



SIMON'S TOWN HISTORICAL SOCIETY

BULLETIN



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

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SIMON'S TOWN HISTORICAL SOCIETY: TWENTY-THIRD ANNUAL REPORT

Presented by the Chairman Mr. G.B. Read, CBE at the Twenty-Third Annual General Meeting held for the first time in The Residency on Wednesday 24th March, 1983.

This meeting follows the pattern established for the first time last year when the Society members who attended did so in their dual roles of members of the Society and Friends of the Simon's Town Museum. For the benefit of those members who are still not too clear about the rationale behind this move, and particularly for new members it is perhaps appropriate to provide a brief explanation. In order to qualify for financial assistance from the Provincial Authorities a Museum is expected to be able to demonstrate that it has financial backing and support from a body of "Friends". It was considered that the best way to achieve this was to make all members of the Society automatically Friends of the Museum (one of the Society's objectives is the establishment of a Museum) to pay a certain percentage of all subscriptions (not less than one third) to the Museum annually and to maintain simple but easily identifiable separate accounts to cover the Friends fund raising activities etc. I am happy to report that the Provincial Authorities have been very impressed with the Friends activities. Later, members in their capacity as "Friends" will be asked to elect a representative to the Board of Trustees of the Museum.

1982 was another busy and successful year in which the Society's activities increased very considerably. There is every indication that as the Museum becomes established in the Residency, the scope of these activities will increase even further.

There were two important events which, although they fell outside the calendar year of 1982, are of such importance to the Society that it seems quite wrong to hold them over to the next report when memories may have dimmed. The first was the launching of a country-wide appeal for the Museum Development Fund on Wednesday 23rd February 1983 when the Chairman of the Board of Trustees Gordon Wilson and the Curator of the Museum Liz Biggs welcomed a large number of guests to the Residency. Guest of Honour most fittingly was the Hon. John Wiley, M.P. Deputy Minister for Environmental Affairs and Fisheries. It is only right to pay yet another tribute to the great service John Wiley has rendered to this Society and to the Museum and it is pleasing to note as you will hear later on that he has consented that his name should go forward for election as a Vice-President of the Society. The second important event which followed very closely on the launching of the appeal was of course the celebrations held to commemorate the 100th anniversary of the first meeting of what was to become the Simon's Town Municipal Council on 28th February 1883. Members of the Society were heavily involved in various activities the principal of which were assistance with the compilation of the Municipal Centenary Brochure, assistance with the decoration of selected shop windows in St. George's Street's "Historic Mile" and perhaps most important of all the manning of an information kiosk between the Post Office and Jubilee Square. This latter activity disclosed to many society members a surprising degree of interest in Simon's Town from outside and the potential a well advertised and carefully organised information bureau cum shop could hold for the Museum when it is established in the Residency.

The past year also had its sad moments. Our President Alderman Gerry Ferry died in the middle of last year. So much has been written about this great son of Simon's Town that further comment here seems superfluous other than to say that we shall miss the tremendous support he gave to the Society

during the last twenty years of his long and active career. We also lost one of our founder members Dr. R.F.M. Immelman at about the same time. It was Dr. Immelman who 'inter alia' in an address to the Society in 1960 recommended dissemination of the Society's work which led to the establishment of the Bulletin the next year. In 1966 he advocated the founding of a Museum in Simon's Town which ten years later became a reality. This Society has been fortunate in the guidance it has received from men such as these!

As a result of the foregoing the Committee would like to propose to the Meeting that Admiral Bierman, at present a Vice President of the Society, should be elected President; whilst the two vacant Vice Presidencies be filled by the Hon. John Wiley, M.P. and Professor Eric Axelsson. All three gentlemen have kindly consented to permit their names to go forward for election and I am sure you will agree with the Committee that they will bring added distinction to our affairs. Professor Eric Axelsson as you know has also consented to give a talk after the break for refreshments.

To deal briefly with the main aspects of the Society's activities:

1. MEMBERSHIP. It is pleasing to record that the Society's active membership is now in excess of 600. This figure has been struck after careful scrutiny of the membership lists.

2. PUBLIC RELATIONS. Tours: Once again activity has increased very sharply and it is pleasing to report that during 1982 some 22 Schools Groups visited the Town and Museum. The list contains such names as SACS, Rondebosch, Paarl Gymnasium, Springfield Convent, Fish Hoek and of course Simon's Town School. In the case of the latter a very impressive project on the Historical Monuments of Simon's Town was undertaken by the Standard 8 history pupils under the guidance of the History Master Mr. C. van Dyk. The results were outstanding. The four winners were presented with copies of Historic Simon's Town. It is nice to record that two of the winners Sarah Hind and Natalie de Meyer are now members of the Society. In addition to the School Tours 10 Tour Groups also visited the Town and the Museum. Tribute must be paid to the sterling work undertaken by the Vice-Chairman, The Hon. Secretary/Treasurer & the Curator. Members of the Society have also been called upon to give lectures from time to time. The development of the Educational side of these tours could have important consequences for the Museum a point on which I will touch when I deal with the Residency.

The Society mounted two successful Spring Tours on 23/24 October and 26/27 November which departed from past practice in that they both covered the same route i.e. the Bays of the West Coast, the Sandveld and the Oliphants River Valley. For many members these Tours took them to a part of the Republic they had never seen before.

3. HISTORICAL BUILDINGS AND PRECINCTS: The Committee has continued to press for renovations/improvements where these are justified to the buildings on the Historic Mile. Some improvements have been effected and at the time of the Municipal Centenary there was a surprising amount of favourable comment. Much remains to be done however and the Committee members continue to press the matter both with the owners of the buildings which still require attention and with the Municipality.

Regretfully little progress has been made in regard to the preservation of the last 'Pot Luck' quarter. The Committee continues to watch in case a source of funds can be identified which could cover the very considerable cost of renovation and/or re-erection elsewhere.

4. THE BULLETIN: Thanks to the very hard work of the Editorial Committee and in particular The Curator, Mrs. Ray Kramer and Mrs. Audrey Read the

Bulletin continues to be very well received and is obviously read by many recipients with very close attention. Costs continue to increase in spite of major efforts to contain them. Each copy now costs just over R1.00.

5. THE SIMON'S TOWN CHRONICLE: Nigel Fawcett has produced an expanded Chronicle in newspaper format in which every endeavour is made to provide more information for members of current and forthcoming activities of the Society. Our thanks go to Mesdames Biggs, Grant, Sanderoff and Barnes for their devoted efforts in producing what is now becoming a significant Society publication in its own right and also to Nigel for the considerable improvements he has made.

6. FINANCE: As you will hear the financial condition of the Society is very sound. However a deliberate policy to keep the cost of the Spring Tour as low as possible, mindful of today's economic climate resulted in a breakeven position for the last year as opposed to the customary ± R700 surplus. The continuing rise in inflation precludes any similar gesture in the immediate future and indeed as I mentioned above it has affected considerably the cost of printing and distribution of the Bulletin and Chronicle to the extent that a proposal will shortly be put to you to increase Membership Fees from R2 per single adult and R3 for adults sharing one copy to R3 and R5. These rates compare favourably with those of our peers i.e. Pretoria R6, Cape Town R8, Johannesburg R8 and Port Elizabeth R8.

7. THE RESIDENCY: Although this subject (rightly) has been covered much more adequately elsewhere I think the Members' attention should be drawn to the probable implications the relocation of the Museum in the Residency. Apart from the costs involved of renovating the Residency and of moving from the present site, the increased scale of the operation will bring with it an extra work load which will stretch the human resources of the present Museum staff very considerably. If the Museum in its new location is to derive full advantage of the increased interest from outside (which started to become apparent during the Municipal Centenary Celebrations) then this will require keeping the premises open during at least a part of the week-end particularly during school holidays. As things stand at present this will require the recruitment of "volunteers" who in the initial stages anyway can only be found among the members. There are two other ways in which members can help. The first is to publicise the activities of the Museum generally; the second is to stress the Educational aspect of the Museum's activities in so far as School Visits/Tours are concerned. Some changes in the Tax Rules could encourage some important donors currently prevented from expensing such monies against tax to let the Museum have some money!

8. CONCLUSION: The Society (and the Friends) got through an enormous amount of work in 1982. May I on your behalf thank the Vice-Chairman Gordon Wilson for his great contribution to our affairs, our indefatigable Secretary/Treasurer Dennis Kinkead-Weekes, our Committee Members Margaret Cartwright, Malcolm Coburn, Nigel Farquharson, Mac Bissett, Alf Glover, Nikki Holderness, Gloria Hutcheson, Cherry Dilley, Nigel Fawcett and Liz Biggs and also the host of people who assisted the Society in one way or the other amongst whom were Neville Barnes, Iris Hutchings, Lonah Fawcett. I would also like to thank the Mayor, Councillors and Staff of the Simon's Town Municipality for their continuing co-operation and assistance and also the S.A. Navy for the support they give to the Society.

The great enthusiasm and support exhibited by the members in 1982 augers well for 1983!

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LIST OF OFFICE BEARERS

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VICE-PRESIDENTS	Mrs. B.D. Willis Mrs. Helene Scott Vice-Admiral J Johnson SSA SM DSC Vice-Admiral R A Edwards SSAS SM The Hon. John Wiley, M.P. Professor Eric Axelson
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HON AUDITOR	Mr E H Fry
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NOTICE IS HEREBY GIVEN that in future the Mails to and from Simon's Town will only be despatched three times a week instead of daily viz:

To Simon's Town on Mondays, Wednesdays and Saturdays at 2 o'clock p.m.
From Simon's Town on Tuesdays, Thursdays & Sundays at 10 o'clock a.m.

POST OFFICE, Castle of Good Hope,
14th August 1807
Wm CALDWELL, Deputy Post Master.

From "The Cape Town Gazette" 15th August 1807.

WANTED: a SCHOOLMASTER for the Simon's Town Free School. Any person qualified to Teach, upon the Bell or Lancasterian System are requested to apply to the Rev. Mr. Sturt, or Mr. W. Pennell, at Simon's Town
Dated: Simon's Town 14th December 1821.

From "The Cape Town Gazette" 22nd December, 1821

BULLNOSE BATTERY DEFENDED PORT OF SIMON'S TOWN

Lt Cdr W.M. Bisset

Docks Battery Simon's Town was formed on 18th December 1940 and armed with two naval 12-pounder Quick Firing guns which were mounted on either side of the harbour entrance to protect it against an attack by 'light craft'. One Crompton 24-inch Light, Coast Defence naval type searchlight was mounted on the Bullnose where a war shelter to accommodate one gun detachment was erected. The war shelters on the Bullnose side were wooden bungalows and those on the 'A' wall were built of 9-inch reinforced concrete with a reinforced concrete roof. The war shelters also served as barracks.

After being run as a separate entity for about six months Docks Battery was merged with Queen's Battery from which the manning details were provided. In December 1942 a separate Battery Commander and personnel took over the battery and its status as separate sub-unit of 2 Heavy Battery was restored.

During July and August 1943 the old lights and engines were replaced and by the end of the Second World War the battery had been armed with five naval 12-pounder Quick Firing guns. Two of these guns were mounted on either side of the entrance to the Basin and the fifth was on the bend in the East Wall. Three coast artillery searchlights (two fixed beams and one traversing searcher) served the battery. A return of ordnance reveals that the registered numbers of the 12-pounders were 714,665,672,415 and 749.

On VJ Day (14th August 1945) a salute of 21 guns was fired from Docks Battery. At the end of November 1945 all the guns were removed. Three were returned to the Senior Staff Officer "T" and two were kept in reserve at Noah's Ark Battery.

On 28th January 1949 the Commander of the Coast Artillery Brigade, Colonel (later Brigadier) M. de Villiers advised the Officer Commanding 2 Heavy Battery, S.A. Artillery that as there were five Docks Batteries in the Coast Artillery Brigade it had been decided to re-name them. Docks Battery was re-named "Bull Nose Battery".

