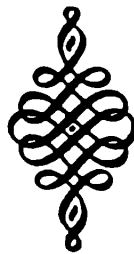


SIMON'S TOWN HISTORICAL SOCIETY

BULLETIN



'RICE TO
ION-MEMBERS
12,50

VOL. XIV NO. 2
JUNE 1986

SIMON'S TOWN HISTORICAL SOCIETY
BULLETIN

Vol XIV No 2

July 1986

C O N T E N T S

	Page
Index	41
Office Bearers & Subscription Rates.....	42
Chairman's Annual Report	43
Comet Halley	45
Miss Roose	47
De Villiers' Mill - Welcome Cottage	48
Sir Robert Stanford	49
Historic Gun Restored	54
Admiral Sir William Staveley	55
The man who avenged Nelson	55
Royal Navy on Lake Tanganyika	56
Voyage of Discovery - Captain G. Vancouver	57
James Palmer - Harbourmaster Kalk Bay	61
Emma Rutherford	62
T.B.F. Davies	64
The King-Hall connection with Simon's Town	67
Forgotten Islands of the Southern Indian Ocean	71
Lucy Ryall	73
Cape Glass Company Ltd., Glencairn	74

oooooooooooooooo

LIST OF OFFICE BEARERS

PRESIDENT	Admiral H.H.Bierman SSA SD OBE JP
VICE-PRESIDENTS	Mrs. B.D. Willis Vice-Admiral J. Johnson SSA SM DSC Vice-Admiral R.A. Edwards SSAS SM The Hon. John Wiley MP Professor Eric Axelson
CHAIRMAN	G.B. Read CBE
VICE-CHAIRMAN	Councillor G.J. Wilson, JP
HON. SECRETARY/TREASURER	Commodore D.K. Kinhead-Weekes, SM
COMMITTEE MEMBERS	Mr. M. Cobern Mr. N. Farquharson Mr. A. Glover Councillor Mrs. N. Holderness Mrs. J. Grant Mrs. C. Dilley (Friends' Representative) Commander W.M. Bisset (S.A. Navy Rep.)
HON. AUDITOR	Mr. E.H. Fry
EDITORIAL BOARD	Mr. G.B. Read (Editor) Mrs. E.A. Biggs Mrs. A.E. Read

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

Exchange copies of other historical society publications will be welcome. SPARE COPIES OF THIS BULLETIN and previous Bulletins may be obtained from the Hon. Secretary at R2.50 per copy.

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

SUBSCRIPTION RATES payable in advance are: ADULTS per person R3 per annum
2 ADULTS sharing 1 magazine R5. per annum.

Please address correspondence to: The Hon. Secretary, Simon's Town Historical Society, P.O. Box 56, Simon's Town 7995 (Telephone: 86-1195)

SIMON'S TOWN HISTORICAL SOCIETY : 26TH ANNUAL REPORT

Presented by the Chairman Mr. G.B. Read,CBE at the 26th Annual General Meeting held in the Lecture Hall, Simon's Town Museum, on Friday 21st March, 1986.

Editors Note: The Report which follows is a fuller version of the speech delivered by the Chairman which was purposely condensed to give Gwen and Gawie Fagan as much time as possible to present their fascinating Lecture "Restoration Work at The Castle".

We again meet tonight in our dual roles as Members of the Society and Friends of the Museum. The achievements of the Friends many and varied activities during the past year will be highlighted later in the evening. Although this is not the first A.G.M. to be held in our 'new' premises - 1776 and all that! - this is the first to be held in our beautiful 'new' Lecture Hall which has already seen an astonishing number of very successful gatherings and will hopefully see many, many more! Happily this has been another very busy and fruitful year with the scope of the Society expanding all the time. This year thanks to Edmund Halley and the expert assistance of Peter van Blommestein we even 'got into' astronomy - if that is the right term - much to the initial surprise of many Members. However, what could be more appropriate than for the Society members to view what probably represents a flying cosmic museum containing remnants of the beginning of the solar system and thus of course - History itself!

Most years usually have their sadder moments and this year we lost Arthur Edwards, Mrs. Mickey Ellis-Smith, Mrs. Gertrude Read, Mr. John Riley and 'BB' Barton-Bridge who somehow contrived to make an outstanding contribution to every community in which he lived.

MEMBERSHIP: The following statics are of interest

- (i) 1960-1970 Membership rose to 300
- (ii) 1970-1980 " " " 450
- (iii) 1980-1985 " " " 700+

The figures speak for themselves.

