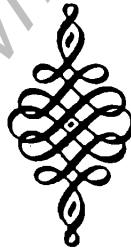




SIMON'S TOWN HISTORICAL SOCIETY

BULLETIN



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EDITORIAL

Insofar as the Bulletin is concerned this is a time to record some important anniversaries. Ninety years ago in January, the Simon's Town High School opened its doors to its first pupils; an event described in an article in this edition of the Bulletin by one of its most outstanding Principals, the late A.B. (Gus) Gain. On the 7th anniversary of the establishment of the Simon's Town Museum - the "new" premises in The Residency will be officially opened on 31st March, 1984. Just over 100 years ago T.B. Davis, through whose generosity the training ship S.A.T.S. General Botha was ultimately to play such an important part in the lives of many distinguished South Africans, was almost lost at sea and the Bulletin is honoured to publish an article from its oldest living contributor Rupert de Smidt who celebrated his 100th Birthday on 23rd November, 1983.

EDITOR'S NOTE:

In January 1894 the first pupils were enrolled at what was to become the Simon's Town High School. To mark this event the Bulletin is honoured to publish an article written by a former Principal of The School the late A.B. (Gus) Gain who was really the founder of the modern High School we know today. When he took over in 1960 the School only enjoyed secondary status and had an enrolment of 290 pupils. When he retired in June 1973 the enrolment had risen to over 750 pupils and School had become a Grade A High School - the highest grading a school can achieve in the Cape Province. The article is published with the kind permission of his widow Mrs. Doreen Gain.

THE ESTABLISHMENT OF THE SIMON'S TOWN HIGH SCHOOL

The story of the establishment of the Simon's Town High School is a saga of determination coupled with idealism. The parents of children living in Simon's Town in the late 90's were anxious to have a high school. This was borne out by the well-attended meeting in the old government school-room on Wednesday 18th October, 1893, convened to take the "necessary steps to establish a first-class undenominational school." In those days no public school could be established without certain financial guarantees which included half the cost of the buildings, half the salaries of the teachers, and half the cost of teaching needs. At the meeting a guarantee list was opened and a sum of £200 was raised. A second meeting was convened for 23rd October with a view to increasing the number of guarantors and electing a Board of Management which, acting through the Inspectorate, was directly responsible to the S.G.E.

The men elected to the Board were John Richard Black, William Alexander, Frederick H.S. Hugo, Benjamin C. Morris, Robert W. Wood, Captain Thomas Bynon and Wm. Runciman Jnr.

The mutual confidence and rapport which existed amongst the members of this first board - despite inevitable differences of opinion - were to play an important part in the development and evolution of the school and happily this was supplemented by the extraordinary drive and flair of William Runciman who was involved one way or the other in the resolution of almost every major problem which afflicted the school in its early years.

Twenty-one pupils were enrolled in January, 1894. One was Arthur Bull, destined to become the town's medical practitioner, and whose son is the head of a medical faculty at the University of Cape Town today. Though the intention had been to establish a Boy's High School it became within a few months of its opening the Simon's Town Mixed (Co-ed) High School. The first headmaster was a 30-year old Scot, Adam George MacLeod who, like Runciman, had immigrated to the Cape from Galsgow and who was, at the time of his appointment, the principal of the Beaconsfield Public School. MacLeod's stay at the school is a success story.

The Board of Management was faced with a formidable challenge. Not only was it liable to meet one-half of the salary and house allowances of the staff, but that of buildings and equipment, including furnishings. Thus it came about that besides MacLeod's annual salary and house allowances of £200 and £50 respectively, the decision to open the school to girls, and establish a kindergarten department, meant a further £50 over and above the £50 already earmarked for alterations and renovations to the front room of the old government school building in St. George's Street. The decision entailed making the room in the rear of the building "thoroughly habitable" with additional sanitary appliances. A request for some monetary relief was firmly, but politely, rejected by Dr. Thomas

Muir.

With the admission of girls, 23-year old Henrietta Sarah Liebrandt Cairncross, who was teaching at a private school in Simon's Town - affectionately known as "Hettie" - was appointed to assist MacLeod. The exemplary endeavours of these two teachers had a marked effect on the enrolment which climbed steadily. Runciman was alive to the situation and he was engaged in negotiations for a school site. By 1896 the enrolment was 116 and the two rooms of the school were inadequate.

On 5th March 1896 Runciman wrote to Dr. Muir informing him that Sir Gordon Sprigg had despatched to Her Majesty's Government a telegram urging expedition in "matters concerning the new school site", and that as a result the Board had "received a communication from the Admiral that the exchange of land for the site is approved." The Board had agreed to the conditions of sale and these would, in due course, be communicated to the S.G.E.

The man chosen to communicate on developments was Wm. Runciman. On 20th August the terms of sale having been concluded, he requested an interview with Muir, which request was granted. Certain factors had made the time propitious for the interview. The inspectorial reports had been excellent; the site, old Black Town, the former home of freed slaves, was both central and accessible, and the financial obligations involved in the buildings would be met by the guarantors. Muir agreed without demur to the request. In December he was to write, in his familiar red ink, a note on the Inspector's Report averring that: "The time has come for this school to be raised to the highest grade in the first class." Thus Simon's Town High in 1897 became an A1 high school - the highest grade any school could obtain in the Cape.

Building commenced forthwith. The builders were Messrs. Barabell and Squires, the architect Mr. J. Parker, and the attorneys Messrs. J. and H. Reid and Nephew. When the final audit sheets had been prepared it disclosed that the cost was £34,10.11d in excess of the estimate of £4,000. The Board of Management was thus liable for an amount of £2034.10.11d. The extra sum was due to sundry stamp duties, the substitution of cement for lime in the building, and labour hired for storm-drains. In addition Runciman informed Muir that an extra £50 would be needed to complete the excavations for the playground. Accordingly, he appealed for a release from the extra liability. The dour Scot, Thomas Muir, refused his application. Such was the enthusiasm and generosity of the parents that the 1897 Inspector's Report contained the information that the Board, far from being bankrupt, intended erecting "a new building which is to serve as a workshop and gymnasium."

The building - the present home of the Simon's Town Municipality - was opened in January 1897. The staff consisted of MacLeod, Paul Annecke, Lily Albertyn, Hettie Cairncross and Louisa van Blerk who had taken the place of the pupil-teacher, Alice Marshall. On 8th August of the same year the inspector paid an informal visit to the school and he commented that the new building "made excellent provision for lighting and ventilation, while the arrangements for the classrooms, lavatories and out-offices is particularly effective. The classrooms are suitably furnished." The report concludes with the statement that it was "pleasant to see the admirable order in which the school furniture and appointments are kept." A sum of £110 had been raised by means of a bazaar which on the £ for £ principle in vogue meant that a sum of £220 would be available "to purchase scientific apparatus, kindergarten materials and the first requirements of a library, museum and gymnasium." Inspector Noaks paid a warm

tribute to the Board and concluded his report by saying : "In these laudable designs, the Committee deserves all possible encouragement." By the end of 1898 plans had been completed, the gymnasium was being erected and the library had been opened. Suggestions regarding the acquisition of books and additional shelving appear in the annual report. The workshop was completed in 1900 by which time work on the museum had been started.

Despite all these financial demands when Angus MacLeod returned from an overseas study leave period embracing the period from 18th August to 18th October, 1897, during which time he obtained the M.A. degree at Glasgow University, his salary was increased from £300 to £350. The Committee had wished to raise his salary from July but this Muir refused.

The demands of office which entailed continuous and exacting teaching duties began to take their toll on MacLeod who was granted "special leave" from February to the end of the year 1898, because of prolonged ill-health. In order that he might not be penalised financially, the leave given was "special" - a thoughtful gesture by the Board. The gesture also lays stress on Runciman's concern for teachers who gave of their best in the school - particularly in the classroom, and which will guide judgment on his subsequent actions.

At the time Runciman was to draw Noak's attention to the fact that the school had no large and suitable playing-field - which point was mentioned in the Inspector's Report of 23rd November, 1900.

Work on the Selborne Dock was commenced in 1901 and in 1910 it was opened. It also heralded the end of the MacLeod-Cairncross era. MacLeod had been suffering from protracted illness but such was the quality of his teaching and his qualities of leadership that he was promoted to the position of Inspector, and in the wake of this Hettie Cairncross, who, according to a medical certificate issued by James Boyd on 19th April was suffering from "acute rheumatism and general breakdown", resigned.

In August of the same year, Runciman obtained for the children two days holiday - the first a Monday, to take part in the reception for Their Royal Highnesses The Duke & Duchess of Cornwall and York, the 2nd, a Wednesday on which they were to visit "Cape Town to see proceedings there."

The loss of MacLeod and Cairncross was tempered by the largest enrolment for a single year. Many of the 71 children enrolled were boys or girls of dockyard workmen. MacLeod's successor Alexander Mungell Ferguson assumed duties on 1st April, 1902, by which time the enrolment was approaching 200.

Ferguson did inherit some setbacks. In the first place Miss Cairncross's successor did not measure up to her high standards. Another outstanding teacher, the woodwork master Mr. Josiah Elson, had accepted a post at S.A.C.S. His successor Abraham Humphries, because of personal shortcomings had been appointed on a provisional basis. He queried this but the Board of Management was proven correct in that in less than a month after Ferguson's appointment Humphries had to be asked to leave. He was succeeded by Mr. C.C.D. McCormick.

Runciman's immediate concern was with finance. On 25th November 1902 he wrote to Dr. Muir requesting some form of relief in the repayment of the building loan to meet the rising cost of teachers' salaries - a result of increased staff. The school had been advanced £2000 of the cost and which was redeemable plus interest within 25 years. Runciman wrote to Muir pointing out that the monetary imposition was a "severe tax on the school."

The school, he suggested, was paying "for the benefit of future generations". By the end of the 25 years the Cape Government would "be proprietors of a property more valuable than at present." Runciman estimated that the value of the school and its site was at the time £10,000 and this value "despite some depreciation of the building which in our case cannot be much as it is so substantially built" would rise with time. These latter observations have been proved and the building today (1981) is a memorial to the excellence of the construction.

In view of these facts Runciman requested an extension of the time of redemption of the loan to 50 years which he reckoned would effect a saving each year of £80 "without any loss of revenue to or affecting the credit of the Colony." The extension and its resultant savings would boost education in Simon's Town. The S.G.E. was on a tour when Runciman's communication arrived, but the Secretary for Education promised that the matter of changes to the Local Works Act of 1882 would be laid before Muir when he returned.

Men with financial and legal knowledge were in those days of monetary stringency invaluable in giving direction and counsel in matters affecting education which was very much the Cinderella of legislative concern. Runciman fitted the bill admirably and his leading and positive approach to such matters as important at a time of frustrating endeavour. Any fall in enrolment affected not merely the finances but the staff allocation. During 1903 there was slight drop in enrolment because of "the removal of families from the neighbourhood". By the end of the 3rd quarter it stood at 160 against 178 in 1902. Thus the Board was obliged to reduce the staff by one member when McCormick accepted a post at Plumstead. The staff concurred in the decision it being "the only solution following upon the reduction of the fees".

Runciman set in motion an enquiry into the number of children of school going age who were not attending school. In order to facilitate attendance a motion was passed enabling respectable European children to attend the school even if their fees were "remitted in whole or part". Nor should it be thought that Runciman was parochial in his desire for the widest educational opportunity, for his speeches in the legislative assembly and in public testify to his fight for education for all - including coloured pupils, although at that time his main concern was that education be made compulsory for all European children.

Improvvidence did not reveal itself in the provision of teaching aids. The Inspector's report of 1903 refers to the provision of wall-maps, the addition of library books and the ordering of sorely needed physical science apparatus. The Report indicates that the fees in the higher class where the numbers were comparatively low had been reduced by as much as 40%. The school fees in general were by comparison very low.

Earlier in the year a meeting of guarantors had been held at which the financial position of the school was deemed "fairly satisfactory". Runciman's request for redemption alleviation had not been approved by the S.G.E. this being a matter for legislative treatment. A new Board of Management was elected consisting of Wm. Runciman, D.C. Urquhart, B.C. Morris, Wm. Alexander, G.W.R. Lancaster, R.H. Wood and P.F.H. Hugo. The changes in the committee were that Urquhart replaced D.C. Mynhart as secretary and Wood replaced Captain Thomas Bynon, the school's first secretary.

Although 1904 confronted the Board of Management with some major problems connected with the behaviour of the able, dedicated though somewhat unpredictable Vice Principal, Paul Annecke, academically it was to prove a success story par excellence. In his prize-giving speech the Principal,

Alex Ferguson, mentioned besides the record enrolment 90% of the pupils had passed the final examinations, and that no fewer than 105 certificates had been attained in the University and the Departmental examinations which figure included a goodly number in the first-class.

The guests in the crowded hall were then addressed by Runciman. He announced that the Colonial Secretary intended introducing a Bill for compulsory education. That such a Bill was needed was demonstrated by the fact that with a population of 4,000 inhabitants 200 of Simon's Town's white children had never attended school. The Bill also aimed at the elevation of the status of teachers - a very poorly paid class. Many teachers were obliged to seek additional sources of income to supplement their meagre incomes. There was a "dearth of teachers". Runciman castigated the removal of so many children from school before they had attained a satisfactory academic training, and this despite the minimal fees levied by the Guarantors. Nor did the parents need to send their children to other schools as the "moral tone of the school was equal to that of any other school in the Colony".

Runciman referred to the occasion when two pupils of the school had gained the first two places in the University examinations for the Colony. He mentioned, by name, a past pupil Reuben Toms. Reuben had proceeded to Diocesan College after receiving the greater part of his education at Simon's Town High. There he had passed the inter-LLB examination prior to enrolling at Oxford University. Amid applause he introduced Reuben who was in the audience. There was further applause when Runciman announced that the school had no liabilities and "the Guarantors had never been called upon to pay a single penny". The school had now been in existence for ten years which though not without their difficulties had witnessed the laying of firm foundations for future development and success.

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LOWER NORTH BATTERY SIMON'S TOWN

Lt. Cdr. W.M. Bisset

This is a postscript to the article which appeared in Vol. XII No.1 January, 1982. (* RCD = Royal Carriage Department)

The recent discovery of the memoranda of examination (Army Form G835) in respect of the garrison carriages (or cone pedestal mountings) of two 6-pdr Quick Firing Hotchkiss Mk III guns has made it possible to fill a few more gaps in our knowledge about Lower North Battery.