Endnotes

The above information was obtained from the history contained in the Docks Battery Simonstown Fort Record Book (Army Book 360), the Historical Record of 2 Heavy Battery, S.A. Artillery 1939-45 and other official documents.

N.B. The charts spell it as one word but an official document has it as two.

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FOR SALE: The Undersigned's Place, situated over the hill, behind the cascade near Simon's Town, in a pleasant situation, and having an extent of about 25 Morgen Perpetual Quitrent, of which a good quantity is Garden ground, the remainder Arable ground, and planted with a large quantity of Kreupel Trees. The Purchaser may keep the Purchase Money on interest.

SIMON'S TOWN 24th November 1824

C.M. LIND

From "The Cape Town Gazette and African Advertiser"
27th November 1824.

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THE EXCAVATION OF WINDMILL BEACH SHELL MIDDEN, FROGGY POND, SIMON'S TOWN

F.R. Riley and Liora Horwitz

Abstract

A rescue excavation of the damaged remains of the sole surviving shell midden at Simon's Town is described. Evidence is presented to show that the Late Stone Age people of False Bay utilised a wide variety of food resources, both marine and terrestrial.

Introduction

The presence of shell heaps on the beaches of Simon's Town were probably first recorded in the 19th century; as early as 1981 Gooch in an article entitled "The Stone Age of South Africa" mentioned the existence of heaps or middens of shell in the vicinity of Simon's Town. More recently the late Captain H.S. Gracie published a paper in the South African Archaeological Bulletin entitled "The shell mounds of Simon's Town" in which he described the archaeology of three middens in the Froggy Pond - Seaforth area (Gracie 1945).

In 1978 an excavation of the remains of the sole surviving midden of the three recorded by Gracie was undertaken. In the intervening thirty-three years since Gracie's publication has appeared the site has suffered considerable damage, both from weathering and more recently from the use of the midden as a source of soil for use in the golfcourse. The excavation reported here was thus a rescue operation conducted with some urgency, the intention being to extract as much information as possible from the remaining shell deposit before it entirely disappeared. It must be pointed out that the site was subsequently damaged by soil removal after the survey (Figs. 1 and 11) which is included in this report, was made.

The Windmill beach shell midden is situated between the present golfcourse and Windmill beach and faces out towards the steep slopes of Simonsberg. The location of the site 18° 27'E 34° 12'S has previously been recorded (Gracie, 1945). Windmill beach is an attractive protected cove characterised by a narrow shoreline broken by massive granite boulder formations that extend seawards. These natural bulwarks create a readily accessible tidal area, incorporating gullies and rock pools rich in marine resources.

On the Simon's Town side of the shell midden is a perennial source of potable water. Containment of the spring together with the clearance of the area in 1900 for an Anglo-Boer War POW camp, and the more recent creation of a golfcourse, have all contributed to changing the natural floral and faunal life of the environment. The natural floral cover of the area, typical coastal fynbos, has previously been described (Milton 1979).

A rather unflattering picture of the people responsible for the kind of shell mounds described in this paper has been left by Augustin de Beaulieu, a visitor to the Cape in 1620 (R. Raven-Hart, 1967). de Beaulieu writes "The inhabitants of the country towards the point of the Cape are I believe the most miserable savages which have been discovered up to now, since they know nothing of sowing or of gear for ploughing or cultivating the soil, nor anything of fishing or of going even two paces into the sea. They are of very low stature, especially the women, thin and seem always to be dying of hunger". Aspects of the diet of these early inhabitants of False Bay are described in this early report. This diet

included certain roots (white and the size of small chestnuts), fish, shellfish and cast up whales. Little discrimination in the choice of food was shown by the Strandlopers since they are reported to have seized scraps of discarded seal and penguin, killed by the sailors, and eaten these partially cooked. In general terms the analysis of faunal remains (fish bones, mammal bones and shell remains) recovered from the Windmill beach midden supports this early traveller's report. Their lack of fishing expertise can, however, be disputed on the basis of the fish remains.

Description of the site

The shell deposit remaining (approx 9 x 10 metres in extent) lies on an unstable dune 20-30 metres above the present sea level. The removal of soil and shell from the mound has left a 6 metre dia. crater-shaped hole in the midden. This together with a footpath leading to the beach that crosses the midden has resulted in a much disturbed situation.

A survey was made of the site and the excavation area pegged out (Figs. 1 and 11). Two basic categories of material were identified, these comprising in situ compacted shell and unstratified debris composed of sand and shell. The in situ shell was present as an approximate 8 metre lens, exposed along the length of the collapsing face of the crater-shaped hole in the dune. The sand and shell debris formed an unstratified ill-defined talus which extended both seaward into the dune vegetation and leeward into the crater-shaped hole.

Six one-metre deep test holes (intended to cover the extent of the midden) indicated that the shell apparently formed a relatively uniform single lens capping 30cm thick at its maximum depth. Adjoining the footpath crossing the midden was an area of sandy black soil sharply delineated from the lighter coloured windblown sea sand (Fig-1). On excavation this proved to be a pit 210 x 83 cm containing fragmented burnt shell, predominantly *Choromytilus*, and charcoal, mixed with dark soil.

Under the footpath leading to the beach was an area of disturbed sterile black soil containing the burial site of a child. The pit and burial site appeared to be unrelated occurrences since the child's bones were unburnt and the deposit contained no burnt shell.

For purposes of tabulation these three defined areas of deposit are labelled Stratified (in situ material), Unstratified (talus shell debris) and Pit (burnt shell and black soil). Under these three headings the material recovered was subdivided into categories conforming to cultural material (stone, ostrich eggshell, worked bone and pottery), bone and shellfish.

It should be noted that Gracie in his 1945 publication referred to terraces associated with the recovery of different artefact types. Attempts to correlate certain areas of the midden with specific finds proved futile and we can only suggest that any evidence of this phenomenon has entirely disappeared in the intervening thirty-three years.

Analysis of cultural material

The analysis of the cultural material for this archaeological site is unusual since thirty-three years have elapsed between the first and the present reports and the quantity and nature of the artefacts recovered

in the two excavations differ markedly. The bulk of the material tabulated here was excavated in 1978 but included separately in the tables are certain artefacts donated by Captain Gracie to the Simon's Town Museum in 1978. The latter finds comprise about a third of the material published in 1945. It should be noted that all Gracie's finds may not be from the Windmill beach midden, since he reported on three middens, but the finds are included for comparative purposes and completeness.

Table I details the analysis of stone recovered. Quartz and Quartzite predominate as raw materials for tool making and are the most common raw materials found in the area. Quartz occurs with the highest frequency in the waste category as a consequence of the high percentage of flakes and chips created when striking quartz in the process of tool making. Because of this fracturing and splitting it is less favoured for formal tools. Quartzite predominates in the grindstone/hammerstone category due to its durability, size range and availability. Silcrete, favoured for its fine grain matrix that facilitates tool making, is present but is far less common in the 1978 excavation material than in 1945. A general description of the assemblage would be to characterise it as Late Stone Age microlithic.

Table 2 details the finds of non-lithic material; ostrich eggshell pieces and beads, worked bone and pottery sherds.

The 18 ostrich eggshell beads found in 1978 contrast sharply with the 127 recorded in the Gracie material. There is a complete similarity in all beads, indicating a cultural uniformity with regard to shape, size and material (Buchanan, 1977)

The pottery remains were few and fragmentary and no pot reconstruction is possible. Of the pieces recovered in 1978 two were black in colour and very fine in texture, while the remaining three pieces were red-brown in colour and coarser in texture, having bigger visible quartz grains in the matrix of the clay. A further three pieces of pottery are included in the Gracie material.

The tip of a bone point was recovered from the stratified area of the midden.

Identification of fauna from bone recovered.

The faunal species identified from the bone fragments recovered from the Froggy Pond midden include mammals, rodents, reptiles and birds. These provide interesting evidence for extensive use of the natural food resources of the area. Of the larger animals the buck represented (*Raphicerus* sp.) is a grazing animal common to the coastal region. The Cape fur seal (*Arctocephalus Pusillus*) is today found in large numbers in False Bay. Carcasses of these animals are frequently washed up and in the past they provided a ready source of food. Although the availability of rock lobsters in False Bay has declined drastically due to over-exploitation, they would in prehistoric times have provided a highly nutritious, easily caught food source. Evidence for the use of this resource comes from eight rock lobster mandibles (Table 4), two recovered from the unstratified area and the remaining six from the pit.

The skeletal remains of dassies, the Cape grey mongoose and two species of rodent provide evidence for the utilisation as a food source of the smaller animals. The vlei rat (*Otomys* sp) is common in marshy areas of the fynbos environment and its presence indicates that the essentially

wet nature of the site has changed little over the years. Other items of diet identified included snake and tortoise. Bird bone recovered is listed in Table 3 and originated from common coastal birds. These include penguins and cormorants which breed in False Bay in offshore colonies. The birds would presumably have been caught or collected when washed up on the beach.

Until recent years the abundance of small fish in False Bay supported line fishing industries both at Simon's Town and at Kalk Bay. This abundance of fish in the bay is reflected in the quantity of fish remains found in the midden. These are listed in Table 4. The fish species represented include musselcracker, hottentot, white stumpnose, galjoen, haarder, white steenbras and a small fish closely resembling klipvis. Numerically hottentot predominate. The physical structure of Windmill beach, with its huge offshore boulders, is unsuited to the construction of the traditional fish traps as found further round the coast at Kalk Bay (Avery, 1980). Since all the species of fish represented (with the possible exception of haarder) are traditionally line fish, it can be presumed that the fish found in the midden were similarly caught.

Analysis of shell remains.

At coastal archaeological sites the predominance of marine fauna, specifically shellfish, is logical if one considers the likelihood of people exploiting the nearest food source. In sheer quantity of material at Windmill beach midden the shellfish remains outweigh all other food debris. To obtain information on the quantities and type of shellfish eaten, random samples from two squares of the unstratified area were analysed, one square from the stratified region and one from the pit. As the amount of deposit in each square was unequal, the relative frequency of shellfish species cannot be regarded as representative of the midden. The variability between the two unstratified samples bears this out.

Tables 5a and 5b contain details of the shell analysis.

The predominance of the *Patella* species over other shells is apparent from the tables. This preference for *Patella* may be explained by the easy accessibility of this species, its high protein content and large mass. *Burnapena*, *Oxysteles* and *Chromytilus* follow in quantity, in varying ratios according to the point of sampling. *Turbo*, *Crepidula* and *Dinoplax* constitute minor proportions of the shell.

The very high mussel concentration in the pit area is interesting. This may be a reflection of preferential shell sorting, implying a concentration of a particular shell type in one area as they were eaten. The find of the only *Aulocomya* (ribbed mussel) in the site of the pit area, together with a corresponding drop in the *Patella* percentage in the pit, both support this suggestion. Burnt mussel shell suggests that the shellfish were cooked and opened, an activity recently suggested to explain the presence of quantities of burnt oyster shell in a Scottish mesolithic midden (D. Sloan, pers.comm.).

Patella cochlear and *P. oculus* dominate the shell remains; *P. cochlear* in the unstratified material and *P. oculus* in the pit and stratified areas. This suggests a sorting process in the formation of the unstratified slope, related to shell preservation, size, shape and weight of shells.

All the species of shellfish recorded in Tables 5a and 5b are probably to be found along the shore at Froggy Pond today, though almost certainly in

smaller quantities than in prehistoric times. With certain exceptions, notably *Haliotis* sp., the majority of shellfish are accessible at low tide and not specifically at spring low, since the boulder formations and gullies facilitate their collection.

In conclusion.