One pleasant duty, we are at last able to present Margaret Cartwright with the Society's Citation Certificate which she was unable to receive last year because of pressure of work. Although the Society's Financial position is strong (but see below) and Membership numbers have started to rise once again, an increase in the subscription rates cannot be excluded in the next year or so - Your Committee is keeping the position under constant review.

PUBLIC RELATIONS TOURS: We had a very successful visit to Robertson and McGregor in October 1985. In case you are interested in useless statistics a City Tramway Luxury Tour Bus has room for 45 cases of wine in addition to the members' luggage!

Besides a very well supported Members Day in March of last year (and indeed this year too), two one-day Tours were undertaken to Noordhoek House, Groote Schuur and Rhodes Cottage. We are most grateful to John Wiley our M.P. and Nicki Holderness for their help in arranging our visits to the first two properties.

HISTORICAL BUILDINGS: Your Society has been very active in this field and is particularly grateful to Councillors Nicki Holderness and Gordon Wilson for their unrelenting efforts in progressing the campaign for conservation in our Historic Mill and certain designated areas in Belmont Road, Jackson Road, Runciman Drive Cornwall Street, Breda, Cardiff and Barnard Streets etc.

Understandably there has been considerable debate about the wisdom of this policy and it is up to the Society to persuade and to demonstrate in the light of

experience elsewhere that this is in Simon's Town's best interests. We are very grateful to Revel Fox, Mike Munnick and Graeme Binckes for their valuable advice and support in our activities. The interest in a recent seminar on restoration and conservation of properties chaired by Nicki Holderness and at which the speakers were Brian Bassett of the National Monuments Council and Revel Fox, was most heartening.

THE BULLETIN: Happily this continues to be widely read and the Editor's inability to spell is constantly drawn to his attention. His best Freudian slip to date occurs on Page 39 of the January 1986 Bulletin Editor's Note: "One of these models i.e. St. George is in possession of the Simon's Town Museum". This is not true - Liz Biggs is hanging on grimly! The Editor will have to find new proof readers as this slip escaped the notice of four of them!

SIMON'S TOWN CHRONICLE: Nigel Fawcett and Mesdames Biggs and Grant with the help of the Museum Photocopier have achieved a great reduction in cost whilst maintaining its high standards.

FINANCE: The position as you will hear from our redoubtable Hon.Secretary/Treasurer remains strong. However, costs continue to rise. For instance a single copy of the Bulletin including postage now costs R2.00 making R4.00 for a year as against a Single Annual Subscription of R3.00. In addition the cost of just about everything the Society does, is affected by the inflation currently afflicting South Africa, so to survive the Society must constantly strengthen its Cash Flow.

THE MUSEUM: There is a very full and well presented Report in to-night's documentation and I do not propose to comment other than to stress that as the number of Visitors, Tour Groups, Lectures etc. increase so must the support the Society provides for the running of the Museum, the conduct of Tours etc. etc. Volunteers are still urgently required! A further area of activity which must also be pursued more vigorously is that of Research. Thought should be given during the coming year first to a Programme and then the formation of a Team to implement it.

SIMON'S TOWN FLORA CONSERVATION GROUP: First may I say how relieved we all are to have Alf Glover back with us after his recent hospitalization. It came as no surprise to the Society to learn that the Group had been awarded Simon's Town's first Citation For The Citizen of the Year. On this general subject most of you were probably affected in one way or the other by the terrible mountain fire in the latter part of last year and more recently by the one in our beautiful Cape Point Nature Reserve. May I appeal to all Members to report and if it is within their capabilities to put out even the smallest conflagration they see. It could just prevent a major disaster - after all there are over 700 pairs of eyes in this Society.

It only remains for me to thank the Vice-Chairman Gordon Wilson, our Hon.Secretary/Treasurer 'D' Kinkead-Weekes and Committee Members Nicki Holderness, Liz Biggs, Jill Grant, Cherry Dilley, Nigel Farquharson, Nigel Fawcett, Malcolm Cobern, Alf Glover and last but not least Mac Bissett who as usual has been so supportive in many of our activities. In thanking the S.A. Navy for all their assistance may I pay special tribute to the great help and co-operation the Society has received from Commodore Trevor Beddy during the time he has been in charge of Naval Command Cape and I am sure you will all join me in wishing him every success in his new appointment. A well deserved thank you also to our long suffering Mayor, Councillors and Municipal Officials. Sometimes they must wonder what the Society proposes to do next!

Finally a most sincere thank you to the very large number of Members who have interested themselves and participated in the Society's many successful activities during the past year. It is this interest and participation that makes it all worthwhile!

VIEWING COMET HALLEY AT THE BEAUFORT WEST AIRPORT 15TH/16TH MARCH 1986.

