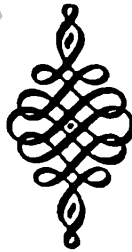




SIMON'S TOWN HISTORICAL SOCIETY

BULLETIN



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SIMON'S TOWN HISTORICAL SOCIETY BULLETIN

VOLUME XIII NO. 4 - JULY, 1985

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

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SIMON'S TOWN HISTORICAL SOCIETY - 25TH ANNUAL REPORT

Presented by The Chairman Mr. G.B. Read, C.B.E., at the 25th Annual General Meeting held in the Soldiers and Sailors Restroom - Civic Centre on Wednesday 20th March, 1985 at 8 p.m.

The meeting will follow the pattern established in recent years whereby Society Members attend in their dual roles as Members of the Society and Friends of the Museum. As a considerable number of new members have recently asked me why we maintain this apparent duplication in our organisational structure, a brief explanation again seems appropriate. In order to qualify for financial assistance from the Provincial Authorities a Museum is expected to be able to demonstrate and further identify in some detail that it has support from a local body of "Friends". It is important to realise that the Society's activities now cover a much wider range than just support for the Museum. As the Society has grown so have its activities and these now cover Research, Publications, Tours, Involvement in various conservation activities such as The St. George's Street Improvement Scheme, and so on. These obviously require funding and additional accounting records particularly as these activities are likely to increase rather than diminish. Administratively it is therefore simpler to have a separate organisation at least on paper whose fund-raising activities relate directly to the support of the Museum. Later in the evening you will have the opportunity to read the Friends Annual Report and to study the accounts.

As you know this is our 25th A.G.M. and to celebrate this occasion and indeed the first meeting of the Society on 22nd February 1960 we have scheduled a longer period than usual (it will not be too long I hope!) at the half-way stage in the proceedings between the A.G.M. and the customary lecture, for a Wine and Cheese Party. Though we were prevented from holding a special function on 22nd February to mark the first meeting of the Society for reasons that are well known to most of you, it gives me great pleasure to tell you that three members of those who attended the first meeting are with us this evening. They are: Jane-Eliza McColm, Margaret Cartwright and Eric Fry.

The Committee would like to show its appreciation of the outstanding service of Jane-Eliza and Margaret to the Society and I would like to call upon them later in the proceedings to accept the Society's citation.

Our Lecture tonight is by Mr. Brian Basset of the National Monuments Council and I think the splendid title of his lecture "Stop The World - I Want to Conserve It" speaks for itself! We are very grateful to him.

To get down to the main part of the report. The Society has had an even busier year than last in assisting with consolidation of the "new" Museum premises and also with other activities which I will detail below. As far as the Museum is concerned it faces a potentially daunting problem which I will highlight later. As usual the year has not been without its sadder moments. Such was the loss of Hugh Trainor who almost five years ago to the day set out to establish what became The Simon's Town Flora Conservation Group. A tribute will appear in the forthcoming edition of The Bulletin but I am happy to report that the role of Convenor of the Group has been assumed by STHS Committee Member Alf Glover who has been associated with the Group since its inception.

We also lost a very devoted member in Elspeth Ballingall who put in many hours assisting with the Museum's activities. We must also honour the memory of Commodore D. Robertson, Commodore John Fairbairn, Mrs. F.C. Wilson, Miss J.H. Davies, Mr. A. Hazell and Mr. R.A. Norval.

MEMBERSHIP: For the first time in several years this has remained stationary at about 640 members. Whilst we have gained quite a number of new members almost

a similar number of old members have not renewed their membership for one reason or another. This is a puzzling state of affairs as it is difficult to believe that a membership fee of R3 and R5 per annum is beyond many members' means!

PUBLIC RELATIONS TOURS: Last year I reported that the pressure on the Curator, the Museum staff and the Tour Guides is growing. To give you some comparative figures 1983 vs 1984:

	1983	1984
Schools	17	24
Groups	12	15

An attempt last year to train Tour Guides unfortunately after a promising start achieved very little. One drawback seems to be that Tour Guides are often required at very short notice but they are generally required on weekdays and provided we can identify a number of willing recruits we should be able to overcome this problem. We have a particular need for Afrikaans speaking guides.

The Society again mounted a very successful Spring Tour of The South-Western Districts which took Members to Mossel Bay, Oudtshoorn, the Little Karoo, Montagu, Robertson, Worcester and back to Simon's Town via du Toit's Kloof, Paarl, Stellenbosch. Members will recall that the cost of that Tour was R86 per head. For a similar Tour to-day the Society would probably have to charge approx. R100, probably a little more, mindful of what has happened to fuel costs etc. Obviously ways and means must be found to contain the costs of these Tours. These could include the use of self-catering chalets, the provision of accommodation by members of up-country sister societies, etc.

Members were also able to enjoy a most interesting and successful one-day tour of the Cape Point Nature Reserve and very recently a Members' Tour of Simon's Town. In spite of the inclement weather about 90 members went on the Tour which was followed by a chicken braai at the Marlin & Tuna Club. It is hoped to increase the number of one-day Tours particularly if we are obliged to shorten the range of the Spring Tour. Among plans for a one-day Tour in 1985 is a visit to Robben Island.

HISTORICAL BUILDINGS: Under this heading I can only report mixed success. The bad news first. The optimism reflected in my previous report regarding the preservation of the last 'Pot Luck' quarter proved to be unfounded. In the end the Voortrekker Movement found the costs of dismantling, transport and re-erection were quite beyond their means or those of potential donors and so the building will now be demolished.

Now some better news. Following the proclamation of the Historic Mile as "An Area of Special Historical and Aesthetic Significance" a set of draft guidelines has now been drawn up and following a visit from Mr. Michael Middleton, Director of the Civic Trust, U.K., it has been decided to proceed with a project to be called "The Simon's Town Historic Mile Street Improvement Scheme". Based on Michael Middleton's recommendations the initial steps required to implement the scheme are likely to be:

- (a) Preparation of a photographic panorama of both sides of the street.
- (b) Appointment of an architect to prepare a co-ordinated improvement scheme based upon the photographic panorama.
- (c) Publicising these proposals at a public meeting and on a continuing basis in the form of a permanent display to which reference will constantly be made.

The Society has begun step (a) from its limited resources but further financial assistance is being sought. As for step (b) an architect has indicated he would be prepared to prepare a co-ordinated improvement scheme at cost. There is a long way to go but the ultimate benefits for Simon's Town could be very considerable.

THE BULLETIN: Our thanks go once again to a very hardworking Editorial Committee and in particular to the Curator, Mrs. Audrey Read and Mr. Nigel Fawcett. It continues to be well received and widely read by Members and a surprising number of non-Members. Its production within the present limited resources of the Society has been found to be unviable and this will have to wait until we can afford such items of equipment as a fairly sophisticated word processor and versatile and high output photo-copying facilities. A change of printer has helped to contain the increase in costs to a reasonable figure. Members may be interested to know the following costs of producing the Bulletin:

January 1984	R1.30 per copy
July 1984	1.62 per copy
January 1985	1.80 per copy

Our printer tells us that costs have usually been increasing throughout the industry at the rate of about 20% every 6 months mainly due to increases in the cost of paper.

THE SIMON'S TOWN CHRONICLE: The Chronicle continues to prosper well thanks to the sterling efforts of Nigel Fawcett and Mesdames Biggs and Grant.

FINANCE: Once again the financial condition of your Society has been strengthened as you will shortly hear from the Hon. Secretary/Treasurer. However, the startling increase in the cost of almost everything and to a lesser extent the Chronicle will place an increasing burden on our finances during the coming year and 1986 so it seems probable subscriptions will have to be increased by 1987.

THE MUSEUM: Phase I of the move to the 'new' premises in The Residency has now been well consolidated and the Board of Trustees has recently sanctioned the implementation of Phase II consisting of alteration to the back room providing a large room for lectures and updating the Kitchen. An Information Bureau/Shop will be on the front verandah with a further display room for ship models at the station end of the verandah.

The completion of this work will see the near exhaustion of the present Museum Development Fund. A welcome though much smaller donation from Gold Fields South Africa of R5,000 came as a much needed addition but in these depressed times substantial donations are going to be hard to acquire. In the time being it looks as though the Museum will have to depend on its own human and financial resources and those which your Society can make available mindful of its own commitments.

Another development which could affect the Museum quite severely arises from a recent directive from the Provincial Administration to the effect that in common with economies recently introduced in all Government Departments should any of the Museum assistants resign, for the time being there can be no replacement. In the unhappy event of such a resignation the Museum must hopefully look to the Society for help or be forced to curtail some aspects of its work, its opening hours etc.

One further area of the Museum's activities (and for that matter, of the Society's too) which is causing some concern is Research. In the past a very considerable effort was provided by the late H.C. Willis and the late F.P. Chapman, particularly in regard to the S.A. Archives. Some work has been undertaken since their departure from the scene but probably not really enough. Anyone who would be interested in this very punishing though ultimately rewarding activity should contact the Curator or the writer.

SIMON'S TOWN FLORA CONSERVATION GROUP: Members will be aware that one of your Committee Members Alf Glover has been actively associated with this Group since it was founded in 1980 at the suggestion of the Municipal Voters and Ratepayers Association. Its objectives are:

- (i) to establish a body of concerned citizens to maintain a 20-year

programme of Flora Conservation in the Simon's Town area

- (ii) to ensure optimum government action and support
- (iii) to organise monthly hacks of alien vegetation and by so doing increase effectiveness as a pressure group
- (iv) to plan and lay paths through the areas of fynbos
- (v) to collaborate with other bodies through membership of the Co-ordinating Council for Nature Conservation in the Cape and liaise with other similar groups in this area.

You may ask why your Society feels it should be involved in this activity. The facts are quite staggering.

Of South Africa's 20,689 plant species about 2,000 face extinction mainly through ignorance. More than 60% of the country's endangered species are found in the Cape fynbos. 70% of these plants - as far as is known - grow nowhere else in the world. Plants are vital to us - they are the basis of life on earth. A public programme of Flora Conservation can only succeed if it is actively supported by public opinion, finance and physical aid. Members will be pleased to know that the Group organised a very successful Hack on Sunday 17th March when considerable areas along the Bridle Path were cleared of invaders. Thirty people participated, many of them STHS Members. If you possibly can - please help! Alf will be delighted to hear from you.

It only remains for me to thank on your behalf the Vice-Chairman Gordon Wilson for his continuing involvement in almost every facet of our affairs, our stalwart Hon. Secretary/Treasurer Dennis Kinkead-Weekes, Committee Members Malcolm Cobern, Nigel Farquharson, Mac Bisset (we promoted Mac to Captain in the January 1985 edition of the Bulletin but we will reluctantly return him to his correct rank of Commander in the July 1985 edition!), Alf Glover, Nikki Holderness, Jill Grant, Cherry Dilley and Liz. Biggs. A big thank you to all the ladies who assist both the Society and the Museum. As usual we have received excellent support and co-operation from the S.A. Navy. Last but by no means least the Municipality have as always assisted us whenever they could during the past year, as indeed they have since the day the Society began 25 years ago.

And so - on to the next 25 years!

CAPE POINT by Eddie Odden and Nick Lee.

A complete guide to Cape Point, this book is long overdue. It is a well balanced blend of superb photographs by Eddie Odden and clear, concise and informative text by Nick Lee. It provides an excellent guide to our beautiful Nature Reserve both for those who know and those who do not know it.

The floral Kingdom; the importance of conservation; animals, including an insight into the famous Cape Point baboons; magnificent views under all weather conditions; the old and new lighthouses; shipwrecks and much, much more, is dealt with in this visually beautiful and well-researched book.

The chapter on S.H. Skaife makes compelling reading and provides a fitting tribute to this remarkable man of nature who was responsible for Cape Point becoming a National Park and Nature Reserve.

The dedication of Gerald Wright, the Chief Warden of Cape Point, and his staff, becomes apparent when reading this book. Highly recommended.

Price R14.95. Published by Don Nelson (1984).

E.A. Biggs.

EDITORIAL NOTE

The following article appears thanks initially to the interest of one of our members Mr. R.W.T. Hallock who sent the following advertisement to us in 1973:

Extract from The Cape Argus Friday 8th June, 1906: Sale of H.M. Ships
 'Tenders will be received by the Director of Navy Contracts, Admiralty, London, S.W., until 2 o'clock noon on Tuesday the 17th July, 1906 for the purchase of HMS PEARL Third-class twin-screw cruiser of 2,575 tons displacement.....The vessel is offered for sale without restriction as to breaking up and with boilers and machinery intact...."

Peter Humphries, another member, undertook some research in the Government Archives and came across the article which appeared in the Cape Times Weekly Edition of January 2nd, 1907. Set against modern customs and practice, it seems an extraordinary story but in those days before the appearance of the ocean-going tug, specially designed and built for this role, such tows, usually performed by merchant ships, were not uncommon.

A SIX THOUSAND MILE TOW - OF HMS PEARL

"If steel towing hawsers could speak (say the "Shipping Gazette"), the one now coiled up on the after-deck of the Bucknall liner BULAWAYO, at present moored in the South West India Dock would have a good yarn to spin. A salt water tale it would be of a month's severe trial and strain; of a heavy towing job well and successfully performed. The BULAWAYO, under the command of Captain John McMillan, has just arrived in the river from Simon's Town, and the potable feature of the voyage is that she has towed right away from the Cape to the Nab Lighthouse the obsolete British gunboat PEARL, a vessel of 2,373 tons displacement. Apart from the distance covered there were incidents in connection with this towage which are of peculiar interest, and it was with a view of gleaning some details of the BULAWAYO's performance that a representative of the "Shipping Gazette" paid a flying visit to the ship, and had an interesting chat with her commander.

The gunboat PEARL, which was built some 12 years ago, had outlived her usefulness. For two years she had lain at anchor off Simon's Town. Recently she was purchased by a shipbreaking company in this country. Then arose the question of how to get her home. This point was settled by the Bucknall Line undertaking her towage, and the BULAWAYO was the vessel chosen for the task. To the uninitiated it may appear a fairly simple matter for a full-powered liner to haul an old gunboat home from the Cape, and the preparations which have to be made, and the unceasing care and vigilance demanded during the towage may be easily overlooked. In regard to preparation, one can get a very good idea of what was done by walking round the after-deck of the liner, and observing the towing gear which was used, and the method of connecting the two ships. The tow-rope was made fast to

THE LINER'S MAINMAST,

and to make up for the enormous strain thrown upon it, Captain McMillan took the following precautions. A length of ship's cable was passed twice round the mast about six feet above the deck. This cable encircled the mast in the form of a clove-hitch, the two ends being at the fore side of the mast. These ends were then connected to the port and starboard bitts by lengths of stout steel hawser, which were set up quite taut by rigging screws. Next, a double strop was made of steel hawser. This went round the mast, and chafing was prevented by the strop being covered with thick hide. It was to this powerful strop that the towing hawser was shackled. To obviate friction at the break of the poop, and also at the stern of the BULAWAYO, an ingenious arrangement of hard wooden "shoes" was employed. The hawser was placed on pieces of grooved wood, which were freely lubricated with blacklead and tallow, so that it moved either fore and aft or athwartships, and thus accommodated itself to the movements of the liner

and her tow. The BULAWAYO towed the PEARL from her port-quarter, the towing hawser passing to the starboard bow of the gunboat. The poop rails were removed from the port side aft on the towing steamer. Beyond this and the few scratches on the white half-round astern, there is little in the appearance of the BULAWAYO to suggest that she has recently been doing tow work.