Carriage Garrison Quick Firing recoil 6-pdr Hotchkiss Mark III Registered Number A1273 was manufactured by the Maxim Nordenfelt Company in 1890 and issued in 1891. Carriage Garrison Quick Firing recoil 6-pdr Hotchkiss Mark III Registered Number A1155 was manufactured by the RCD * in 1892 and issued in the same year. In 1909 both guns were removed from Queen's Battery at Simon's Town and erected at Lower North Battery. They were returned to Queen's Battery in August 1914 but removed back to Lower North Battery again and re-erected there on 4th September, 1919.

On 9th September 1924 the Acting Inspector of Ordnance Machinery recorded that both mountings and carriages had been completely overhauled. There is no mention of further moves and this is the last entry on both forms. On 18 November 1948 the Commander of the Coast Artillery Brigade advised the Quartermaster-General that mountings A1155 and A1275 (the latter number is thought to be a typing error) and their ordnance were at the Coast Artillery Training Centre on Robben Island.

All this may seem most uninteresting but so little is known about the battery and so few archive records concerning it have survived that it is important that the information be recorded.

HYDROGRAPHIC SURVEYING AND CHARTING IN SOUTH AFRICA

Commander R.T. Tripp, SA Navy.

Editors Note: The late Commander Tripp was a former surveying officer of the British Navy and at one time head of the S.A. Hydrographic Service.

EARLY SURVEYS IN SOUTH AFRICA: From the days of the earliest Portuguese navigators, attempts have been made to chart the waters of Southern Africa. Crude and inaccurate as some of these early charts and maps may appear to be by modern standards, they nevertheless served their purpose as aids to navigation in those days when ships were small and seamen had little else to rely upon other than their instinctive skill and common sense.

South Africa's long coastline, for the most part surf-bound, rocky and inhospitable, is notorious for having been the graveyard of many fine ships, even to this day of electronic aids to navigation.

After the British returned to the Cape of Good Hope in 1806, and the 1820 Settlers established themselves in the eastern districts of the Cape, it was realised by the Admiralty that the prospects of trade in Africa called for an extensive survey of the whole of the East Coast. Accordingly an expedition was organised under the leadership of Captain William Fitzwilliam Owen, whose name, together with those of his lieutenants, has become a household word in the annals of Hydrography.

Owen was appointed in command of the ship-sloop "Leven", accompanied by Commander William Cutfield in the small brig "Barracouta" and the schooner-rigged American steamboat "Cockburn", which he had acquired as a tender. He started his famous survey of the East Coast of Africa in Table Bay in 1822. By 1824 he had completed this truly monumental task, and in addition had surveyed an extensive stretch of the south-east Arabian coast. All this was not accomplished without terrible loss of life from malaria, the nature of which disease was not understood in those days. Two thirds of his officers, of whom Cutfield was one, and half his men died within the space of seven months. Among the men who died was one William Smith, a boat's coxswain, who had deserted two years previously. On being apprehended, he confessed to Captain Owen that he "ran away from dislike to engaging in so arduous a service, subject to such exposure, varying from the ordinary duties of a seaman and without any further reward than if he were aboard a guardship in an English port." Owen had treated him leniently, and such was the respect in which the Captain was held, that Smith performed many arduous tasks uncomplainingly thereafter.

After having carried out further surveys in Madagascar, Owen's expedition reached Cape Town in September 1825. After a period of refitting and fair chart drawing, the "Leven" sailed for home in November, the "Barracouta" now under the command of Commander A.T.E. Vidal, having gone on ahead. This cruise was to be no rest cure. Owen had received orders to start survey work again upon reaching the Congo River, but typically, he decided that the opportunity of charting the West Coast on the way, was too good to be missed. Once again malaria took its toll of officers and men. On their return to England, "Leven" and "Barracouta" had been away for five long strenuous years, during which 30,000 miles of coast line had been covered, and 53 charts and plans of Africa, 27 of Madagascar and others of Mauritius, Arabia and the Seychelles had been constructed.

The accuracy of Owen's work, considering the limited facilities available

in those days, is truly remarkable. To this day, charts are being used which contain the results of his surveys. Modern re-surveys have shown that, where he carried out detailed surveys, very little of importance has been missed.

What is thought to be the first published chart of False Bay appeared in 1829 and was based on surveys carried out under Owen's direction. In spite of the considerable advances in the science of Hydrography that were taking place at that time, however, it was not until 1849 that the pioneer chart of Algoa Bay was published.

After Owen there came a succession of dedicated hydrographic surveyors who left their marks, in more senses than one, on the coasts of South Africa. In 1846 Captain Sir Edward Belcher, in the "Samarang" on his return from the China coast put into Simon's Bay where he carried out a survey.

From 1852 to 1856 Lieutenant (later Commander) Joseph Dayman served as an additional surveyor aboard the "Hydra" from which he was detached. As a result of his surveys the following charts were published:

Cape Hangklip to Dyer Island, Dyer Island to Struys Bay,
Algoa Bay, Port Elizabeth, Port Natal (Durban)

Captain Nolloth, who was in command of the "Frolic" in 1854, carried out a series of surveys of ports on the West Coast which included Saldanha Bay, Hondeklip Bay and Robbe Bay, which was later named Port Nolloth after him.

The name of Francis Skead, Master RN, is to be found under the titles of numerous British Admiralty charts of South African Waters. In 1855 he was appointed as master and Assistant-Surveyor to the Cape of Good Hope survey under Commander Dayman, whom he relieved in 1856. He continued in charge of the survey until 1865 when he retired from active service, accepting the post of Port Officer at Port Natal. One of the most hardworking and prolific officers of that period, he successfully completed a large number of surveys from which the following charts were produced:

Table Bay, Cape Agulhas to Mossel Bay,
Mossel Bay to Cape St. Francis, Mossel Bay (plan),
Knysna Harbour, Cape St. Francis to Waterloo Bay,
Entrance to the River St. John or Umzimvubu (Port St. Johns),
Port Elizabeth, Mouths of the Zambesi River.

He also wrote: Sailing Directions from Sunday River to Point Padrone, including the Bird Islands; also notes on the mouth of the River Kei, made in November 1856.

Staff Commander William Stanton, whose name also appears on many charts of South Africa, relieved Skead in 1865 and took charge of the Cape of Good Hope survey, retiring from active service in 1870. He was assisted in his surveys by HMS "Rapid" which was placed at his disposal. He supplemented and revised a great deal of Skead's work on the south eastern coasts of South Africa, from which new editions of the existing charts were printed. It was in Stanton's time that the first complete series of charts extending from Hondeklip Bay to Port Natal, appeared in 1867.

In 1866 Navigating Lieutenant William Edwin Archdeacon joined the Cape of Good Hope Survey under Stanton, from whom he took over charge at the end of 1867. He, perhaps more than any other, was responsible for the extremely accurate charting of the East Coast as far as the Bashee (Mbashe)

River Of recent years survey ships of the South African Navy, when examining certain areas in the vicinity of Agulhas, have had reason to be thankful for Archdeacon's careful and meticulous work, but that is another story to be described later.

Having triangulated and surveyed the coast as far as the Bashee River, Archdeacon was forced to abandon the project because of certain negotiations which were then taking place between the Colonial Government and native tribes east of the river. His party then transferred to the West Coast where, after a re-survey of False Bay, he proceeded to work northwards, reaching a point a few miles north of the Orange River. During this period he augmented some of Nolloth's work, re-surveying Saldahna Bay and Port Nolloth.

It was unfortunate for South Africa that the West Coast survey came to a standstill when Archdeacon and his party were transferred to Western Australia in 1872. He was a man of great energy and industry, and had a remarkable record of 36 years of continuous survey afloat.

After Archdeacon's time, Hydrographic Survey in South Africa passed through a period in the doldrums. The Suez Canal had been opened to shipping in 1869 with the result that far fewer ships were using the Cape route to Australia and the Far East. Nevertheless, no opportunity was lost by survey ships on passage to fill in blanks on the existing charts, and to carry out running surveys whenever possible.

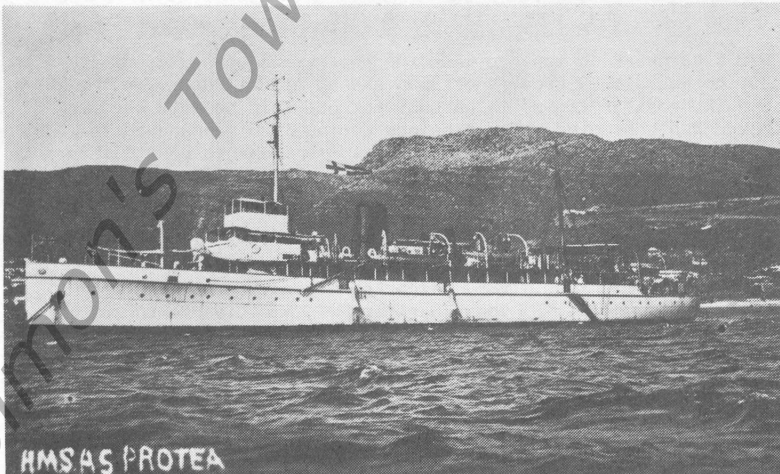
Commander Pelham Aldrich in the "Sylvia" in 1880, sounded and sketched in the coastline from the Orange River to Walvis Bay, anchoring at Angra Pequena (Lüderitz Bay), Ichabo Island, Hottentot Bay, Spencer Bay and Port d'Ilheo, verifying and amending the work of Owen and former navigators. Incidentally the "Sylvia" was one of the last ships to anchor in Sandwich Harbour, as Port d'Ilheo is now called, before the sand bar at the entrance closed for good. Sometime after that a Portuguese gunboat entered the harbour, and the story is, that while she was grounded for careening, the entrance silted up, thus trapping her. Members of her crew are believed to have died of thirst, without knowing that abundant fresh water could have been obtained here by digging in the sand close to the shore. The wreck of this ship remained firmly embedded and visible for many years, before finally becoming engulfed in the encroaching sand.

Aldrich having been promoted to Captain and re-appointed to the "Sylvia" at the Cape in 1884, carried out a similar type of survey between Cape St. Lucia and Delagoa Bay, whilst on passage to his appointed station in the Mediterranean.

In 1889 Commander Andrew Francis Balfour, who was in command of the "Stork" carried out surveys on the East Coast of Africa and the Seychelles. A chart of Simon's Bay, based on his work there, was published in 1890. He is best known for his exploration of the Zambezi for 150 miles from the sea to the confluence of the Shire River.

Lieutenant James William Combe, in command of the "Waterwitch", surveyed the bays in Angola and also Walvis Bay on his way out to the Australia station in 1894. About this time until the outbreak of the Boer War, there appeared to be no urgency for survey work along the South African coasts, and very little was done. In 1900, however, Captain Herbert Edward Purey-Cust carried out surveys of the Cape Peninsula, Durban and other parts of the coast for the benefit of transports who wished to sail close to the coast. At the time he was in command of the "Rambler" with a roving commission.

In 1903, after the Boer War, the Secretary of State for the Colonies was asked "---whether it is not desirable to suggest to the Government of the Commonwealth that the institution of a marine-survey department would be greatly to their own interests, as it is impossible for the Admiralty to satisfy all the requests for surveys throughout the Empire." This approach was followed up in 1904 by Rear-Admiral Sir William Wharton (Hydrographer 1884-1904) who, on seeing the report of the Committee on the War in South Africa which laid stress on the lack of good maps there, immediately drafted a letter advocating the institution of survey departments in the colonies. These proposals had little or no effect at the time and as far as the Union of South Africa was concerned, it was not until 18 years later that the Defence Department decided that it was high time for a purely South African Hydrographic Survey to be established. Before this, however, there were to be some important surveys carried out between 1910 and 1913 on the Natal and Zululand coasts, in which the Natal Government Survey Department's assistance in marking the coast was accepted in lieu of that Government's meeting half the costs. These surveys by the "Mutine", commanded first by Captain E.C. Hardy and later by Lt. and Commander J.A. Edgell, were undertaken under the pressure of demand from shipping companies, and alternated with work carried out by the ship on the Liberian coast. The area covered by the four fair charts produced by these officers stretches from Durban north-eastward to Cape St. Lucia, a distance of some 110 nautical miles, and is incorporated in the present British Admiralty Chart No. 2088. Certain amendments and additions have, of necessity, been made since the surveys were done, but their accuracy and the thoroughness with which they were executed are such that they may be considered as some of the first examples of the "modern chart" as we know it to-day. This is the more remarkable when one considers that all their sounding out to the 100 fathom line and beyond was carried out by line and not echo, which technique did not make its appearance until the early thirties.



The 1st Protea - 1923 - taken in Simon's Bay.

SURVEYING BETWEEN FIRST & SECOND WORLD WARS: No survey operations took place in South African waters during the 1914-18 War, but in 1922 three ships were presented by the British Admiralty to the South African Defence Department, and were sailed out to Simon's Town under the command of Commander D.E. St M. Delius, OBE, RN, arriving in Simon's Town on 11 January 1922. One of these, the Sloop "Crozier" was converted to a surveying ship and re-christened HMSAS "Protea". Her 1st Lieutenant during the refit was Lt. Cdr. J. Dalgleish, SANS.

Dalgleish, born at Leith in Scotland in 1891, had served during the war as a Lt. RNVR in a minesweeping flotilla based at Harwich. Later he was transferred to a ship engaged in surveying operations off the Belgian coast to assist the shallow draught monitor "Erebus" and others in their bombardments of that coast. Much of this work was carried out under heavy gun-fire. These experiences were to be the foundation of his skill in Hydrography in later years. On demobilisation he came to South Africa in 1920 to the Department of Mines and Industries, where he served in the Fishery Research Ship "Pickle". Thence he was transferred to the South African Naval Service in the rank of Lt. Commander on his appointment to "Protea". He was given temporary command after Delius left in October 1922 and started work almost immediately, completing surveys of the Dockyard Basin at Simon's Bay and St. Helena Bay during 1923.