Peter van Blommestein

Sixty members of the Simon's Town Historical Society left Donkin House, Beaufort West, on a clear morning at 3.45 a.m. for a viewing site at the Beaufort West Airport. They had arrived on the Friday evening from Simon's Town via Du Toit's Kloof, Laingsburg and Matjiesfontein and were to return on the Sunday via Montagu and Villiersdorp. People were excited and some sceptical and others including Mrs. Mar-Gerrison and Mrs. Strange had seen and remembered the Comet from their childhood. This Comet is like an astronomical clock measuring human lifetimes with its return every 76 years.

On arrival at the attractive, but hardly used, Spanish style airport, members quickly disembarked and collected the folding chairs they had brought with them and the specially made binocular rests, from the locker at the rear of the bus, and set themselves up in a line in front of the airport building facing east.

The Comet in Capricornus, was visible with the naked eye at an elevation of 40° and a bearing of 110° , had been pointed out to members before they entered the bus, and was soon found by all at the airport. The Karoo sky was so clear that one felt it was possible to reach up and touch the stars, with the Milky Way like a river of light having the circumpolar Southern Cross and its pointers at the southern end. The darkened area between the base of the Southern Cross and the Pointers, called the Coalsack was very clear, as were the two clouds of Magellin. Sagittarius, the very centre of the Universe was at an elevation of 80° while Scorpius was overhead. The Comet was seen coming out of the Southern limb of Capricorn. Many members saw the Coronae Australis for the first time.

The planet Saturn was East of Scorpius and very bright. Mars was visible but not very bright in Scorpius with Uranus barely a 1° away. The planet Jupiter arose at 4.30 a.m. as the morning star with three of its moons visible. The planet Mercury arose at 5.40 a.m. but was scarcely visible before being lost in the sunrise at 5.50 a.m. At least six meteors were seen.

We were fortunate to see Comet Halley clearly at rt angles with a 6° tail before it reached the well illuminated Milky Way, where it will be difficult to find, before moving from Sagittarius to the tail of Scorpius in April. This view will be sideways on and no tail will be visible.

On Sunday 16th not all the members came to the airport for the second morning's viewing which was magnificent, as the comet was brighter and the tail longer. The main tail is nearly vertical but with an off-shoot pointing in an easterly direction forming a swallow tail. It was learned that the exceptional brightness of the Comet on Sunday 16th March was due to solar flare.



HALLEY

Footnote: At the age of 20 Halley sailed to the island of St. Helena, where he made a catalogue of southern stars. He also created a new constellation, ROBUR CAROLINUM (Charles' Oak), named after the tree in which the monarch hid after the battle of Worcester. Naturally flattered, King Charles II ordered Oxford to waive the residency requirements and give young Halley his M.A. forthwith!

COMET HALLEY 1986 - STHS TOUR PARTY

The following Members viewed Comet Halley at Beaufort West.

Mrs. C.F. Baker
Miss C. Barrett
Mr. & Mrs. A.W. Bentley-Buckle
Mr. & Mrs. P. van Blommestein
Mr. G. Bradburn
Mr. & Mrs. B. Chadwick
Mr. & Mrs. M. Cobern
Dr. Marie Coetzee
Mrs. J. Cooper
Mr. & Mrs. N. Fawcett
Mrs. N.M. Gordon
Mrs. E. Halstead
Miss R.C. Harte
Mrs. E.A. Hazell
Captain E.C.S. Hepden
Mrs. D. Hope
Mrs. M.M.I. Hutchings
Mrs. V.P. Ings
Mr. P. Jardine
Admiral & Mrs. J. Johnson
Mrs. E. Johnstone
Mr. & Mrs. R.J. Kent
Commodore & Mrs. D.K. Kinkead-Weekes
Miss M. Lamb
Mrs. I.C. Mar-Gerrison
Mrs. E. McConnell
Mr. R.G.C. McLachlan
Mrs. H. Merand
Mrs. I. Mountain
Mr. & Mrs. R.B. Pringle
Mr. & Mrs. E. Prior
Mr. & Mrs. D. Ramsey
Mr. & Mrs. G.B. Read
Mr. & Mrs. J.W. Samson
Mrs. A. Sanderoff
Mrs. E. Selk
Dr. & Mrs. C.E. Sharland
Mrs. N. Sillery
Mrs. J. Strange
Miss H. Vallance
Councillor & Mrs. G.J. Wilson
Mr. & Mrs. D. Woodyatt
Mrs. J. Young



This picture of Halley's Comet was taken by Dr. Michael Feast, director of the SA Astronomical Observatory, just after 4 am on Saturday 8th March, 1986, with the Nasa Schmidt Camera at the SAAO's Sutherland observatory. This photograph appeared in The Cape Times of 14th March, the day we set off on our 3-day trip to view the Comet.