It has to be confessed that the PEARL was not in the best of condition for being hauled through the water. In the first place, she had swung at anchor in the South African bay for two years, during which time she had accumulated a

FINE SUBMARINE GROWTH

How rapidly ships "foul" in those waters is well known, and the deposit on the bottom of the PEARL probably varies from six inches to nearly two feet in thickness. When, on the homeward passage, she lifted her fore-foot out of the sea, it could be observed that her hull had almost the jagged weed-covered appearance of a half-submerged rock. Further, it was found impossible to remove her propellers. All that could be done was to cast them clear of the engine and let them run free.

The officer in command of the PEARL on her tow home was Mr. Burkitt, extra chief officer of the BULAWAYO and he, of course, acted under instructions from Captain McMillan. With him on the gunboat were an engineer, four A.B.'s, a carpenter, boatswain, two donkey-men and a cook. The engineer's duties were in connection with the steam steering gear, for it was found impossible to make use of the hand gear.

All the initial difficulties having been surmounted, the BULAWAYO with the PEARL in tow, got away to sea on October 27, and on the same afternoon signalled at the Cape of Good Hope. Then began the long north-westerly run, with no stop until Teneriffe was reached. When the vessels left the Cape the PEARL was connected to the steamer by a 300 fathom tow line. This consisted of 50 fathoms of the PEARL's own cable, and to this were shackled on the BULAWAYO's coils of 6 1/2" and 7 1/2" steel wire hawser. Nothing in the nature of a manilla or coir spring was used between the Cape and Teneriffe and at no time was any trouble experienced with the hawser. To steady the PEARL she was provided with some square sails, which had been improvised from awnings supplied by the BULAWAYO. Fairly good weather was experienced from the Cape right up to Cape Blanco, the vessels averaging slightly over 8 knots an hour on this section of the voyage. But when 30 miles westward of Cape Blanco

A STRONG GALE

swept down from the north-east and raged for 36 hours. Down came the vessel's speed with a run, and instead of 8 knots an hour it was impossible to do more than five knots. As a matter of fact, the worst day's run was 123 miles and the best day's run was 209. The average speed right through from Simon's Town to the Nab Lightship was 7-8 knots an hour an excellent performance indeed, having regard to the unhandiness of the tow by reason of the foulness of her bottom and the hampering caused by her propellers.

From Teneriffe to the Nab a different tow-line was used. For this part of the journey the two steel hawsers were employed in conjunction with a 20 inch coir spring. This coir spring is now on board the BULAWAYO, and its condition shows the enormous strain it has had to bear. It has served its purpose well during the last lap, but possibly it would not have lasted had it been used all the way from the Cape. All along its length one notices how the small strands have parted. This coir spring was, of course, carefully watched throughout the period of its use.

The BULAWAYO and her charge arrived off Prawle Point on Wednesday. Then began a long signalling conversation between the liner and the signal station. We understand that no fewer than 32 messages were transmitted from the steamer.

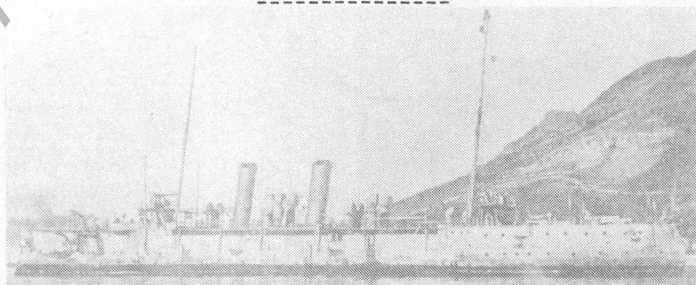
Anyway the signal halliards from her masthead stay were carried away so doubtless quite a long communication was necessary. On Thursday the BULAWAYO came to anchor off Spithead. The tug COMMONWEALTH was waiting here to take delivery of the weedy-bottomed gunboat and tow her to her last destination, Felixstowe, where it is understood she will be broken up. But the arrival at Spithead did not at once terminate the work of the officers of the BULAWAYO. The liner had to get four of her boats into the water and some hours of heavy, cold and uncomfortable work had to be done in conveying from the PEARL to the BULAWAYO the sails and other stores which had been placed on board at the Cape. However, at last the work was completed, and the COMMONWEALTH went off with the PEARL astern for the east coast. Apparently she has not made so successful a job of it, as did the steamer, for a telegram from Beachy Head states that the tow-rope parted off the signal station, but was afterwards secured, and that the vessel had proceeded eastwards.

COMMUNICATIONS

During the 33 days voyage of the BULAWAYO it was necessary to hold regular communication with the ship in tow. This was done in the daytime by semaphoring, and at night by flashing Morse messages. In regard to these latter, it is interesting to note that Captain McMillan used his own patent lamp. This is placed on the flying, or navigating bridge, and in clear weather messages can be transmitted by it to a distance of 10 or 12 miles. Nor was it only messages that had to be sent from the liner to her tow. At intervals fresh provisions were needed, and to send these aboard an ingenious contrivance was brought into use. A canvas boat 6 ft long was built on board the liner, and although it only took a couple of hours to construct, it served its purpose well. Into this boat provisions were loaded. Properly ballasted to ensure its safety, the cover was then screwed on, and the ship slowed down. The food-boat was then dropped astern, secured by a small line, until it was abreast of the PEARL, whose crew took it on board. Afterwards it was hauled back to the BULAWAYO and then "full speed ahead" again. This queer messenger is now on the fore-deck of the liner.

One steamer, especially a liner carrying passengers, is quite enough for any shipmaster to look after. It can easily be understood, therefore, that the last homeward voyage of the BULAWAYO, entailing as it did untiring attention to two vessels has been rather an anxious time for Captain McMillan and his officers, none of whom were sorry when the COMMONWEALTH took charge of the old PEARL. The chief officer of the BULAWAYO is Mr. W.B. Gow, the second Mr. S.O. Walton (who, by the way, is an old Alleyn boy) and the third Mr. L.M. Jeune. It is worth recalling that a few years ago Captain McMillan was awarded Lloyd's medal for meritorious service for his exertions when his steamer the TITANIA, broke her shaft in the South Atlantic. It was in July 1901, when the TITANIA was on a voyage from Cape Town to Buenos Aires, that the incident happened, the steamer at the time being about 1,200 miles from Monte Video. New shafting was put in, and Captain McMillan, assisted by his second officer and bo'sun, went over the stern, and fitted a new propeller. It was a task difficult in the extreme, and one that well merited the three coveted medals which were awarded by the committee of Lloyd's

The BULAWAYO has not brought much cargo HOME from the Cape, but when she leaves the dock at the end of the week for South Africa she will be fully laden."



EARL OF ATHLONE & H.R.H. PRINCESS ALICE

The photograph below was presented to the Museum recently. There has been some difficulty in finding out who the Royal Naval Commander-in-Chief is. The C-in-C's of the period covered by the Earl of Athlone's governorship are:

Vice-Admiral Sir Rudolph W. Bentinck	(1922-1925)
Vice-Admiral Sir M.S. Fitzmaurice	(1925-1927)
Vice-Admiral D. Murray-Anderson	(1927-1929)
Vice-Admiral Rudolph W. Burmeister	(1929-1931)
Vice-Admiral Hugh Justin Tweedie	(1931-1933)

Alexander Augustus Frederick William Alfred George Cambridge 1st Earl of Athlone (1874-1957). He was born at Kensington Palace, the 3rd son of the Duke of Teck. His sister was Queen Mary, wife of George V. He married Princess Alice, daughter of Prince Leopold, youngest son of Queen Victoria. After passing out at Sandhurst he was commissioned to a Hussar regiment, the Royal Horse Guards and the 2nd Life Guards and served with distinction in Matabeleland in 1896 and in the South African War 1898-1900. He was appointed Governor General of the Union of South Africa from 1925-1931 and Governor General of Canada 1940-1946. Princess Alice so loved South Africa that she returned here frequently to stay at that lovely house on the beach front at Muizenberg.

Any suggestions as to which Commander-in-Chief appears in the photograph will be most welcome. Editor.



SIMON'S TOWN FLORA & FAUNA IN THE 1800s - AS SEEN BY A NATURALIST -
STAFF SURGEON ARTHUR ADAMS, F.L.S. R.N.

Introduction by Arderne Tredgold
(Author of "Bay between the Mountains")

Visitors called at Simon's Town in its early years for a variety of reasons, but one, Arthur Adams who arrived in 1857, had a somewhat unusual quest - he was looking for beetles. Adams was a naval surgeon and also a distinguished naturalist. He joined the surveying vessel HMS ACTAION to study the natural history of whatever places the ship visited on her way to China and he afterwards wrote an account of the voyage entitled "Travels of a Naturalist in Japan and Manchuria".

Adams was a romantic writer "what rambles and scrambles, O Simonsberg, have I not had upon thy rugged sides" he recalled enthusiastically. "What sunny hours have I not spent among the glistening, gleaming, glittering silver trees" (1) He was thrilled by the great showy flowers of PROTEA MAGNIFICA, he chased and dodged rock rabbits "among the harsh, dry brushwood" and searched for ripe fruits of the FIG MARIGOLD. But it was the beetles that were the main attraction.

No sooner had he put his foot ashore at Simon's Town than the hunt was on. "On landing at Simon's Town almost the first beetle you see in passing through the dockyard is a little brown-backed stranger brought over in the sugar bags from Mauritius." He stopped just long enough to buy some "luscious grapes from Rachel, the pretty fruiterer, and sallied forth rejoicing to plunge at once among the proteas which clothe the slopes of glorious old Simonsberg." He studied flowers, birds, dassies, tortoises and other creatures as well as beetles, that were his main interest. He found "some very fine prizes" including diving beetles in a cattle pond and "on the sandy buffalo road we found a large sacred beetle rolling uphill earthen balls containing his little ones." (2)

On the 3rd day of his visit he went out to Miller's Point and on the way "crossed a plain where grass struggled with the sand and where the round gourds of the Colocynthis (3) were strewn like shot on a battlefield."

His account of his stay at Simon's Town follows:

"Having accomplished the purpose for which we were sent to Rio Janeiro, we left it, on our return, towing the DOVE our little steam-tender, by two 9" hemp hawsers and after a voyage of six weeks, we reached the Cape of Good Hope. On our arrival the hawsers, which were quite new on starting, were hauled inboard, when they were found covered with barnacles along their whole length. These were nearly all full-grown, and, with the exception of one small white kind of BALANUS, were all pedunculated or stalked, belonging to the genera LEPAS, SCALPELLUM and OTION. So numerous were they, that even when the hawsers were comparatively freed from them, they became so offensive, from the decaying animal matter about them, as to require washing with Sir W. Burnett's solution, and they had to be kept on deck a considerable time before they could be reeled up below.

"On another occasion we fell in with a floating spar seven hundred miles from the Azores. From the fact of its being covered with barnacles, it was the general impression that it must have been a long time in the water. On a boat being lowered, however, the carpenter examined it, and pronounced it to be a new spar, the lower-mast of some vessel. It was entirely covered with full-grown LEPAS ANATIFERA; a fact which goes to prove how rapid is the growth of the LEPAS, and also how desirable it is, for the sake of humanity, to examine these floating wrecks, even when they seem apparently hoary with age. The fate of many missing vessels might possibly be determined by reading the name marked upon such floating spars.

"The Cape of Good Hope offers in many respects a striking contrast to Rio, yet it is

a pleasant place, and I have many pleasant memories of the time passed there. "What rambles and scrambles, O Simonsberg, have I not had upon thy rugged sides! What sunny hours have I not spent, among the gleaming, glittering silver-trees! What exciting labour have I not undergone in overturning huge flat stones for pretty, spotted ANTHIÆ and other sand-loving beetles! What thrilling starts have I not experienced at an unexpected sight of a deadly cobra, with head erect and flat dilated neck vibrating rapidly from side to side! With what alarmed surprise have I not found unawares a coiled-up scorpion under a wayside stone! How frantically have I not chased and dodged rock-rabbits among the harsh dry brushwood! How eager have been my quests after the ripe fruits of the fig-marigold! In what triumph have I not borne from the rocky heights above the great showy flowers of *Protea magnifica*!

"The uniform sober features of the Cape are indeed tame after the glowing scenery and exuberant vegetation of Rio; yet the breezy plains covered with heaths and bulbous plants, and the long stretches of brown sandy bays, render a temporary sojourn here very delightful. We remained at the Cape during the whole of the month of April, and found the weather, on the whole, fine, though occasionally somewhat stormy.

"One of the author's most lamentable failings is a weakness for beetles; and, as some of my lady-readers may wish to know what attraction there is in the pursuit of creatures to them so very uninviting, I will beg them to accompany me in a three-days' beetle hunt.

"On landing at Simon's Town almost the first beetle you see in passing through the Dockyard, is a little brown, flat-backed stranger brought over in the sugar-bags from Mauritius (*Tragosita mauritiana*). Passing through the town we just loitered to purchase some huge bunches of luscious grapes from Rachel, the pretty fruiterer, and sallied forth rejoicing, to plunge at once among the *Proteas* which clothed the sides of glorious old Simonsberg. Here, following the example of the long-tailed, gaudy-hued honeysuckers (also partial to beetles) we discovered a rich store of our dingy favourites. In nearly every half-blown blossom we found, smothered in down, a large green sun-beetle and on proceeding to dissect the overblown flowers, we discovered at least six other kinds, feeding on the floral envelopes or burrowing in the receptacle. On the leaves of the silver-trees, and on the foliage of the heaths, we obtained some pretty lady-birds. Nor were beetles our only companions. On this first day of our hunting season we made the acquaintance of many charming birds, especially of the crow with the white collar, and of the noisy butcher-bird. We picked up a small tortoise, which seemed, poor stupid thing, to have lost its mother; and once we observed with a shudder the sluggish dark form of the fatal cobra glide slowly beneath the shelter of an old uprooted tree.

"Another day, ground-beetles were our game. Our fair readers must picture us, covered with sand, toiling among the loose stones at the base of the mountain, turning them over to see what there was beneath. We took some very fine prizes named ANTHIÆ, some of which were large and black, some small and white-spotted. Here also we discovered a goodly store of sand-beetles and burrowing shore-beetles. In the gulleys, in the kloffs and small ravines, in the humid neighbourhood of streams and water-courses, mud-burrowing and marsh-beetles, together with a lily-beetle and a few snout-beetles, turned up and rewarded our patient assiduity. The Kaffir herdsman regarded us on this sultry day with special wonder, for while, crouched motionless under the shadiest bush he could find, he watched his browsing buffaloes, lo we were toiling and moiling in the sun, and after all our exertions finding nothing which we appeared to regard as food! Hence his amazement. On our way back we captured a few stragglers, among them some elongated bark-beetles under the bark of a hollow tree near a pretty cottage on the hillside, where we gathered delicious mushrooms. A fine diving-beetle was taken in a cattle-pond; a mimic flower-beetle and a shard-beetle were captured promenading a sheep-walk. By the sides of a sandy road much used by buffaloes, we came upon a large sable sacred-

beetle busily employed, like Sisyphus, in rolling up-hill earthen balls containing his little ones, which, as often as not, when pushed along with his crooked legs nearly to the top of the bank, came rolling down again.