Examination of the fragmentary remains of the Windmill beach midden provides evidence that the Late Stone Age people of False Bay utilised a wide variety of food resources, both marine and terrestrial. Both at Froggy Pond and Miller's Point the siting of shell middens enhanced their use as focal collecting points, the middens being sited approximately equidistant from the sea and in close proximity to stretches of boulder beach. The analysis of the material from Windmill beach tends to confirm suggestions that the Cape Peninsula could be considered an optimum area for prehistoric habitation. With ample food resources at their doorstep there was little need for the people of False Bay to move far, though certain locations may have been more favourable at certain times of year.

The records and material recovered, relating to this excavation, are available on request at Simon's Town Museum.

Acknowledgements

The authors would like to thank the many people who contributed to this week-end project. In particular we would mention John Parkington, Graham Avery, Cedric Poggenpoel, Gordon Wilson and Gill Schirmer, all of whom were enthusiastically involved in different ways from its inception.

Appreciation is expressed to Professor O. Pryce-lewis for drawing the site diagrams.

Any errors, factual or otherwise, are however the sole responsibility of the authors.

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ADDENDUM

HUMAN SKELETAL REMAINS FROM THE FROGGY POND SHELL MIDDEN, SIMON'S TOWN

A.G. Morris

The remains comprise those of one juvenile individual buried on its side in a tightly flexed position. The flexion at the hip and knee is so marked as to be beyond the natural capabilities of the joints concerned, and therefore is likely to have been artificially maintained by the use of a binding cord.

General bone preservation is poor, and the bones are very friable. Most of the small osteological elements, such as those of the hand, foot and vertebral column, were so poorly preserved as to be unrecognisable and not recovered. The cranium and mandible are present, but the face has been crushed and badly damaged. The diaphyseal ends of the long bone shafts have been destroyed, so no measurement of long bone length could be attempted. The cranial vault and some of the appendicular skeleton were treated with glyptol at the time of excavation.

Dental preservation is fair, but the damage to the face and alveolar support means that the teeth cannot be viewed in their sockets. The first permanent molar must have been fully erupted as the root structure of that tooth is well developed. The deciduous molars are present and are quite heavily worn in the occlusal plane. The crown of the second permanent molar is present and the crypt of this unerupted tooth is visible in the fragmentary mandibular ramus. The permanent incisors are present in the sample but their state of root development is not complete. The incisors were probably in process of erupting and it seems likely that the deciduous incisors had been lost. These latter teeth were not recovered.

In all, the dental eruption pattern suggests an age at death of approx. seven to eight years.



STRANDLOPER SKULL

Analysis of stone recovered

LAYER	CLASS	SILCRETE	QUARTZ	QUARTZITE	OTHER	SITE TOTAL
UNSTRATIFIED AREA	WASTE: cores	2		1		
	chips/chunks/flakes	7	111	20		
	UTILIZED: utiliz. flakes	2	3			
	hammerstones			3		
	grindstones			10		
	pièces esquillées		1			
	FORMAL: scrapers	1				
	misc. retouched pieces	1				
TOTAL		13	115	35		163
STRATIFIED AREA	WASTE: cores		1			
	chips/chunks/flakes		26	2		
	UTILIZED: utiliz. flakes		2			
	hammerstones			2		
	grindstones			2		
	pièces esquillées					
	FORMAL: scrapers					
	misc. retouched pieces					
TOTAL			29	6		35
PIT AREA	WASTE: cores		1			
	chips/chunks/flakes		89	9	1	
	UTILIZED: utiliz. flakes		1			
	hammerstones			1		
	grindstones			2		
	pièces esquillées		1			
	FORMAL: scrapers					
	misc. retouched pieces	1				
TOTAL		1	92	12	1	106
SITE TOTAL		14	236	53	1	304
GRACIE MATERIAL	WASTE: core	1				
	FORMAL: scrapers	4				
	backed scrapers	3				
	segments	6	1			
	misc. backed pieces	5				

TABLE 2

Analysis of non-lithic material recovered

LAYERS	OSTRICH EGGSHELL PIECES	OSTRICH EGGSHELL PERFORATED	OSTRICH EGGSHELL BEADS	WORKED BONE	ADIAGNOSTIC POTTERY
Unstratified	7		6		4
Stratified	2		2	1	
Pit	9		10		1
Gracie material		1	127		3
TOTAL	18	1	145	1	8

BELOW: SHELL MIDDEN (see Fig. 1)



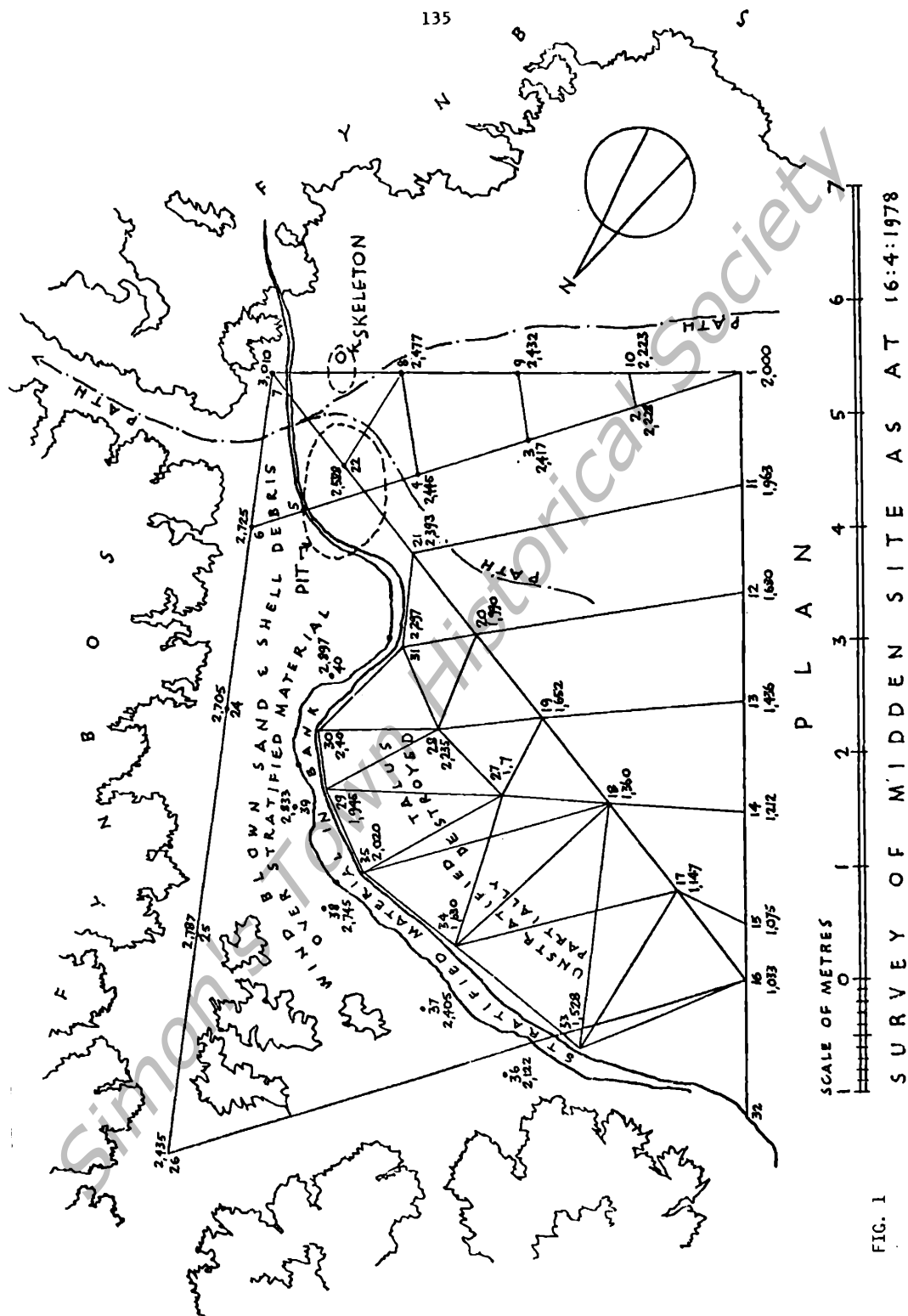


FIG. 1

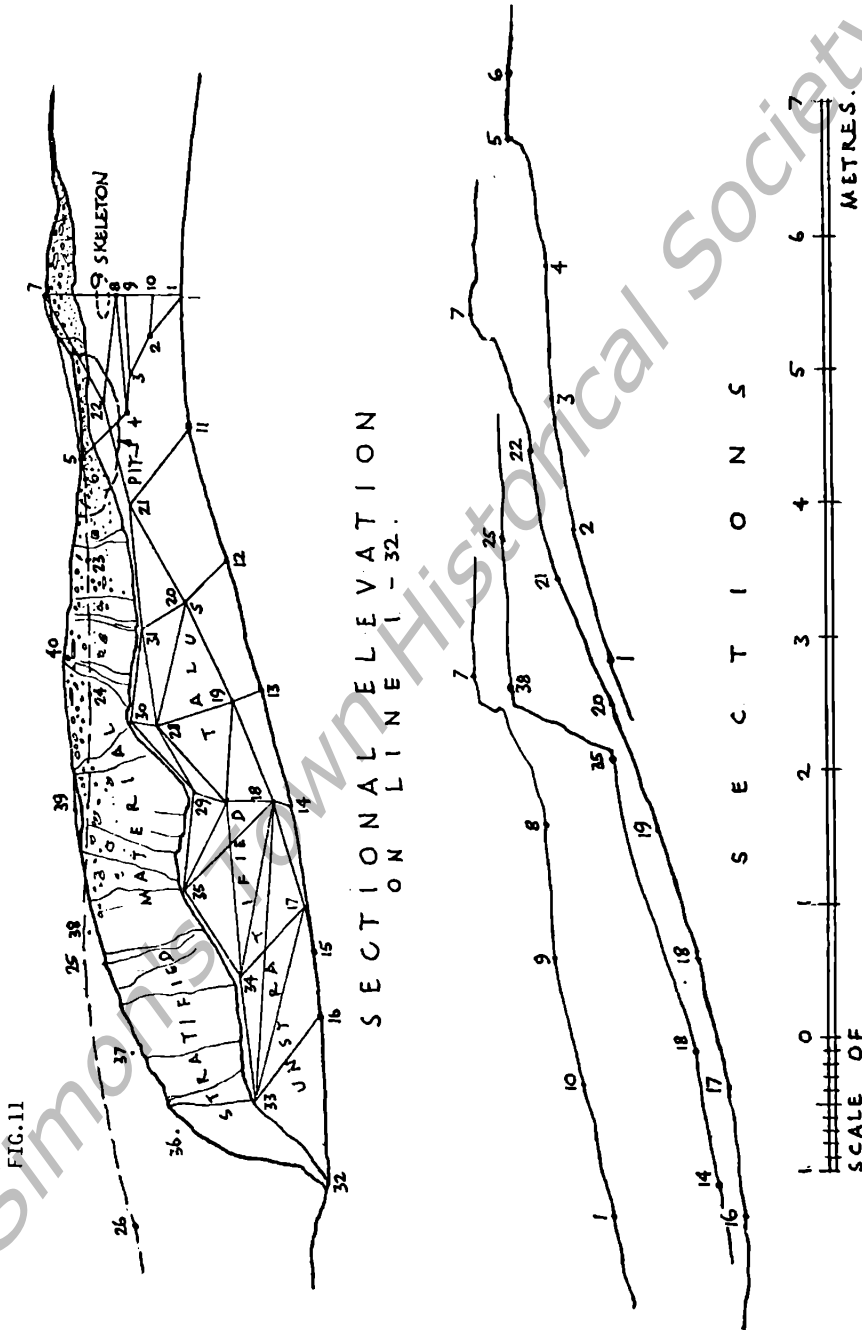


TABLE 3

Distribution of fauna in the midden

	Unstratified	Stratified	Pit	Number
MAMMALS:				
Homo sapiens (human)				1
Raphicerus sp. (small antelope)	+		+	1
Syncerus/Bos (?) (sheep/cattle)	+		+	1
Procavia capensis (dassie)			+	1
Herpestes pulvernientes (Cape Grey mongoose)			+	1
Arctocephalus pusillus (Cape Fur seal)	+	+	+	1 (1)*
RODENTS:				
Bathergus suillus (Dune mole)	+		+	1
Otomys sp. (Vlei rat)	+			1
REPTILES:				
Snake	+	+	+	
Testudo sp. (Tortoise)	+	+	+	
BIRDS:				
Spheniscus demersus (Jackass penguin)	+	+	+	1 (1)
Phalacrocorax capensis (Cape cormorant)	+	+	+	2 (2)
Anacarro neglecta (Bank cormorant)	+		+	1 (1)
+ Present *() Immature				