EMILY L. ROOSE

N. Holderness

A short article appeared in our Bulletin Vol XII No.3 January 1983 drawing readers' attention to the grave of Miss Roose in Dido Valley Cemetery and her connection with the Greek Royal family.

Subsequently Mr. Len Cooper of Glencairn wrote to Prince Philip who very kindly forwarded the letter to his sister Princess George of Hanover (Princess Sophie). She then wrote a long letter to Mr. Cooper in which she explained her family's close connection with and great affection for Emily Roose who had been their nurse for many years. She describes Emily, whom she refers to as "our much beloved Nana" as lively and pretty. "I always think of her with great love and gratitude for her devotion and affection and her splendid simple and upright education. She was far ahead of her times and let us have more freedom than any of our numerous cousins, with their college-trained nurses. They all envied us for being able to run about barefoot in the country which was fairly unheard of in those far-off days. We loved her sense of humour and other tales she would tell us of her own youth and very puritan and strict upbringing."

Miss Roose joined the Greek royal family in 1905 and followed them into exile in 1917. She finally left the family with great sadness in 1928 when she became crippled with arthritis and came to live with her sister and brother in Simon's Town. Prince Philip sent Mr. Cooper a copy of a photograph from his family collection showing Miss Roose with Princesses Cecile and Sophie. This is now in the possession of the Simon's Town Museum having been kindly donated by Mr. Cooper. The Museum also has a photograph presented by Mr. Herbert Roose, Emily's nephew, showing Miss Roose with Prince Philip aged about 7 on her knee. Mr. Herbert Roose and his wife are currently residents of Forest Hill, Simon's Town.



Miss Roose with Prince Philip - aged about 7 y

DE VILLIERS' MILL - WELCOME COTTAGE

A.F. Moore

(A Painting of the Mill hangs in the
Simon's Town Museum)

In stone-walled furrow long ago
Palmiet-brown water used to flow
Its course until it reached a mill
In Glencairn Valley. There are still
A few dry stones, but now no more
The stream glides, and the wheel of yore
Has vanished. Children loved the trees,
The quiet glen, the salty breeze
From white-maned horses in False Bay,
And water on a milling day
That splashed and eddied brown as oil
Into the trough and seemed to boil
For just a moment, while the wheel
Moved slowly on and ground the meal.
And how the children loved the day
When they could pack their books away
And picnic near De Villiers' home
Where, drawn by nature, they could roam,
All cares forgotten, happy, free
And filled with joyous jollity.

As days go by and we grow old
Change comes, as we are often told,
For each of us. When we are young
And open-eyed we live among
The fairies, elves and water sprites
And see the first star on clear nights.
And then these wonders disappear,
Though they were once beloved and dear:
De Villiers' Mill can tumble down,
The glen be peopled like a town,
The fairies fade, the star at night
No longer seems so wondrous bright.
But, ah, the mem'ries still remain,
For glory never is in vain
From things we loved when all the world
And we, like leaves just fresh unfurled,
Were young and joyous, wonder-eyed
With beauty as our happy guide.

"SPITE" as in HMS WARSPITE. The original ship of that name was Elizabethan: Sir Walter Raleigh sailed into Cadiz in a WARSPIGHT. "Spite" is a corruption of "spight" the old-fashioned name for woodpecker. The idea in the mind of the Elizabethan wit was that here was a man-of-war which would be continually pecking at the wooden walls of Spanish galleons. The modern "spight" has sharpened her beak and has pecked at something tougher than wood with equal effect!

Taken from "Dittybox" Magazine copies of which have been made available by the Curator of the Simon's Town Museum.

MOST HATED LOYALIST: SIR ROBERT STANFORD

John A.S. Phillips

"So the contest is over, and the Colonists may now proceed about their peaceful business" (1) wrote convict John Mitchel in his "Jail Journal" aboard HMS NEPTUNE as that most unwanted of convict ships at the Cape sailed for Van Diemen's Land on 19 February 1850 at the behest of an outraged and rebellious populace. "Long may they sleep in peace, without bolt or lock on their hospitable doors!" (2) concluded Mitchel.

Although meant sarcastically this final jibe certainly never held for one Cape-tonian, as the following story will show. While many people have heard of the anti-convict agitation in 1849, few have ever heard of the lone loyalist who supported the Government, was knighted for so doing, but persecuted by his fellow citizens to virtual bankruptcy, yet finally had the honour of having a 'dorp' named after him : Stanford, near the town of Hermanus in the Western Cape.