"On the third day we proceeded to Millar's Point along the coast, and the special object of our mission was (start not, gentle reader) - carrion-beetles! We pursued an uneven course up sandhills and down sand-dales until we espied a huge boulder covered with the trailing stems and fleshy leaves of the yellow Mesembryanthemum or Fig-Marigold. The green carpet was torn off from the surface of the stone, when ran out the rove-beetles, large-eyed, burrowing and broad-bodied. At the same time the little pale scorpions dropped down, while the nimble yellow centipedes vanished mysteriously, with that unpleasant wriggling movement peculiar to hundred-legs and snakes.

"About two miles to the left of Simon's Town we crossed a plain where the grass struggled for existence with the sand, and where the round, green gourds of the colocynth rested upon the ground like shot strewn the surface of a battlefield. A thousand footprints of horses stamped in the moist sand (for the ground is used for breaking-in horses) heightened the resemblance.

"On a sudden a taint in the pure air offended our nostrils, but we knew what it meant and like the vulture to his carrion meal, we were led by the nose to the carcass of a sheep! Placing our nobility to windward we capsized the defunct mutton, and those useful scavengers of nature, the burying-beetles and the carrion-beetles rewarded our bold adventure.

"We arrived soon at Millar's Point and approached the great flat smooth rocks, where on this wild promontory, they haul up the carcasses of captured or stranded whales by chains and windlasses, strip the huge bones of their flesh, and cut up the blubber for the oil. All around were stray fragments and "dissecta membra" of the mighty fish-like mammals. Turning over a dorsal vertebra with effort, for the bone was large and heavy, we secured a choice beetle or two, and by a delicate investigation of an unsavoury fathom of "baleen" we appropriated a shining little skin-beetle.

"On our return we descended the sand-hills near the sea, and by the "ancient and fishlike smell" we became aware of the vicinity of a station for cleaning and drying fish. Here were fish galore. Fish salted in great tubs; fish lying in heaps upon the ground; fish by cartloads; fish by boatloads; fish split open on long tables; fish covering all the rocks outside; fish by thousands drying on poles - stacks of fish! We raised a casual board, and behold, the ground was alive with bombardier-beetles, and there was an irregular salvo as in alarm they discharged their mimic guns!

"The long stretch of flat sandy shore between Simon's Town and Fish-hook Bay was a favourite walk of mine, fresh, breezy and full of interest. The weather has been very stormy of late and as I strolled leisurely along "the beached margin of the sea" I stumbled across a stranded fiddle-fish with a head like a ray and a tail like a shark. The shore was strewn with many other remnants of fish, crab and cuttle, to which various fatal casualties had occurred. Among these we observed an entire flotilla of IANTHINAS, or violet sea-snails which had suffered shipwreck despite the buoyant floats with which each tiny vessel has been provided by Nature. Now, however, the scene was very peaceful. Out at sea only two little boats were visible, fishing for snook (a kind of long-nosed mackerel) between Noah's Ark and the Roman Rocks. The long rolling breakers came tumbling in with a deep and hollow roar, and on the huge bare rocks along one portion of the shore sat the cormorants drying their dusky wings, or sitting upright, motionless, like learned doctors met in solemn conclave. Near them were foolish penguins, gorged with fish, dozing in the fitful sun-gleams. Three skulls of the "right whale" were bleaching on the sand, and the eye of the great sea-eagle watched us from above.

"Strolling a little inland to seek shelter from a shower among the stunted trees and

scrub, I observed hundreds of large globular land-snails suddenly make their appearance on the sandy soil where before the rain they had lain perdu to avoid the heat and dryness of the sun. Here then we had before us a true burrowing snail!

"During our brief sojourn at the Cape I was greatly interested in the way in which Nature provides for the dissemination of the seed of the splendid silvertree, the LEUCODENDRON ARGENTEUM of botanists. The lance-like leaves, the stem, the branches and even the fruit-cones, are covered with a silky down which glistens in the sun with a silvery sheen and the mode by which the fruit is dispersed is, as I have said, very curious. The large, oval, silvery cone is covered with scales, which being recurved by the heat, the ripe fruit or seed is suddenly cast forth with a little click. It does not fall at once however to the ground, but is borne up by a beautiful contrivance. The fruit is enclosed in a thin amber-coloured capsule or case, surmounted by a crown composed of four feathery shafts, which radiate upwards but are united at their bases to form a sheath for the pistil. When the ripe fruit is ejected from the cone, it bursts the membranous envelope which holds it, and when released falls about an inch, and remains suspended by the stigma, which forms a sort of knot; thus at the same time balancing the tiny parachute, and by its mode of suspension forming a beautiful provision to take off the weight of the parachute when the seed strikes the ground."

NOTES: "Travels of a Naturalist in Japan and Manchuria" - published in 1870 - was provided by the Curator of the Simon's Town Museum from the F.P. Chapman papers. The book was published by Hurst and Blackett, London.

1. Dr. John Rourke of the Compton Herbarium, Kirstenbosch, says that Adams' report of silver-trees on the Simon's Town mountain is mystifying. They grow only on decomposed granite, of which there is very little there. It is possible Adams confused them with the WABOOM that has silvery leaves. He also says that PROTEA MAGNIFICA is probably PROTEA CYNAROICES. (However, many gardeners in Simon's Town successfully cultivate silver-trees which happily grow to quite an appreciable size.)
 2. Dr. A.J. Prins, of the South African Museum, says this beetle would be MAURITANICUS TENEBRIOIDES. Its little ones are not in the earthen ball it rolls; this is put in the nest and the eggs are laid in it.
 3. Dr. Rourke comments that the COLOCYNTHIS VULGARIS has been reported in South Africa but the plant in question, the indigenous tsamma melon, is in fact CITRULLUS LANATUS and it had probably been brought down from the Kalahari by Hottentots.
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BOOK REVIEW: BAY BETWEEN THE MOUNTAINS by Arderne Tredgold - Human & Rousseau 1985
Price R22.50

Miss Tredgold's story of False Bay, its history and its inhabitants and their activities is well written and extremely readable, in fact one often forgets that it is "history", well researched with attention to detail.

The photographs and illustrations complement the text and there is a comprehensive bibliography and index. The book should be read by all who have known and enjoyed the delights of the False Bay coast.

E.A. Biggs

SYDNEY COTTAGE

The January 1985 edition of the Bulletin contained an item relating to the notice of the sale of Sydney Cottage, Simon's Town and enquired if any reader could help us to identify this building. We have received some very useful information from Peter Philip which we give you below. We must also thank Gordon Wilson for his visit to the Archives to identify the property from the information given us by Peter Philip. It is really very encouraging to your Editorial Board when members respond like this. Thank you. Editor.

Peter Philip writes as follows: "The owner of Sydney Cottage was Richard Lewis who arrived at the Cape with his family in HMS MINDEN on 15.11.1812, coming from Spithead. From 1812 to 1820 he was Boatswain of the Naval Yard. He must have acquired the Cottage in 1814 or shortly afterwards when the Royal Navy moved to Simon's Town. (Ed.Note: He took transfer on 1.7.1816 of Erf 793, Simon's Town - later bought by Wesleyan/Methodist Church - Title S.T. Freeholds 1/4 Grant - situated in between Waterfall and Arsenal Roads. It has now passed into the hands of the S.A. Navy.) On 13.3.1819 Lewis announced in the Cape Town Gazette that he wished to sell his house Sydney Cottage, at Simon's Town and this advertisement was repeated on 12.6.1819. On 29.6.1819 he received permission to leave the Cape in HMS MALABAR for Plymouth, but he evidently cancelled this passage - perhaps because he had not yet sold his house. He finally sold it to Francis Dashwood and ownership was transferred on 17.9.1819 and a year later on 10.11.1820 Lewis received permission to leave in the SIR GEORGE OSBORNE for England.

"Francis Dashwood was a well-known and well-connected member of Cape Society. His wife Lady Ann Dashwood was the daughter of the 7th Earl of Lauderdale. They paid a temporary visit to the Cape in 1797 and their presence here was recorded by Lady Anne Barnard in a letter dated 10.7.1797 (see Dr. Lewin Robinson's edition of the Letters). She liked Lady Ann 'a sweet good girl' but not her husband "whose dreadful countenance bears awefull Testimony to a vitiated mind and person (sic)". The Dashwoods returned to the Cape in 1807 and he was appointed Receiver of Revenue, and when he bought the farm "Weltevreden". In 1808 he was appointed President of The Lombard Bank. In 1812 he was a witness to the Marriage of Colonel John Graham and Johanna Catharina Cloete. He was also Vice-President of the Board of Agriculture, Steward of the African Turf Club and President of the African Society House (the local Club in Cape Town). In 1819 Dashwood was appointed Collector of Customs at Simon's Town, when he sold "Weltevreden" and bought "Sydney Cottage" from Richard Lewis. On 15.2.1825 Dashwood obtained permission to leave the Colony in the ATHOL for England."

In her description of Dashwood Lady Anne Barnard was probably referring to the Dashwood connection with the "Hell-fire Society" in which Sir Francis Dashwood (1708-1781) together with Bute, Sandwich, Wilkes, Thomas Potter, and Paul Whitehead featured prominently. Subsequently Sir Francis founded the infamous brotherhood of the Monks of Medmenham. He later became Premier Baron of England. The Dashwoods originate from Medmenham, a small village near the banks of the Thames, three miles South-West of Marlow, Bucks., England. It is famous for its abbey founded by Cistercian monks in the beginning of the 13th Century. Editor.

ADMIRALTY HOUSE: TO BE SOLD BY PRIVATE CONTRACT: MOUNT NELSON HOUSE AND PREMISES
Lately advertised in this paper. Application to be made to Mr. Pennell, Naval
Storekeeper, Simon's Town.

(Extract from The Cape Town Gazette & African Advertiser No. 523 Vol.XI, of
20th January, 1816.)

EDWARD HODGES CREE - SURGEON IN THE ROYAL NAVY

Audrey Read

It is always interesting to hear the impressions of a distinguished visitor, of any town and therefore it was felt readers would be intrigued to hear what Assistant Surgeon Cree of H.M. Troop-ship RATTLESNAKE had to say about his brief visit to Simon's Town. He himself is such an interesting character that we are pleased to publish some details about this remarkable man.

Edward Hodges Cree was an Englishman of Scottish extraction born on January 14th 1814 in Devonport, the son of Robert Cree and his wife Charlotte (nee Street). He was one of five children. Two brothers and one sister had died before 1830 and his mother died aged 48 in 1833 so Edward became very close to his surviving sister Percy. Edward and Percy's father Robert was a Unitarian minister. Edward went to school at Preston and then received private medical tuition at Bridport before going on to University. He studied medicine at Dublin and Edinburgh universities graduating from Edinburgh as Licentiate of the Society of Apothecaries (L.S.A.) in 1837. Ten years later he returned to Edinburgh and obtained his M.R.C.S. and M.D. He entered the Royal Navy in June 1837, the same year as Queen Victoria's accession, at which point Edward commenced the keeping of a very detailed journal which he liberally adorned with wonderful sketches and paintings of a very high standard. His last sea-going appointment was in 1861 and in The Cree Journals one has a very detailed account of ship-board life over a period of 24 years. He retired in 1869 from the Navy with the rank of Deputy Inspector-General of Hospitals and Fleets (to-day's equivalent would be Surgeon Captain). After retiring he went into general practice in Holloway, London and died on January 15th 1901 and he and his wife Eliza Tanner Hancock lie buried in Highgate Cemetery, London.

The Crees had seven sons and a daughter. Edward was keen that all his sons should follow his footsteps and become doctors in the Royal Navy and thus it was that all of them attended medical school at the Middlesex Hospital in London. However, only the two eldest joined the Navy; one resigned after three years and joined his father in private practice and the other died shortly afterwards of tuberculosis. Of the remaining sons, three joined the Royal Army Medical Corps, two reaching the rank of Colonel and the other becoming a Major-General. Edward's daughter became a nurse at Great Ormond Street Children's Hospital in London and married a Doctor!

RATTLESNAKE left Portsmouth on 4th October, 1839 for Woolwich where they were to embark troops for Ceylon and Edward expected to be away for about a year. They finally left Woolwich on 24th October, 1839. RATTLESNAKE was about 600 tons and stowed 85 tons of water - with troops on board she consumed 1 1/4 tons a day; each man was allowed 3 quarts and 1 pint for washing. RATTLESNAKE was an old 28-gun frigate fitted with a poop and intended for a troop-ship. The Assistant Surgeon's cabin was under the poop and he had the advantage of plenty of light from a window in the side. RATTLESNAKE was commanded at this time by Brodie who was in Cree's words "an old Master, a jolly good sailor on whom my predecessor and I called and had some punch with the old boy and were introduced to his wife. They are Scotch".

When they left Woolwich they rolled along at 6 knots and Tuesday 5th November they sighted Madeira. On board were 17 military officers (Royal Artillery and 90th Regiment). Among the officers were Artillery - Major Gordon, Captains Stokes and Kaye, Lieutenant 1st Hamilton with his wife and two children, Wynne, Lieutenants 2nd Lawrence, Wilson and Dixon, and Assistant Surgeon Davis; 90th Regiment - Captain Bowyer, Lieutenant Woodgate, Ensigns Owen and Evatt.

Friday 3rd January 1840 with "a strong S.E. breeze blowing they sighted Table Mountain, Cape of Good Hope, but no chance of getting in today. Stood off the land in the night."

Cree continues:

"Saturday 4th: When I went on deck in the morning we are doubling the Cape of Good Hope, which is a very insignificant port compared with the high mountains at the back. We beat into Simon's Bay, the shores of which are bold and mountainous and barren looking. Put one in mind of the coast of Algeria. Look on a pilot and anchored off Simon's Town at 4 p.m. The flagship MELVILLE Admiral Elliot here - also the BRISK. We met the CURLEW going out. Simon's Town is a small place with about a hundred houses, whitewashed and surrounded by gardens situated at the bottom of a steep hill in a snug corner of the bay. At present everything is dear here. It used to be so cheap. In the evening I went on shore with some of our military officers. Liberated slaves and drunken sailors abound. Went to Miller's the Grocers to order a fresh dinner for tomorrow. Strolled about the only street, if it can be so called which has houses only on the side which faces the beach. We came off in the cutter manned by Artillerymen. The Major who was with us offered to take off a drunken sailor to his ship but he swore he would not go in the same boat with the blue Marines (The Royal Marines consisted then of two branches - Artillery (Blue) and Infantry (Red). The R.M.A. were the "Blue Marines" by which name they were generally called in the Navy: Editor).