About this time it was decided to ask the British Admiralty for the services of an experienced hydrographic surveyor to assist in the training of the "Protea's" officers. In due course Lt. Cdr. A.F.B. Woodhouse, R.N. was seconded to the South African Naval Service and appointed in command of the "Protea". This was in no way a reflection on Dalgleish's work, which had been meticulous and thorough, but rather to take a burden off his shoulders and give him a chance to develop his own proven ability to a greater advantage. During the first part of 1924 Dalgleish had put in hand the survey of Umzinto (Mzinto) Bay to Cape Natal, the area immediately south west of Edgell's survey of 1913. After his arrival, Woodhouse put the finishing touches to this survey and carried out a clearing sweep in an area close eastward of Aliwal Shoal. For this purpose the two ships "Sonnebloem" and "Immortelle" were used.

Woodhouse was a hardworking man, to whom the survey was of paramount importance, but he was also a great sportsman and an ardent Rugby fan. He usually found it necessary to be in harbour to coal ship on days when an important match was scheduled. Nevertheless during 1925 he managed to complete the survey of the South Coast of Natal from Umzinto Bay to the Umtamvuna (Mtamvuna) River, the boundary between Natal and the Cape Province. This work appeared on two fair charts.

Until the end of his period of secondment in December 1927, Woodhouse carried out three major coastal surveys working southwards from the Umtamvuna as far as the Bashee River, which Archdeacon had reached from the opposite direction nearly 60 years earlier. In addition to these coastal surveys the larger scale "Approaches to Port St. Johns" was completed. Dalgleish took over command of the "Protea" when Woodhouse left, and remained in Charge of Survey until the outbreak of War in 1939.

In 1933 the South African Naval Service was disbanded and the "Protea" was paid off. The Surveying Service, however, was retained and had the use of the Fishery Research Vessel "Africana" for six months in every year until 1939. During the other six months Dalgleish, accompanied by Lt. Cdr. F.J. Dean and three senior ratings, carried out the shore survey work required for the next survey.

In 1928, one of the first surveys undertaken by Dalgleish in the "Protea"

was that of Walvis Bay. Because of the nature of the soft mud bottom there, it was found difficult to determine the exact depth at which the sounding lead first touched bottom. Foul smelling sulphur emanations, released from the bottom by this sinking of the lead, made life very unpleasant for the sounding party.

In 1929 Dalgleish started a series of surveys covering the coast between St. Helena Bay and Table Bay. Apart from a small examination off Cape Agulhas in 1931, the "Protea" was fully occupied on this stretch until she paid off in 1933. Starting from where his own survey in St. Helena Bay left off in 1923, Dalgleish spent three years surveying the difficult and rock-bound coast between the bay and the entrance to Saldanha Bay, and the harbour of Saldanha Bay itself was surveyed on a larger scale. The last two years of the "Protea's" working life were spent along the coast between Saldanha Bay and Table Bay.

The "Africana", though not primarily fitted out for survey work, possessed one great advantage over the "Protea". She was fitted with an echo sounder. Compared with the sophisticated modern types, this early echo sounder would appear somewhat crude to-day, but it did allow the ship to steam along her lines of sounding at a normal speed as opposed to the slow speed necessary when sounding with the lead. With greater speed came increased sounding output, which pleased Dalgleish, though it dismayed his officers who had so much more "inking-in" to do in the evenings!

The first task undertaken by Dalgleish in the "Africana" was a medium scale survey of Table Bay, which required much painstaking and intricate work and used up the allotted six months for 1933. During 1934-1935 work was continued south of the Bashee River, where Woodhouse had left off in 1927, and the coastal survey was progressed past East London as far as the Igoda River.

At the start of the 1936 season a survey of the Approaches to East London was completed, and the ship then sailed to put in hand the coastal survey to the northward of Cape St. Lucia, the limit of Hardy's survey in 1910. Two fair charts were made that year, covering the coast as far as the Rufane River some two miles north east from the mouth of the Kowie River (Port Alfred).

The plans for 1939 were disrupted by the outbreak of War in September. It had been hoped to carry the survey westward at least to Cape Recife, but before that could be put in hand, a large scale survey of Port Elizabeth Harbour and a medium scale one of the Western Part of Algoa Bay were given priority. The latter survey was completed by September, except for some twelve miles of coastline and some topography east of the Coega River. Existing charts were corrected from these surveys, but the completion of the Algoa Bay survey and the drawing of both fair charts had to wait until after the war when survey was re-started under Commander Tripp as described in the next chapter.

SURVEYING AFTER THE SECOND WORLD WAR AND THE ESTABLISHMENT OF A SOUTH AFRICAN HYDROGRAPHIC OFFICE: Commodore Dalgleish was one of the first to realise how important it was for the Union of South Africa to continue with the survey of her long coastline after this had been suspended for the duration of hostilities. With this in mind, the Government decided to purchase a suitable ship from the British Admiralty, and the Flower Class corvette "Rockrose" was selected as being suitable for conversion. The "Rockrose" was duly bought, and sailed out to South Africa by Lt. Cdr. J.K. Mallory, SANF, arriving at Cape Town in December, 1947.

Dalglish remembered how Woodhouse, steeped in the traditions of naval surveying, had trained and encouraged him and his officers until they too had "caught the bug". In order to provide a new generation of embryo surveyors with similar advantages, he negotiated with the Hydrographer of the Navy for another experienced officer to be seconded. Thus it was that Commander R.T. Tripp, R.N., himself a South African, came out in February 1948 to take charge of the newly established Hydrographic Survey Section of the South African Naval Forces. He had been Navigating Officer of HMS "Challenger" under the command of Capt. A.C.N. Wyatt, R.N., when she passed through Cape waters in 1942, and had assisted in an examination of the Alphen Banks off Cape Agulhas. Apart from this short war time visit he had not seen the land of his birth since infancy.

Shortly after Tripp's arrival, Mallory, still in command of "Rockrose" sailed her from Cape Town to Durban where she berthed alongside at Salisbury Island to await her conversion and re-naming as HMSAS "Protea", the third South African Naval ship to bear this name.

At Salisbury Island Tripp wasted no time in starting to train his team, which consisted at first of Mallory and Lieutenants J.C. Walters and C.R.C. Merry. There was plenty of triangulation and topographical work to be done in preparation for the surveys between Port Alfred and Algoa Bay that were necessary to close the gap left in Dalglish's work in 1939. Two amphibious jeeps, acquired from war surplus equipment, were driven to Port Elizabeth by Tripp and Mallory, where they were found to be invaluable for field work in the vicinity.

One of the first tasks undertaken was the completion of the topography and coastline of Dalglish's "Algoa Bay - Western Part". It was during this operation that Mallory, using the jeep as a boat, sounded out the Sundays River as far as the road bridge, using a hand lead and line. While Mallory was occupied with the conversion of the ship, Tripp and the rest of the team carried out a large scale survey of "Salisbury Island - Wharves and Jetties".

In August 1948, Commodore F.J. Dean took passage in the minesweeper "Bloemfontein", commanded by Lt. Cdr. H.H. Biermann, on the first relief trip to Marion Island. Tripp, accompanied by Merry, also took passage with the object of taking theodolite star sights to establish the position of the recently constructed meteorological station. On the first night ashore there, cloudy weather prevented the completion of the programme, but on the second, conditions for observing were perfect. After a cold clear night, the wind started increasing from the east, and the two officers, who had worked all night, were recalled urgently just as they were preparing to turn in for a well deserved rest. Biermann told Tripp that the boat had had orders not to wait if they had not been ready. The return trip through the Roaring Forties was the roughest that anyone aboard could remember having experienced, but the two survey officers were thankful that they had not been marooned!

Early in 1949 Tripp again took passage to Marion Island in HMSAS "Natal" commanded by Lt. Cdr. M.R. Terry Lloyd. On this occasion some valuable sounding was carried out off the eastern coast of the island and in Transvaal Cove. For ground control a topographical survey which had been carried out by Mr. A.B. Crawford, the officer in charge at Marion, was used. Terry Lloyd, who at that time had not seen hydrographic surveyors at work, became somewhat nervous when, at the inshore ends of the sounding lines, Tripp took his ship closer to the land than he thought was prudent. "Natal" made a second trip almost immediately following this one, during which Walters carried out further survey work.

Much to Tripp's relief HMSAS "Protea's" conversion was completed in February 1950 when he commissioned her and sailed for Cape Town where a small survey of the south eastern part of Table Bay was put in hand. This provided good training in boat sounding for the officers and recorders. Following this a sweeping search for an obstruction reported south of Dassen Island was carried out. No danger was found in the reported position. During this operation, the ship received an urgent signal to go to the aid of the head lighthouse keeper and other members of his family on Dassen Island. They had been bitten by a dog believed to be rabid and which had subsequently been shot. After the "Protea" had rushed them - and the dead dog - to Cape Town they were taken to hospital. Fortunately there had been no cause for panic as the rabies test on the dog's brain proved to be negative.

First it was decided to survey Bird Island passage on a medium scale. The Bird Island group of islands and rocks on the eastern side of Algoa Bay had last been surveyed by Francis Skead in 1856. According to Skead the passage between the islands and Woody Cape, which was and still is used by north going ships wishing to avoid the full strength of the Agulhas current, was clear of obstructions. The fair chart of "Bird Is. Passage", completed by the end of 1950, showed that he was right. During the course of this survey, the ship had the misfortune to lose one of her echo sounding motor boats. This sank when approaching the gangway during heavy weather when the ship was at anchor in Bird Island passage. Thanks to good seamanship on the part of Lt. Merry, who was in charge of the boat, no lives were lost. Divers were brought out to the exact spot where she sank, but no sign of the boat was ever seen again.

The coastal survey, consisting of two fair charts between Port Alfred and Algoa Bay, was completed during 1951-52. Towards the end of 1952 the ship was called upon to make what the press called a "mercy dash" to Marion Island to bring back an appendicitis case to hospital. She left from Port Elizabeth, the nearest point on the South African coast to Marion, but as it turned out, the round trip approached the limit of her endurance, and when she arrived back at Port Elizabeth she had only 15 tons of fuel left. What was more serious, however, was the fact that her ageing machinery had not been able to make enough fresh water to feed her boilers, and she had had to use sea water.

During 1953 the ship was diverted from her routine coastal survey to proceed up the West Coast to Walvis Bay, where a re-survey of the harbour area and of Pelican Point was required. This turned out to be a pleasant interlude with exceptionally good weather. Unlike the first "Protea" which, in 1928 had had no echo sounder, her namesake had no difficulty in determining the depth of the top of the mud, nor were her sounding parties exposed to noxious sulphur emanations. The task was completed within a fortnight and the ship left in good time to attend Queen Elizabeth's Coronation celebrations at Port Elizabeth. The good weather held for the return journey, which was fortunate as it was possible to paint most of the ship overall whilst on passage, a very necessary operation considering that there had been enough hydrogen sulphide in the air to turn all her white paintwork a dingy brown.

On her return from Walvis Bay the "Protea" completed the coastal survey as far as Cape St. Francis and started the next survey to the westward which extended as far as the Storms River. This work was to be held up by a series of interruptions and was not finally completed until 1956. The first of these interruptions was when the ship returned to Cape Town to carry out an investigation of an area east of Robben Island where the tanker "Slidrecht" had grounded. Next, a newly discovered bank off Knysna was examined and swept clear to 14 fathoms. This was given the

name of Dalglish Bank.

The ship went to Durban for a refit during the winter months of 1953, and while this was in progress a shore party worked in the Storms River-Tsitsikama area. At the end of the year it was decided that she should be transferred to Cape Town. At the beginning of 1954, some weeks after she had arrived at her new home, it was discovered that her machinery generally and her boilers in particular required a major overhaul. The damage to her boilers was doubtless caused by the emergency use of sea water in them during the return from Marion Island.

While "Protea" was undergoing this overhaul, her two echo sounding boats were detached to re-survey Saldahna Bay, under Tripp's direction. A lot of this work was carried out by Lt. Cdr. J.A.B. Thomson, RN, who had been seconded to the SAN in exchange for Mallory, who at this time was undergoing survey training with the Royal Navy.

Mallory was promoted to Commander whilst overseas, and on his return in July 1954, he took over command of "Protea", now operational again, from Tripp, who proceeded to the United Kingdom to gather information that would help him to institute the future South African Hydrographic Office. During the time that Mallory was in command of the "Protea" he completed the surveys of Saldahna Bay and Storms River to Cape St. Francis, both of which had been started by Tripp, and carried out examinations on the western coast of the Cape Peninsula. After these, he completed a coastal survey on the West Coast between the Orange River and Port Nolloth, did a large scale survey of Alexander Bay and directed a re-survey of Port Nolloth harbour which was carried out by Lt. Cdr. R. Nesbitt, RN, who was then on exchange with Walters. In April 1956 Mallory put in hand and completed a survey of the Alphonse Banks off Cape Agulhas using floating beacons fixed astronomically.

The South African Hydrographic Office was established in April 1955 with Tripp in charge with the title of Staff Officer, Hydrographic Survey, and H.Q. situated at the Trisurvey Building in Mowbray, Cape. From small beginnings the Hydrographic Office under Tripp and his successors was to undergo gradual expansion to what it is now in 1972, a far more sophisticated organization. But more of that later.

South Africa had in 1951, become a member of the International Hydrographic Bureau and, in consequence, a considerable volume of correspondence not directly concerned with the running of the ship, had to be dealt with by the Captain. One of the functions of the Hydrographic Office was to relieve the Captain by taking over this correspondence and to deal with planning and public relations generally. The main function of an Hydrographic Office is of course, the production of charts. After a few teething troubles the Office was able to publish the first South African chart, one of Bouvet Island, in April 1956. During 1955 Lt. A. Fawthrop, commanding SAS "Transvaal" had carried out a radar survey of the island, and this chart was compiled from photographs of the PPI of the ship's radar.

Tripp was to carry out one more survey afloat after he had started the Hydrographic Office. Taking passage in SAS "Transvaal" (Lt. Cdr. G.N. Green) to bring off the Gough Island Scientific Survey from that island, he directed a sounding cruise, circumnavigating the island. For control he used the plane table survey carried out by Mr. J.B. Heaney, the leader of the expedition. Good results were obtained from which a chart was published at a later date.

Shortly after this in July 1956, Tripp resigned from the S.A. Navy, which he had joined on retirement from the Royal Navy, and left the Union to take up a surveying appointment on Lake Nyasa. He was relieved in office by Mallory, and Lt. Cdr. J.C. Walters was appointed in command of the "Protea". Walters paid off the "Protea" into reserve in January 1957, and thereafter stood by the conversion of SAS "Natal" into a survey ship in Simon's Town. During this period of conversion, ship's officers using boats surveyed Simon's Bay, started a survey of Lambert's Bay and carried out various investigations of shoal areas.