It is a story of muddled morals and vicious virtues, like a South African wild-west film with both sides claiming to be the good guys, yet an absurd episode which affected the whole course of South African history. Had convicts been but allowed to land, South Africa might have become a second, or possibly even, a first Australia.

On 19 September, 1849, the convict ship NEPTUNE arrived at Simon's Town much to the chagrin of local citizens who held meetings, petitioned the Governor Sir Harry Smith, against the setting up of a penal settlement, founded an anti-convict association which forced local merchants to pledge not to supply the NEPTUNE with victuals or help the Authorities in any way. The NEPTUNE ran perilously short of supplies, sickness broke out among both crew and convicts. Matters came to a head between Governor and populace with the former about to declare "martial law" to empower him to requisition food and supplies by force. A rebellion would have been the result which neither side wanted.

As his despatches home to the Colonial Secretary, Earl Grey, show, the Governor Sir Harry Smith, fully understood, indeed sympathised with the people who, hithert thoroughly lawabiding, now indulged in near revolutionary activities and violence against those merchants who were suspected of helping the Government. Mob or worse still, lynch-justice threatened.

Smith wrote 18 October 1849: "The anxiety and excitement throughout the Colony continue but History does not, I do believe, record an attempt similar to that of which I now speak, in which whole masses of men, not otherwise miscalculating nor malignant, are found to act upon a principle which takes for granted that, for the mere purpose of hastening the departure of these Convicts by some few weeks, a whole people will be so united that none will be found, from motives either of Loyalty, humanity, or desire of gain, to sell their produce in the best Colonial Market which exists." (3)

The Governor faced the choice between starvation or martial law if he were not to surrender to the demand of the Anti-Convict Association to simply, yet illegally, send the NEPTUNE away, preferably consigned "return to sender" back to Earl Grey.

The explosive situation demanded a last-minute saviour and found one in the person of Colonel Robert Stanford, an ex-Indian Army officer who later described himself as having been at the time "a prosperous man with an income of from £1500 to £2000 per annum (4). This enviable state was not to continue for long, as he explained later.

The Attorney-General W. Porter, and the Collector of Customs W. Field, "came by express to my farm in the middle of the night, and urged me to assist the Govern-

ment out of the dangerous and trying situation to which it was exposed." They explained "that martial law would be proclaimed - enormous expenses inflicted on the Government, and all the horrors of Civil War introduced into the Colony". (5)

As an old soldier, Captain Robert Stanford had been horrified by what had been going on in the name of the Anti-Convict Association. As an army officer, he was imbued with feelings of loyalty to the Crown and an abhorrence of rebellion and mob rule. At a public meeting "I stood up for the first time in my life at such a meeting and informed the Assembly that I felt very much opposed to their rash and extreme proceedings recommended that no further steps be taken." (6)

However, for his pains, he was "insulted, hissed and hooted by many in the Assembly" (7). He accused them of "committing an Act of Rebellion" (8) and said he would oppose any action "to deprive the Army, Navy or Convicts of supplies." (9)

Later some moderates invited him to attend a meeting next day at Mr. Ebdens's Chambers which "came to an understandingnot to countenance any further opposition to Government until Lord Grey's final decision was known" (10), but this was subsequently rejected at a further meeting because the "populace had got the upperhand". (11) The Agent Victualler, Mr. John Breaks, informed Stanford of "the great difficulty he had to get sufficient fresh meat for the Convicts". (12)

Stanford replied that he had hopes of the Moderate Party gaining control and would rather not act at present "as certainly my stepping forward singly would next to ruin me." (13) Breaks took the point and obtained supplies from a Dutchman who subsequently ceased assisting for fear of the consequences. Stanford saw revolution coming due not only to the immediate problem of the NEPTUNE anchored off Simon's Town, but to the "old and deeply felt dissatisfaction urged on by a few unprincipled men, Editors of Newspapers and others." (14)

All this must have gone through his mind as he negotiated with the Attorney-General and the Collector of Customs at that fateful midnight hour on 10 October, 1849. They promised him "complete immunity" (15) against almost certain reprisals from vindictive opponents of the Government, but they could not foresee the lengths to which such people would go. Perhaps it was better that they did not. It might have made them consider the extent of the personal sacrifice they were asking from Stanford and his family. They might have advised the Governor to declare martial law as the lesser of two evils. And if Stanford had foreseen the consequences, he would have been justified in shrinking from doing his duty. But neither party could see into the murky future, it was the immediate future which concerned them.