"Sunday 5th. Went ashore after dinner and took a walk up the hill behind the town with Harper and Arlington. The wild flowers very beautiful amongst the rocks and birds of gay plumage - one that sings like a blackbird at home. The sand, which is blown about in the strong wind, is very annoying. The evening was cold. Went to Clarence's Hotel. Met some of our soldier officers there and all came off together in the cutter at 8.

"Monday 6th. In the afternoon went on shore with Waddington. Met gangs of liberated slaves who look strong and healthy. They have some trouble with them when they are first landed from the coast of Africa, as their Portuguese captors have told them that the English will eat them. Unfortunately, when a lot were landed from the SCORPION they were located over a butcher's shop. The slaves imagined they were only put there to be fattened before being devoured, so they refused all food.

"Sunday 12th. My 26th birthday. Caught a severe cold but went on shore for a walk in the afternoon. Met Tracey, Assistant Surgeon of the MELVILLE. I dined with him a few days ago on board the flagship. Met Webb, Assistant Surgeon, a Plymouth man. Grieved to hear of the deaths of two assistant surgeons who were with me at Plymouth Hospital - Browne, an Irishman and McDougall, who also went out to Malta with me. Both died of Coast fever as many other assistant surgeons sent there have done. There is a scarcity of medical officers on this station in consequence.

"Tuesday 21st. Sailed to-day - delighted to leave the dull Simon's Town. We were all day beating out of the bay against a light wind, for the old RATTLESNAKE is no clipper." They reached Ceylon on Friday 13th March - "the sight of which gladdened all hearts on board."

For those interested RATTLESNAKE (28) 6th rate. Built at Chatham by Surveyors of the Navy 1822. 11.9 1/2 length. She was actually 503 tons. Had a draught of 9.8 forward and 11.10 aft. Grubbsa Harbour January 31st 1828: China as troopship 1839-42 (2 guns) then a surveying ship (2 guns). Broken up 1859/60. Please note that the measurements are in feet and inches; the number of guns is given in parentheses after the name of the ship; the tonnage given is (B.O.M.) (Builders O1 Measurement) a calculation based on dimension not weight. Tonnage based on weight (i.e. displacement tonnage) was not introduced by the Royal Navy until 1872. 6th Rate = "the size and number of guns decided the rating of sailing ships i.e. from 1st to 6th rate".

The Editor wishes to thank the Curator Simon's Town Museum for this material obtained from the Museum's copy of The Cree Journals published by Messrs. Webb & Bower, Exeter, England, to whom we are grateful for permission to reproduce the above text.

MARION AND PRINCE EDWARD ISLANDS

Introduction

Marion Island is a place which had a tender spot in the hearts of many an Antarctic scientist and visitor says an article written in South African Panorama by Lesley Dellatola in February 1984. Each year large amounts of money are spent on biological and geological research in these two islands apart from the cost of the logistics involved in equipping and supporting the scientific expeditions which visit them.

The islands have a stormy and very wet, cold climate with an abundance of birds and seals. They were annexed by the South African Government at the end of 1947 and from that year onwards, continuous meteorological observations have been relayed daily to the South African Weather Bureau of the Department of Transport in Pretoria.

Marion Island is approximately 12 miles long in an East-West direction; 7 miles wide with a maximum height of 4,200 ft; estimated circumference is 33 miles; estimated area is 70 sq. miles.

Prince Edward Island is nearly circular with a circumference of 15 miles; area 16 sq. miles and maximum height of 2,370 ft.

Marion Island is named after the Frenchman Marion-Dufresne, who, in search of the mysterious Southern Continent sailed with a party in two ships and reached the islands in 1771. Captain Cook re-discovered the islands in 1775. The nearest coast of Africa is 1600 kms to the North North-West. Climatically the islands are located in the Roaring Forties and experience gale force winds which prevail on 150 days of the year. The sky is generally overcast, the temperatures extremely low (the annual average is about 5°C) and the rainfall is 2,400-2,700 mm per annum. However short periods of bright sunshine can raise the temperature suddenly by as much as 10°. The hills and mires of the coastal plains are covered with fernbrakes and dwarf shrubs and there are no roads whatsoever. There are large King and Macaroni penguin rookeries where hundreds of thousands of penguins congregate, the vegetation in these areas disappears completely due to constant trampling and there is a strong smell of ammonia from the rich manuring which takes place. The colonies extend to approximately 1 km inland.

Scientists live on Marion sometimes for up to 24 months at a stretch and have to walk everywhere they go. It is extremely hazardous on the island because the weather can change within a few minutes and visibility become almost nil and there are numerous bogs into which it is relatively easy to stumble. Away from the main base there are a few small isolated refuges erected for scientific purposes but all members of the island community are obliged to carry rucksacks on their backs containing survival gear, in case a squall blows up and they are unable to return to camp. It takes a good ten days to cover the circumference of the island on foot.

The small camps mentioned in the previous paragraph are about a day's journey apart (on foot). Because of the gale force winds which frequently prevail walkers often have to go down on their knees, resting the weight of their rucksack on the wind. To stand erect would mean the risk of being blown over backwards. In winter snow storms occur frequently. Because of the hazards and rigours involved in traversing the terrain, visitors to the island who are only there for a few weeks at a time are not permitted to go further from the base camp than about an hour's walk, unless accompanied by an 'islander'. The island is of volcanic origin and essentially composed to two basaltic lava flows; an older glaciated grey and a younger black. Glaciation of the island has resulted in areas of glacial debris which is extremely hazardous to negotiate when it is in the form of rugged rock and piles of boulders. Because of the rocks, it is dangerous for

the research and supply vessel S.A. AGULHAS to approach too close to the shore, so all supplies are off-loaded into a rubber barge which is towed across the water to the cliffs where a crane has been erected.

In a review of progress in ornithological research at Prince Edward Islands, Professor W.R. Siegfried of the Percy FitzPatrick Institute for African Ornithological Research at the University of Cape Town, who directs ornithological research on these islands, says that there may be more than 2 million sea-birds belonging to 26 different species breeding annually on Marion Island alone.

In 1873 Charles Darwin was able to establish that the main nesting and breeding places of the WANDERING ALBATROSS were in these islands. He also proved that the indigenous KERGUELEN CABBAGE had earlier saved the lives of Captain Cook's scurvy ravaged crew in 1775.

There are two species of fur seal which breed on the islands and appear to hybridise; approximately 15,000 sub-Antarctic furseals and 300 Antarctic seals, the former *A. cephalus tropicalis* and the latter *A. gazella*. The population of southern elephant seal *Mirounga leonina* has been the subject of a more intensive study than the fur seals since unlike fur seals which are increasing in numbers, the elephant seals are decreasing in numbers. The decrease is also apparent on other sub-Antarctic islands in the southern Indian ocean, e.g. Kerguelen to the east of Prince Edward Islands, where despite the decreasing trend, they still number well into the hundred thousand. Killer whales around the island start to increase about the same time as the pregnant seal cows arrive to pup on the island. On one occasion three killer whales were observed to dispose of a flock of 20 King Penguins. The killer whale is at the top of the oceanic food chain. Groups of two or more patrol the coast, surfacing frequently. On reaching a cove or bay they submerge completely, moving in as close to the surf as possible.

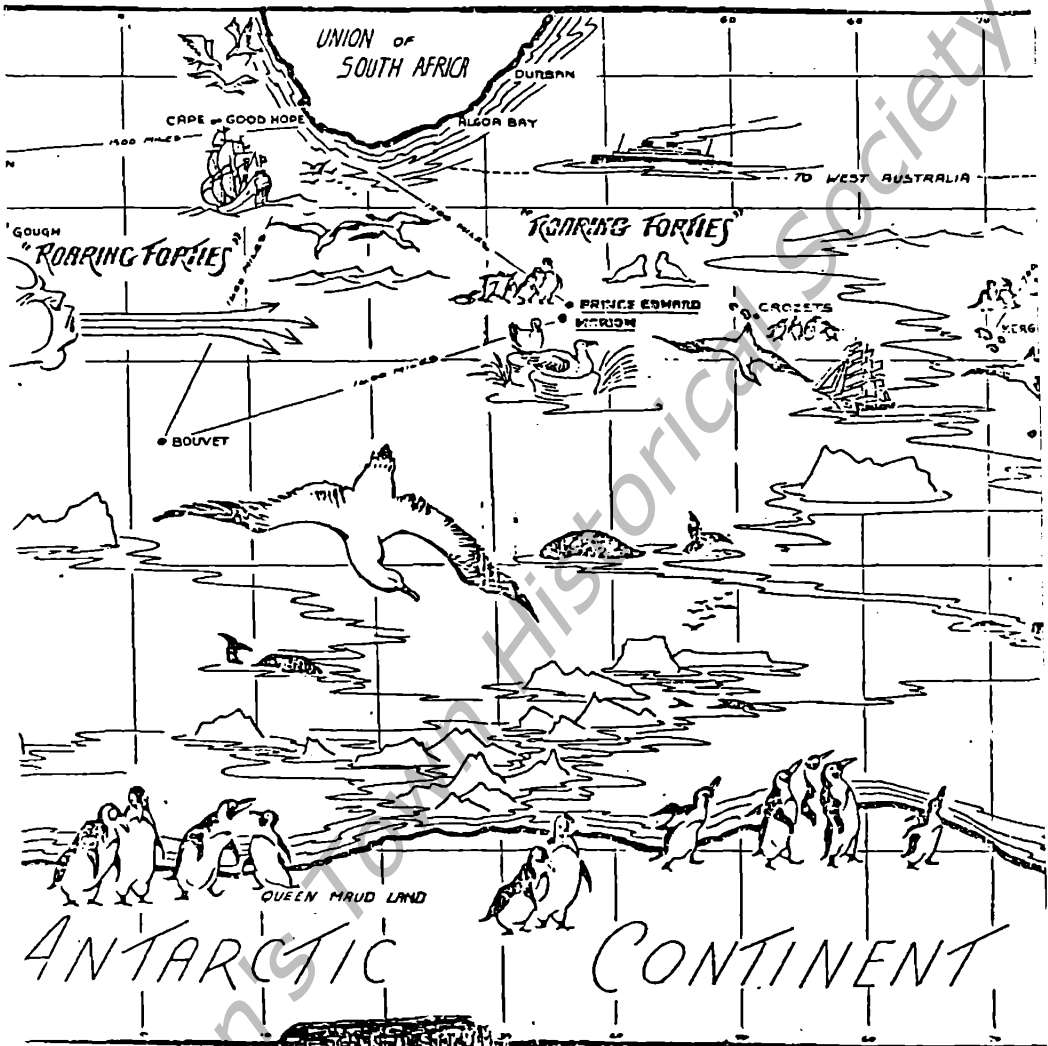
Every year the S.A. AGULHAS South Africa's Antarctic research and supply ship leaves Cape Town on at least four voyages - to Antarctica in mid-summer, (December/ March), to Marion Island in autumn (April/May), to Marion again in spring (August/ September) and to Gough Island in early summer (October/November) - with a lay-up period for maintenance and repairs in June/July. This takes AGULHAS to sea for about 200 days each year. She is classified as a cargo-passenger-helicopter carrying research vessel, especially strengthened for passage through ice. The ship is 103 metres long with a gross tonnage of 5,353 tons and has a service speed of 14 knots and an endurance of 10,000 miles. By reverting to single-engine steaming with a decrease in speed to 10 knots, endurance can be extended to 20,000 miles. With a complement of 41 officers and crew, she can carry 94 passengers. She is fitted with a hangar and a flight deck that can accommodate two large helicopters. She also has two work boats, satellite-aided navigation, 10 laboratories, bow and stern side-thrusters, radar, closed-circuit television, oceanographic and dredging winch systems and many other modern and sophisticated navigational, cargo-handling and research aids. Recently about 150 Antarctic and sub-Antarctic scientists from 14 countries participated in the fourth SCAR symposium on Antarctic biology which was held at The Wilderness, C.P. They came from Argentina, Australia, Chile, West Germany, France, Japan, New Zealand, Poland, the U.K., the U.S.A., Hong Kong, South-West Africa/Namibia, Canada and S. Africa.

Annexation of Marion and Prince Edward Islands

SEALED ORDERS: "BEING IN ALL RESPECTS READY FOR SEA, HMSAS TRANSVAAL IS TO SAIL FROM CAPE TOWN AT 1000 HOURS ON SUNDAY.....YOUR DESTINATION IS TOP SECRET AND IS NOT TO BE DISCLOSED TO THE SHIP'S COMPANY UNTIL YOU ARE AT SEA....ALL SIGNALS ARE TO BE TOP SECRET AND ENCODED IN HIGH GRADE CODE...."

Such were the orders of Lieutenant-Commander John Fairbairn on 19th December, 1947. The ship's company had to be re-called from all corners of the Union as they had been sent on Christmas Leave. The urgency was due to the fact that in February

1947 it had become apparent that with the development of guided missiles in range and accuracy there was a potential menace to South African seaports. Britain informed South Africa that two ships of different nations that had not previously had an interest in the Antarctic were known to be on their way south so Field Marshal Smuts decided to wait no longer. Annexation must take place.



The Transvaal was quickly revictualled for one month, provided with extra fuel and warm clothing and tarpaulins. Not forgotten were the Christmas "extras" 20 lbs of poultry, 20lbs of plum pudding and a few pounds of nuts and raisins. Lt. Grindley the 1st Lt. "borrowed" 10 dozen beers from HMSAS BONAVENTURE and HMSAS UNITIE.

Special guests on board included Captain W.D. Anderson (SAEC) who would conduct a study of the feasibility of an aerodrome; whether a local water supply could be utilised and whether local vegetation could be used as fuel; Corporal R.J. Smith (Cypher Branch); Major J.A. King (Senior Meteorologist) who was to conduct a feasibility study for a Met. Station on Marion; Lt. Max Berelowitz (SAMC) ship and base doctor; Captain D.A. Broadhurst (SAAF) to assist in feasibility study of 2,000 yard aerodrome; Petty Officer S.H. Schott (photography).

The only guide to Prince Edward Islands (20 km north of Marion) was an Admiralty chart drawn from the information supplied by HMS CHALLENGER on a famous oceano-

graphical voyage in 1873. She was commanded by Captain G.S. Nares and she had Charles Darwin on board!

The TRANSVAAL set sail from Cape Town on 20th December 1947. She hugged the coast until reaching Cape St. Blaize near Mossel Bay before turning south-east. Tuesday 23rd December the ship crossed into the "Roaring Forties". At noon on Christmas Eve TRANSVAAL was 45 degrees south, the ETA of WILLIAM (pseudonym for Prince Edward Islands) and ORANGE (Marion) would be dawn the next day. This was relayed to Cape Town.