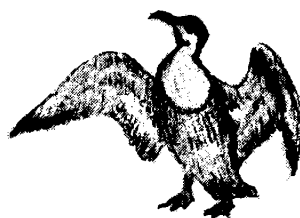
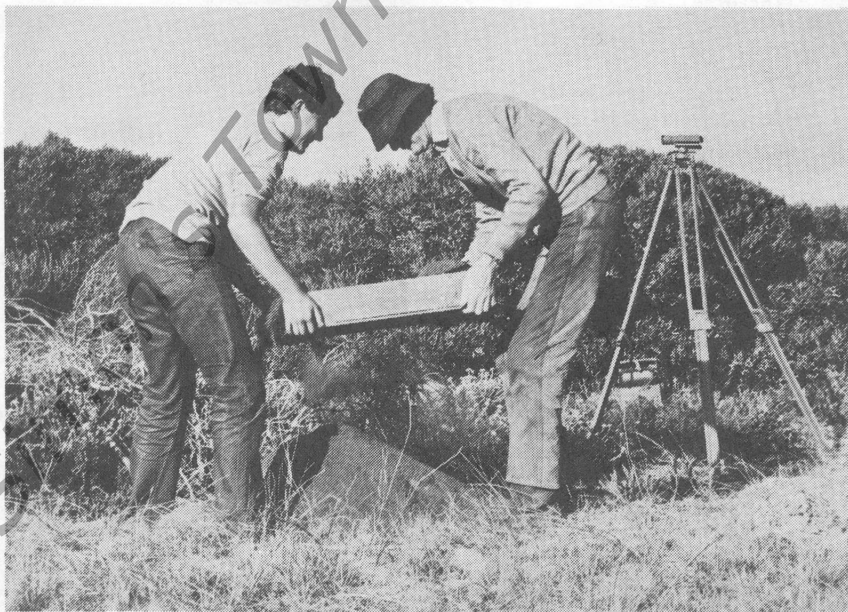
Spheniscus
demersusPhalacrocorax
capensis

TABLE 4

Identification and numbers of fish found in the midden

Name	Number found
Cymatoceps nasutus ("Poenskop" or musselcracker)	3
Pachymetopon blochii (Hottentot)	14
Clinnidea (Klipvis-type)	3
Rhabdosorgus globiceps (Galjoen)	1
Liza richardsonii (Flathead mullet)	1
Lithognathus lithognathus (white steenbras)	1
Total	25
Jasus lalandii (rock lobster)	8 mandibles



LIORA HORWITZ & DICK RILEY HARD AT WORK - JAN/FEB 1976

TABLE 5a

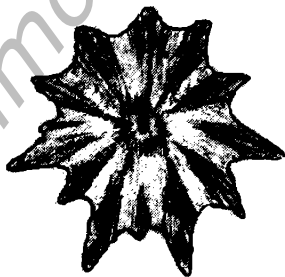
Percentage recovery of shells from midden

Shell-type	Unstratified (duplicate samples)		Stratified	Pit
Patella	49	61	49,4	23,1
Burnapena	19	11,5	15,4	17
Oxystele	18	11	13,3	22,4
Turbo	6	8	6	4,1
Choromytilus	4,1	3,3	11	27
Haliotis	0,6	1	0,6	0,4
Crepidula	3	3,3	4	3,5
Dinoplax	0,2	-	0,2	0,8
Balanus	1,3	-	0,6	0,6
Aulacomya	-	-	-	0,3

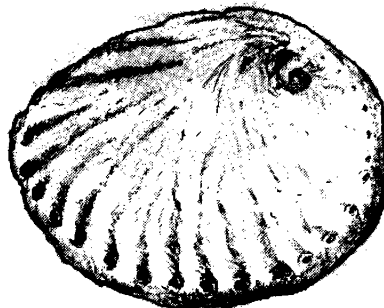
TABLE 5b

Percentage predominance of PATELLA species from midden

Patella	Unstratified (duplicate samples)		Stratified	Pit
oculus	37,5	38,5	46,4	42
cochlear	43	41,3	34,1	41,5
granularus	3,1	2,1	7,1	3
longicosta	2,2	4	5	4
argenvillei	4,4	3,2	3	2,4
granatina	5,3	5	2,5	5
barbara	2	4	1	2,1
Tabularis	1,3	0,5	1	1
miniata	1,3	3	0,4	-



Patella longicosta



Haliotis midae

DID NELSON EVER COME ASHORE IN SIMON'S TOWN ?

Nigel Fawcett

There is no doubt that the ship in which he was being invalided home from the East Indies put in to Simon's Bay but there is no proof that he ever came ashore. No one bothered to record the movements of a seventeen year old midshipman being sent home from India in such a poor state of health that it is amazing he ever survived.

The late Mr. H.C. Willis, former Chairman of the Historical Society wrote in the Bulletin (Vol.V No.1 1968) that Midshipman Horatio Nelson, Royal Navy, took passage in H.M. Frigate DOLPHIN (Captain James Pigot) from Bombay to Portsmouth arriving in Simon's Bay on May 21st 1776 and sailing for England a month later, on June 20th. According to Mr. Willis visitors to the Residency are often told they are standing on the very steps paced by the great Lord Nelson. 'It is of course quite possible' he continues 'that he did so, but not very probable. The present Residency was at that time the Governor's House in which he could entertain important passengers in the convoys which put in to False Bay in the winter months. An obscure midshipman, not even a member of the ship's company, would hardly fall into the category of V.I.P. and would not even be of sufficiently high rank to pay a courtesy call. And being an invalid it is quite possible that he did not go ashore at all'.

To my mind the last sentence is the one which could provide a clue. DOLPHIN was apparently despatched on a brief mission during the month she was in Simon's Bay and it is quite possible that Captain Pigot, to whose tender care Nelson attributed his survival, may have landed his young charge during this period.

What do some of the experts have to say? Captain A.T. Mahan, doyen of naval historians, in his biography of Nelson published in 1879 does not mention the Cape at all. In a brief paragraph referring to Nelson's service in the East Indies he writes: 'After a couple of years he broke down and was invalided home, reaching England in September 1776. His escape from death was attributed by himself to the kind care of Captain Pigot of the DOLPHIN in which ship he came back. At this period we are told that, when well, he was of florid countenance, rather stout and athletic; but as the result of his illness he was reduced to a mere skeleton and for some time entirely lost the use of his limbs -'

Nelson's own version which I traced in the work of an obscure author Harold F.B. Wheeler, F.R. Hist.Soc., published in 1911, is even less revealing: 'Ill health induced Sir Edward Hughes (Nelson's admiral in the East Indies) who had always shown me the greatest kindness, to send me to England in the DOLPHIN of 20 guns with Captain James Pigot whose kindness saved my life'.

Oliver Warner in his "A Portrait of Lord Nelson" has little to add concerning Nelson's health except to say that he apparently arrived at Bombay in December 1775 with fever after eighteen months on a station not noted for its healthy climate even today. The surgeon of the SALISBURY (Hughes's flagship) pronounced that a voyage to England offered the only chance of recovery for the young man. He was transferred to the DOLPHIN in March 'more dead than alive'- Warner, who died in 1976, was a first class naval historian as well as Council member of the Society of Nautical Research at Greenwich and vice-president of the Navy Records Society. He goes on to say that the DOLPHIN built in 1751 and the second ship in the navy to be copper sheathed, had twice circumnavigated the globe. On her first voyage round the world, in the sixties, she was commanded by

Commodore the Hon John Byron, grandfather of the poet, known as "Foul weather Jack" and later by Captain Samuel Wallis whose crew were the first Europeans to enjoy the delights of Tahiti. She was, says Warner, "the first of many ships in which Nelson served which were either famous in themselves or which he made so. She was now on her last commission and her roomy quarters would have added to the comfort of the young invalid". DOLPHIN, an interesting ship, was therefore no stranger to the Cape.

Warner's version could I feel swing the argument back to the theory that there seems no reason why Nelson need come ashore at all. Carola Oman, whose "Nelson" published in 1947 contains in my opinion, more of human interest than other biographies, refers to his "ghastly air" and "mental anguish" but again does not mention Simon's Town. Later authors Arthur Bryant and Ernle Bradford mention his fever, the latter at some length, but give the impression that he was confined to his bunk for most of the voyage. This view is also supported by the Assistant Keeper, Search Department, Public Record Office, Richmond, U.K. in a letter to the author - see Appendix 1 below.

Of course there are masses more sources on Nelson than those tapped here. Robert Southey the poet first wrote a Life of Nelson in 1813 and Nelson has been a favourite subject for biographers and historians ever since. But surprisingly there are still some gaps in Nelson's career that need to be filled in, especially it seems the period from May 21st to June 20th 1776, when DOLPHIN was off the Cape.

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APPENDIX I

"I can find no positive evidence in the records here on whether Nelson visited the Residency in Simon's Town in 1776, but it is most probable he did not. At no point do either of the two logs, captain's or master's, of the DOLPHIN (ADM 51/259, ADM 52/1701) refer to Nelson and there is really no reason why they should. The letters Captain Pigott wrote to the Admiralty when he reached Spithead on 31 August are equally unhelpful (ADM 1/2303). Nelson's name does, of course, appear in DOLPHIN'S muster (ADM 36/7583) and it is interesting to note that he was not mustered among the invalids, ten of whom were taken aboard from the hospital on 21 March. He appears instead at No.578, rated Midshipman, from SEAHORSE and with no explanation for his presence. It is possible that this was to enable him to continue to accumulate the necessary sea-time for his examination for lieutenant.

Unfortunately the Medical Journal of the DOLPHIN'S surgeon does not survive, and I can find nothing else which would reveal the true state of Nelson's health. Since sending him home seems to have been a last resort to save his life, and he was in Simon's Bay only two months into the full four months of the voyage, I think he was probably still kept to his hammock at the time. Any turn on shore, let alone at a reception in the Residency, would have been too much for him."

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ADMIRAL SIR EDWARD CHARLTON KCB KCMG

The following information on the life of Admiral Charlton was supplied by his daughter Mrs. A.M. Urban of Johannesburg.

"My father was born in 1865 and joined the Britannia at the age of 12. About 2 years later he went to sea, and was present at the fighting at Alexandria about 1878. He wrote to his mother regularly, and she kept all his letters. These were typed and bound in 6 or 7 large volumes...

My father served in many ships, in many parts of the world and was in Simon's Town at an earlier date (1886). He was Commander-in-Chief of the Cape Station during the 1st World War, from 1916-18. He retired as Admiral in 1925, after being in command of the Naval Inter-Allied Commission of Control in Berlin after the 1st World War."

The two volumes of Admiral Charlton's diaries relating to his time in Simon's Town are on loan to the Museum and are proving invaluable in research work. The letters written by Admiral Charlton during his first visit to Simon's Town in 1886 are reproduced here.