"At 2 o'clock Oxen and Sheep were underway to Cape Town and Simon's Town. These Gentlemen requested me to bring in supplies for both Departments for 6 months. I repaired to Town and found these two Gentlemen had followed my suggestion and had 2 ovens making in the Barracks Slaughter House fitting up Retail Shops etc. etc." (16) Stanford "travelled both night and day to procure" the necessary supplies for the Government only asking cost price for reimbursement. He wanted "no pecuniary interest whatever in the matter." (17)

Rescued from the necessity of having to resort to martial law, valuable time was gained so that wiser counsels could prevail in London. In his despatch home, dated 18 October, 1849, the Governor paid tribute to "a few Individuals who would not join in such extreme measures," (18) and helped "to surmount the difficulties created by the sudden stop placed to every ordinary channel of supply" (19) Although the "feeling against the introduction of the men on board the NEPTUNE, under any name or character, is furious and universal.....I am happily able to acquit a small but increasing number, of any wish to participate in a design, which, considered in itself, is so foreign to the manly British feeling for which England is so justly famed; a design set on foot to induce me to do that which would be illegal - to send away the NEPTUNE its originators know not whither." (20)

The Governor then went on to state that the actions of the Anti-Convict Association had "proved in a great degree, abortive." (21) and then gave the reason: "Principally through the exertions of a Country Gentleman who is himself a large Cattle Farmer, I have succeeded in obtaining Oxen and Sheep for the Army and Navy; and have caused arrangements to be made for supplying Meat to Civil Servants who could not obtain it elsewhere, through the Commissariat Department." (22)

Back at home in London Lord Grey wrote on 11th December a long comment at the end of Smith's despatch. "I do not of course entertain the slightest apprehension that he (the Governor) will allow the attempt to deprive HM forces, or the civil servants of the Colony of supplies to prove successful, and that I trust from what he now states that he will be able to defeat this attempt without having recourse to severe measures." (23)

Lord Grey expressed his dissatisfaction with the Governor's interpretation of a "private communication" (24) written by him (Grey) to the Governor suggesting "The removal of the NEPTUNE" (25). This was confirmed by the Admiralty in a letter addressed to the Colonial Office "for the information of Earl Grey" (26) (dated 7 December 1849) namely that "it is the intention of Her Majesty's Government to send the NEPTUNE with the Convicts to Van Diemen's Land". (27)

In Cape Town bells were rung, rejoicing was widespread but Stanford's rôle in averting tragedy was considered tantamount to "treason". He "found that the feelings of unmitigated rancour remained against me - no one would purchase anything I had to sell, and during my absence stock to the amount of £5,000 had been clandestinely made away with, without the chance of recovery." (28)

Finding himself on the "high road to ruin" (29), he sailed for England to present his case there, arriving in July 1850. To his astonishment, he found that Sir Harry Smith had "not even mentioned (30) his name in despatches home, but, as we have seen, his meritorious deeds had been quoted by Smith. Earl Grey, to whom Stanford appealed, recommended a knighthood. Stanford became Sir Robert but still faced ruin. He needed cash and claimed in his memorial of 21 August 1850 to Lord Grey, that "ten thousand pounds would not compensate one, for the time, loss, insult, injury, and annoyance to which myself and my family have been and still are subjected, without taking into account the severe affliction brought on my family from the barbarous conduct of the Colonists towards me." (31)

It was not just, as he explained in the memorial, that "the Bank refused to do Business with me, my Servants frightened off my Farms, my Family pelted in the Streets, my children expelled from School, my crops left standing until cut down by part of the Garrison, but a great deal was lost from being unable to beat it out, I was even refused medicine for my Family." (32)

When one of Stanford's children was taken seriously ill, he rode the 40 miles to Cape Town to fetch a doctor, but "they would not let me have a Conveyance from Town to convey a Doctor and the Mother to a dying child. Late in the Evening a Carriage was procured by the Governor's Secretary. The Doctor could not then go but I followed in a few hours after but too late as we met my wife coming back with my dead child." (33) He concluded: "no compensation can relieve the mental agony and distress which both myself and my family have suffered and yet suffer on account of such wanton and disgraceful proceedings hitherto without a parallel in any British Country or Colony." (34)

For that experience there was of course no compensation which could be obtained in real terms. As far as the financial loss sustained by Stanford was concerned, he still had to struggle for redress. The question was how much to pay him in compensation. This was genuinely a difficult question to answer: the Governor, Sir Harry Smith, on whom Stanford was invited to call on his return to the Cape, did not want to commit himself on this point in his subsequent report of 24 February 1851; and Stanford could not produce specific accounts for 1849. (35)

Admitting that, in a letter to the Colonial Secretary, Sir John Parkington, "I have no means of estimating the actual loss I have sustained." (35) He could only bemoan his fate and his debts which were escalating as was the impatience of his creditors.