At the exact moment Christmas Day was born Marion Island was seen as a faint blurr on the radar screen at 46 miles. At 0010 Prince Edward Island was seen at 22 miles off. This was considered a good omen. Christmas Dinner was enjoyed hove to in the open sea off the islands. On 28th December the weather moderated sufficiently for a reconnaissance to commence. Lt. Cdr Fairbairn considered the chart to be too inaccurate and the weather too bad to attempt a landing.

On Monday 29th December no other occupying forces were observed and a likely landing place was found on the north east side of Marion. Lt.Grindley inspected the area by motorboat and although plenty of kelp was present a landing was possible. Lt. Cdr Fairbairn and P.O.Scott went ashore, they constructed a small cairn of stones, on which they placed a metal flag of the Union and a brass plate inscribed:

"HMSAS TRANSVAAL - 29.12.1947"

Fairbairn then read the Deed of Sovereignty prepared in Pretoria.

"TO WHOM IT MAY CONCERN - The flag has been raised on behalf of His Majesty's Government in the Union of South Africa on the 4th day of January 1948, preparatory to the permanent occupation by the Government of the Union of South Africa of this territory known as Marion Island. This occupation will take place in the course of the next few weeks. John Fairbairn, Lt. Commander, SANF, Captain HMSAS TRANSVAAL."

The signature of the document was filmed for posterity. The document was then placed in a brass cylinder (Bofors cartridge) in a disused penguin hole.

The ship's company then commenced putting ashore stores and equipment to sustain the twelve members that had been chosen from the 93% of the ship's company that had volunteered to stay. These were Lt. Grindley, Sub.Lt. McMurray, P.O's Schott and Sorenson, Ldg.Seaman Mare, Able Seamen Stander, Renzke, Bold, Layton-McCann and Lewis, Stoker van Niekerk and Ordinary Seaman Erasmus.

On 4th January the same scene was re-enacted on Prince Edward Island. All records were broken when the Captain fell into the water and within seventeen minutes he had completed the Annexation Ceremony. TRANSVAAL then returned to Marion, put ashore Brindley and Berelowitz, and on the evening of 4th January returned home.



THE KERGUELEN CABBAGE

This famous wild vegetable which Captain Cook first discovered on Kerguelen is the only plant that grows on the Prince Edwards.

The occupation party, after setting up home, set to and constructed a cat-walk which ate up all the remaining rope, wire and timber they had brought with them. This was constructed to make the task of unloading stores easier. Meanwhile in Pretoria, the Public Works Department had dismantled six huts ear-marked for the south. They were addressed to MET OFFICER, SNOEKTOWN, NO.4 SOUTHERN BAY DOCKS. Operation Snoektown had been the code name given to this clandestine operation.



THE FIRST "SETTLERS"

In the foreground are the Tristan Islanders, behind them the South Africans who volunteered to spend the first year on Marion. Allan Crawford is standing on the extreme right.

The coaster GAMTOOS was transferred from the Government Guano Islands Administration to carry 300 tons of stores and equipment which included generators, radio and telephone facilities and workshops. On 7th January HMSAS NATAL set sail for Marion under command of Lt. Cdr Dryden-Dymond. At Mossel Bay she met the TRANSVAAL and the revised chart of Prince Edward Islands was transferred. On 10th January TRANSVAAL arrived back in Cape Town. A group of reporters and photographers were there to welcome the ship but they got no information from the sailors as they had been briefed before going ashore not to divulge anything. Fairbairn asked Commodore Dean if in commemorating his ship's part in the Annexation of the islands, the landing place at Marion be called TRANSVAAL COVE and the point sheltering the landing place at Prince Edward SADLER POINT after Petty Officer Sadler.

NATAL was sighted by the occupation party on 12th January and commenced cutting a path through the kelp and unloading stores. Two days later a tremendous gale nearly blew the ship ashore. Tuesday 20th January NATAL brought the GAMTOOS into the anchorage at Transvaal Cove. NATAL then proceeded to Prince Edward to complete the formalities necessitated by international law for the annexation of the territory. On arrival an armed guard of 11 men with Lt. Peter Selk in charge went ashore with Lt. Cdr Dryden-Dymond and Lt. Grindley. Lt. Cdr Dryden-Dymond read the following document in English and then in Afrikaans:

"PROCLAMATION By His Excellency the Right Honourable Gideon Brand van Zyl, a member of His Majesty's Honourable Privy Council, Governor-General of the Union

of South Africa

"PRINCE EDWARD ISLAND: Whereas the national flag of the Union of South Africa was hoisted by the Commander of His Majesty's South African Frigate TRANSVAAL on Marion Island, situated latitude 46.53 south longitude 37.57 east on January 4, 1948 AND WHEREAS effective occupation and administration of the said island by His Majesty's Government in the Union of South Africa were established as from the aforesaid dates and will continue permanently, now, therefore, by virtue of the powers rested in me under Section Six of the Royal Executive Functions and Seals Act 1934 I do hereby proclaim and declare that His Majesty's sovereignty of Marion and Prince Edward Islands is henceforth to be exercised by His Majesty's Government in the Union of South Africa. GOD SAVE THE KING. Given under my hand and the great seal at Cape Town this twelfth day of January, one thousand nine hundred and forty-eight.

signed: G. BRAND VAN ZYL

J.C. SMUTS, Prime Minister."

The proclamation was then placed at the foot of the flagstaff while the guard presented arms, the officers stood at the salute and the Union flag was run to the masthead. Thus the last legal requirement for establishing South Africa's right to possession of the island was complete.

When the ceremony was over Petty Officer Schott mysteriously produced a case of champagne which everyone enjoyed. At 1745 the navy handed over occupation to the Army and left for home after 16 days in exile.



A TOAST TO THE NEW TERRITORY

After the formal annexation ceremony on Prince Edward Island a toast to the future of South Africa's new possession was drunk in champagne.

A PERSONAL VIEW OF A RETURN VISIT TO MARION IN SEPTEMBER 1979

Extracts from the Diary of the late Commodore John Fairbairn follow, written during his return trip to Marion as a passenger on S.A. AGULHAS. We wish to thank Mrs. R. Beale-Preston for permitting us to make use of these notes. Editor.

(John Fairbairn, by now retired, officials of the Department of Transport and the National Monuments Commission undertook this voyage to erect a commemorative plaque on the island. They spent ten days there, erected and unveiled a cast bronze plaque).

"Saturday 8th September 1979: Well here we are - way out on the Southern Ocean and enjoying every minute of it....I've talked to the only woman on board - a charming young zoologist called Pamela Lacock - about 30. She is a sweet girl. She is the first woman to set foot deliberately on Prince Edward Island and the second woman to stay at the South African base on Marion Island. She is to carry out research on the species of squid eaten by various types of albatross nesting on the islands. All in all it is a very friendly crowd of young people. I find their conversation very stimulating. Our ETA Marion is 0600 Monday. Bill says he recommends we live on board. Hooray! The food is excellent once one gets used to the odd hours. Last night for dinner (5.30 p.m.) we had vegetable soup, fillet steak, chipped spuds, mushrooms and asparagus, with broccoli, and followed by peach melba!

"Sunday 9th: I had a phone call from Cape Town this morning, it was as clear as a bell. Always better in the morning they tell me. We are now beginning to feel the Southn Ocean swell, despite the roll dampers....Grey skies now and a wandering albatross. Marion noon to-morrow.

"Sunday 10th: The Forties are roaring to-day! Cold, raining, but luckily the wind is astern. Air temperature is 3°. Sea about the same.....We are due at 1p.m. and are going to circumnavigate the island. Bill says there is very little chance of anybody going ashore to-day. About 20 people attended Church service yesterday. Shower water lovely and hot, bunk comfortable.

"Tuesday 11th: At Marion. Arrived yesterday 3 p.m. cold and grey and drizzly. Black rocks white fringed and snow down to about 1000 feet (Mountain is 3,800 odd high) however it is fairly calm in Transvaal Cove and all the scientists went ashore plus "bag and Hammock". Ashore rather crude facilities - cabins for two, very small, two loos for 50 people and temporarily no hot water in the two showers.

Van Zyl (National Monuments) and I discussed the site of the cairn and found a very likely spot where it can easily be seen by all. At the top of the cliff and close to the cat-walk to the huts. We then searched and found Transvaal's old cairn - the brass ship's name plate still there, and the names scratched on quite visible after a bit of cleaning up. Grindley, McMurray etc all there, and it gave me a great thrill of pride to see it and remember the happenings of New Year 1948. The signed document is no longer in its container - I wonder where it is. My people left it there. Anyhow the Monuments people are going to have it all cleaned up. I was much photographed standing next to it. Now we are just about to go to sea for the night (much safer in case the weather deteriorates). I am tired and bruised after walking around in sea-boots and slipping on the landing stage.

"Wednesday 12th: We went to Prince Edward this morning and dropped the four zoologists who are spending six days there in a tent. The air temperature is 2°. One of the four is the female who has enraged Bill.....apparently her sole luggage is a rucksack and she wanted to take ship's blankets ashore! Prince Edward is much the same - a deserted island. We anchored in the spot where I anchored and I could plainly see the place of my endeavours with binoculars. I was on the

bridge coming back to Marion where we anchored at about 11.30 a.m. and off-loaded more cargo. This all goes in rubber rafts pulled by motor boats. It is sunny but bitterly cold - 2 1/2° and a light wind that goes through one like a knife. We are rolling a bit too much and the cliffs at Marion are white with spray instead of their usual brooding black rock....The reporter got lost on Marion, where he still is. I doubt he will be so inquisitive when he gets back!

"Thursday 13th: Another lovely day, light wind, but sunny - air temperature 2°. We anchored off the south side of the island, something I have never seen before, for when I was here on both occasions it was covered in cloud. Our two Zoologists went ashore to-day at a penguin rookery on the south side and came back with 21 lovely King Penguins, which I have just been helping to bath. There are thousands of penguin chicks there - through glasses it looks all brown with babies. They will stay ashore another year. We anchored off the cove this p.m. to do some boat survey. I saw the shuttering of the cairn - they have put it in the place I chose. The unveiling will probably be on Tuesday 19th - we sail a week to-day - ETA is Monday 24th. I am loving every minute....Its very peaceful with only two other "passengers" on board. Bill is pretty rough on the passengers. He says he is not going to send them ashore whenever they feel like it - it's five days or nothing.

"Friday 14th: The sea is full of holes, the weather has turned sour at last, but I think it is only temporary. The "unveiling" ceremony is on Monday p.m. - weather permitting. Van Zyl wants us all dressed up as Antarctic explorers! He is at the moment stuck on the island without even toothpaste. Lots of people being very stupid - they won't tell Bill what they want in advance and expect him to run his ship as a taxi for their convenience. A captain's first responsibility is the safety of his ship.

The Prince Edward Islanders burnt one of their two tents down, with half their stores. There is no chance of picking them up in this weather. We are doing sounding on the south side tonight and will heave-to(lie and drift) for the night. The wind seems to be dropping, but as we are under the lee it is difficult to say.

"Saturday 15th: On arrival back at Marion this a.m. after a night spent on the "Old Kent Road" we found that it was snowing and that quite a lot of snow had settled right down to the cliff edge. It stopped a bit after breakfast and Bill and I went ashore in the rubber boat (outboard motor) to go to "Ship Cove" and also some other otherwise inaccessible spots. Dressed as an Antarctic explorer - woolly underbugs, woolly shirt, beige jersey, anorak, woolly cap, waterproof pants, Norwegian stockings, sea boots and thick gloves! Almost as soon as we left the ship down came the snow again and a brisk wind blew. However, we pressed on and it cleared a bit later. The air is so clear here that visibility is fantastic - no smog! When you are two miles from the ship you feel as though you could put out a hand and touch it. We eventually got back after about 90 minutes - almost frozen stiff from snow, wind and spray! Seeing "Ship Cove" again made me more sure than ever that I had chosen - rather accidentally - the best place to land and put up a met station. The cliffs are lovely - yellows and red and deep orange blue, green and black. All this I suppose means mineral traces. But no diamonds! As yet! Only three passengers on board now. The scruffiest penguin has been christened Pamela after La Lacock!

"Sunday 16th: We caught it last night. A full gale got up and now at this moment there is a "storm force" gale - wind of 70 knots (80 mph). The sea looks much more as I remembered it - full of holes. But this is a well-found ship and heaves and rolls over the grey mountains of water. It is raining hard too. Early this p.m. we took off the Prince Edward Island party - a very bedraggled bunch. Under the lee of the island the weather was not quite so bad, but still I was treated to a masterly display of ship handling by Bill and some pleasant seamanship by his boats' crews.....If the weather doesn't ease up I doubt we will get ashore at Marion tomorrow....At the moment the barograph trace is almost off the paper, the

deepest I have seen for 32 years.

"Wednesday 19th: I apologise for the pause in writing up my diary but Monday was "Unveiling day" and yesterday it was too rough. We got back to Marion on Monday a.m. to find it covered in snow and with the temperature of -2° but not much wind. However, by 2p.m. when we went ashore for the big event, it was even colder and snowing hard with a strong wind. It was quite an occasion. I was greeted - and treated - like Royalty. Faced a battery of cameras! The monument is a simple cement cairn, with the badge of the National Monuments Commission and the story of the annexation on bronze. But what touched me most was that there was a copper plate let into the top of the monument stating "Fairbairn Monument". Wasn't that grand of them, I was very touched, because it was so completely unexpected. Mr. van Zyl made a speech, all about the TRANSVAAL's efforts and how wrong he felt it was that my name appeared nowhere on the chart of the island etc. Then he unveiled the monument and I made a short speech in which I said how honoured I felt to have been invited and how I felt it was a fitting honour to my old ship's company - thanked Bill and his people for their kindnesses etc. This was well received by the 40 odd people who braved the snow and bitter cold to attend. It was all so simple and so Marion - wind, cold, snow and wet underfoot! Afterwards we went up to the Station - I believe it may be called "Fairbairn City" and drank champers provided by Bill. When we got back to the ship, cold and lashed by icy spray, I gave a party in the Mess. So ended "V" day - a lovely day which made me feel very proud and very sad in turns....

"Tuesday morning Marion was covered in snow right down to the water's edge - in fact it still is. The ship was white with snow too. We set off for Prince Edward Island in a full gale with snow and sleet and hail - a very "cruel" sea. I had been told by a Zoologist that he had found the original brass container with the document I signed still in it, so Bill said we would try to recover it. However the weather was too foul with a wind of 85 mph and a really wicked sea, so we circumnavigated Prince Edward and came back to anchor for the night (Tuesday) at Marion. On the way back I was in the chart room, back of the bridge, and the ship took a violent roll - I was flung first to one end and then to the other - only damage was pride and a swollen right hand. ETA Cape Town is Tuesday a.m. I tried to phone last night but the line was out of order. I must go now and help with the penguins. They are lovely birds - snow white now after their daily bath of sea-water. They get 6 pilchards (whole) each day, and now it is not quite such a battle to feed them - they've got the message! The sun has come out on Marion now and it looks like an alpine scene.