The "Natal" was commissioned by Walters in October 1957, and from that date onwards, surveys were to be progressed with an accuracy and at a rate undreamed of in the old "Protea" days. Electronic position fixing equipment had been installed in the ship which allowed sounding to be carried out by day or night, out of sight of land and in all weathers. No wonder Walters's officers were filled with misgiving at the prospect that "no day would be too long and no task too arduous for the dedicated surveyor!" In practice, however, the ease of operation of this equipment and its efficiency made for greatly increased and more accurate work.

1957-59 was the International Geophysical Year, in which South Africa played a part. SAS "Natal" carried out her first IGY cruise south to the parallel of $54\frac{1}{2}^{\circ}\text{S}$, during November and December 1957 and a similar cruise during the winter of 1958, but on this occasion she did not manage to penetrate so far south. On both occasions bathymetric soundings were taken in addition to oceanographic observations. In January 1958 the "Natal" investigated an area off Cape Agulhas where shoal water had been reported and after that she proceeded to Lambert's Bay to continue with the survey started by the boats in 1957. Because of the ship's various other assignments this particular survey was not completed until August 1959.

1959 was a year during which Walters, apart from finishing off the Lambert's Bay survey, undertook a number of small surveys and examinations. The largest of these was in St. Helena Bay where the "Natal" and her boats re-sounded an extensive area. Examinations of areas where shoals or obstructions had been reported were carried out off Port Shepstone, Port St. Johns and Cape Morgan, off South Sand Bluff and Dakane Point on the Natal coast. In most of these cases sweeping operations to ascertain least depth had to be resorted to. Sounding in connection with the under-sea cable route from the vicinity of Milnerton in Table Bay were taken, and an area off Green Point, notorious as a ship's graveyard, was closely sounded, swept and examined by frogmen. The fair chart of this area was used in evidence at the enquiry into the standing of the "Seafarer" in 1966.

As a change from normal routine, "Natal" was used as a replenishment and relief ship for the Marion Island Meteorological Station during November 1959 and oceanic lines of sounding were run on the way. During 1960 and 1961 the following surveys were carried out by "Natal":-

Examinations on the north eastern shore of Robben Island.

An extensive survey of Simon's Bay on a large scale.

Gordon's Bay and the north eastern part of False Bay including an examination of Blinkklip off the Strand.

False Bay - Western Part with a detailed examination of Whittle Rock during which frogmen were used to find the least depth which was 2 fathoms.

A survey of part of the Agulhas Bank south of Mossel Bay and out of sight of land, using electronic position fixing.

Examination and sweeping of shoal areas off Bok Point between Cape Town and Saldanha Bay.

Examination of the approaches to Port St. Johns.

Further extensive sweeping operations for reported obstructions off Dakane Point.

Starting in April 1962, the "Natal" was employed for a year in Oceanographic Research Work during the International Indian Ocean Expedition in which South Africa played a part. In all she carried out eleven cruises. Walters, who had been promoted Commander in December 1960, was in command for the first and last of these cruises only. During the last cruise shoals having a least depth of ten fathoms were discovered on the Madagascar Ridge some 370 miles south of the island. These were subsequently named Walters Shoals. For the remainder of the cruises "Natal" was commanded by Commander C.J. Netterberg, it having been realised that, as most of the disciplines involved, apart from Bathymetry, were of an Oceanographic rather than an Hydrographic nature, Walters would be more profitably employed assisting Mallory in the Hydrographic Office ashore.

The organisation of the Hydrographic Office under Mallory, which had in July 1961 moved its headquarters to the Chart Depot in the East Yard at Simon's Town, was continuously expanding its interests. By 1962 sixteen charts covering important harbours and stretches of coastline had been printed, as well as three of the Oceanic Islands previously mentioned. Through the intermediary of Trigsurvey, all these charts were printed by the Government Printer in Pretoria, using the photo-litho process. The Chart Depot continued to work in conjunction with the Hydrographic Office which, besides the Drawing Office and the Cartographic Branch, now consisted of the Tidal Section and Oceanographic Branch.

The installation of automatic tide gauges at strategic harbours round the South African coasts had been progressed since early 1957 and by this time 12 were operating. A tide predicting machine had been acquired, & tide tables were being prepared yearly from observations at each station. In later years this machine was to become obsolete as computer techniques developed.

The Oceanographic Branch was instituted for the purpose of dealing with the vast quantity of deep sea sounding data that was accumulating in the office. This was to become the centre for the compilation of GEBCO charts (General Bathymetric Charts of the Oceans) in South Africa and other oceanographic data were to be collected and analysed. Another responsibility of the Hydrographic Office was the publication of South African Notices to Mariners, the first issue of which took place in March 1958. Coupled with this was the promulgation of Radio Navigational Warnings.

As mentioned previously, South Africa became a member of the International Hydrographic Bureau in 1951. In May 1957 Mallory attended the VIIth International Hydrographic Conference at Monaco as the South African Delegate, and again in 1962 he attended the VIIIth.

During the period when "Natal" was occupied doing her oceanographic cruises, survey officers in her boats were kept busy with various harbour surveys, the most important of which was that of Mossel Bay Harbour and its approaches. This was executed by Lt. Cdr. C.J.C. Wynne-Edwards, RN,

on secondment to the S.A. Navy in exchange for Lt. J.B. de Wet, SAN. It was an extensive survey on a medium scale (large for the harbour itself) that took four and a half months to complete.

Walters was glad when, in the winter of 1963, it was possible for the "Natal" to revert to her normal surveying duties, and the coastal survey was resumed west of Storms River, the point reached by Mallory seven years before. Thanks to the electronic position fixing equipment installed in the ship, it took Walters only four months to complete the survey "Walker Point to Storms River" an area of approximately 1,000 sq. nautical miles. This was to be Walters's last survey in the "Natal" and he handed over command to Lt. Cdr. A. Fawthrop in November.

In July 1963 the "Haerlem" a Seaward Defence Boat which had been modified for surveying was commissioned by de Wet, by then promoted to Lt. Cdr. She was to prove a very useful and versatile addition to the Survey Service, her shallow draught enabling her to work much closer inshore than the "Natal". During the remainder of the year the "Haerlem" extended the Mossel Bay survey and carried out a survey of the approaches to Port Elizabeth.

In January 1964 Walters having been promoted Captain, assumed duties as Hydrographer, South African Navy. Capt. Mallory, on being relieved, became Head of the Naval Oceanographic Research Unit and later Professor of Oceanography at the University of Cape Town on his retirement from the Navy. Walters saw to it that "Natal" should have more uninterrupted time on the coastal survey than when he had been in command. The next survey to the westward of Walker Point, extending as far as Cape St. Blaize (Mossel Bay) was put in hand during February 1964. The ship sounding was completed by the end of April, and the boat sounding to complete the chart by the end of May. A special fair chart at half the normal coastal scale showing the outer soundings was completed in the revolutionary time of 2 1/2 days using electronic fixing. As Fawthrop put it in his Report of Proceedings, "ship sounding continued day and night with one hour in 24 spent....for the clearing of signal traffic."

During the remainder of the year a medium scale survey of Plettenberg Bay was completed, Lt. J.H. le Roux was detached with a survey motor boat to carry out a detailed survey of North Bay (Saldanha) on a large scale and the ship proceeded to Durban where she detached a survey motor boat to assist de Wet in the "Haerlem", then engaged in an extensive survey of the approaches to Durban. "Haerlem" completed another "Approach" survey at East London later in the year.

In August 1964 the "Natal" was employed running lines of oceanographic stations out from the coast across the Agulhas Current, starting at Cape St. Lucia and working southwards. During the first of these cruises she sustained damage to fittings on her forecastle deck during a violent storm. This necessitated a short period in harbour effecting repairs before she could resume the work. After having sustained minor damage to her port propeller when entering Queen Elizabeth Graving Dock at East London during the autumn of 1965, the "Natal" was repaired there, sailing a few days later to carry out further oceanographical work. On completion of this, she landed beacon marking gear at Mossel Bay in preparation for the next coastal survey between there and Duivenhoks River, 120 miles to the westwards.

Shortly after this, a shore reconnaissance party was sent in a Land Rover to the Duivenhoks River area. One day this vehicle suffered a major breakdown miles away from the nearest garage. One of the officers borrowed

a horse from a neighbouring farmer in order to go to the nearest telephone for help. He was unable to find one, so finally the party were forced to spend a miserably cold night wrapped up in survey flags inside the Land Rover. The horse was made fast to the rear bumper. During the night, as if they had not had enough discomfort already, the party were kept awake by the rockings of the vehicle whenever the horse decided to scratch himself on it.

The coastal survey itself, "Duivenhoks River to Cape St. Blaize" was started early in June. This time it was the boat work that was finished first, taking just under two months. Because of other commitments the final ships work was not finished in this survey until September, 1966.

In September 1965 the ship left for Walvis Bay to deliver a sounding boat to de Wet in the "Haerlem", who was engaged in a re-survey of the harbour. Whilst in South West African Waters the opportunity was taken to proceed northward to False Cape Frio near the border between SWA and Angola, where the ship set out to investigate an area where breakers had been reported in 1907. On arrival she was met with poor visibility usually encountered along this coast. Nevertheless she carried on doing her best, but after having crossed the 20 fathom line several times when her echo sounders revealed foul ground with many rock pinnacles that were, as Fawthrop reported, "far too dangerous for the ship herself to investigate. This reef will have to be investigated by survey boats at some future time and the approach by shipping to within 3 1/2 miles of the coast in this section would be ill-advised". Leaving the area he returned to Simon's Town running a line of oceanic soundings on the way.

During October and November the ship was diverted to Port St. Johns where an extensive survey of the approaches was put in hand. Lt. I. McC. Smith, R.N. who was on exchange with le Roux, was detached to carry out a large scale survey of the Umzimvubu (Mzimvubu) River upstream as far as the road bridge across it.

"Natal" visited Walvis Bay again in December to pick up her motor boat. On the way she ran more lines of oceanic soundings and passed over the seamount, lying some 350 miles south west of the Orange River Mouth, which was found by Tripp in the "Protea" in 1953, and since then named after Tripp. A sounding of 89 fathoms was obtained, but since then HM Survey Ship "Hecla" obtained a least sounding of 82 fathoms in 1966.

The "Haerlem" had an interesting, if arduous, year in 1965. Her principal task was a complete re-survey of Walvis Bay and its approaches which occupied the ship at intervals between February and December. This included sweeping operations in which divers were used to locate various obstructions off the fishery wharves. On one occasion it was found necessary to employ the ship on Fishery Patrol, there being no other Seaward Defence Boat available. On this patrol gale force winds and the accompanying sea and swell were experienced.

Other commitments during the year included a sketch survey of Black Sophie Rock in Baker Bay and investigations of shoals off North Head (Saldanha) and Cape Columbine. It was during the latter, that "Haerlem's" rubber dingy obtained a sounding of 11 feet over a pinnacle rock. Training programmes for midshipmen were also held at Saldanha Bay.

An interesting assignment awaited the "Natal" during 1966. During March and April she took an expedition south to Bouvet Island, the purpose of this being to determine the feasibility of establishing a meteorological station there. A helicopter was used to land the head meteorologist and a geologist at the summit of the island, but it was finally decided

that the difficulties and expense involved in establishing a base on this bleak outpost were unacceptable. Fawthrop, however, was able to improve upon and extend the work he had started during his last visit there in the "Transvaal" eleven years previously.

Other surveys completed in 1966 were a large scale survey of Miller's Point in False Bay carried out by Lt. N.M. Smit, who was detached from the "Natal" with one of her motor boats, a survey of Knysna Harbour and the approaches completed by the "Haerlem" with outer soundings by the "Natal" and a similar combined survey of the intricate western part of St. Helena Bay. The survey "Duivenhoks to Cape St. Blaize" was finally completed this year, and a survey of the Alphonse Banks using electronic fixing was put in hand and also completed. The next coastal survey, "Cape Agulhas to Duivenhoks River" was started towards the end of the year.

Fawthrop was promoted to Commander in December, and in February and March of the following year carried out three small investigations in Table Bay before being relieved by de Wet in April, when he took up the shore appointment of Assistant Hydrographer. Le Roux took over the "Haerlem" from de Wet. That year, besides continuing with the coastal survey, both ships were engaged in a survey of Lüderitz Harbour, Le Roux in the "Haerlem", assisted by boats from the "Natal" doing the inner sounding and "Natal" doing the outer areas. Seismic surveys in conjunction with the Department of Mines Geological Survey from Pretoria, were carried out during the latter part of the year.

In the winter of 1967 the roof of the Chart Depot was blown off during a violent rain squall. This resulted in damage to and loss of a number of irreplaceable records and documents. After being temporarily accommodated in the Heliport hangar at Simon's Town, the Hydrographic Office, was in December, moved complete to its present site at Maritime H.Q. at Youngsfield. It was shortly after this move, that preparations for the metrication of all South African Charts in accordance with accepted International practice, were put in hand. At present (February 1972) 31 metric charts of S.W.A. and the Republic have been published. Most of the S.W.A. ones have had to be compiled from old and incomplete charts produced mainly from surveys undertaken by the German survey ship "Möwe" in 1911-12. It is to be hoped, now that the S.W.A. Decca Navigator Chain has been established, that this bleak and inhospitable coast will in the near future be well and truly surveyed.

In December 1967 Walters was promoted to Commodore and de Wet to Commander. Apart from working on the coastal survey and a few small investigations in Table Bay "Natal" was engaged for most of 1968 off the Zululand coast in an extensive survey of the Richard's Bay area.

On the night of 13th July the tanker "World Glory" foundered in appalling weather some 150 miles north east of Durban. For a total of 69 hours, during which the ship steamed 535 miles, "Natal" took part in search and rescue operations with other vessels and a Shackleton aircraft, during which time two survivors and two dead bodies were recovered by the ship. De Wet and his ship's company received official congratulations for their contribution to the rescue, which was carried out under difficult and sometimes dangerous conditions.

"Haerlem" continued her survey of Lüderitz in 1968, completing it in April. Thereafter for the rest of the year she was employed on various investigations and small but important inshore surveys on the West coast of the Cape Peninsula and in the Cape Agulhas area.