In London, whither Stanford returned in early summer of that year, the Treasury was not to be stampeded and on 23 June, 1851, Grey wrote to Stanford confirming that no funds were available for a grant to be made. However, Grey did receive Stanford in July which resulted in the latter calling on Lord John Russell at the Treasury. Russell offered Stanford "a good appointment" (36) but the latter explained that because of his debts a post would be "useless" (37) at present. What he needed was £5,000. Perhaps this was Stanford's great mistake. A post would have given him more security in the long run while he was young and fit enough to take it. Instead he tried to insist on the £5,000 which after a further interview with Lord Grey he did receive together with a letter from the latter, dated 13 September 1851 which must have been comforting:

Colonial Office

"Dear Sir,

I have received your letter of the 11th, and I beg to express the concern with which I heard of your illness, and I have to add that it gave me great satisfaction to be enabled to overcome the difficulties which stood in the way of your being afforded some compensation for your heavy losses.

I am, your's faithfully,
Grey.

Sir R. Stanford." (38)

At least Stanford was now able to meet his immediate debts but on return to the Cape in November 1852 he found one of his tenants, Captain Smales, had "converted every available thing" (39) into cash on one of his estates "Klein River" thereby "plundering Sir Robert to the extent of nearly £5,000" (40) Early next year Stanford returned to England to seek another grant but in vain. He returned to the Cape "about the end of 1853" (41) where he found that another agent whom he had employed, Steytler, had - so Stanford claimed - plunged him further into debt. Stanford appointed another agent, Brunette, who proved, so Stanford subsequently claimed, no better. Falling ill in December 1854 Stanford handed over his affairs to Brunette and two other trustees before returning to England on account of his health and to appeal for help from the British Government. Although Stanford succeeded in being received by Lord Palmerston who sympathised and promised to help, the net result after appealing to other ministers and high officials was nil.

As it was, on his return to the Colony, overwrought and ill, he found that much of his property had been sold by his trustees to raise money. Stanford claimed that they had cheated and impoverished him. He sought redress in vain in courts at the Cape and finally on appeal before the Privy Council in London; but to no avail. Judgement was delivered on 26 June 1860 by Lord Kingsdown dismissing the appeal with costs. The pamphlet which Stanford issued, entitled "Loyalty and its reward, or justice versus law at the Cape of Good Hope in the nineteenth century" published at the Cape in 1859, makes sad reading.

Broken in health and impoverished he must have begun to cut a sorry figure. Ministers came and went. He had to keep reminding each new one of his case now 15 years old. Undoubtedly he got on people's nerves as his complaints became shriller and shriller. Now he needed a post, but one now used the practical but in the circumstances rather cruel argument, that he was not well enough to work.

In a last recorded letter to Palmerston, Stanford quotes the case of Sir F. Head, a former colonial Governor, who received compensation for some deed comparable in selflessness, to his own and "was paid several thousands a year". (42) Now Stanford wrote in his letter to Palmerston that the knighthood he had received was "simply a barren honour and worse than useless, - in fact, a mockery to a man who, before he earned the reward, was a rich man, but has since been beggared by his loyalty and devotion, and left without a shilling to call his own". (43)

All he received for his pains was the following:

"Downing Street
19 August, 1864

Sir,

I am desired by Lord Palmerston to inform you in reply to your letter of the 8th inst., that he is sorry that he has no means of giving you any employment.

I am, Sir,

Your obedient Servant,
C.G. Barrington

Sir R. Stanford" (44)

So that was that. Sir Robert Stanford lived another 13 years to die on 20 December 1877 aged 71 at Manchester.⁽⁴⁵⁾ No doubt he never got over his sense of outraged injustice at the outcome of his law suits and the inhuman treatment he and his family received for doing, what he felt, was his duty. When mens' passions are aroused, as they undoubtedly were during the anti-convict crisis, ordinary god-fearing people can behave in a devilish way. Nasty things also happened to Loyalists during the American War of Independance. Loyalty takes its toll. However, Robert Stanford was at least knighted by his Sovereign and modestly immortalized at the Cape by having the little town of Stanford named after him.