"Friday: We sailed from Marion at noon yesterday. It was blowing hard when we left and I was treated to another magnificent display of boatwork by this ship. They are very good indeed. A big gale didn't develop and most of to-day has been fairly calm and sunny. However, now it is overcast and a big swell is building up. I spent most of the morning in the Engine Room; a place of modern wonders, but very noisy compared to a steam-driven ship. I watched the propellor shaft whizzing round and thought much of the old sailors saying "Every turn of the screw brings me nearer to you"! I've now covered this ship from Foc'sle to keel. Its fun!

"Later: Weatherwise, Saturday and Sunday were non-writing days - the ship all but stood on its head. It was really VERY rough, but we are light on fuel and cargo and she bounces her way across the ocean. Sleeping too becomes a problem because these bunks in the V.I.P. cabins are a shade too wide, but I've learnt the trick of packing myself in with chair cushions. However, on Saturday morning Bill did me the honour of doing messdeck "rounds" with him - a very interesting job. Every sailor has his own cabin and the pin-up collection is stupendous. Van Zyl has just been in for a long chat. He has given me the wordings of the plaque:

"This island was formally annexed on 29 December 1947 by Lt.
Cdr. John Fairbairn, Captain on the frigate HMSAS TRANSVAAL

as the first overseas territory for South Africa. To mark the occasion a cairn was erected in this bay - the National Flag raised and proclamation read. The neighbouring Prince Edward Island was also annexed six days later."

We must be nearing Agulhas. Have just passed an oil rig. Cape Town 1000 tomorrow.....Its been a great experience, such a great honour, so much fun.... I've loved it, I've been a sailor again. People have been so kind, so helpful, there is so much to tell."

What an important task the annual exiles on Marion perform. They provide very valuable data to the Met. office, various universities and research teams. South Africa must surely be proud of those people who "volunteer" to carry out these duties in lonely and very difficult circumstances.

Material for this article has been researched from "S.A. Panorama" a Government Publication; "No Pathway Here" written by John Marsh, the Cape Town author who accompanied the first expedition; various material from The Cape Times and Cape Argus of September 1979; Precis of "No Pathway Here" prepared by Peter Hutchinson 30th July 1984 and Commodore Fairbairn's Diary which was provided by Mrs. Rita Beale-Preston, to all of whom we are most grateful.

A.E. READ

A COLOSSUS OF ROADS by Patricia Storrar; illustrated by Günther Komnick. Published Cape Town, Murray & Roberts/Concor, 1984.

While travelling along the roads of South Africa, one does not give a thought to the men who pioneered travel in the Cape and made possible easy access to the remote areas of the country. Of the two foremost road builders of the 19th century, the father, Andrew Geddes Bain, is the better known and it is only right that, with the opening of the new toll road through the Garden Route, that the work of the son Thomas Bain who opened up the Tsitsikama region one hundred years ago, receive due recognition.

Patricia Storrar tells a fascinating story of this multi-talented man and of the roads he built, many of which are still in use - the Prince Alfred Pass and the Swartberg Pass in particular. In addition to his engineering, Thomas Bain was a noted collector of fossils and artefacts and his interest in geology led to the discovery of the goldfields at Knysna prior to the Witwatersrand gold rush which put an end to the Knysna fields.

The photographs illustrating the book do full justice to the beauty and grandeur of the many passes built by Thomas Bain and by his photographs, many in colour, Günther Komnick has contributed to the overall excellence of the book in both layout and design. There is also a comprehensive bibliography and index to the book making it a useful reference work.

By consulting the maps on the end papers which act as a guide to the work of both Andrew Geddes and Thomas Bain, future journees along the passes of the Cape will be enhanced by the knowledge of the labour that went into their building.

E.A. Biggs

"THE ROYAL TOUR 1901" of "THE CRUISE OF HMS OPHIR"

Taken from a hand-written log compiled by Petty Officer Harry Price of HMS OPHIR and liberally illustrated by him with paintings of all the ships and the birds, flowers and triumphal arches which he found on the voyage. The book has been published by Webb & Bower, Exeter, England, to whom we are grateful for permission to reproduce these extracts. A copy of the book was provided by The Curator, Simon's Town Museum. Editor.

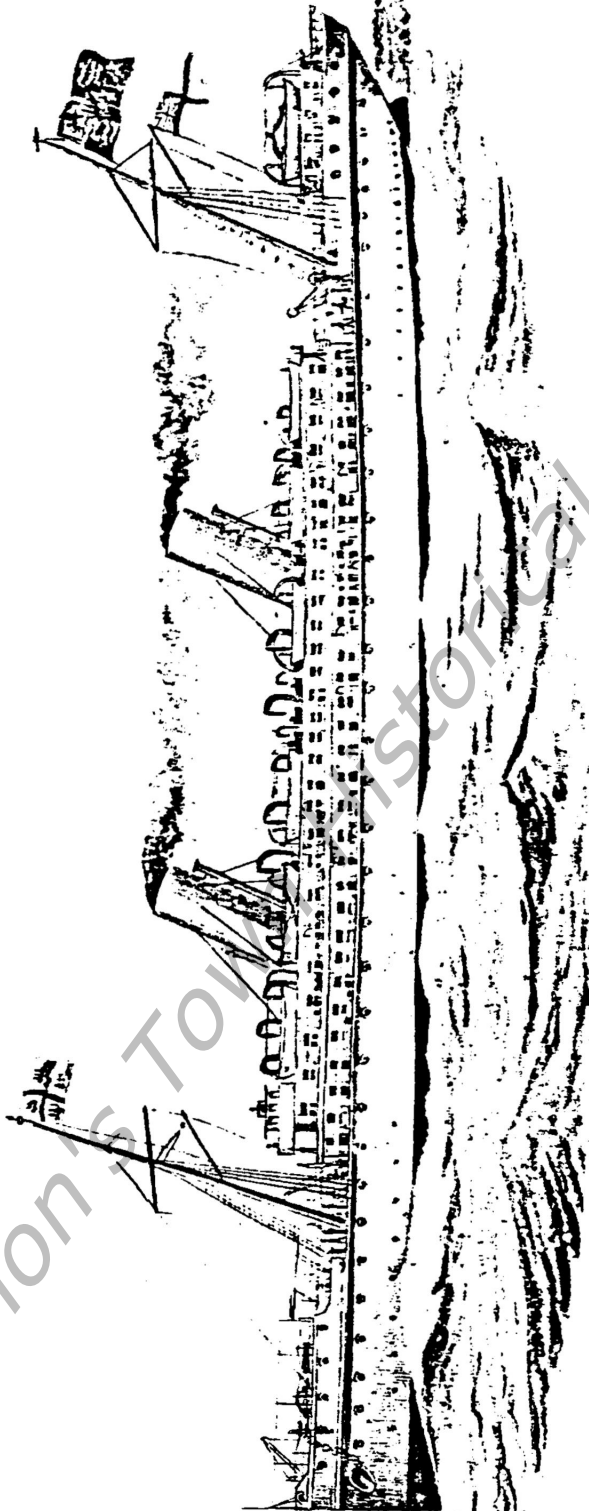
Harry Price (1877-1965) left home in 1893 and joined the Royal Navy as a Boy. He was a true and loyal patriot but joined the Navy not out of patriotism but "to see the World". He once led a minor mutiny but was pardoned because he was also responsible for ending it when it began to reach ugly proportions.

In 1899 he joined BRITANNIA, the senior of two training ships moored in the Dart. On this ship a good record and rapid promotion probably led to his being chosen as a member of the crew of the OPHIR for the Royal Tour of the British Empire which took place from February to November 1901 and covered some 4,000 miles. HMS OPHIR left England on 8.3.1901 escorted by HMS DIADEM and HMS NIOBE as far as Gibraltar. She then proceeded, escorted by HMS DIANA and HMS ANDROMEDA to Aden via Malta and Suez. At Aden the escort changed to HMS ST. GEORGE and HMS JUNO for the voyage to Colombo (12/16 April), Singapore (21/23 April), ALBANY (3/4 May), Melbourne/Sydney/Hawkesbury River/Sydney (6 May/6 June), Auckland/Wellington/Lyttleton (11/27 June), Hobart 2/15 July, Albany/Freemantle (20/26 July, and Mauritius (4/8 August).

Petty Officer Price's log contains the following description of HMS OPHIR's visit to South Africa:

"On the evening of 12th August we sighted the coast of Natal and soon afterwards were anchored off the town of Durban. The OPHIR was too big a ship to cross the bar; so instead of going right inside the harbour we had to content ourselves with staying outside, which was nearly as bad as being at sea, the rollers rushing in from seaward making it a risky job in embarking on the splendid tugs with which the port is well supplied. Their Royal Highnesses with part of their suite, left the ship with safety about 11 a.m. on the 13th. One way of transferring passengers from ships to the tug boats is to hoist them out like merchandise; in large baskets. This method was used by us once only when Lady Catherine Coke, The Duke of Roxburgh and Mr. & Mrs. Derek Keppel came back to the ship. Several large sharks were observed around the ship here. Part of the Cape Squadron was here also to take part in the ceremonies; the ST. GEORGE and JUNO having gone on to Cape Town. The ships here were the GIBRALTAR flagship, the THRUSH and DWARFE gunboats and the BARRACOUTA third-class cruiser. Their Royal Highnesses returned to the ship on the 15th August and we immediately got under weigh and escorted by the GIBRALTAR turned our ship's head for Cape Town. When leaving, two large black fish; a species of whale crossed our bows a few feet away and then commenced to blow. I should put them down as being between 30 and 40 feet in length. We had very bad weather as soon as we were well out at sea which delayed us considerably so that we arrived at Simon's Town on Sunday 18th August instead of the preceeding day.

SIMON'S TOWN and CAPE TOWN: As we proceeded up the bay we saw on our left hand a Boer prisoners camp, it was early morn and but few Boers were astir, but the ever-watchful sentries could be plainly seen and as they turned on their beat, something shone forth like burnished silver over each man's shoulder. It was the sun shining on the blades of fixed bayonets. In Simon's Bay we found the following British Men-of-War - MONARCH, FORTE, PARTRIDGE, TERPISCHORE, NAIDE and the prison ship PENELOPE together with our old escort the ST. GEORGE and the JUNO. We occupied the MONARCH's moorings. Their Royal Highnesses did not land



"H.M.S. OPHIR"

Sketched by Petty Officer Harry Price
the author

till Monday. As they were pulled ashore all the ships saluted. The noise of the guns echoing and re-echoing amongst the lofty hills, which surround the town. As Their Royal Highnesses landed, an interesting affair was that they were drawn in their carriage by blue-jackets, instead of horses, all the way to the station. The Duke and Duchess with their suite at once entrained and proceeded to Cape Town. The ST GEORGE and JUNO also weighed anchor and left for Cape Town but we immediately prepared for coaling and by mid-day we, together with some 300 men from the GIBRALTAR, FORTE, PARTRIDGE, MONARCH, NAIAD, TERPISCHORE and some seedy boys or blacks, were up to our eyes in coal dust. The following day we had our hands full cleaning ship, but we got over it all right and in the evening all the warships gave us a fine display of fireworks.

I may here mention that on this day a large number of native chiefs sent by His Royal Highness, the Duke, went on board the MONARCH and there witnessed the firing of the big guns, outrigger charges, submarine mines etc and they went away I reckon, more impressed than ever with the great nation under whose protection they lived. About mid-day the following day the 22nd August their Royal Highnesses embarked and we at once slipped our moorings, and with the NAIAD and TERPISCHORE as escort we proceeded on our way, the ST. GEORGE and JUNO had previously received orders to go on to St. Helena. The PARTRIDGE also came with us Admiral Moore being on board of her. We shaped our course past Cape Town and in the distance could just see Table Mountain. The PARTRIDGE now turned back and we increased speed, the high land of the Cape rapidly getting lower and more indistinct. But in leaving South Africa none of the feelings like we experienced when leaving Australia affected us, we had seen so very little of the shore."

HMS OPHIR then proceeded towards St. Helena which she passed at 4 a.m. on the 28th August. Here she picked up HMS ST. GEORGE and HMS JUNO and HMS TERPISCHORE and HMS NAIAD left to carry out their routine patrols up and down the west coast of Africa. ST. GEORGE and JUNO had obviously gone to St. Helena to coal ship. All three then proceeded to St. Vincent in the Cape Verde Islands (to coal ship again) arriving there on the 3rd September and departing on the 5th September to continue the Royal Tour of the British Empire.

HMS ST. GEORGE and HMS JUNO returned to England and the OPHIR was escorted for the remainder of her cruise to Eastern Canada and New Foundland by HMS NIOBE and HMS DIADEM who had provided her first escort from Portsmouth to Gibraltar. At sea, anchored off St. Vincent, HMS OPHIR gave a farewell concert for ST. GEORGE and JUNO and their officers came on board OPHIR for this accompanied by the officers of NIOBE and DIADEM. A play, written by the concert-party of HMS OPHIR entitled "HMS MANTLEPIECE", was then performed and Princess Alexandria of Teck recited "Farewell to the ST. GEORGE and JUNO"

"Oh Mariners of England and those who live at ease
Remember those two cruisers which loughed through many seas.
Steady on either quarter - to guard the White York Rose
To stand twixt it and danger - whereir the OPHIR goes.

Twas coaling here and coaling there, twas coal at every port,
Twas quarantine for weeks and weeks, provisions running short.
And not till St. Helena - did they there harvest reap
The first feed since Port Adelaide - a fine fat frozen sheep.

Our sympathies are all with those
Whose escort duties now must close."

WATER AND WORKERS - MEETING THE NEEDS OF THE ROYAL NAVY IN SIMON'S TOWN

Professor Michael G. Whisson
Rhodes University, Grahamstown.

Editor's Note: The author, Michael G. Whisson, Anthropology Department, Rhodes University, Grahamstown 6140, is currently writing an account of the "coloured" people of Simon's Town district and would welcome correspondence on the subject as well as comments on the article itself.

The Kroomen (or Krumen) certainly came from Sierra Leone and Liberia. In fact one of the former Royal Naval Installations in Freetown was erected in a locality known as KROOTOWN. Whilst in the case of Liberia the Kroomen were mainly ex-slaves from the Americas, those who found their way to Sierra Leone had usually been rescued from slave ships (bound for America) by the Royal Navy and landed in England. Presumably it was considered necessary to return them whence they had come and so in 1787 some 351 of them accompanied by some 60 'shanghaied' Plymouth street walkers were sent out by Granville Sharp (a friend of William Wilberforce) to become Sierra Leone's 'Pilgrim Fathers'. The resultant vivacious and talented "creole" society which grew up in Freetown provides an interesting contrast to the legacy of an imperial navy's parsimony in the Cape.

"Mr. Willis' admirable summary of the negotiations between the Royal Navy and the local authority concerning the water supply to the ships and the town, raises one question which he did not attempt to answer - why should the issue have come to a head in 1883, when it had been a matter for negotiation and adjustment for 70 years? (Willis 1981).