R.M.S. "PRETORIA"
At sea. 200'NNW off St. Helena
Jan: 14th/86

Dear Father Frank,

We should get into St. Helena to-morrow morning, and, as I shall gain a mail by writing from there, I must take the opportunity of thanking you for your kindness to me during my stay in the old country.

I left Plymouth feeling very lonely, but we had a lovely passage to Madeira, the Bay being very quiet for the time of the year, we made over 300 miles per diem; indeed, one day the run was 325. Madeira must have a lovely climate, and I could have done a lazy week there capitally; but we only just had time to wander through the town, buy curios and return on board. We left on the 5th and have been at sea since, weather lovely all the time. One day we got the Hamattan off the coast for a few hours which frizzled us up a bit, but since, we have been driving against the S.E. trades and a heavy head swell. This ship is a capital sea boat, and although there is a good strong sea running now, we have not had to close our ports.

Life aboard is slow, and the less I do the lazier I feel. We beguiled the time yesterday by pistol practice with my new revolver, and some very decent shooting was made. The flagship is expected to be at St. Helena to-morrow, and possibly others; but if the "Rapid" is there I shall do old Nelson's trick of applying my glass to my blind eye, or a closed one will do as well. We crossed the line last Monday and had a capital view of it from the telescope! The scenery was magnificent though decidedly simple. I hope the people on this side of it will be half as good to me as those on the other.

Com. Dyke tells me that the priest at Simon's Bay, Dr. Rooney, is a great friend of the naval officers there, and a splendid architect. He has just built a new Church and a house for himself and designed it all too. He was the priest who accompanied the body of the Prince Imperial home.

H.M.S. "RAPID"
Simon's Bay. Jan 26th/86

My dear Mother,

Here I am fixed. My last letter was posted at St. Helena on the 16th. We got in there about 8 o'clock and left at 10.30 so our time was very short. The "Flirt" was in, and the Admiral expected next day. We should have met him after leaving, but I suppose we must have passed him at night. I went ashore at St Helena with Parry R.A. and inspected the town and natives.

Jan 28th/86

I was called away on duty, and had no chance of going on with this letter. I have just got back from a day up the mountains, and don't feel much up to letter writing.

About St Helena, we went up the ladder there to call on the Officer's Mess 699 steps and steep ones too. When we got up there we were told that unless we went down again we should be laid up with stiffness for several days. I was going back by road but on account of this rattled down the steps and never felt any the worse.

After leaving St Helena we steered on steadily 300' per day against S.E. trade and a heavy head swell passing lots of sailing craft. We sighted Table Mountain about 10 p.m. on the 20th and had to ease down a bit as we were not allowed to enter before midnight. The Bay entering on a bright moonlight night was one of the prettiest sights I have yet seen. Everything perfectly dead calm and quiet and the white houses of the sleeping town showing up sharp against the enormous mass of Table Mountain. For a wonder, it is a capital table, but there is a queer sharp peak on one side called the Lion's head or tail or lugs, simply because there cannot possibly be the slightest resemblance to any part of a lion in it.

We anchored at 10 p.m. firing two guns, the usual mail steamer signal, but some-how or other, they hit on the same signal for calling out the Volunteers and these people turned out in crowds in the middle of the night, thinking the Malays were rioting again.

27/1/86

We landed after breakfast and found a great deal of excitement and the streets full of Volunteers. The Malays had been refused some burial ground and were giving a lot of trouble, but they over estimated their strength and I don't think they will do much more.

Capt Dyke's fiancée came down to meet him, she is not particularly pretty but seems a very nice girl. After getting my gear out of the "Pretoria" I went on to Kalk Bay by train. Some part of the line is very pretty, especially about Wynberg, any amount of pretty little villas and hotels among the trees by the side of the line, the trains are not brilliant, although the carriages are broad and all windows open. We stopped at seventeen stations in sixteen miles and took one hour 20 minutes over it. From Kalk Bay to Simon's Bay by a Cape cart is all along the beach, passing over several enormous strips of snow white sand.

The "Rapid" and "Alecto" are in here, the latter up on the patent slip. My cabin and the wardroom were all being painted, so I slept ashore at the club for a couple of nights.

(Letter unfinished)

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H.M.S. RAPID
SIMONDS BAY Feb.9/86

My dear Mother,

The mails here are all adrift and various ones of November keep dropping in occasionally. The Cape Times, which comes every morning is not up to much, it has only four pages three of which are advertisements and the remaining one is half full of Volunteer orders and phylloxera etc, with perhaps a single line cablegram from home at 8/- a word, so they can't run to much in the matter of cablegrams. The whole colony seems in a very poor state and suffering from depression in trade, disease of the vines and cheapness of diamonds. This place would be nothing but for the Naval station, it is on the western side of False Bay and open to the Eastward. The town stands on the side of the hills and consists of one long street in which are the club, Admiral's and Chief Magistrate's houses. The hills are about 1,000 feet high, rugged and steep and produce some most lovely flowers. To-day we got off an orchid worth a fabulous amount in England, which some of our men picked topsides. It is a red disc, and only grows in one part of Table Mountain. The grapes in spite of defects in the way of disease are capital dessert, big baskets for a shilling. Old Trollope exaggerates immensely in his book; he says copper is unknown here, and only silver is used. There are quite as many coppers in use here in proportion as in England.

We have got back to the wardroom at last, having been living lately in the Captain's cabin. The wardroom is on the main deck, 25' by 15' with cabins on each side and a large table in the centre. Everything has been painted and looks nice and fresh. My cabin is abaft it, starboard side at the bottom of a hatchway, and well under the counter. This last is a great advantage as the scuttle can be kept open in almost any weather. There is a big ventilator in the deck overhead giving lots of fresh air. In fact, when it is blowing a South Easter as now, I am nearly carried out of my bunk wholesale. The said bunk is in the middle of the cabin, with a platform and stowage lockers behind it; there are drawers underneath but they are cut away a great deal to fit the ship's side. The remaining space is filled up by the chest of drawers and washing stand and when my bath is down I have to stand in it or sit on my bunk. Opposite is Mr. Dempsey's cabin and abaft is the skipper's spare cabin, occupied by Wilkin, it is of a queer and wonderful shape.

The gear is just beginning to shake down and assume a respectable appearance; West African mats cover the space behind the bunk and form a capital background for my numerous fancy articles and photos. I had the cabin painted a pale rosy pink very light of course, my tin case stands behind covered with the tablecloth, candlesticks, photos etc. Pictures hang all round but I have not finished squaring them off yet. I omitted to bring several necessities, such as a looking glass, hot water can, curtain, water decanter, etc.

This ship is a regular box of guns, on the upper deck she has 5.5" B.L. each side, and a 6" stern and 6" bow chasers. I have got charge of the port battery and stern gun; mighty few ships nowadays have six guns in a battery, for instance the heaviest battery in the "Alex" was only three guns and in charge of a lieutenant. The "Cruiser" of 950 tons had heavier spars. Complement of men and officers about 180 and a good lot they are too, although better in gunnery line than as sailors. The skipper is living ashore with his wife and seems to be very much liked. His only relations in England are the Musgraves in Cumberland. Mrs. Musgrave is a very nice woman, lots of go in her, and detests the sea and ships (strange to say). She met the Nottingham Charltons last year at Dinan:

I disclaimed any connection with them. Forlong, our No.1 is a married man but his wife is at home, I get along very well with him, although he is a bit of a blusterer. Gale, and Steele are both capital fellows, the former is a splendid hand at yarns of all sorts. Wilkin, our sub: who had been Acting Lieutenant until I came is also a very good sort, but a bit of a masher and a ladies' man. Good, our purser is to be best man at Capt: Dyke's wedding tomorrow, I have been instructing him in his duties. Now we come to the peculiar people, our senior surgeon D. Spencer may certainly be classed as one of these. He is a teetotaler, and non-smoker, but worst of all a non-speaker. He has never been known to speak to any one except the Chief Engineer off duty of his own accord and free will after they have been two days on board. He has just returned from a four day's preaching tour in Wynberg and Cape Town with the Chief, I have been trying to get out of him what sort of weather he had and how many pretty girls he kissed, but he won't rise.

Craddock, the Chief used to be a very good quiet fellow in the "Alex" but he has been utterly spoilt by old Dumps and makes life miserable for himself only. I like the ship immensely, and never wish to be more comfortable. We keep day on and day off, which is much better than watch, and have very little extra work. I quite miss the Naval Instructor hauling me out to school at 9 a.m. as I have always had before. It blows a South Easter here every other day nearly, and our bad weather launch, close reefed is the only one we can use. They are praying for rain ashore all bath and washing-water stopped and only turned on an hour each day. We shall have to condense for the people if the drought lasts much longer.

I have not seen much of the society here, and don't intend to, after calling on Mrs. Admiral! and the other Naval Missus. I got a splendid crayon drawing of the "Rattlesnake" for 3/6d the other day at an auction on shore. I send you a silver leaf from Table Mountain.

The harbour swarms with fish, albacore, mullet, Cape Salmon, and a red fish with a high forehead called locally "Romans" and capital eating. Sharks are few and apparently harmless, never preventing our bathing from the ship, the toad-fish about 7" long with a big head and yellow belly, are very dangerous causing death about 15 minutes after eating any part of them. They may always be seen when muck is floating about the ship, and when caught they swell to a large size and occasionally bust.

Were it not for the S.E.ter Simon's Bay would be one of the most enjoyable harbours in the world. As it is for four months of the year, Dec. to March life is made miserable by them. Various reasons have been set up for this wind, but none are satisfactory. I believe it to be purely local, the high sandy hills and valleys over beyond Elsie's Peak give out a great heat, which lightens the air as the sun rises causing the cool heavy sea air from beyond False Bay to rush in. This is intensified in Simon's Bay by the remarkable amphitheatre-like shape of the Bay, the wind rushing through and increasing near the circumference.

H.M.S. "RAPID"
SIMON'S BAY
Feb:23rd/86

My dear Mother,

I told you I was going to hunt up our connection here and have done so. I asked him and Mrs. Bellasis off to tea today, but a South Easter is blowing and I had to telegraph them not to come. This S. Easter is the most persistent one I have yet seen and has blown hard for a week. There

is no joy in it as it leaves us smothered in dust and we can only use our big sailing launch to land in.

The people in the "Duke of Wellington" have not yet sent out my transfer sheet and I cannot be paid before it arrives. We wrote by last mail but that means another six weeks or perhaps longer. Luckily I got 3 months advance before leaving or I should have been hopelessly bankrupt before now. Please send me £20, if you can spare it, of course it will be deducted from my year's allowance, but if inconvenient I could do with £15 or even less, but I do not want to run any risk of getting into debt either with the mess aboard or the people ashore. A cheque will not do out here, but I think you can remit money through the post office.

This is letter writing under difficulties, as a gale of wind blows freely along the table and everything has to be weighted down. My cabin is too dark without candles and I cannot afford them all day.

24/2/86

I was interrupted yesterday by some visitors calling on the mess and of course wanting to be shown round the ship. Father Meagher dined here last night with me; he is a great sport and full of yarns about the colony, having been out here 33 years. We have got an enormous derrick rigged up on board and are waiting for a ship coming round with some heavy guns for the fort here.

Yours.....

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H.M.S. "RAPID"
SIMON'S BAY 16/3/86

My dear Elise,

I will send you some photos which will interest you. One of the ship taken from the Yankee man-of-war "Lancaster" at St Helena is a capital one and gives a good idea of James' Town and the ladder, also another of the officers as they were then, but it is not satisfactory. Also photos of our picnic last Saturday week; these are excellent, considering the condition of the photographer who was found the same evening hopelessly drunk on the mountains with the negatives and trying to get another drink out of his camera. I will send them on by the next mail, if they are not ready today. Our picnic was a great success, indeed the best show given out here yet. There had been various dances and picnics ashore to which we had been hospitably invited and entertained and for some time we could not make up our minds what to do in return. Some wanted a dance on board, but the first lieutenant objected on the score of interfering with our refit, others a lawn tennis party, a water picnic, a dance in the sail loft etc. At last we decided on a picnic on a large scale at an outlying farm, a meeting was called and a committee elected, of which I was chief bottle washer and floor scrubber. I scoured the country for a couple of days to find the best place and at last we decided on de Stadler's farm, about seven miles off and in a lovely valley on the mountain side. Here we found all the requisites and the people only too willing to let us have anything we wanted. Transport was the next difficulty, all persons with their own carts or horses were to use them, and besides we engaged all the mokes and old ramshackle traps in Simon's Bay.