After considerable delays because of bad weather, de Wet finally completed all survey work in the Richard's Bay area by the middle of April 1969, having had assistance in large scale and inshore work from le Roux in the "Haerlem". "Natal" returned to Simon's Town and, with the exception of a few examinations carried out in Table Bay and on the west coast of the Cape Peninsula, spent the rest of the year on the Cape Agulhas to Duivenhoks River survey. In November Fawthrop was appointed in command for the second time, and de Wet took over the duties of Assistant Hydrographer.

"Haerlem", after leaving the Zululand coast, returned to base also and carried out examinations at Saldahna and Hout Bays. In September, after le Roux had been relieved by Lt. Cdr. N.M. Smit, she did valuable work in the northern part of False Bay. Le Roux was promoted to Commander in November 1969.

In February 1970, Fawthrop pressed on with the Cape Agulhas to Duivenhoks River survey. This survey which, because of unavoidable delays had taken so long, was finally completed in March, and the next one to the westward, "Cape Hangklip to Cape Agulhas" was put in hand. In spite of interruptions, this was completed by the end of the year, except for a few unimportant little bays where some boat sounding will have to be done in the future. To all intents and purposes the survey of the coast from the Mocambique border round the Cape to St. Helena Bay was virtually completed.

In this, the last year of the "Natal's" surveying life, she was to carry out one more important survey off Durban. The Oil Terminal Single Buoy Mooring, where large tankers could discharge their cargo through underwater pipes to oil tanks ashore, had been installed off Isipingo. The "Natal" completed a survey of the approaches to this buoy, proving that they were free from obstructions. From this survey a new chart was compiled and published by June 1971.

"Natal" was employed in calibrating the South West African and Cape Chains of the Decca Navigator between September and November, and the Namaqualand Chain during February and March 1971, then came her swan song in the form of a paying-off cruise showing the flag at Port Elizabeth, East London and Durban. A final sundowner party at Simon's Town and her survey career was over. In acknowledging her final Report of Proceedings, Commodore D.K. Kinkead-Weekes said: "Throughout "Natal's" life as a survey ship, the passage has been one of hard work with few flag-showing visits to provide light relief. You can be satisfied that all your tasks have been well completed and that the ship will always be remembered with pride in the History of the Navy. Well done! "

We now await the delivery of the fourth "Protea" and the third survey ship of that name. She will have lots of advantages being far more sophisticated than any of her predecessors. Apart from her modern equipment, she will have been built as a survey ship instead of having been converted from an obsolescent general service ship. But she will have the reputation of her forerunners and of the South African Surveying Service to live up to. It should not be tempting fate to predict for her a long and successful career.

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HOLY TRINITY CHURCH, KALK BAY - THE LAST 100 YEARS

R.R. Langham-Carter

In an article in the Bulletin Volume XII No.3 I traced the story of Kalk Bay church up to the time when Miss Pocklington and the two Misses Humphreys who had founded it left South Africa. James Baker its first resident minister served it nobly till his retirement at the age of 75 in 1896. It looks as though there was some degree of apartheid in his day, which one hopes was acceptable to both communities. For the surplined choir of coloured fishermen and their children did not appear at the Sunday Matins service which was apparently attended mainly by the white parishioners and was merely intoned. The choir came into its own at Evensong which was the coloured's service and was fully choral. And whites were buried in the churchyard while the other community had their own cemetery at the northern end of Quarterdeck Road. If the white residents had a drink they did so in their own seaside cottages but the coloureds - and also probably sailors from Simon's Town - created a drinking problem. This was reported by the Cape Times which noted that "reckoning in Farmer Peck's there are no less than seven places at which spirituous liquors can be purchased in Kalk Bay" a large number for what was then still a very small village and a sad contrast to its virtuous teetotal neighbour Fish Hoek.

Baker felt the loss of the three ladies who had founded his church but received welcome help from Miss Mary Arthur of St. George's Orphanage in Cape Town who bought some of their property. She equipped her Dalebrook Cottage as a hospital but found there were few sick in the small community and used it and her Douglas Cottage for the orphans whom she brought down for some sea air and who swelled the church's congregation. Kalk Bay was, however, growing and the badness of the Simon's Town road made it difficult of access from there. It was therefore taken out of that parish in 1882 and made into a parish which included Muizenberg and Fish Hoek, with Baker as its first rector.

The next development was the coming of the railway from Wynberg. The Railways needed the site of the church school and teacher's house for the Kalk Bay station and purchased them for £1,400. A new school and cottage designed by G.M. Alexander and built of local sandstone blocks opposite the church and between the line and the main road. Alexander was a Cape Town architect whose home was "The Zephyr" in Muizenberg. His marriage had taken place in Holy Trinity in 1885 and he would design a further building of note on False Bay in 1901, the Masonic Temple in Muizenberg.

From the station passengers took either the Government post cart or a private Cape cart to Simon's Town. The drivers of the latter charged ten shillings a head and also had high rates for freight, so it was often found cheaper to move goods between these places by boat. The land journey too was still a difficult one for, as Lawrence Green wrote "even in the latter part of last century people travelling by Cape cart had anxious moments while crossing the sand flats of Fish Hoek and Glencairn." This state of affairs continued until the railway reached Simon's Town in December 1890.

In 1893 Baker welcomed another staunch recruit in Albert (later Sir Albert) Browne who would become the Treasurer of the Cape Colony in 1901. Browne remained in Kalk Bay till his death 30 years later and was an indefatigable choir master and organist for much of this time.

It will be recalled from my earlier article that the church font was given in memory of two girls who had drowned in 1874. A further False Bay

fatality occurred when A.G. Biden was drowned in 1907, a marble plaque being erected on the south wall in his memory in January 1909. The 3 foundresses had all died by now and it was decided to commemorate them. The First World War and lack of funds delayed the project but at last the necessary £21.7/- was raised and a brass plaque was made by John Gregory of Cape Town and unveiled with due ceremony on the north wall in April 1919.

After Alexander, two other Cape Town architects rendered valuable service. These were the partners of C.P. Walgate (of 14 Simon's Town Road, Fish Hoek) and L.A. Elsworth (whose homewas "Rafters", a house which still stands in Quarterdeck Road). They designed the church's second vestry in 1926, the teak chair for the use of visiting Archbishops of Cape Town, the four cottages in the church grounds and, in 1935, the church of St. Margaret at Fish Hoek. Their final major work was the present rectory which replaced Bishop Gray's old house four years later. Sad times came in 1967 when the whole of Kalk Bay was declared white under the Group Areas Act and all the coloured fishermen, whose ancestors had formed the church's first congregation, were ordered to move out. Fortunately, the Government later de-proclaimed the area above the harbour and its residents were able to stay on. Their tenure was confirmed in 1982 and even some who had had to leave their homes were permitted to return. Every year on 30 November, the day of St. Andrew the fisherman, the rector and the Catholic priest from St. James bless the fishing fleet in a picturesque ceremony.

Holy Trinity had another benefactor in the unlikely person of Frank Connock. A colourful character, Frank had been a cycling champion and had made the first long distance car journey in South Africa in 1907 when he managed to travel from Durban to Johannesburg and thence to Cape Town in a small, unreliable and primitive vehicle in 16 days. He had later become a wealthy motor magnate in Johannesburg and when he came to Kalk Bay he spent some of his riches worthily by giving £1,000 to the church. Part of the gift was spent on the present teak pews which Archbishop J. de Blank dedicated in 1958.

Holy Trinity, then, has benefitted from much devoted service in its 105 years of existence and it continues to flourish to the present day. The faith of the three founder ladies has been amply rewarded.



Holy Trinity Church & Old Rectory (Photo kindly lent by Mrs. A. Lindsay)

A SYNOPSIS OF THE DOINGS OF THE CAPE SQUADRON AS SEEN FROM HMS HYACINTH
(August 1914 to December 1915)

Immediately before the outbreak of the present War the Cape Squadron consisted of the HYACINTH (Captain D. Murray-Anderson) in which was flown the Flag of the Commander-in-Chief Vice-Admiral H.G. King-Hall, ASTRAEA (Capt. A.C. Sykes) and PEGASUS (Commander J.A. Ingles).

The squadron left Simon's Town in June for the usual annual cruise to the ports on the East African Coast and outlying islands of the Station, known locally as the "East Coast Cruise". A considerable time was spent at Durban when a lengthy and complicated court martial on a Chief Writer of the HYACINTH delayed the Squadron and made necessary a slight alteration in the original programme of the cruise.

On the conclusion of the court martial, the Squadron sailed for Mauritius and lay for nearly a week in Port Louis. Alarming reports were at that time being received as to the general European situation and the Squadron sailed on the afternoon of the 27th of July for Zanzibar. Arrangements had been made with the Messageries Maritimes Steamer OXUS to keep the Commander in-Chief informed by wireless of the progress of European affairs and in consequence of the increasing tension steam at full speed was ordered on the afternoon of the 28th. In about an hour after this order was given the Flagship increased speed to 15 knots and left the ASTRAEA and PEGASUS to follow as soon as the former had raised steam in her old fashioned "Scotch" Boilers. To get in touch with the French authorities and ascertain the latest news the HYACINTH called in at Diego Suarez the principal French Naval Base in Madagascar. A stay of a few hours only was made at this port when the Flagship rejoined the remainder of the Squadron who had now arrived outside the harbour and course was shaped for Zanzibar.

On the following morning the 30th, the C-in-C told the Ship's Company that war was imminent, the Squadron was stopped and the various Captains came on board the Flagship for a consultation. Steps were now taken to prepare the ships for war and all was bustle and hurry. All unnecessary woodwork such as cabin doors, chests of drawers, etc. was prepared for landing, spare parts of machinery stowed in exposed positions were "Struck below" and as far as could possibly be done at sea the ships were made ready for instant action. In the piping times of peace the ships had been resplendent in coats of dazzling white and only one who has been "Executive Officer" of a ship so painted can tell how great the sacrifice he was called upon to make when this had to be hidden beneath a coat of dull fighting grey. This work was carried out at sea, in the midst of the long swell of the Indian Ocean and the result was somewhat grotesque, the old white coating showing at intervals below the grey, in the region of the waterline, suggesting nothing so much as glimpses of a lady's white underskirts beneath a dark costume.

On the evening of the 30th the ASTRAEA and PEGASUS were sent on ahead to scout in the neighbourhood of Dar-es-Salaam, the principal port of German East Africa and their Naval Headquarters. The only German Warship on the Station at this time was the light cruiser KÖNIGSBERG with whom we were destined to have somewhat protracted "business relations" in the following year. In view of the existing situation it was of course extremely desirable to ascertain her exact whereabouts.

From now until the actual declaration was a period of some anxiety as there was always the possibility of the enemy obtaining first news of that important event and so being in a distinct position of advantage in the event of a chance meeting. The evening of 31st July found us steaming off

the entrance to Dar-es-Salaam, when a vessel was sighted on the starboard bow, which proved to be the KONIGSBERG steaming at high speed. Our information as to the situation in Europe remained unchanged and the position was intensely dramatic. We went to "action stations" in readiness for a possible first salvo from our potential enemy and undoubtedly similar precautions were taken on her side. However, the first Naval action of the war was not destined to be fought in East African waters and the ships steamed rapidly past one another at about 3000 yards range, each darkened and ready for immediate action, at any rate we were.

Unfortunatly, all ships were now getting short of coal after the voyage from Mauritius, so that "shadowing" the KONIGSBERG was out of the question even if her superior speed had not made it impracticable. On the 1st of August the Squadron coaled at Zanzibar and the HYACINTH left early on the following morning for the Cape, leaving the ASTRAEA and PEGASUS to deal with eventualities on the East Coast.

News of the actual declaration of war against Germany was received on board the HYACINTH on her way South in the early hours of the morning of the 5th August, but Durban was reached on the 7th instant without any exciting incidents. The Commander-in-Chief and staff left that evening for Simon's Town by rail, a conference with the military authorities being held en route at Bloemfontein.

After coaling all night the ship left early on the following morning for Simon's Town. As she steamed out of the entrance she received a most striking ovation from the assembled crowd who gathered in numbers on the quays, conspicuous amongst them being the Zulu rickshaw boys in their grotesque head dresses of horns, feathers, and bright coloured oddments.

After our arrival at Simon's Town much remained to be done to complete the ship for war, all unnecessary woodwork had been prepared for landing, and this was now sent to the Dockyard as well as many other items including officers plain clothes, certain articles of uniform, cabin decorations, in fact everything not absolutely necessary for purely service reasons. The external appearance of the ship also underwent considerable change as amongst other alterations the after-bridge was removed, all the big steel ventilating cowls leading to the engine and boiler rooms were replaced by light canvas "self-trimming" fittings, through which shells could pass without exploding; 240 tons of Natal coal taken in at Durban were removed from the bunkers and placed in the Dockyard it being unsuitable for high speed steaming. While everything was thus being done to free the ship from unnecessary encumbrances two of our younger Lieutenants pursued a somewhat opposite course and took unto themselves wives. Everything was done at "evolution speed" - indeed this applied as well to the matrimonial "evolution" as may be seen by the record of one young officer. He was busily employed in coaling ships at noon, had removed the thickest of the coal dust from his cherubic features and tied the matrimonial knot by 1 p.m. and in another short hour had resumed his less attractive duties amongst the clatter of the coal winders.

There was naturally much stir and excitement at Simon's Town in these early days of the war, a considerable number of the "Emergency List" and R.N.R. officers and men gradually joined up from various more or less remote parts of Africa; two companies of the Cape Town Divisions of the R.N.V.R. mobilised and were drafted to fill up ships and man various small craft, T.B's 029 and 060 were put in commission as well as various other subsidiary craft. While the HYACINTH was thus busily employed at Simon's Town the ASTRAEA and PEGASUS had not been idle. Preparations for war had been completed at Zanzibar and the coast of German East was searched in vain for the elusive KONGSBERG, the wireless station at Dar-es-Salaam was destroyed by the

ASTRAEA and certain information obtained, one interesting item being that the floating dock at that port had been sunk by the Germans to prevent its capture by us.

Whilst we were lying in the Basin at Simon's Town the D.O.E.A. steamer RUFIGI was reported off Cape Point on August 17th. In spite of a heavy swell the little T.B. 060 commanded by Lt. Parkinson R.N.R. put to sea, succeeded in intercepting her and proudly escorted her into "Snookey" as a prize of war.