"Two developments seem to be related to the crisis. First, it was in 1883 that Simon's Town obtained its first elected municipal council, after some seven years of negotiation and constitutional development. The process had begun in 1876 when Mr. Hugo and his friends had demanded municipal status partly in order to make the military authorities pay for their occupation of the town and the use which they made of its resources and amenities (SMT 331). In 1881 their efforts were rewarded with the introduction of a Village Management Board (SMT 309) and, at the beginning of 1883 the redoubtable William Runciman was elected to the new Municipal Council on a platform of "eliminating nuisances and insanitary conditions" (Chapman 1971). To honour that pledge, additional and assured supplies of water were required. Prior to that election, negotiations had been conducted between officers of the Crown, rather than between the Navy and the dauntless "village-Hampden" who would have to live with and pay for, the solution.

"The second development is referred to in Admiral Salmon's long report (ADM 123 p.99ff. 19.12.1883). He reports that a railway is in prospect which will require 6,000 gallons of water per day i.e. 27 tons daily, or nearly 10,000 tons p.a. Since the municipal tank had a capacity of 60 tons and the Navy tanks (sought by the Municipality) a total of 620 tons, the prospective demand by the railway was very substantial, and crises could arise if several naval vessels required water at one time (100 tons apiece to judge from the 1853 figures cited in Willis 1981). Thus there was indeed good cause for the Admiral's concern.

"But water was not the Navy's only pre-occupation in the 19th century, there was also the problem of obtaining the labour necessary to maintain the base at the lowest possible cost to the British Government. This issue was the subject of even more reports and memoranda than that of water.

"Slaves were initially acceptable as workers, as the Naval Office, General Instructions "Of the government of Negroes" (ADM 123/39 of 1.1.1800) indicate. After 5 years service, if they were 'diligent and expert in their business they might be rewarded with 3/- per week in addition to having "all found" like other

slaves. The instructions are otherwise notable for their efforts to protect slaves from abuse - "Their treatment shall be considerate and humane..... it being our intention to have them treated in every respect as white men." Officers could be prosecuted and even discharged from the service for maltreating slaves, and "old negroes....shall be employed...in any easy work that is within their strength."

"In 1808 it was suggested that it would be more economical to employ local workers and to pay them in Rix Dollars than to employ English workers in the same type of job (ADM 123/41 of 2.8.1808). This advantage was not long sustained, however, and for the next 100 years or so Simon's Town's population was augmented by a succession of groups of imported workers. Some merged totally with the local population, some went home to retire, some descendants retain records and memorials of their ancestors.

"In 1817 "Black town"(roughly on the site of the present Municipal offices -Ed) was begun with four houses built to accommodate Prize Negroes who had been captured from slave ships rounding the Cape, usually en route to the Americas from Madagascar (ADM 123/15 p.213ff of 4.3.1848). This ostensibly philanthropic exercise by the Navy provided it with a useful supply of workers until the end of the 1840's. Freed slaves, whether from the slave ships or from the Cape itself, could be "apprenticed" for up to fourteen years. This was intended to be "for the benefit of the Negro alone" to enable him to learn a useful trade (Theal 1897,xxii p.301) but the maximum period was generally treated as the norm by the Navy and civilians alike. In 1848 it was proposed, essentially as an economy measure, to change the form of payment of labourers from 34/- per month plus rations to 2/- per day (ADM 123/46 p.98 of 9.2.1848). Explaining the change, the storekeeper reported to the Commander-in-Chief that "the old arrangement had come about as the labourers had been composed of captured negroes who at the end of the war in 1815 were discharged from Ships of War and borne in the yard as apprentices for 14 years, and it is only very recently that the last of these men was discharged, our labourers now consisting of natives or coolies of this place who prefer being employed as hired labourers". To pay cash wages would simplify accounts and be cheaper to the Navy (ADM 123/46 p.101 of 7.1.1848).

"By 1858 the Navy was having more labour problems. When the flagship was away the workers sought higher wages and threatened to strike. Labour was scarce so convicts in the form of 22 "Kafirs" with 11 "women" were brought to fill the gap. Desertions brought down the number and increased the per capita cost, but those remaining worked well and "looked forward to earning wages" (ADM 123/47 p.100). The following year, in the wake of the cattle killing in the Eastern Cape which threw tens of thousands of Xhosa on to the colonial labour market, the Rear Admiral sought approval to take on "twelve Kafir boys" as apprentices in the dockyard because they had had great success with those taken on board the flagship where "they are extremely useful" and, in the great scarcity of skilled labour in the colony "theselads" would, in a short time, be a valuable reinforcement to the dockyard labourers. The boys were selected from a group sent to the Cape by their parents. The Admiral noted that while some of the convicts of the previous year had proved intelligent and useful labourers, they were too old to "acquire the same degree of civilisation as the younger lads". The apprentices would be taught English and literacy, given free bed, board and clothing, but no pay. The Admiral noted that "the intelligence of the Kafirs generally is much superior to that of the negro races" as they could learn trades, Christianity and civilised habits (ADM 123/47 pp.85-7 of 7.5.1859). Later in the year the nine remaining convicts were pardoned and taken back to East London. They were replaced by twelve "Kroomen" from Sierra Leone. The twelve apprentices were kept on board the SERINGAPATAM to protect them from the "evil examples of the liberty-men and Hot-tentots."

"The "Kroomen" (or Krumen, never crewmen) came from Sierra Leone and Liberia, mainly after the establishment in those regions of communities of ex-slaves from the Americas and elsewhere. The term refers to the language spoken by the indigen-

ous coastal peoples, although some of the men recruited by the Royal Navy were ex-slaves rather than true Kru- speakers. In 1859 locally recruited labourers were employed at 3/- per day (eight men), 1/6d and 1/- (one at each rate). The leading Krooman got 2/- per day and eleven others 1/4d. The nine "Kafirs" got 5/- per month plus rations and the twelve "Kafir boys" rations and clothes only. The Annual Report noted that labourers had been leaving the yard for higher wages and agitating to have their wages raised to keep up with the cost of living (ADM 123/47 p.129 of 1859).

"In 1883 Kroomen were an established part of the dockyard population and Rear Admiral Salmon issued instructions concerning their position. They were to be treated as military personnel, reside in the dockyard, have their quarters inspected regularly and leave the area only with permission. The Rear Admiral was also sensitive to their health as "during cold weather, care is to be taken that their chests are well wrapped up." (ADM 123/53 p.179). They performed a wide range of tasks, generally associated with painting, cleaning, coaling and heavy lifting, both on ship and shore. Fifty-four were aboard the flagship in 1887, but the Rear Admiral (Grubbe), like his predecessors, ever watchful for economies, reckoned that only forty were really necessary.

"The end of the century brought new problems for the Navy. Accommodation for Kroomen was so scarce that they had to be put in tents near the railway station, which caused a certain amount of trouble (3/SMT/396 of 26.9.1901). Some had married local girls and had settled in Simon's Town, although their West African ideas about discipline and male authority did not always coincide with those of their wives, who objected to being beaten.

"In 1903 the Vice Admiral reported that it was getting more difficult to find suitable Kroomen in Sierra Leone as the good men preferred to shorter trips on merchant ships and disliked the wet, cold winters of the Cape. "Jack Savage" the Krooman chief in Freetown had suggested Liberia or the smaller villages as better places in which to recruit. The Vice Admiral proposed that no more Kroomen be sought and that they be replaced by "Seedies" (ADM 123/58 p.80 of 18.4.1903). In 1907 the issues were raised again. The Kroomen were unwilling to join the Navy at the low pay offered but they were stronger and more reliable than the "Kaffirs" who were "independent" and, at 4/- per day, expensive. The Vice Admiral proposed that Kroomen be offered a basic 1/- per day and all found. The total daily pay at that time (including provisions) was 2/7d when coaling and 1/10d when not coaling, compared with 3/6d and 4/- per day paid to local labour from outside the yard. As a result "they constitute almost the only unskilled labour the yard possesses." Most returned home after their service, only four currently being retired on pension in Simon's Town.

"The "Seedie boy" period followed, but left a far smaller mark on the town. "Seedies" were residents of Mombasa and Zanzibar and, like the Kroomen, included liberated slaves living under British protection. They were Muslim followers of Saaid, a descendant of the Prophet who had settled in East Africa. About twenty were recruited and brought to live in quarters in the dockyard, clearly separated from the Christian Kroomen. They soon gained a reputation for violence and for not honouring their offers to the local girls. In 1929 ill feelings obviously came to a head and it was agreed that they should all be repatriated. The Navy asked the Council if it would assist with the "repatriation" of "Seedie dependants", to which the Council replied that each case would be treated on its merits. Only four names were submitted by the Navy, none of whom were aided as there was no certainty that they were legally married (3/SMT/416 of 3.11.1930 & 8.11.1930).

"The Navy then accepted the Council's suggestion that local people should be employed in future, for the slump was beginning to gather momentum and destitution was becoming a serious problem. The Navy thus brought to an end its search for labour from more distant places. The motives of the Commanders in Chief at Simon's Town had doubtless been economic for the most part, but the legacy can be seen in Ocean View and elsewhere to this day. Memories, heirlooms, talents and faces

bear witness to a rich social and cultural inheritance of an imperial navy's parsimony.

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BOOK REVIEW: MARITIME SOUTH AFRICA - A PICTORIAL HISTORY by Brian Ingpen and Robert Pabst (S. Struik, Cape Town)

In his foreword the late M. de W. Marsh, at that time Chairman of Safmarine until his recent death at the early age of 59, writes "This is a magnificent pictorial record of our maritime history. The subject is well researched, the breadth of coverage impressive and the text very readable". And indeed "Maritime South Africa" is all that, and more.

Schoolmaster and author Brian Ingpen, whose earlier work "South African Merchant Ships" set the standard, has been joined by photographer Robert Pabst, who has gathered more than 400 superb pictures, many his own, ranging from old black and whites gleaned from library and museum collections (including four excellent ones from Simon's Town), to up-to-date masterpieces in full colour, some published here for the first time.

The subject matter starts with an historical introduction to South Africa's maritime history through the ages, back to the Phoenicians (perhaps), Diaz, Da Gama, then the Dutch and British and eventually the birth and growth of South Africa's own maritime fleet, both merchant and naval. This leads to a look at the country's harbours, not only the major ports like Durban and Cape Town but also quaint little historic harbours, once thriving, such as Port Alfred, Knysna and Port St. Johns. Members who went on the 1983 Spring Tour will be interested to see pictures of Port Beaufort and Joseph Barry's coaster "KADIE".

Chapter Three, "The Naval Tradition" is of particular relevance to Simonstonians and all those with connections, past and present, with the two great navies, British and South African, which have played such a part in our history.

The next chapter "Passenger Services" is sheer nostalgia and will remind us all of what we are missing now the once familiar mail ships have gone for ever. Other old favourites, once regular callers, include the Ellerman "City" ships, those popular Dutchmen "Randfontein" "Ruys" and their sisters, the lovely Italian Lloyd Triestino's the Portuguese mail ships and many others. The cargo services are not ignored and shipping buffs will recognise many old friend from straight bowed old coal burners to ugly modern container ships.

Wrecks provide an interesting chapter as well as "Maritime Miscellany" which includes tugs, fishing trawlers, dredgers and the like. This is an altogether fascinating book and I would say well worth the money.

N.P.F.

Extract from the Cape Town Gazette & African Advertiser No. 536 - 20th April 1816:
"Arrived Simon's Town on 13th April Honourable Company Ship GENERAL HEWETT - W. Campbell (Master) from England on 9th February with presents for the Emperor of China." Left 26th April for China. Passenger Captain Colin Campbell, RN.

EDITOR'S NOTE

The writer of the next article John A.S. Phillips, is Aaron de Pass's great-great-grandson on his mother's side and teaches at Bayreuth University, West Germany. He has been researching on his de Pass ancestors for some years whilst on repeated study trips to the Cape and South-West Africa. He has published a number of articles on the de Pass's and hopes to have a book entitled "The de Pass's at the Cape and Beyond: a Story of Slipways, Guano, Diamonds and Art" ready for publication soon. One of the great pleasures stemming from his research was to find that the old Simon's Town Slipway is still in use!

AARON DE PASS: THE SLIPWAY MAN

Whilst the Sober Island Slipway was certainly not the work of one man, one man - Aaron de Pass - certainly had a lot to do with it. The fact that de Pass, Spence & Co. initiated, built and, for a time, operated the slipway prompts one to ask the question - Who was Aaron de Pass? (Captain John Spence, Aaron's partner both at the Cape and in South-West Africa, will be described in a second article.)

Aaron, son of Daniel de Pass, a Sephardic Jew of King's Lynn, was born on 4th July 1815. His father had a tannery and made boots and shoes as well as acting as a local agent for a London shoe manufacturer. Later on his son Aaron worked as a commercial traveller for the business, travelling extensively throughout England. Aaron went to Jamaica with his uncle Abraham and married Esther da Costa at the age of 21 on his return. He subsequently opened shops in Gloucester and Brighton but only lost money.

In 1846 Aaron emigrated to South Africa with Esther and his younger brother Elias on the MARY ANN arriving on 27th April, 1846 at Cape Town. On board were crates of the inevitable boots and shoes with which under the name of A & E de Pass & Co the brothers opened a shop at No. 11 Keizergracht (now Darling Street), later moving to No. 31 St. George's Street. The firm expanded its activities. A plot of land was bought at Hondeklip Bay, Aaron and Esther travelling through Namaqualand by ox-wagon. Elias had wanted to serve in the local war which was being waged at the time, but was forbidden to do so by Aaron who considered him too young for the ordeal. Later Aaron relented and Elias proved himself to the full. Aaron, though he was to become Commissariat Officer of Volunteers, was essentially a man of peace and commerce. His business interest now extended to the guano islands off the South-West African coast. Captain Spence, who had worked on the islands for some time, became Aaron's partner. Aaron bought out the other guano syndicates and soon the firm of De Pass, Spence & Co seems to have controlled the guano market in South-West. In 1863 and 1864 Captain Benjamin Sinclair concluded treaties with the local chief, David Christian, on behalf of de Pass, Spence & Co. The resultant grant of the coastal stretch from Angra Pequena (now Luderitz) to Baker's Cove and 50 miles inland was to have momentous consequences when August Stauch in January 1909 found diamonds on the Pomona Mine which had been awarded to Aaron's son Daniel under the Anglo-German ANGRA-PEQUENA SETTLEMENT in 1886. But this is not really part of Aaron's story, merely an important (and in the 1860's) and unexpected consequence of it.

If Daniel de Pass was to prove himself the man of iron in his struggle to defend his coastal stretch from the F.A.E., Luderitz who appropriated it from him to later found the first and ill-fated German South-West African Empire, Aaron remained the innovator and systematizer, regardless of the activity involved. In 1849 he was elected President of the Hebrew Congregation at the Cape. He was the first President because it was only in that year that the first synagogue was consecrated. He also arranged for the first Rabbi, the Rev. Isaac Pulver, to come out to Cape Town.

In the same year, 1849, Aaron was one of the four-man delegation which went out to

the convict ship NEPTUNE on its unwanted arrival at Simon's Bay. Following the successful campaign of the local anti-convict association to prevent the convicts being landed, Aaron seconded a motion at an association meeting for the revictualing of the NEPTUNE before departure.