Another job was the invitations, our secretary was continually being pestered by Mrs So-and-So wanting to know if the "What-do-you-call-ems" were coming as then she wouldn't come. This is the consequence of the cliques in a small town. However, we got over it by asking everyone, and hinting that if they didn't come we could do without them. Six carts were hired to hold four or five each according to the size of occupants, at the last moment we found so many old Dutch Mammies were coming none of whom weigh less than 16 stone, that Wilkin, our transport officer, was sent round to delicately hint to them the heat of the day, dangers of the road etc: only one, old Mrs. Smettekamp fetched out, and she boasted that she never stirred out of the cart the whole way; poor horses! I rode out early on Saturday morning and secured the only stable for my horse, and then set about preparing for the flood of visitors.

We had the front of the farm house, three capital rooms, one as ladies' cloak room and the other two for dancing, I got up a capital floor with chalk and spermaceti and we adorned the walls with foreign ensigns. The lunch was laid in a lovely avenue of oak trees, and we had any amount of swings, Aunt Sally etc. to amuse the crowd. All was ready by noon, as we anxiously awaited the guests. Riding bachelors kept coming in every ten minutes or so and reporting the progress of the caravan, about 20 carts and carriages were toiling along over the sandy track, the gentlemen all shoving at the stern, then the ladies had to get out and shove too, at last our transport officer came in and said refreshment was wanted instantly, so we formed a life-saving party and met the cavalcade about a mile off with two jugs of iced claret cup. Gentlemen were not entitled, only ladies, and it just went round. Everyone had a gigantic thirst, and very soon made short work of our liquor. Old Lady Hunt Grubb, the Admiral's wife, led the way most pluckily, and was about the first to arrive. If it hadn't been for her example some of them would never have fetched. Everything went off beautifully and you can imagine what a success it was when a one legged man was seen dancing Sir Roger. One fellow managed to photograph a couple spooning and there has been an awful lot of humbug about it. There must have been about 80 people there, all the elite and rather more of Simon's Town. Out of all the grub and liquor taken out only one bottle of beer returned. We now feel quits with the people ashore and can stare them in the face.

Our time is Rapidly jogging along, and we have nearly finished refitting; on the first of next month we go round to Cape Town to be docked, and shall remain about 10 days, at a cost of about £200 per day, the Government pays of course. It is a necessity, however, as our screw shaft is slack and admits the water into the screw alley.

My 21st birthday is next Sunday, and I am to give a bit of a dinner to celebrate it.

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H.M.S. "RAPID"
Sunday March 28/86

Dear Mother,

There are some very pleasant rides about here, and I go out whenever I can. The only good walk is over Red Hill and down to the valleys on the Atlantic side where the flowers are marvellous in their profusion. Snakes however are ditto, and a very poisonous kind. I always take my pistol up as once I was close upon one, since I have taken it of course I've seen none. Bellasis has arranged a trip up Table Mountain from Cape Town

when we get there. This place must be very relaxing, my weight has gone down to 11 stone 13 lbs. by the dockyard weighing machine. It was 12 stone 9 lbs when I left home, and 12 stone 4 lbs on board the "Pretoria". My health is perfect, however, and I can get through any amount of walking and pulling.

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H.M.S. "RAPID"
At sea off the Cape of Hope.
Monday April 12/86

My dear Mother,

We have just left Cape Town docks, after a very jolly fortnight there, and are again on our way round Simon's Bay to fill up with powder, shell, rockets etc: for our last cruise up the Coast. We are to leave Simon's Bay as soon as our Mails arrive then up to Mossamedes to relieve the "Racer" whose engines are out of order. From there, calling at various ports up to Sierra Leone where the "Royalist" is to relieve us from the Station; she must just about be commissioning now. From Sierra Leone, we go to St Helena to get the Captain's dog, and take stores for Tristan d'Acunha the next port, where they want us to embark 75 women and children (the families of a boat's crew that went out to a passing vessel and was never more heard of) for Cape Colony. This programme should get us back here in about three months, and after refitting at Simon's Bay for a long trip, off we go to our new station, Australia. I am very glad we are to make one trip up the Coast as I want to see if it isn't as big a fraud as most things in the Southern Hemisphere are. We left Simon's Bay on the 31st and had hardly gone 10 miles when we had to put back with two cases of measles. These were landed and we again started round the Cape. There was a heavy swell on which gave me a good taste of her rolling properties, also flattened things out in our cabins pretty considerably. We went inside all rocks and passed within 150 yards of Cape Point itself, the "Bellows" rocks outside us and a swell breaking on the iron bound coast were magnificent. I am afraid we shall not be able to go so close today, as there is a thick fog on. We anchored in Table Bay for the night and weighed at 6 a.m. for the dock, in doing which we had a remarkable accident. There was a nasty swell requiring great care with the cable, when brought to the capstan, as the ship was surging backwards and forwards. All was ready, when we saw the ship suddenly surging astern and that something must go. The ship carried away and the capstan spun round about a foot with the men to the second paul, when it was brought up with a jerk, smashing all the bars off. Strange to say, no one was injured, we simply cut a foot off the bars, struck them in again and hove round. We went into dock in style, and started at once about our screw. There is a very ingenious arrangement for feathering it to the water when making a long sailing passage, but this was leaky and required alterations. Our engineer staff has been working night and day to get it in order and finished on Saturday evening as every day in dock means about £80 or so.

Our work was not hard, we landed field guns, Gardners and companies nearly every morning to prepare for any little work King Ja Ja or Oho Jumbo may give us up the coast. After that, with two days off out of three, we were at perfect liberty to slope ashore whenever we pleased, the comfort of this after our S.E.ter experiences at Simon's Bay was indescribable. I told you I made the acquaintance of Montalt Bellasis out here, and very glad I am I did so. Whatever the row may have been with his family, he is certainly a mighty hardworking man now, and has given us all a lot of pleasure. He was delighted to see me, although only a distant connection and said it was the first communication he had had with his family for

years. They live in a small house outside Cape Town with no servants except an occasional nigger, preferring to do this and spend money out of the house. They keep a horse and dog-cart, and go out generally in a small way. He made a capital guide up Table Mountain for two of us a week ago, also drove us out four-in-hand to Constantia to see the wine pressing, and took me last night for a long walk around the Lion's Head and back by Sea Point, getting on board at 1.30 a.m.

Mrs Bellasis seems to make him a capital wife, and is very energetic, certainly knowing what gentlemen require when going mountaineering. The Table Mountain expedition was a great success, Joe Alton, our Assistant Paymaster, myself and Bellasis started at 3 a.m. on a pitch dark night, and made up the foot of the mountain. The track was hard to discover in the dark that we were continually compelled to strike matches and look for it; sometimes we passed over ravines of unknown depth on planks by this feeble light. Arrived at last at the foot about 4.30 we had a hard climb in the dark with our packs slung behind. The gorge was decidedly imposing as we worked up it, damp clouds rushing down from the top with a harsh moaning sound, and as day broke some of the sunlight effects through the clouds between us and the "Devil's Peak" below were magnificent. I got up just in time for sunrise at 6.15 but the clouds were too thick and spoilt the effect. Of course the Table top is a fraud, great gullies stretching almost from end to end. On the others arriving, we whiskied and proceeded to Breakfast Cove. By some unlucky slip, Bellasis took us too low and we got round a very nasty ridge, which gradually vanished to brushwood and led us on until turning back was no slight job, and we had to crawl on our faces feet first. The drop here over the cliff into Stinkwater Ravine was about 2500 feet, and I could not help thinking what a pleasure it would be if I fell over to take out my barometer and watch it rising as I fell.

At last we got to Breakfast Cove and lightened our baskets considerably. Such coffee I never before tasted and as for the grilled chops they were beyond description. About 10 a.m. the mist cleared and we tried flashing to the ship with a silver flask, but it was concave and we were not successful.

The views were stupendous, especially over the flat to the Eastward. Wild flowers a fraud, did not nearly come up to Simon's Bay. We went down by Kastill's Poort, stopping to bathe in the gorge, about 40 feet long, 8 deep and 6 broad, water as cold as ice. At lunch there we finished almost everything and started down the Poort at 3 p.m. getting back to Cape Town by the Kloof Road at 6 o'clock. You would have been amused at our return, all with brown gaiters, helmets, I had a big basket of flowers on my back, Joe had a haversack with a black kettle up behind his head, the spout one side and handle the other, Bellasis with a big alpine stock and remainder of gear. On the whole we enjoyed the trip immensely and great credit is due to our guide for taking us up on such a dark night and providing such excellent grub.

I have been living on my pay so far this year, in order to economise and pay off Walton's bill about £90 which of course he is in no hurry for.

We have had such a day of it, we got out of dock this morning and entered a fog so dense that at times the extra look-out on the jibboom end was invisible from the poop. However, our navigator didn't mind and we started off through it. A punt and several barks of timber had been left by dock authorities under our bottom, and when about a mile out, a capsized punt appeared but we went on for about 6 miles before, to our surprise, the barks came shooting out. They had probably got jammed by our bilge keels and kept there till we started rolling, this

we had a good dose of, and Mrs Musgrave who was taking passage was not very happy. We passed an exciting time for about 2 p.m. we heard breakers ahead and very close too. We did not wait to examine them but went further out, and made up our minds for a night out. Luckily the fog came close down at 5 p.m. and we saw shining right ahead over the bank of cloud the jagged outline of Cape Hangclip beautifully lit up by the sun. This saved us and we stood right across False Bay and anchored about 7 o'clock. The "Raleigh" is in and we are to get to sea as soon as possible to stop the German pranks in the Cameroons. The flagship certainly has a good time of it, they never stopped more than a day or two at any place on the coast, shirking all the dirty work and arriving about three weeks before they were expected. Now we have to go up and do the work they left undone. Mrs Musgrave was in a great way last night. She heard a mosquito and struck a light to corpse it thus discovering a long string of cockroaches hanging down a bell rope just over her head. She swears she will never sleep on board a nasty man-of-war again.

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H.M.S. "RAPID"
Simon's Bay April 15/86

My dear Mother,

-----Tell Grannie she has bounced the Post Office capitally, she never puts more than 2 1/2 on her letters, but this time they did not discover it and I weathered 9d in consequence. I send you a naraena which I hope will dry on the way home, they grow only on one little spot on one side of a precipitous valley running down to the sea, and is one of the prettiest little wild flowers we get, this is no small praise; when the light shines on them you can see the gold dust gleam.

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H.M.S. "RAPID"
Sunday, May 9th 1886
At sea Lat:10.27 S. Long:12.56 E

Dear Father Frank,

Here we are at last on our awful(?) gold coast, and I am sure you would like to have my first impressions of it.

No time on board like Sunday after Church at sea for writing letters. We have about 20 Catholics on board nearly all Irish, and I have just finished reading prayers to them under the forecandle but the others are still at Service on the upper deck. Our Captain does not force all the men to be either Church of England or Roman Catholic, like some do, but allows them to please themselves about attending. In consequence I sometimes get about 40 under the forecandle, instead of 20; I am afraid however, this is principally because my prayers are short and sweet. As they all behave themselves and listen most attentively I never make any objection to their coming.