The greater part of August was spent by the HYACINTH in patrol duties off Cape Point, rolling constantly in the heavy swell followed by the inevitable crowd of "Cape Sheep" (a species of albatross); our duty, the protection of the trade routes. The monotony of this duty was occasionally relieved by sighting and chasing stray steamers but no prizes fell to our share. During this time persistent reports of a strange aeroplane were received and appeared almost daily in the local papers. This aerial visitor was always seen at night and was reported to be fitted with a strong "headlight". No damage was ever done and no reasons could be assigned for its harmless nocturnal visits to unimportant military districts, but so persistent did the reports of its appearance become that one was almost forced to believe in its existence against one's better judgement. Searchlight beams were also reported to have been seen at sea and a theory obtained that the "base" of this phantom aeroplane was an enemy ship lying off the coast at night and standing out to sea during daylight. The HYACINTH was therefore sent to investigate and fortunately for our comfort the mystery of the "searchlight" was solved on the first night, for soon after dark when off Great Paternoster the mysterious "searchlight" was reported to the southward. We "went to action stations" and steamed at full speed in the direction of our supposed enemy but alas a very short time sufficed to prove that the lights were those of the Cape Town defences, which we had seen no less than 80 miles away. Nothing was ever heard of the supposed aeroplane and like many other rumours and scares it gradually ceased to be reported even by "well known residents" and we had no opportunity of testing our hastily improvised anti-aircraft gun which had been mounted on the base of the after Capstan on the quarter deck. The ship next spent a few days at Simon's Town and advantage was taken of this opportunity to place her in dry dock. This proved to have been a wise precaution, for the lower plates of the balanced rudder were found to have disappeared. The ASTRAEA arrived from the East Coast on the 24th August, having left the PEGASUS in sole charge of the enemy coast of German East, the whereabouts of the KONIGSBERG not having been discovered.

Leaving the C-in-C on shore at Simon's Town the HYACINTH AND ASTRAEA steamed to Cape Town on 26th August. Here a convoy of 6 transports had collected consisting of the KENILWORTH CASTLE, GUILDFORD CASTLE, BALMORAL CASTLE, DUNLUCE CASTLE, GOORKA and BRITON. On board these the greater part of the Imperial garrison of the Union of South Africa had embarked, including the following units:- 1st Royal Dragoons, 10th Royal Hussars, 3 R.F.A. Batteries, 1 Battalion of the 2nd (Queen's), 16th (Bedfords) 38th (South Staffords) and various details.

The convoy formed up early on the morning of the 27th outside Table Bay and under the protection of the two Cruisers course was shaped for St. Helena. The voyage to St. Helena passed without excitement, the time being occupied carrying out .303" and 1" aiming practice, the transports towing targets for the purpose. They were also exercised at "Station keeping" in fog, buoys towed by the next ship ahead, as the convoy proceeded in two columns of single line ahead and kept fairly good station all things being considered. The speed of the convoy was of course the best of which the slowest ship was capable and averaged about 9 knots. We found that this slowest ship possessed an excellent alarm in the shape of the ship's dog which barked furiously at

night if in his opinion we approached his ship too close. A kite was made and flown from our quarter deck and the ships anti-aircraft armament was tested. This consisted of two maxims and the 3 pdr before mentioned. By a simple arrangement the maxims were capable of firing vertically from their tripod mountings while the 3 pdr looked more imposing than efficient and the kite was heavily bombarded, but miraculously escaped all injury.

At St. Helena we found the LEVIATHIN (Captain M.R. Hill) awaiting our arrival, the HYACINTH completed with coal, and on the 2nd September, she and the LEVIATHIN sailed with the convoy leaving the ASTRAEA to return to the Cape. We proceeded in a northerly direction until the 11th when in Latitude 22° 22' N we were in turn relieved by the EUROPA and proceeded to St. Vincent, Cape Verde Islands to replenish our sadly depleted bunkers. The appearance of the EUROPA was a bitter blow to all on board the HYACINTH the possibility of accompanying the transports, all the way to England having been eagerly discussed and encouraged by quite a large number. At St. Vincent we found several German merchantmen who had sought the shelter of this neutral port! Here we took in 980 tons of coal, the largest quantity taken at one coaling during the commission although our Engineer Commander declared he was "done out of" 100 tons and swore that the local Dagoes abstracted a full lighter in the dark! On the following morning, the 13th of September, we left for Sierra Leone arriving four days later, we coaled again and left in the evening of the same day for St. Helena, taking with us a number of officers and men belonging to the KINFAUNTS CASTLE, armed merchant cruiser⁴ who had been placed as prize crew on board a captured German sailing ship and had brought her to Sierra Leone.

On the 23rd September on arrival at St. Helena we heard the sad news of the destruction of our old station mate the PEGASUS whilst at anchor in Zanzibar, by the KONIGSBERG on the 20th. The PEGASUS was attacked at dawn and was severely damaged losing a considerable number of killed and wounded. The KONIGSBERG after firing at her became alarmed at the imagined approach of another cruiser and steamed South. The PEGASUS had been holed in several places and was beached and the crew landed. Before this was actually accomplished the ship unfortunately suddenly heeled over and sank. On the afternoon of the day we heard of this action we received an Admiralty Cable informing us of the loss of the Cruiser ABOUKIR, CRESSY and HOGUE in the North Sea, a sufficiently depressing supply of news for one day. Leaving St. Helena on the 26th we shaped course for Walfish Bay with the intention of covering the landing of the troops arriving from the Cape for the campaign in German South West Africa, but when one day out at sea we received orders to proceed instead to Luderitzbucht where we arrived on 1st October. This alteration was due to the danger of rebellion in the northern part of the Union, necessitating a hurried redistribution of troops and change of plans for the campaign, it being probable that the original scheme had been betrayed to the Germans.

Luderitzbucht has a fairly good harbour and is of considerable importance in connection with the diamond trade, 23% of the worlds output having come from "German South West". The town consists of modern stone buildings, set in peculiarly unattractive surroundings, the entire landscape consisting of sandhills broken by a little sparse scrub. All drinking water has to be distilled and a nearly permanent sand storm caused by a continual south-westerly wind adds to the inconveniences of life in this delectable spot. Our troops, to protect themselves against this scourge adopted veils and presented a distinctly curious appearance. The town had been occupied without opposition a few days prior to our arrival, the Germans withdrawing up the railway destroying the line as they went. Oddly enough they left the town in a perfectly habitable condition even such necessities as clothes had not been moved in many instances, but of course the wireless installation had been removed and the lamps had been removed from the lighthouses. For-

tunately the jetties had not been damaged and even the cranes were found in good working order, factors of the greatest value when the disembarkation of troops was in progress.

On the 3rd October the ASTRAEA arrived escorting eight transports. Six of these contained Union troops and leaving these at Luderitzbucht, she proceeded with the remaining two as far as the Cape Verde Islands on the homeward voyage. This completed the evacuation of the Union by the Imperial troops and their duties were taken over by the local defence force.

The HYACINTH remained at Luderitzbucht until the 6th October. Many German cruisers being still unaccounted for, the presence of so many transports in an unprotected harbour naturally caused a certain amount of anxiety; by this date, however, guns had been mounted on shore to protect the harbour from attack from sea and the ship returned to Simon's Town arriving on the 9th October.

Patrol duties off Cape Point were once more resumed and the ship was employed on this necessary but somewhat monotonous task until the first week in December. The usual routine was five days at sea on the "trade route", one day spent in coaling, one day's "rest" spent by the Engineering Department in a hurried refit of Engines and Boilers and "do it again". At about this time the limits of the Cape Naval Station were reduced and German East Africa turned over to the East Indian Squadron, the Cape station on the East Coast finishing at Delagoa Bay.

On the 24th October rumours of rebellion reached the ship and on the 26th it was publicly announced that Maritz and the greater part of his commando had joined the enemy and were in touch with the Germans in South West Africa. Certain precautions were taken in Simon's Town, extra guards being posted at certain points, barbed wire defences arranged for certain shore establishments, but the preparations for any eventuality were already so complete that but little remained to be done save to "stand and wait".

On Monday 2nd November we received the news of the loss of the GOOD HOPE and MONMOUTH off the Chilian Coast, this of course told us the whereabouts of the German Squadron that had disappeared from the Far East on the outbreak of War and knowing that an effort would probably be made to assist the enemy colonies in Africa now being attacked by us, we commenced to calculate the probable date of Admiral von Spee's appearance in South African waters, when at that time we were the only ship flying the white ensign. We were therefore scarcely surprised at the arrival of various ships from unknown and unexpected parts of the world and by the 29th of November, Simon's Bay presented an unusually crowded appearance for in addition to ourselves and the ASTRAEA, ALBION, DARTMOUTH, WEYMOUTH and MINATOUR had arrived on various dates and anchored, in addition to various colliers and store ships. The DARTMOUTH left hurriedly on the 1st December for an unknown destination and we did not meet her again. On 7th December the remainder of the now fairly numerous Squadron left for Table Bay, the C-in-C flying his Flag in the MINATOUR. In the Bay we found three transports filled with troops for service in German South West Africa and we arranged to leave at day break on the following day, but we were not destined to spend a night peacefully in harbour, for a collier leaving port that evening suddenly put back and reported having seen a strange vessel outside which she described as a three funnelled cruiser. There being considerable doubt as to the whereabouts of the German Eastern Squadron which had not been heard of since the fight off Coronel, we all put to sea at once and in torrential rain spent the night cruising outside Table Bay the ships companies at "Action Stations" searching in vain for the reported Cruiser. Our general opinion was that the "Cruiser" was really the shadow of the collier thrown by the Cape Town searchlights on to a fog bank, or the result of a too wild imagination possessed by the

captain of the collier, possibly stimulated by the cup that cheers. In the early morning we returned to Table Bay, collected our Transports and the Squadron shaped course for Luderitzbucht being joined at sea on the following afternoon by the DEFENCE.

The Squadron now consisted of the MINATOUR (Captain E.B. Riddle flying the Flag), WEYMOUTH (Captain W.D. Church), ALBION (Captain A.W. Heneage, M.V.O.), DEFENCE (Captain....) ASTRAEA (Captain A.C. Sykes) and HYACINTH (Captain D.M. Anderson). How we should have fared had we come in contact with the Squadron of Von Spee will never be known for the question was never put to the test but was frequently discussed on board.

Our next little excitement was an order to prepare for action on the morning of 10th November and proceed with the WEYMOUTH to Panther Hoek, a point in German South West about 60 miles south of Luderitzbucht. Three strange ships had been reported at this spot and our hopes of their being light Cruisers of Von Spee's Squadron ran high. We wrecked the ward room and cabins and piled all inflammable stuff not otherwise needed in the Admiral's cabin where they might burn with minimum danger to the Ship. At break of day we approached the spot where the ships had been reported but alas our "fierce face" was in vain, the birds had flown! However we consoled ourselves with the thought that "The Day" would yet come, but that very afternoon we received news of the destruction of the Squadron under Von Spee off the Falkland Islands. Naturally, although elated at the victory we were personally disappointed at not having had the satisfaction of taking part in it.

We arrived that evening at Luderitzbucht and more changes almost immediately took place. The C-in-C transferred his Flag to the HYACINTH on the morning of 11th November, and the MINATOUR and DEFENCE left for Simon's Town leaving the ALBION behind to act as guardship at Luderitzbucht.

One more convoy trip completed the year's work. On December 21st we left Simon's Bay with the ASTRAEA, took charge of six transports filled with Union troops in Table Bay and on Christmas Day arrived at Walfisch Bay. The Germans had taken possession of this isolated little collection of the shanties with its "garrison" of a sergeant of Police and about 3 men. Landing operations commenced immediately after our arrival and we met with no opposition, so that the landing of armed forces on an enemy's territory what time we engaged in singing "Peace on Earth, goodwill to men" at "Church" on our quarter deck, was not quite so incongruous as it might have been. A few of the enemy's patrols were in evidence and one of their men was wounded and captured that night but that was the only exciting incident attending the recapture of Walfisch Bay.

On the following afternoon we steamed up the coast to Swakopmund, the principal sea port of "G.S.W.", about 20 miles north of Walfisch. The town appeared to be entirely deserted, a small patrol of three mounted men was seen a short distance out of the town, but they galloped off on our approach. Turning south we proceeded direct to Simon's Town arriving on the forenoon of 29th December.

The C-in-C and Staff once more disembarked and took up their residence ashore, the ship completed with coal and the end of the year found us waiting patiently for the next "job of work". As evidence of the "strenuous life" we had led since the outbreak of war it may be mentioned that the HYACINTH had steamed 19,496 miles since her departure from Zanzibar on August 1st and the ASTRAEA about 200 miles more.

At the beginning of 1915 the Cape of Good Hope Squadron consisted of the HYACINTH flying the Flag of Rear-Admiral H.G. King-Hall, at Simon's Town; the ALBION also at Simon's Town; the ASTRAEA at Walfisch Bay, doing duty

as Guard Ship on the coast of the recently captured German South West Africa, and four whalers being fitted out for duty on the coast of German East Africa.

On the 12th January 1915 the ALBION left for the North and the next we heard of her was that she was in the Dardanelles. On the afternoon of the 12th the Commander-in-Chief came on board and gave us no small surprise by telling us that we were to be sent off to join up with another squadron, and his Flag to be transferred to another ship. On the morning of the 13th we were on our way up the East Coast of Africa, called at Durban for coal, and reached Hori Vanga on the 23rd where we met the WEYMOUTH acting as Senior Naval Officer.

Hori Vanga is the boundary line between British and German territory, and there had been some fighting on shore close where we anchored. The part taken by the Navy was not very large, but the WEYMOUTH did some damage by sending a few shells into the middle of the German camp and in any case the moral effect was great; very shortly afterwards both sides retired owing to the exceptionally unhealthy country they were in.

Calling at Zanzibar for coal we next proceeded to Mafia Island, it having been captured from the Germans in January after a short but sharp resistance. This Island is situated conveniently near the Rufiji Delta and figured largely in our programme for the next few months, the headquarters being at Kilindoni, officially known as Tirene, near the South West end.

From now until the middle of July the Rufiji Delta was the scene of attraction for a considerable number of H.M. Ships with the KONIGSBERG as centre, for she had been seen to enter the Simba Urunga mouth by the CHATHAM as far back as October 1914 so it was a matter of much speculation into which branch of the Delta she had worked herself and whether she would hide there for the duration of the war or make a surprise emergence, with a sporting chance of doing considerable damage before being finally "strafed".