The late Mr. F.P. Chapman has already related the story of negotiations leading to the erection of the slipway on Sober Island at Simon's town in 1859 by de Pass, Spence & Co and the extraordinary difficulties involved. Originally the imported slipway had been intended for laying down at Table Bay and was only offered to the Simon's Bay Dock or Patent Slip Company as a cheaper solution to the problem of providing repair facilities for ships than the originally proposed dry dock. There is no need to repeat the story here which Mr. Chapman has already covered in a most scholarly manner. Our story continues with the laying down of the second slipway at Table Bay by de Pass, Spence & Co. and with a further partner, Captain R.A. Granger, the setting up of the first ice-making plant at the Cape near the slipway in 1861. In those days ice used to be brought from America. de Pass sold it from his ice-making plant for 1 1/2d per lb. (If any reader of this article could tell the author where exactly the ice-making plant was, if possible with an illustration, the author would be most grateful).

The Table Bay slipway had to be removed because it stood in the way of the new harbour. de Pass, Spence & Co were given compensation for the original costs involved and for surrender of the lease, by extension of the lease from the Government for the exploitation of the guano islands off the coast of South-West Africa. This proved to be of great significance later on in the entangled Anglo-German controversy mentioned above which was to occur in the 1880's. By that time Aaron was already dead, dying in 1877 in England whither he had retired from the Cape. His last service rendered to the country of his adoption was in 1871 when he acted as Commissioner for the Cape at the Paris Exhibition. As the Cape Argus wrote in its obituary of Aaron de Pass "a more energetic man never came to South Africa". And, as the author of the obituary also related: "in private life he (Aaron) was eminently benevolent and none can tell the extent of his charities secretly distributed, though in some cases, where large amounts were involved, his unostentatious gifts came to light by accident."

Aaron's portrait now hangs in the Jewish Museum on kind loan from the local hospital board. It used to hang in the Eaton Convalescent Home, Plumstead, where his son Daniel gave a new wing in Aaron's memory. Daniel's son, Alfred de Pass, the celebrated connoisseur and public benefactor, presented paintings by Thomas Baines to the South African Library in memory of his grandfather Aaron. One of Baines' paintings is truly horrific, depicting animals being driven into a pit, but the rest form a fitting memorial to an early pioneer at the Cape who after enduring many frustrations at home was able to find a rewarding outlet for his innovative schemes which enriched the life of the community.

FROM: THE CAPE TIMES OF 4 MAY 1885

"LONDON April 24: The British gunboats WEAZEL, SNAP and PIKE have been put in commission for South Africa. The Under-Secretary for the Colonies, replying to a question in the House of Commons, said that he had not yet received any report from Sir Charles Warren. He was awaiting General Warren's proposals for a settlement of the Bechuana question."

MORE CENTENARY CELEBRATIONS IN SIMON'S TOWN

By Councillor N. Holderness

On Sunday 13th January 1985 the Catholic Church of Ss. Simon and Jude was consecrated by Archbishop Stephen Naidoo in a moving and impressive ceremony. Father Anthony Sebba, a former parish priest, assisted with Father Cawcutt. Father N. Ricketts who is to succeed Father Cawcutt as parish priest and hopefully, Naval Chaplain, organised the service. The 12 brass crosses which indicate that a church has been consecrated were put up previously and blessed during the ceremony. The symbolism of the rite of consecration was carefully explained by the Archbishop throughout the service making the whole ceremony meaningful to everyone present.

The following Sunday Cardinal Owen McCann celebrated the centenary mass at a service at 1000 assisted by Father Cawcutt and Father Jim Melly. During the centenary week various functions were arranged including a "senior citizens" lunch organised by the Catholic Women's League. A display of church documents reflecting the history of the parish and the Catholic community in Simon's Town together with photographs of previous parish priests was displayed in the Parish centre.

The following article written by Nigel Fawcett for the Sunday January 20th Edition of Southern Cross gives readers an excellent resumé of the Church's first 100 years.

CENTENARY OF THE CHURCH OF SS. SIMON & JUDE.

In January 1885, 100 years ago this month, the foundation stone of the Catholic Church of Ss. Simon and Jude was laid in Simon's Town and this building has faithfully served the local Catholic community as well as a large, mainly transient, naval population ever since. These two groups were effectively merged in 1973 when Father Reginald Cawcutt, the first Permanent Force chaplain in the South African Navy, was appointed parish priest.

But in fact this relationship has been maintained for close on two centuries, from about the time of the first British Occupation in 1795 when Simon's Town began to develop as a naval base, and particularly after 1814 when the whole naval establishment in Cape Town transferred to Simon's Town. In 1838 Bishop Patrick Griffith arrived at the Cape from Ireland as the first resident bishop and from then on a priest would occasionally go to Simon's Town to minister to the biggest concentration of Catholics in the area outside Cape Town. On 11 February 1850 it is recorded that Mass was celebrated in the convict ship NEPTUNE in Simon's Bay. A week later on February 18 the first entry in the parish register was a marriage conducted by Father James Watkins in "the Roman Catholic chapel at Simon's Town".

There is also a deed of transfer of the same date "for a piece of ground situated in the vicinity and to the eastward of Simon's Town for the purpose of erecting a chapel, a house for a clergyman and a school for religious instruction thereon". Father Watkins was to be attached to the new chapel and thus become Simon's Town's first Catholic parish priest. The original chapel was later used as a classroom and subsequently incorporated into a school, which building is now the parish centre. In 1869 Bishop Grimley of Cape Town expressed a wish that a new church be built and the existing chapel converted to a schoolroom. Unfortunately problems, largely financial, delayed this project until 1885.

The new church was built of stone from Jackson's Quarry in the area. The builder was Mr. Patrick Martin whose face is portrayed on the stained glass window dedicated to St. Patrick, which Mr. Martin presented to the church. The church was designed by the parish priest Father John Rooney. The bishop insisted that it cost no more than £560! To raise money Father Rooney opened a subscription list and funds began to trickle in. One entry reads:- "Captain and men of the flagship

BOADICEA - £5.18.5d (Editor's Note: it was Father Rooney who accompanied the Prince Imperial's body to England on HMS BOADACIA in 1879 see Vol XIII No. 1 of January 1984 Edition of the Bulletin.) ; another "Captain Andoe and men of the ORONTES £2.13.6d. " The Commander-in-Chief Rear-Admiral Salmon gave £2. Several donations were only two shillings, most no more than five; but it all added up to build the church as it stands to-day.

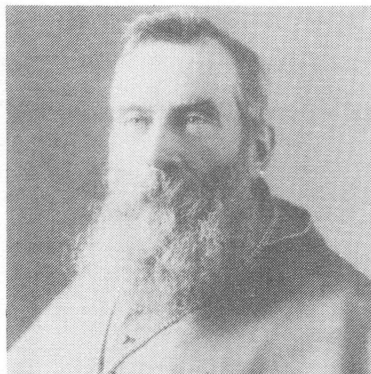
The close links between the Church and the Navy were strengthened by the appointment of two Catholic Commanders-in-Chief Vice-Admiral Charlton and his successor Vice-Admiral Fitzherbert. During the former's command Lady Charlton, assisted by her butler, took charge of the Sacristy. In 1869 Bishop Leonard remarked in his diary that Commodore Dowell offered at his disposal "The Admiralty House at Simon's Bay", whenever he visited the area .

By June 1887 the Catholic population of Simon's Town was 64 with 26 children at the school. The priest commented that "much drunkenness and immorality as usual in a seaport town. Besides the civilian congregation there has been a number of soldiers and sailors attending church there. The number has varied from 6 to 58!"

In June 1903 the annual report gives the permanent Catholic population as 184. "The numerical increase in the congregation is due to a considerable number of Italian workmen at the dock extension works in this town. Very few of these men come even to Mass on Sundays. They contribute nothing to the upkeep of the mission."

In spite of many ups and downs the church continued to grow. It survived two world wars and fourteen parish priests, men like Thomas Meager who succeeded Dr. Rooney whom the bishop described as "keen on discipline and the men of the navy knew it"; Father 'Bernie' O'Reilly, well loved by all who knew him; Father Leo Barry, parish priest from 1928 until 1943 who introduced the Ursuline Sisters who ran the school until 1935 when the Dominicans took over; Father Rene Michielsen, an evacuee from Singapore and Fathers Bernard Costello, Anthony Seba and Thomas Introna, remembered by many to this day. Father Cawcutt ministers to more than 200 families, both civilian and naval, as well as to a floating population of naval bachelors both Permanent Force and National Service. This brings his total flock to nearer 1,000. In fact the pattern has remained the same for over 100 years and will no doubt continue to do so. And with such firm foundations one feels that the parish of Ss. Simon & Jude can look forward with much confidence to the next hundred.

FATHER ROONEY
1869-1886



PETER MORRIS (MOATSE)

Peter Moatse was born on 15th December 1891 at Bamamatoe, Botswana. His work took him to many parts of Southern Africa. Appropriately he finished his working life in Simon's Town where he was very well known. He performed the somewhat daunting though important task of Municipal Ratcatcher. He is alive and well and at 94 still very alert. He lives in Ocean View. He still thinks nothing of walking from Ocean View to Glencairn to visit his friend Mr. Holloway (a former Health Inspector with the Simon's Town Municipality) and then on to Simon's Town!

Editor.

What follows is his life story told in his own words as related to his daughter.



"I was sick from 1891 to 1910. In 1911 I arrived in Transvaal. In 1913 I went out and worked for a farmer. I worked twelve months for this farmer Mr. Okker Engelbrecht. While working for him at Tooiskraal I went out to give the ox some water and chased it out of the river so I could inspan it. I felt dizzy and held on to the waggon's wheel. A snake had bitten me. The lady on the waggon gave me milk and paraffin to drink. It was a mamba snake that bit me. The men got the snake and shot him dead. In 1914 I worked for Petrus Petini. In 1916 I went to go and work in the mines where I earned £1.12/- per month. I worked until I earned £2.19/- In 1921 I still worked there.

"In 1926 I met the woman I was to marry, Maria Muleve. The money was very little and I got engaged with 5 cows, 15 goats and 20 sheep which I had to pay her father. In December 1926 I gave notice from the work in the mines and went to a place called Brits. I got work there the same month. In 1927 the first two weeks of that year I gave notice and went to Johannesburg. I was looking for a job and lost my purse with all my private documents in it. I then went to Lakros camp and joined the camp of James Kelly the contractor of the railway who was in charge. January months they went to Makwassie. The railway line to Makwassie ran through Lichtenburg. We started in Strydport. In February we had no food to eat but had to keep working. One afternoon it started to rain and it thundered about 2 o'clock in the afternoon. The man in charge of us and another two men who came there on that day were busy filling the tanks with water. The thunder and lightning was so bad that it knocked three men down. One of them died immediately and the man in charge of us had to be driven away to hospital in Johannesburg. The other man was shocked and we gave him milk to drink to calm him down.

"We finished our job and went to Klerksdorp, after that to Boomspruit and to Sweedal where the orange factory was. In May 1929 we were finished with the job and went back to Johannesburg. In June 1929 I came to Cape Town to work in Hermon. From there I went to Porterville. We finished there in March 1929. I stayed behind with another friend of mine and we went to Cape Town. I got a job at the Hopemill Hotel in Orange Street in 1930. I cooked food. I worked there until 1934 then went to work in Sirkle Street until 1940. Then I went to work in Stellenbosch for a doctor for three years and then for....until 1947. In June 1947 I came to Simon's Town. I got a job in the Municipality until December 1972. I was in an accident and am now on pension. When I arrived in Simon's Town I married for a second time. On 18th September 1950 I got married to Elizabeth Johns. The bishop was present - Bishop Tubuy and the magistrate was also present. In the Municipality I worked for Mr. Holloway and Miss McKenzie. The two brothers Lewis and Llew. Gay also. John Triggs was the boss of the crew and Mr. Frieslaar was the chargeman. The Municipal people have been very good to me until this day."

HUGH MARTIN (TUT) TRAINOR

So many detailed and well deserved tributes to Hugh Trainor have appeared in the national and local press that it seems almost superfluous to repeat them once again in this edition of the Bulletin.

However, it seems only appropriate that through these pages the Society should pay its tribute to a career which began at Ellerslie and Sea Point and included Wynberg School, four years at U.C.T. leading to a B.Sc Engineering (Electrical) and many years of distinguished service with the Post Office in peace and war. The wartime years were particularly noteworthy for his close work with the Royal Navy first at Slangkop Radio Station, Kommetjie, then at Wingfield and subsequently at a new site in the Cape of Good Hope Nature Reserve. He was a member of the Royal Naval Expedition in 1941 to Tristan da Cunha, Nightingale and Inaccessible Islands which resulted in the commissioning of HMS ATLANTIC ISLE - see Vol XIII No. 2 July 1984 edition of the Bulletin. His personal account of the expedition will appear in the next edition of the Bulletin.

After the war his achievements included the completion of his M.Sc. thesis, service to the Institute of Electrical Engineers and a close interest in the Technical College and the U.C.T. It was on his return to Cape Town in 1951 after some years in Pretoria that he became interested in the conservation of fynbos. He read the first report of the Table Mountain Preservation Committee and that set him off! He became interested in the Alien Vegetation Committee formed by the Cape Town section of the Mountain Club of South Africa in 1951. He took an active part in a Hakea Conference at Stellenbosch in 1961 and attended a Conference on Mountain Environment organised by the Council For The Habitat in 1976. This was followed by the 2nd National Weeds Conference at Stellenbosch in 1977 where he helped draft the resolution calling for a fynbos Weed Control Organisation. In October 1984 he attended a workshop on Management of Invasive Alien Plants in the Fynbos Biome at Kirstenbosch. This was his swansong. He delivered reports on Simon's Town Flora Conservation Group and Mountain Club of S.A. activities. He was a member of the co-ordinating Council for Nature Conservation in the Cape from its inception. He helped in the organisation of several hack groups and arranged for the Mountain Club to assist the Bettys Bay hackers at their December hack every year. He also organised lectures to schools and arranged many school hacks. During the last weeks of his illness it gave him great pleasure to realise that other people were very competently carrying on this work with the next generation! It is a fascinating interest to have because new discoveries continue to be made. It was only recently that Hugh learnt about the important part that indigenous ants play in helping the propagation of the fynbos. Hugh was a member of the Mountain Club of South Africa for over 50 years. A week before he died, the Mountain Club presented him with a Gold Badge, acknowledging his outstanding contribution to mountaineering and conservation.

Hugh was a member of both St. Francis Anglican and Simon's Town Methodist Churches and played an active part in them. Over 300 people attended his memorial service in St. Francis Church; a fitting tribute to a remarkable man who had contributed so much to the community in which he lived.

From the Cape Town Gazette & African Advertiser No. 566 - 16 November 1816:
"Notice is hereby given to such Persons as may be willing to put into complete repair the Signal House situate on the Kleine Zwarte Berg above Simon's Town that Tenders for the same will be received at the Deputy Quarter Master General's Office in The Castle until Saturday 23rd November."