We had a long stay at the Cape, not getting fairly away until April 16th, but we divided the last three weeks between Cape Town and Simon's Bay, being a fortnight in dock at the former place examining our screw. It was

a relief after the continual S.E. at Simon's Bay where we always ran the risk of getting wet through going ashore, and only ran a boat twice a day, to be able to say "Quartermaster, bring my cab alongside".

The Bishop of Cape Town, Dr Leonard, came aboard to return my call, also Dr. Rooney, who is Bishop Coadjuter as his Lordship is very shaky, and finds the work too much for him. I don't know much of the other priests here, except Father Meagher at Simon's Town, they are all Home Rulers and make most violent speeches at bazaars etc: just as though there were no Catholics in Cape Colony but the Irish ones. On the whole we had a very jolly time at the Cape, and I hope we call in there for a few days on our way to Australia.



The picnic party taken on the steps of "Oaklands" the de Stadler Farm



Vice-Admiral
Sir Edward F.B.
Charlton, KCMG
CB 1916-1918

EDITORIAL NOTE

The following biographical note by STHS member Johan Louw recounts the career of a prominent naval officer - the son of a District Surgeon in Bulawayo - who joined the Royal Navy in Simon's Town and who ultimately saw service in two world wars. The account of his experiences in World War I is particularly interesting.

CAPTAIN MERVYN PATRICK TRAIL SMITH

Johan Louw

Mervyn Patrick Trail Smith was born on 18th February 1880 and began his career in the Royal Navy in Simon's Town as a Naval Cadet. He became a Midshipman on 15th November 1896. His first ship was HMS ST. GEORGE on the Cape of Good Hope and West Africa Station, a 1st Class Twin Screw Cruiser of 7,700 tons Flagship of Rear Admiral H.H. Rawson, C.B.

As Midshipman he took part in the punitive expedition 6th February to 7th August 1897 to the Kingdom of Benin in what is now Eastern Nigeria, which resulted in the capture of Gwato and Sapobo. On 15th November 1897 he was appointed to HMS DORIS a 2nd Class Twin Screw Cruiser of 5,600 tons, Flagship at Simon's Town of Rear Admiral Rawson now Sir Harry H. Rawson, KCB and then of Rear Admiral Sir Robert E. Harris, KCMG. Midshipman Trail Smith left the Cape on transfer to HMS VOLAGE Captain George H. Cherry (later of Cherry Medal fame) on 31st July, 1899. As Lieutenant (N) Trail Smith was posted to HMS ODIN a twin screw sloop of 1,070 tons on 1st November 1902. For a while he was the only officer on board until her commissioning on 8th January 1903 when she was ordered to relieve RATTLER and THRUSH on the Cape station. He left the Cape Station again at the end of 1904.

Various appointments followed culminating with his appointment as Lt. Cdr. to HMS CENTURION 2nd Battle Squadron, Grand Fleet. He joined the newly constructed CENTURION on 15th January 1913 and he served in her throughout the 1st World War only leaving on 25th December 1918. The CENTURION was commissioned at Devonport on 22nd May 1913 and she was present at the last major peacetime social occasion which the Royal Navy attended before the outbreak of war when the Kaiser opened the Kaiser Wilhelm Canal at Kiel in June 1914. The battleships AJAX, AUDACIOUS, CENTURION AND KING GEORGE V and the cruisers BIRMINGHAM, NOTTINGHAM AND SOUTHAMPTON were visited by the Kaiser who went on board the flagship KING GEORGE V. The Naval Review at Spithead in the following month was overshadowed by the gathering clouds of war.

With the outbreak of war the Home Fleet, including the 2nd Battle Squadron, was ordered to Scapa Flow, and was based there for the next three months. At the end of October 1914, there was something of a scare at Scapa Flow. It was reported that an enemy submarine had entered the anchorage. The Admiralty ordered the Fleet to leave Scapa and disperse around the North Coast of Ireland. On October 27th the 2nd Battle Squadron sailed out for battle practice. It was blowing a gale from the north-east and the ships rolled and pitched terribly. The squadron consisted of KING GEORGE V flagship, AJAX, AUDACIOUS AND CENTURION. They steamed in line in that order. Speed was gradually worked up to 18 knots and the ship's companies were standing by for action stations. At 8.30 a.m. breakfast time, the bugles sounded action stations. At about 8.40 a.m. the AUDACIOUS ran on a mine. The disaster took place about 20 miles N.N.E. of Tory Island, off the North Coast of Ireland. It was at first believed that the AUDACIOUS had been struck by a torpedo from a submarine, and after the loss of the ABOUKIR, CRESSY and HOGUE it had been ordered that big ships were not to stand-by



M.P. TRAIL SMITH as a Lieutenant Commander - HMS Centurion.
Note the Centurion crest on the gun tampion.

a torpedoed ship for fear that they would meet the same fate, the other ships of the 2nd Battle Squadron, to which AUDACIOUS belonged, accordingly left her.

At Jutland May 31st - 1st June 1916, the CENTURION was the third ship in line and fired only four salvoes in the whole course of the Battle. Commander Trail Smith was awarded (London Gazette 5th June 1917) the Imperial Russian Order of St. Anne 3rd Class, for the Battle of Jutland. After the Battle of Jutland Captain Roger Keyes was appointed to the command of CENTURION. Shortcomings in the structure of British capital ships had to be made good. Admiral Jellicoe had made out a programme for completing this work in rotation, while at the same time keeping his squadrons in a state of readiness.

Life in the Grand Fleet in the summer of 1916 was fairly peaceful. Early in August CENTURION was due for her periodical docking and refit, which was to be carried out at Invergordon. This arrangement made it possible for married officers to catch an occasional glimpse of their families. Keyes writes at this time 'I have a capital lot of officers and a very fine ship's company'. They returned to Scapa on 18th September and two days later sailed with the whole Fleet for one of the periodical cruises in the North Sea. In November the 2nd Battle Squadron again went to Invergordon and returned to Scapa on 9th December. Keyes was promoted Rear Admiral on 10th April 1917 but remained in command of CENTURION for the next two months. On the 18th May 1917 Keyes, Firebrace the gunnery officer, and Trail Smith the navigator, all had a son born and 'a good many more young "Centurions" arrived about the same day. ((There is a sad footnote to this happy occasion. Both Keyes son and Trail Smith's son were killed in North Africa within months of one another, Keyes son during the famous commando raid on Rommel's H.Q. and Trail Smith's son during an attack by German fighters on the Blenheim bomber he was piloting.)) CENTURION was part of the armada that sailed out to accept the surrender of the German High Seas Fleet on 21st November, 1918.

As a Commander (N) Trail Smith was appointed to HMS AFRIKANDER on 15th October 1921 in Command of the Dockyard and also as Kings Harbour Master, with further responsibility for the Chronometer Depot and Chart Depot. He retired from this post on 15th October 1922 and settled in South Africa.

With the outbreak of the Second World War his naval career began again. He was appointed to HMS AFRIKANDER III as Divisional Sea Transport Officer, Cape Town with the rank of Captain. He moved in October 1940 to Mombasa when he took over the sensitive post of D.S.T.O. there at a very critical time of the War. He retired at the end of 1940 on attaining the age of 60.

Reference:

1. Sir John Hammerton (editor) I WAS THERE - the Human Story of the Great War. Waverley London
2. C. Aspinall-Oglander ROGER KEYES Hogarth London 1951
3. NAVY LIST (various copies)

SOME OTHER NAVAL PETS

Much has been written about the life and times of Able Seaman Just Nuisance. Whilst opinions about him may differ sharply he is still remembered by many who were in Simon's Town during the Second World War. But there were some other Naval pets of the 20's and 30's of equal character and renown. Arthur Godsiff and Audrey Read remember two of them.

KAISER BILL

A. Godsiff



Let me introduce you to a little fellow, who was landed and left at Simon's Town. He was accepted and loved by all people - sailors, Dockyard workmen. Coloureds, Malays and Natives. He was known by nearly all the senior Dockyard and Naval Officers, and also by the East Yard Police. During his lifetime he was seen at all the boxing, swimming and athletic sports meetings. Even during the Navy regattas, he was seen sporting the colours of his favourite ship. The little fellow's name was KAISER BILL.

He had seen service and action in battle, and was picked up floating and swimming with his pal, after their ship had been sunk by gun fire, and had gone down with all her flags flying. These two had shared the perils of war on the high seas. About two hours after HMS KENT, GLASGOW AND ORAMA had sunk the German cruiser DRESDEN at Crusoe Island, part of the Juan Fernandes group, a signalman noted that something was swimming, though feebly, from the German warship Dresden, near HMS GLASGOW. A blue jacket dived overboard and of course a boat was lowered at once, and man and both the animals were rescued.

The ship at once took the pig for its own mascot and named it "Dennis" (Hindenburg). His little pal the goat was too lively and was given the name of "Kaiser Bill". This sure-footed, stumpy, defiant little black and white Mazama goat was landed at Simon's Town with his pal Dennis when HMS GLASGOW docked to have the damage repaired after action with the German warship. Kaiser Bill made himself at home as soon as he was landed. His pal Dennis was transported to the Admiral's vegetable garden to be looked after by the Admiral's gardener until the GLASGOW was repaired.

The sturdy little goat was fitted with a collar with his name on it, and a little bell was fastened to the collar. He was allowed to roam all over the East Yard, he never once attempted to go near any of the entrance gates. This game goat with a nasty twinkle in his eyes was always ready to do battle with anyone who cared to go down on their hands and knees and face him. To Kaiser Bill you were nearer his size once you were down on your hands and knees and he would then charge and butt you.

After HMS GLASGOW was repaired, Dennis was again put on board and left for the U.K., leaving poor old Kaiser Bill behind at Simon's Town as they said he was too lively to be at sea. On the arrival of the cruiser, after having logged 71,000 miles in pursuit of enemy warships, Dennis was given a special permit to be allowed to land at the Gunnery School at Whale Is., where he died of old age and was buried there amongst the mascots of the officers and men of the Royal Navy.

Poor old Kaiser Bill was never given the chance to be buried amongst the mascots in their graveyard. But to us at Simon's Town Dockyard, the Navy and Police began to look upon him as our mascot. On docking days he could be seen walking around the edge of the dockside, seeing if all the shores were in position to be slid over the side into the dock, checking to see if the Inspector on the caisson was keeping the ship central. If anybody enjoyed himself, it was Kaiser Bill jumping over the shores and walking round the dock on docking days, watching the shores being placed in position. He would also watch the Navy cleaning down parties assemble on the catamarans and start scraping the ship's side as the water was being pumped out of the dock. When the dock was empty, he could be seen strutting about under the ship, watching the bilges shores being fitted. When satisfied, he would mount the steps walking around the dock 'baa-ing' to every person he met. He seemed to say: "Well, thats another job done".

He made a firm friend of Jim Bluff who used to look after the pitch boiler. It was a small corrugated iron shed, situated between the marking off shed and the shipwrights open shed. He would often be found 'baa-ing' to Jim Bluff as he tended the fires on the pitch boilers. If the R.N.A.D. was cleaning the gun barrels at the head of the dock near the arsenal, there you would find Kaiser Bill. When the Navy were practising with their 12-pounder field guns, K.B. was there. He seemed to be at the right spot at the right time, when anything was happening.

I remember on one occasion when a boxing tournament was staged in the Blacksmith slab furnace house. A platform was erected on the steel slabs. It was comical to see little K.B., his horns painted gold with a HMS YAR-MOUTH sailor cap ribbon fastened to each horn, and a Union Jack tied on his back, being walked around the ring. Another time when boxing was held in the for'ard position of the dry dock on top of the dock blocks, a ring had been constructed and K.B. was called to support the Flagship, and was given the appropriate colours. Evidently K.B. knew what was going on, especially if one was taking a lot of punishment. He would go from one side of the dock to the other 'baa-ing'.