Some preliminary action had been taken by the CHATHAM in the beginning of November, the steamer NEWBRIDGE having been sunk in the Simba Urunga mouth with the intention of blocking her exit. Since that time extensive defence works and redoubts had been erected by the Germans at each entrance and suitable craft for the attack were not available at the moment.

On 27th January 1915 the HYACINTH assumed control over the Rufiji area, the PYRAMUS with a New Zealand crew being already in the vicinity.

On 6th February whilst making a reconnaissance the ADJUTANT a tug that had been captured from the Germans in the latter part of 1914, dared too greatly into the Simba Urunga mouth and was unfortunately recaptured, but was promptly replaced by two of the four armed whalers which had arrived up from the South on February 10th.

The systematic patrol of the Rufiji Mouths continued, in which the HYACINTH was joined on the 8th by the PIONEER representing His Majesty's Australian Navy.

On March 1st a blockade of the whole German East Africa coast was officially proclaimed and instituted. East African waters had by now been once more taken over by the Cape Station and the C-in-C came up, flying his Flag in the GOLIATH arriving on March 8th.

There was an interesting little side show about this time with the small island of Songa Songa about 10 miles from the mainland near Kilwa Kavinge, in the centre of the limelight. The whaler FLY had stranded there on

March 9th, and the fact being known on the Mainland, a German Officer and 15 Askaris came over, evidently with the object of capturing the vessel. Unfortunately for them the PYRAMUS arrived on the scene, demolished the boat from which the party had landed, and took steps to prevent their escape. In response to a wireless message the HYACINTH proceeded from the Northern Patrol to Songa Songa, but found that the PYRAMUS already had the situation well in hand- the HYACINTH then returned to the Flag to report, and again returned to Songa Songa, found the FLY had been successfully got off without any material damage. The German with his Askaris were however still in hiding in the thick bush of the island, and as the natives had been very friendly with us it was feared that they would be massacred if left to the tender mercies of our baffled foe. A landing was therefore organised in which the HYACINTH and PYRAMUS were to take part, but by the time that the HYACINTH had again arrived on the scene the capture had been made, one of the Askaris having turned traitor and led a wood-cutting party of the PYRAMUS right up to the camp. Only one of the German Askaris was killed, the rest of the party being captured alive with their arms and accoutrements.

On March 25th the GOLIATH was ordered off the Station, and on the following day the C-in-C once more hoisted his Flag in the HYACINTH.

The usual blockade patrolling continued, and the next sensation was on the morning of 14th April when at dawn a ship was sighted, making for Mansa Bay. She had by then already practically run the blockade, but as she refused to stop in obedience to a signal and guns, some effective indirect firing was indulged in over the intervening land, which we found, on entering the bay, had set her badly alight forward. A party was sent on board to attempt to salve the vessel, but as she was already a roaring furnace in her No. 1 and 2 holds, and her engine and boiler rooms were rapidly flooding, all hope of saving the ship was abandoned. Not only was there the chance of her carrying munitions which might explode at any minute, but the party would be open to sniping from the shore and while they were on board rifle fire was opened on them, but was soon silenced by gun-fire from the HYACINTH. When visited some time later she was found to have sunk with her bridge rails just awash. It is interesting to note that the whole of her decks were built in with timber, and baulks of wood laid across the top of her holds with the ends overlapping the inside, so if she had been met by a ship on patrol it would have been quite impracticable to have satisfactorily searched her at sea.

From now until the middle of July attention was concentrated in the preparations for the final disposing of the KONIGSBERG most of the time being spent in the neighbourhood of Mafia Island. Useful additions to the Squadron turned up in the shape of two monitors, the SEVERN and MERSEY which were escorted by the TRENT, an ex Royal Mail liner, and accompanied by the collier KENDAL CASTLE and four ocean-going tugs. This little convoy had come out via the Mediterranean and Suez Canal, was met by the HYACINTH in Pemba Channel and was escorted thence to Karakuni Island where the monitors were taken in hand by the shipwrights of the Fleet and prepared for their special service.

The Air Service was also busily occupied, a first instalment of machines having arrived on the Station in the middle of April, and a further supply of personnel and stores arrived in the LAURENTIC on June 18th.

Preliminary flights took place from an aeroplane near Tirene, some reconnaissance carried out, the KONIGSBERG being then definitely located. On July 2nd, four more whalers arrived from the South and joined up with the Squadron which now consisted of the following ships:-

HMS	HYACINTH	Captain D.M. Anderson
	(Flying the Flag of Rear-Admiral H.G. King-Hall)	
	WEYMOUTH	Captain B.B. Crampton
	CHALLENGER	Captain A.C. Sykes
	PYRAMUS	Commander Viscount Kelburn
HMS	PIONEER	Ac.Comm. T.W. Biddlecombe
Armed Merchant Cruisers		
	LACONIA	Captain C.S. Wells
	LAURENTIC	Captain V.G. Gurner
	DUPLEX	Lt. G.S.J. Llewellyn
Monitors		
	SEVERN	Captain E.J. Fullerton
	MERSEY	Lt. Cdr. R.A. Wilson
Armed Whalers	CHILDERS FLY PICKLE SALAMANDER RATTLER ECHO	
	CHARON and STYX	
Fleet Auxiliary		
	TRENT	
Tugs		
	BLACKCOCK REVENGER SARAH AND T.A. JOLLIFFE	

At 3.30 a.m. on the morning of July 6th the HYACINTH left Niororo and proceeded to the Kikunja mouth of the Rufiji, where the C-in-C transhipped to the WEYMOUTH she drawing a few feet less than the Flagship, which allowed here to get a somewhat nearer view of the proceedings. The HYACINTH returned to a position from which she could shell the trenches of the Simba Uranga mouth. The WEYMOUTH accompanied by the PYRAMUS crossed the bar of the Kikunja mouth, from which position she was able to effectively shell Pemba Hill, where an anti-aircraft gun was devoting attention to our aircraft. The LAURENTIC had departed the previous evening to demonstrate off Dar-es-Salaam, the PIONEER joined the HYACINTH in the attack off the Simba Uranga, the CHALLENGER demonstrated off the Mssala mouth, and the TRENT remained just out of range to be used as a hospital ship if required.

At daybreak, or rather, just before, the monitors proceeded up the Kikunja mouth; met with a certain amount of resistance from the banks which was easily overcome, and finally took up their position below an island from which at anchor, they opened fire on the KONIGSBERG, at a range of about 11,000 yards, fire being directed from two aeroplanes which relieved each other from the base at Mafia, 26 miles away. The KONIGSBERG for some time kept up a hot fire from five guns, and the monitors were straddled by several salvos. Fortunately a spotting station hidden in the trees was sighted and knocked out at an early stage, and only one hit could be claimed by the enemy which cost the MERSEY four killed and an equal number wounded, two of the latter dying later. Against this the monitors claimed at least 8 hits in the early part of the action and by the middle of the day the enemy's fire had been considerably reduced.

At 3.30 p.m. the monitors withdrew, exchanging shots with the guns on the banks on the way out. It was hoped that the cessation of fire from the KONIGSBERG indicated that the task was completed, but later reports clearly showed that the KONIGSBERG had not been finally disposed of so another attack was organised on the 11th. On the afternoon of the 10th the CHALLENGER proceeded North, ostentatiously flying the C-in-C's Flag as if en route for Zanzibar, and the following morning the monitors were towed from Tirene to Kikunja mouth entering as before. They opened fire at 11.30 a.m. and soon

established a supremacy as in 45 minutes the KONIGSBERG was practically out of action. The enemy were on this occasion fighting four guns at first, but had no luck. They were estimated to have fired 150 rounds before the monitors finally put them out of action. Early in the proceedings a fire broke out on board the KONIGSBERG and at 1 p.m. a huge explosion brought the finale in sight. From later information it is believed that this was the result of an internal explosion organised when the situation became hopeless.

On this occasion the PYRAMUS was an addition to the attack as she entered the river to engage any forces on the banks and took up a position half way between the WEYMOUTH and the monitors. The other ships of the Squadron continued the bombardment at the other mouths of the delta, the TRENT again standing by for casualties which were fortunately not forthcoming, two men in the MERSEY slightly wounded from the bursting of a shell from a field gun being the German's total bag for the day. At 3.30 p.m. the ships withdrew, the KONIGSBERG being well alight and listing strongly, one mast and one funnel only being visible from the MERSEY's top.

Very creditable work was carried out by the aeroplanes, both as regards the total distance covered, namely 978 miles in 15 hours by the two machines, and the skilful handling of the one that was hit. In the latter case a wireless message was made to announce the involuntary descent and was immediately followed by more spotting corrections which were continued during her volplane until the moment before she took the water. The pilot and the observer were picked up by the MERSEY the aeroplane engine destroyed the only other available machine completing the necessary observations, and this was smashed while making its final landing at the Mafia Aerodrome.

With the destruction of the KONIGSBERG the work of the Navy dwindled in importance; the blockade had still to be maintained, but in the absence of a Military Force to occupy the country it became a weary and monotonous job.

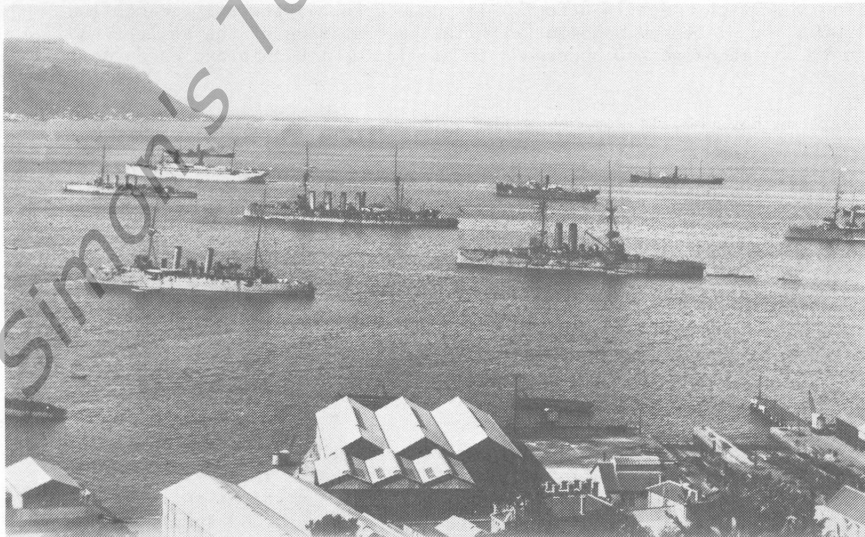
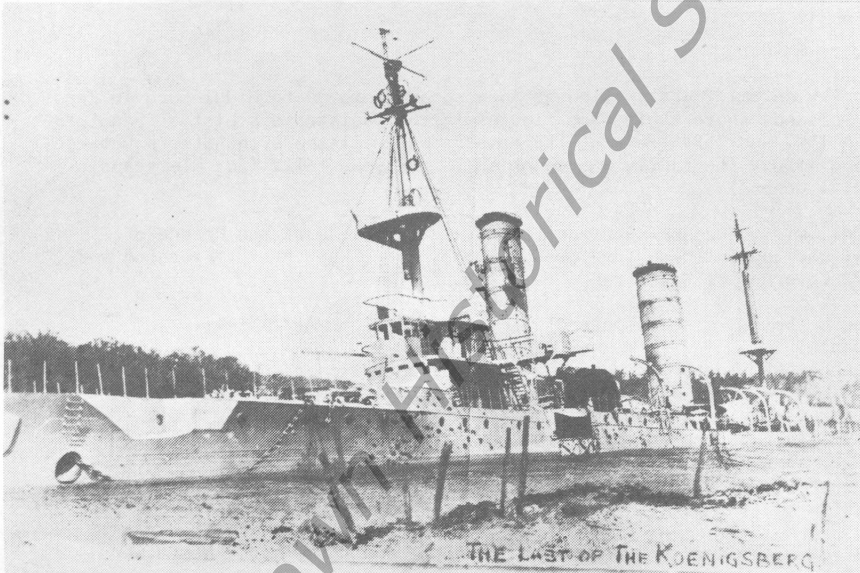
The HYACINTH went South for a refit immediately after completion of the Rufiji attack, and the C-in-C transferred his Flag to the CHALLENGER. By September the 16th the HYACINTH had returned to the coast to find that during her sojourn South, good work had been going on at Lindi and Tanga. At the former place the whalers STYX and ECHO went up the river and damaged the D.O.A. liner PRESIDENT with explosives, rendering her unseaworthy and with the assistance of the SEVERN did the same to the MARKGRAF at Tanga. On this occasion the SEVERN had the good fortune to discover a lighter full of mines which she fired into and blew up.

On October 16th the HYACINTH was hurriedly called to Gazi Bay in British East Africa but on arrival found the MERSEY had got there the night before. It appeared that the Germans had advanced as far as Gazi, which was our southernmost military outpost, only 25 miles from Mombasa itself, and were contemplating an attack but the presence of the warship evidently frightened them off. It is believed that the German Askaris have a very great respect for the Naval 6" guns.

From then to the end of the year from the Naval point of view, except for the blockade, there was an entire absence of warlike operations, though there was a certain amount of intermittent activity inland, especially in the neighbourhood of the Uganda Railway. On 10th December HYACINTH left Zanzibar for the Cape with the Admiral on board, he having been notified of his approaching relief on the completion of his tenure of command by Rear-Admiral E.B. Charlton. Ship arrived at Simon's Town on 21st December where she remained until the end of the year. The HYACINTH steamed 30,417 miles during the year and was underway 244 days, 63 of the remainder being spent in Simon's Town.

Editor's Note:

In 1921 Captain Ingles who had been Captain of the PEGASUS at the time she was sunk, retired from the Royal Navy and started the Rufiji Delta Trading Company. At the same time the Tanganyika Government put the wreck of the KONIGSBERG out to tender. Ingles put in a bid for £250. and this was accepted for no other bid could match it. So Ingles bought the pride of the German navy, went up the delta and climbed onto the deck of the battered enemy ship that some years previously had sunk the Royal Navy vessel he had commanded.



