAPE TOWN 1838 by Henry Tracey, edited by Anna M. Cunningham. Publication Series No 1 of the Friends of the Library of the University of the Witwatersrand, Johannesburg.

This attractively produced slim volume was presented to the Simon's Town Museum by the Friends of the Library in appreciation for assistance with background research. It is the first of a series of publications planned by the Friends of original manuscripts housed in the Library of the University of the Witwatersrand and it augers well for the success of their venture.

The front cover bears a colour sketch of the Martello Tower and other rather charming sketches by the diarist himself appear inside, including one of Farmer Peck's Inn at Muizenberg.

Henry Tracey, of whose early history little is known, was one of the Assistant Surgeons on HMS Melville during a visit to the Cape in 1838. When the Melville sailed on a cruise to St. Helena, Tracey remained on the Badger in Simon's Bay for 4 months to look after the Admiral and his family and some men left behind. He kept a record of his brief sojourn and has some interesting comments to make on the hospitality of the Dutch farmers and the relics of the flourishing whale industry in False Bay. He bemoans the boredom of life in Simon's Bay near "the miserable village" where the tedium was relieved only by the arrival of passing ships. Of particular interest is his detailed account of the Malay Khalifah ceremony and a description of the Kroomen, the deck-hands from West Africa.

We look forward to further publications by the Friends of the Library.

Ruth L. Barnes.

THE GREAT HOUSES OF CONSTANTIA written and researched by Phillipa Dane, illustrated by Sydney-Anne Wallace. Cape Town, Don Nelson, 1981. Price R24.95. De luxe edition R150.00.

This is a work of abiding beauty, combining the extensive research and incisive prose of Phillipa Dane with the enchanting line drawings and evocative photographs by Sydney-Anne Wallace. The talents of these two complement each other so that even the Index is a delight. The result is a book to be treasured by anyone who knows and loves the Constantia Valley.

The history of the houses of the Constantia Valley is inextricably linked to the history of the families who lived in them and it is the story of the people, both the owners and those serving them that forms the background for the history of the houses themselves.

Phillipa Dane deals with each house in turn and, while reading the book, the history of the Cape and the parallel developments in far-off Europe unfold. As she says: "The great houses of Constantia do not stand alone. A deep and abiding relationship exists between each one and the Valley itself." (p. 39) and one is aware constantly of this relationship between the elements making up "The Great Houses of Constantia".

Elizabeth A. Biggs.

CORRESPONDENCE

27 January 1981

Dear Editor

The latest number has much of interest.

Three small misprints in my article: p 116 bottom para: "cotta e" should be
"cottage"
"chruch" should be
"church"

p 115 top para: My article said:.."is in doubt. In books and records in this country she is variously Humphrey, Humphreys and Humphries. I believe, however, that the correct version takes the unusual form of Humphery and hope to prove this in a later article on the church which the ladies founded. They took up residence in 1870 and were joined three years later by Harriet Humphery's sister Charlotte."

Unfortunately printed each time as Humphrey which makes nonsense of it! However, on the whole I think the Bulletin is very well got up

With best wishes

Yours sincerely

R R LANGHAM CARTER

(We apologise for the errors, Editor)