When we returned to work after the peace celebrations, which was from 2-9-1919 to 5-9-1919, it was to find that K.B. had been given a new collar with a real iron cross fastened to it with his name on it and a length of red, white and blue ribbon fastened to his collar.

On Sunday mornings, especially if the ship was in dock you would find K.B. standing on a pile of shores, watching the church parties assemble in front of the ship's toilets, facing the dock. In the meantime, the ship's band would assemble ahead of the church party. On the order of 'left turn quick march' the band would start playing and the church party would move off. K.B. would spring down off the logs, and walk alongside the church-party 'baa-ing' until they reached the Arsenal gates, when he would stop and let them carry one to church. It was the same on their return. He would meet them at the Arsenal gates and walk with them back to their ship.

After a time he was given a local mate and it was comical later to see old K.B. parading around the Dockyard with his four little offspring and Mama bringing up the rear. Kaiser was quite proud and 'baa-ed' even better. When we saw him coming we used to say 'here comes old K.B. and his army'. When he came near to us he used to 'baa'. If we said nothing, he would walk a few paces past us, stoop and turn his head round, 'baa' again and then carry on.

We all felt sorry for poor old K.B. when a shore slipped and crushed Mama goat. She was a local goat and never had the tough qualities or nimbleness

of K.B. It was not long after this, when all alone once more, he made firm friends with Sergeant Rice of the Police. You would always find K.B. at the Arsenal gate whenever the Police changed shift. Just before the Police on duty would assemble at the Arsenal gate with their keys, and wait until the Sergeant arrived with the new shift. Keys would be handed over and the old shift would form in a line and march to the gate for dismissal. K.B. would be there at the changeover and would go with one of the policemen to his beat or cabin. But what a difference if Sgt. Rice was on duty. K.B. would recognise them as soon as they turned the bend from the gate, and K.B. would be 'baa-ing' much better. When Sgt. Rice was doing his rounds, he would be met and accompanied by K.B. from the Arsenal gate and back again, when Kaiser Bill would leave him and amble off to his home amongst the docking shores

During the boat race regattas, his horns and beard would be painted to represent one ship, then he would be caught by a rival ship and painted a different colour. When my father was asked to look after the Earl of Macduff whilst he was fishing on the Bull Nose, K.B. paid them a visit. They were unlucky and did not catch any fish. The Earl who was quite a young boy at the time was more interested in K.B. than in the fishing.

On the weekends K.B. could always be seen watching the visitors aboard the warships, or walking along the edges of the dock looking down to make sure that everything was in order and ship-shape. Many of the men laid off one ship and returned one or two commissions later and would always enquire about K.B. Many of the men who knew K.B. have passed on, and it is really hard to pin-point exactly how long this little fellow strutted around the yard. As the Navy said, he was a lovable little goat, but was too small and too lively to be a ship's mascot or to lead the band to a church parade or on a route march! As far as I can remember he died in about 1930. His death came when somebody emptied a pot of white lead into a tin of slops that had been left for him at the sullage bin. This staunch little fellow was buried in the south east magazine not far from the Martello Tower and near the powder magazine. He was transported in a hand cart by three labourers. There was no firing party to follow him, nor was a tombstone erected to mark the spot where this gallant little fellow who was rescued from the sea on 14th March 1915, was buried. But he was loved by everybody who knew him!

 BELOW: TWO GREATLY LOVED PETS - THESE STONES
 IN THEIR REMEMBRANCE STAND IN THE
 ADMIRALTY HOUSE GARDEN



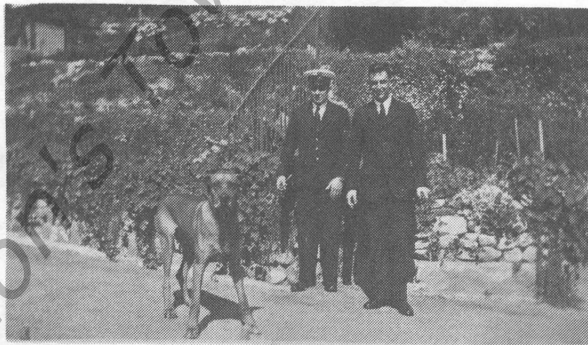
BATS

A.E. Read

Bats was a very handsome Great Dane who lived at the Royal Naval Hospital circa 1934-1938. Nobody seems to know where exactly he came from or quite how he got there but it seems he was probably left behind when his original owner was drafted away from Simon's Town. For most of his life his nominal owner was a Senior Sick Berth Attendant C.P.O. Norman Brown (who subsequently lost his life when HMS HECLA was sunk) but not surprisingly Bats was continuously in attendance to the R.N.H.'s chief cook Petty Officer Henry Bird! He was a very sociable dog and he particularly liked his visits to Boulders Beach - there were no regulations then, because there were hardly any beachgoers, or dogs! Most afternoons Bats plus Petty Officers Brown, Bird and Carter (the R.N.H. Masseur) would collect the writer from St. Joseph's Convent opposite the East Dockyard Gate and proceed to the beach. Bats was a great swimmer and enjoyed pushing us - and anyone else who happened to be there - off the rocks! He was not particularly fond of children and unless you knew him very well you were not admitted to the magic circle'. When his three friends returned to England just before World War II life was never the same and he died shortly afterwards.

One day in his life will always be remembered. He came back to our house from the beach when the weather was cold - or so he thought. He stood over the electric heater in the lounge willing my mother to turn it on. He even shivered so as to reinforce his wish. When my mother said 'Come on Bats - don't be stupid - its not that cold' he glowered at her, loped through the verandah door, cleared the garden gate and returned promptly to the Hospital. When his friends returned he was curled up on the mat outside Petty Officer Bird's "cabin".

He got his name Bats from the very large feet he developed as a puppy. He was buried in the grounds of the Royal Naval Hospital where a stone was erected in his memory but this has now disappeared in the intervening years.



BATS with C.P.O. Bird (left) and
P.O. Len Carter (r)

For continuation of article see P. 160

THE CLARENCE HOTEL, SIMON'S TOWN : THE STORY OF MR CLARENCE & OTHERS

Peter Philip

In the January, 1983 issue of the Bulletin (Vol. XII, no. 3) there is an interesting article by H.C. Willis entitled "The Clarence Hotel, Simon's Town". The author writes that 'the story of Mr. Clarence is a bit confusing'. Perhaps I could provide some further information which would make it less confusing.

On the 24th September, 1817, the CLYDE dropped anchor in Table Bay, bringing to the Cape 89 'mechanics and labourers', all indentured to Benjamin Moodie. This was the third and final contingent of Moodie Settlers from Scotland - the other two having arrived in BRILLIANT on 4.6.1817 and GARLAND 23.8.1817. The CLYDE also brought Mr. and Mrs. James Gosling. The Goslings do not seem to have been connected in any way with the Moodie Settlers, but their fortuitous passage in the same ship evidently gave the idea to follow Moodie's example. During the next five years, they obtained no less than 48 indentured servants or 'apprentices' of all ages and of both sexes, and most of them were imported from Britain.

The first party of "Gosling Settlers" if one may call them that, consisted of a dozen young lads from "The Refuge of the Destitute" in London - all but one were under 20 years of age, and the "Refuge" was presumably an orphanage. This party reached the Cape in the QUEEN CHARLOTTE on 13.8.1818. (1) The ship's passenger list refers to 12 apprentices for Mr. Gosling, but the Register of Permissions to Remain (CO 6055, vol 2) gives the names of 16 youngsters, all indentured to him, and I take this to be the correct number.

Gosling had also engaged Mr. John Joslin Clarence and his wife to bring the first party to the Cape, and thereafter to supervise their work on his farm in the Hottentots Holland; the name of the farm is given as "Gusteron" but Mrs. Edna Bradlow has pointed out to me that this was almost certainly a corruption of "Gustrouw". Unfortunately, the Goslings and the Clarences did not get on with each other, and a few months after their arrival Mrs. Clarence wrote to "The Refuge of the Destitute" in London, accusing her employers of ill-treating the boys (2). Her letter was referred back to the authorities at the Cape, and caused something of a stir. Mrs. Gosling denied the charges and claimed in her turn that Mrs. Clarence was simply being vindictive. Even Lord Charles Somerset became involved in the dispute, siding with the Goslings. Judging by the number of cases listed in the Stellenbosch Law Reports for 1819-20 and 1820-21 (3) and involving Gosling and his apprentices - ill-treatment on the one hand and disobedience on the other - there may have been a good deal of truth in Mrs. Clarence's allegations.

As was to be expected, the Clarence's left Gosling's employ, and the Gazette of 9.9.1820 announced that Louis (or Lewis) Hove and John Joslin Clarence had taken the Halfway House, which was an inn on the Cape Town to Simon's Town road. The partnership did not last very long; it was dissolved on 21.2.1821. Hove then carried on the business at the Halfway House on his own, while Clarence took over the Crown and Anchor Tavern at Simon's Town. An announcement to this effect appeared in the Gazette on 9.8.1821. Mr. Willis then takes up the story in his article mentioned above.

Hove's name first appears in the Cape records in the 1814 accounts of the Receiver-General; he was there listed as having been remunerated for buying furniture for the Governor's House. In October, 1815, Hove and Thomas

Luck Townsend opened a House in Simon's Town for the accommodation of gentlemen and travellers - a partnership which lasted for precisely one month'. In 1819 Hove was still in the hotel business, and was fined 100 Rixdollars for harbouring strangers on his premises, and for being disrespectful to the Resident of Simon's Town (4).

Joseph Langley reached the Cape with his brother Samuel on 7.12.1814 in the VENUS. In 1817 he and Thomas Sinclair bought a house and erf in Simon's Town (which I take to have been the property which later became the British Hotel) from Benjamin Langley - presumably another brother. However, they soon went insolvent, and John Osmond then purchased the property from their insolvent estate in December 1818 (5). David Oddy is described in the Gazette of 5.6.1819 as 'late Steward at the old Halfway House', and the new proprietor of the Crown and Anchor in Simon's Town. It looks therefore as if John Clarence succeeded him at both these taverns. Oddy came from Baslow in Derbyshire and he married Elizabeth Meats (or Mears) from Nottingham. She was the widow of John Sykes, and 1820 Settler of Calton's Party, who died on the voyage to the Cape (6).

Finally there was Hugh Green, who is particularly interesting. When he received Permission to Remain on 10.1.1820 (7), he was under indenture to Gosling, and that was probably where he first met the Clarences. Green was one of those who were sentenced by the Court to terms of imprisonment for disobedience to their master, and for refusing to perform their duties (8). On 17.3.1826 he was granted Permission to Leave the Colony in CITY OF BORDEAUX to Rio de Janeiro (9) and shortly afterwards (7.5.1826) there is a record of the baptism of Edward Charles James, illegitimate son of Hugh Green and Matilda Aldred, born in Cape Town on 4.11.1825 (10). It is therefore of considerable interest to learn from Mr. Willis that Hugh Green not only returned to the Cape, but that by 1841 the former indentured servant had become a man of substance - of sufficient substance to purchase the Clarence Hotel at Simon's Town.

REFERENCES AND SOURCES:

1. "British Residents at the Cape: 1795-1819"
2. Ibid
3. These Reports were published in the Cape Town Gazette from 5.8.1820 onwards, and from 8.9.1821 onwards.
4. "British Residents"
5. ibid
6. ibid and Graham Botha's 'Archives and Records of the Cape'
7. ibid and CO 6055 vol3 (Cape Archives)
8. Gazette of 5.8.1820
9. CO 6067 (Cape Archives)
10. A 1939 1/1/3 (Cape Archives)

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"FLOSS" was the mascot of HMS HYACINTH and "served" with them from 1914-1918 even accompanying them up the East Coast of Africa when they were seeking the German raider KONINGSBERG - seen here on the deck of HMS HYACINTH in Zanzibar in 1917 with the late Mr. J.E. Mar-Gerrison.