EDITOR'S NOTE:

The following article, contributed by Mr. Rupert de Smidt, which inter alia describes the British attack on the Dutch Fleet at Saldahna Bay in April 1781, has an interesting link with Simon's Town. The senior surgeon in the service of the VOC on the ship MIDDLEBURG which was fired by Mr. de Smidt's ancestor, Chief Officer de Smidt, was JOHAN GOTTLIEB MADER who subsequently became senior surgeon at the hospital in Simon's Town. In 1788 he married Magdalena Johanna Roep widow of Johan Grosjo and they had a family of seven. Mader died in Simon's Town in 1808.

ORIGIN OF THE DE SMIDT FAMILY AND CIRCUMSTANCES OF THEIR SETTLEMENT IN SOUTH AFRICA

Rupert de Smidt

The family de Smidt was settled at Antwerp and removed to Middleburg in Zeeland, Holland, where their name figures in the Magistrate's List of Senators between 1507 and 1594 - one of its members was Magistrate in Antwerp between 1565 and 1590. The family was ennobled in the year 1612. (See Rietstaps "Armorial General").

Jacob de Smidt, Lord of Baarland in Zeeland, a friend of the Prince of Orange, was appointed on the 20th November, 1558, Bailiffe of Flushing and in 1572 Governor of Walchoren.

William de Smidt, grand-nephew of Jacob, married and had issue:-

1. Daniel
2. Leonardus, Doctor of Medicine at Middleburg - married in 1721 and had issue Jacob de Smidt who married and had a son Abraham de Smidt, born at Middleburg, Walchoren, Holland, June 1755 and died at the Cape 1809. He was an officer of the ship the MIDDLEBURG, a merchantman in the Fleet of the Dutch East India Company, commanded by Captain van Gennep. The vessel was one of a small fleet of 8 which put into Table Bay on the return voyage from China in 1781.

War having broken out between England and Holland these merchantmen were ordered by the Governor-General van Plettenburg to take shelter in Saldahna Bay. In July 1781 an English Fleet of 34 sail, under Admiral Johnstone, surprised the Dutch Fleet in a fog. They captured all the ships excepting the MIDDLEBURG. Abraham de Smidt with the help of some of the sailors had a train to the magazine and succeeded in blowing up the ship and escaping to the shore.

From Saldahna Bay, he, in company with Captain van Gennep and van Axeland the Commander of the Fleet, went to Cape Town where he remained. On 13th March 1781 an English Fleet under the Commander Johnstone set sail from Spithead with the object of seizing the Cape Colony. Whilst in the harbour of St. Jago, the Fleet was attacked by a French Fleet under Admiral Suffren, which was also on its way to the Cape with a view to rendering assistance to the Dutch Government. This action at St. Jago was indecisive and Johnstone pursued his way southwards. On his arrival he found that the French Fleet was already at the Cape. Realising that the Colony was now too strong to be attacked he decided not to do so. He had however learnt that five richly laden Dutch merchant vessels were in Saldahna Bay, whither they had been sent for greater safety. He accordingly resolved to make himself master of these vessels. The following is the historian Theal's account of the affair (A History of Southern Africa by George McCall Theal):

"At half-past nine in the morning of 21st April, 1781, a signal was made from the look-out station at Saldahna Bay that a large fleet under the French colours was on sight and standing straight in. An hour later the leading ships were within the entrance, and they

hauled down the French and hoisted the English colours. According to their instructions the Dutch officers should now have destroyed their ships seeing that defence and escape were alike impossible but Skipper van Gennep of the MIDDLEBURG was the only one of the five who had taken the precaution to have a quantity of inflammable materials in readiness for such an occasion, and the consequence was that although all the ships were hastily set on fire and abandoned, the British sailors got possession of the HOOGHARSPEL, MONKOOOP, PAARL and DANKBAARHEID, in time to extinguish the flames before any material injury was done.

Three fires were kindled in the hold of the MIDDLEBURG by Chief Officer de Smidt ancestor of the South African Family of that name, with a steward and one sailor who had remained behind for that purpose when the remainder of the crew had left and they did not make their escape until the British were within cannon-shot. In a moment the flames were pouring from the lower hatchways and they soon reached the magazine when an explosion took place which hurled chests of tea and bales of cotton goods, together with fragments of timber high into the air, what was left of the hulk sank to the bottom, but as the water was shallow the remains of the cargo were easily recovered some years later.

The ZON and SNELHEID were abandoned without any effort to destroy them and thus the captors obtained possession of all the equipage of their prizes. In two days the Indiamen were got ready for sea and on 24th the fleet sailed leaving nothing afloat but the two empty packets ZON and SNELEHID which were so old and decayed as not to be worth taking away."

These occurrences are also detailed in an interesting Journal kept by Abraham de Smidt and now in our possession.

The French Naturalist Francois Le Valliant, who was a passenger on the ill-fated MIDDLEBURG watched from shore the destruction of his valuable natural history collection and other belongings. He gives a graphic description of the affair in his book "Travels into the Interior Parts of Africa by way of Cape of Good Hope 1780-1785". After the disaster Abraham de Smidt went to Cape Town where he remained and founded the South African branch of the family. He married:

1. A widow named Seigt who died childless in 1788.
2. on 15th February 1789 a daughter of the Burgomaster of Cape Town Sara Maria Muller who died in 1851.

Abraham de Smidt was Master of the Lodge De Goede Hoop in 1807 and when he died in 1809 was accorded a Masonic Funeral, and was interred in a vault beneath the floor of the Dutch Reformed Church in Adderley Street, Cape Town.

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SIMON'S TOWN RANGERS: It is officially notified in this morning's issue of the "Government Gazette" that H.E. the Governor has been pleased to approve of the following appointments in the Simon's Town Rangers, viz. 2nd Lt. Edmund L'Estrange Disney to be 1st Lt vice P.D. Martin, resigned. Richard England Acton, Esq. M.D., to be 2nd Lt vice Edward L'Estrange Disney, promoted.

From: "The Cape Argus" 18th November, 1862.

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THE PRINCE IMPERIAL OF FRANCE AND HIS SIMON'S TOWN CONNECTION

Audrey Read

Most famous of the foreign names of those who fell in the many battles that have been fought over the hot earth of Africa is probably that of Eugene Louis Joseph Napoleon Bonaparte, Prince Imperial of France, born on 16th March, 1856, the son of Empress Eugenie and Emperor Napoleon III of France. When he was 14 the collapse of the Second French Empire in the face of the German onslaught in the Franco-Prussian War forced the Emperor Napoleon and his family to flee to England. There the prince was educated on military lines at Woolwich and Aldershot. Conscious of the burden he carried as a representative of a great military family but with dwindling prospects of ever returning to the throne occupied by his father, he felt that he could justify himself to the people of France only by dedicating his life to martial accomplishments.

He could not have found himself in a better environment at a better time for embarking upon an army career; after the near-annihilation suffered by the British at the hands of the Zulu chief Cetshwayo at the battle of Isandhlwana, feeling in Britain was running high. The prince caught up in the fervour for war pleaded with the British Commander-in-Chief, the Duke of Cambridge, to be permitted to join the British forces in Zululand.

Commissioned as a Lieutenant he arrived in Natal in 1879 and was placed under the care of Lord Chelmsford who was less than pleased at having so eminent a figure in his charge, given the heavy responsibilities with which he was already burdened. The young prince was forthwith posted to Col. Harrison's scouts, stationed at Dundee. Chelmsford then began a second major advance against the Zulu chief in June 1879. An advance party of six men, including Bonaparte, was sent forward under Lt. Carey to scout for a camping place for the main body on the first night. Having passed Itelezi Hill, the little group stopped to make some coffee and unsaddle their mounts near a kraal, apparently deserted, at the headwaters of the Itshotshozi Spruit.

Their confidence was shortlived. The ground around the kraal was overgrown with lank grass and mealies and at its eastern side was a donga about two metres deep. They suddenly noticed about 50 Zulus stalking them through the tall grass around the donga, frantically saddled their mounts and prepared to escape. The Prince's horse took fright and bolted at the first attack from the Zulus. Bonaparte ran alongside the animal, clutching at the saddlebag to help him mount without stirrup. Fate took a hand, the strap of the bag broke and he fell, all but helpless as the horse made off. He managed to fire three useless shots from his pistol but he and two of his party were mortally wounded by Zulu assegais.

The Prince's corpse was recovered the next day. It was shipped aboard the BOADICEA to Simon's Town, it having been arranged that it should be carried by the ORONTES from Simon's Town to England. Work went ahead on the ORONTES whilst BOADICEA was in transit in constructing a temporary chapel for the reception of the Prince's remains. The chapel was fixed upon the main deck at a short distance in front of the quarter deck, and was furnished with a raised dias upon which to rest the coffin, and an altar was built at which services would be conducted during the voyage. The interior of the chapel was hung with suitable draperies, the prevailing black being relieved by several sacred emblems, and the monogram of the deceased Prince. The hull of the ship was painted a dark slate colour and the upper portion of her bulwarks black.

On Sunday morning 15th June 1879 H.E. the Governor Sir H.B. Frere, Lady Frere, the Misses Frere, the Colonial Secretary, the Attorney General, the

Commissioner for Crown Lands and several others of the leading citizens proceeded to Simon's Town for the purpose of paying the last tribute of respect, which will be possible in Africa, to the remains of the late Prince Imperial.

At noon that Sunday the BOADICEA was made down from the signal station as entering the port, and in about an hour's time she rounded the point with the French ensign half mast high at the main, and the Union Jack half mast high at the mizzen. Between three and four o'clock the work of removing the coffin from the BOADICEA to the ORONTES commenced. A double line of boats had been placed between the two ships along which the pinnace of the BOADICEA bearing the coffin, towed by a steam launch proceeded, under a salute of minute guns from the ACTIVE. The Governor and his party had previously boarded the ORONTES, where the Roman Catholic Bishop, the Rev. Dr. Rooney, and others were in attendance. As the pinnace bearing the coffin approached, the Misere was sung, and the band played Beethoven's Dead March. When the coffin had been placed on board the mourners were admitted to the chapel and many wreaths and other floral offerings were laid. The visitors having returned on shore, a salute of 23 guns was fired and at 7 o'clock the ORONTES left for England. The remains of the late Prince Imperial were in charge of Col. Pemberton on the voyage and the Rev. D. Rooney took special charge of the altar and of everything belonging to it. ORONTES arrived off Plymouth on 9th July. She then proceeded up channel to meet the Admiralty yacht ENCHANTRESS at its Spithead mooring, to which yacht the body was then transferred, the saloon having been transformed into a mortuary chapel. Father Rooney was to be assisted in a service by Rev. Father Ballard, the Naval R.C. Chaplain at Portsmouth and Rev. W. Legrave, a military chaplain.

The body was interred at Chislehurst in Kent, England, but later the Prince's remains were exhumed and placed with those of his father in a memorial church built by the Empress Eugenie at Farnborough in Hampshire. A little cairn was erected on the spot where he died, deep in the Natal hills at the headwaters of the Itshotshozi River, a small tributary of the White Umfolozi. A grove of trees was planted round the cairn. In 1880 Empress Eugenie made a pilgrimage to the place and a marble cross given by the Empress's friend Queen Victoria was erected instead of the cairn. In 1937 the place where the last direct male descendant of the Bonapartes died alone, was declared a National Monument.

A FOOTNOTE TO HISTORY !

Captain J.B. Carey who was "in charge" of the Prince Imperial on that fateful day was made the scapegoat for the affair and was court-martialled but due to the intervention of both Queen Victoria and the Empress Eugenie, Mr. Disraeli, the British Prime Minister, was forced to pardon him.

Readers might be interested to know a bit more about Captain Carey and his family for they had Simon's Town connections. Jahleel Brenton Carey was born in 1847 son of Adolphus Frederick Carey (Asst. Curate at Burbage in Leics. U.K.) and his wife Harriet May. Harriet was the granddaughter of Sir Jahleel Brenton, a militant sailor of Nelson's days whose exploits on board the CAESAR at Gibraltar in 1801 and in command of the frigate SPARTAN at Cerigo and Pesaro had won him a baronetcy. Rear-Admiral Sir Jahleel Brenton KCB, came to Simon's Town in 1815 to succeed Rear-Admiral C. Dundas as Naval Commissioner at the Cape. His sister Mary Brenton was also here with him for in 1815 she painted a watercolour of Simon's Town which hangs in the Fehr Collection at Rust en Vreugd, Cape Town. Sir Jahleel was the first Naval Commissioner to reside in Simon's Town when the Royal Naval estab-

lishment was moved from Cape Town to Simon's Town (Rear-Admiral G. Dundas had died in August 1814). It was Rear-Admiral Brenton who offered the use of the sail-loft in the West Dockyard in 1819 as a church as the original St. George's Church (in the Town) was on the verge of collapse. He was not keen on the sail-loft being used in this manner for too long a period!!



THE PRINCE
IMPERIAL

1879 - SOME CALLERS AT SIMON'S TOWN

From The Standard and Mail 11th September, 1879, page 3.

ARRIVAL OF CETYWAYO: Wednesday: The steamer NATAL, Captain Gilbert, arrived here last night at eight o'clock, having Cetywayo on board with three of his wives and six attendants in charge of Captain Poole R.A. The NATAL has had a very rough passage from Port Durnford and Cetywayo has suffered from sea sickness. Every care has been taken by Captain Gilbert for his accommodation. A temporary house has been erected on the poop, tastefully decorated with flags inside which he seems to appreciate as he is seldom seen outside to the great disappointment of the inhabitants of the Town who have had their binocular glasses pointed towards NATAL to catch a glimpse of the King. He is a fine looking man. The authorities will not allow an interview and strangers are not allowed on board. It has not been decided up to the present if the NATAL will take him on, or whether he will be landed here and sent overland.

LATER ON

David Clammer in "The Zulu War" writes: "In 1882, now wearing European clothes, Cetywayo went to England and took a house in Kensington in London. His popularity was immense. The Queen invited him to luncheon at Osborne and when he went out in London large and enthusiastic crowds gathered to see the last, bloodthirsty despot of Zululand. In 1883 he returned to his depleted Kingdom where he died in February 1884. The Zulu War had cost the British Government £5,250,000, a sum vastly in excess of expectations. The British Army suffered 1326 dead and wounded besides one of the worst disasters in its history (the Battle of Isandhlwana). The object of the war (the destruction of the Zulu military system) had been achieved but none of the major figures in the episode emerged with an enhanced reputation. In fact Chelmsford never got another command."