Footnotes:

- 1.) Extracts from final entry in "Jail Journal" - author John Mitchel, Irish
- 2.) Political prisoner and a convict on board HMS NEPTUNE at the time.
3. PRO CO 48/299, folios 28/30
4. PRO CO 48/336, folio 213
5. ibid, folio 215
6. PRO CO 48/311, folio 200
7. ibid
8. ibid
9. ibid
10. ibid
11. ibid
12. ibid
13. imid, folio 201
14. PRO CO 48/336, folio 214
15. ibid, folio 215
16. PRO CO 48/311, folio 201
17. PRO CO 481/336, folio 215
18. PRO CO 48/299, folio 30.
19. ibid
20. ibid, folios 30/31
21. ibid, folio 31
22. ibid, folios 31/32
23. ibid, folio 41
24. ibid
25. ibid
26. PRO CO 48/301, folio 51
27. ibid



Captain Robert Stanford

28. PRO CO 48/336, folio 216
29. See "Additional Correspondence in connection with Sir Robert Stanford's Case" page 3.
30. *ibid*
31. PRO CO 48/336, folio 227 (quoted in letter dated 15 February)
32. PRO CO 48/311, folios 201/202
33. *ibid*, folio 202
34. *ibid*
35. PRO CO 48/336, folio 213
36. quoted "Additional Correspondence" *ibid*, p.6
37. *ibid*
38. *ibid*, p.7 Words "some" and "heavy" are underlined in the published versions of the letter. The author has not seen the original MS and is therefore uncertain whether the underlining occurred there as well.
39. *ibid*, p.8
40. *ibid*
41. *ibid*, p.10
42. *ibid*, p.21
43. *ibid*
44. *ibid*, p.22
45. see The Times obit., dated 7 January 1878 and Walford, E.: County Families of the UK 1869. (Information kindly provided by Manchester Central Library)..

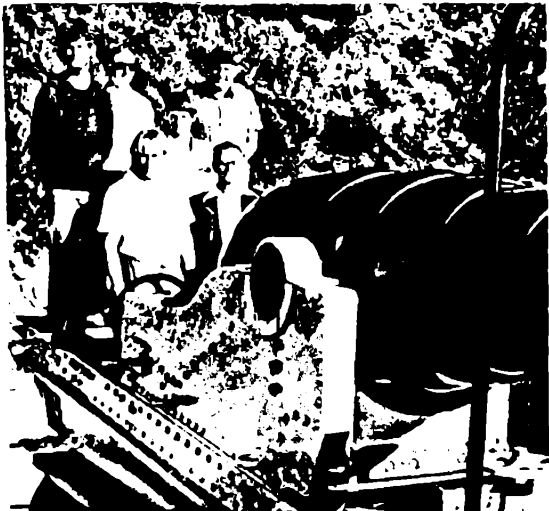
Note: "Additional Correspondence in connection with Sir Robert Stanford's Case" was obtained from the S.A. Library, Cape Town in xeroxed form and name of author, date and place of publication were not given.

HISTORIC GUN RESTORED

Eighty-two years after firing its last salvo, the historic nine-inch muzzle-loaded Mk 1 rifled gun mounted at Middle North Battery, Simon's Town again made itself heard recently when it was "unveiled" after restoration in the Naval Dockyard. The 12-ton wrought iron gun was one of 190 broadside guns made by the Royal Gun Factory in Woolwich, England, and was issued in May 1866.

Although designed for use aboard iron-clads as well as for the defence of harbours and sea fronts, this particular gun has always been shore-mounted, first in Halifax, Nova Scotia, until 1878, then at Bermuda until 1881 and Sheerness in England until 1885. It was mounted at Middle North in 1896. When last fired in April 1903, the muzzle-loaded round could penetrate a 9" wrought iron armour plate at a range of 2000 yards. It was peculiar that it was the only gun in service with six rifling grooves.

The gun, complete with its carriage, slide and mounting, was removed to the Dockyard in 1984 for restoration which was undertaken by Mr. S. Gould and his team from the 4,5" gunshop. It was returned to its embrasure where it was unveiled in February by Commodore D. Kinkead-Weekes our Hon. Sec/Treasurer after being "fired" by placing an explosive charge in the barrel.



Their handiwork complete, the proud Naval Dockyard gunshop team are seen with the old 9-inch gun shortly after they had remounted it at Middle North Battery above Simon's Town. They are (rear, fltr) Messrs G. Leyland, S. Gould and G. Matthews. Standing in front are Messrs D. Dyer and B. Horak. Absent were Messrs G. Giani and T. Momberg.

We wish to acknowledge Navy News Volume IV No. 2 1985 for this information and the photograph.

ADMIRAL SIR WILLIAM STAVELEY CGB RN

William Staveley came to South Africa and served in Simon's town in HMS NIGERIA in 1947 while she was attached to the South Atlantic Station. He is the grandson on his maternal side of the famous Admiral Sturdee who won the Battle of the Falklands in World War I. When he was stationed in Simon's Town, William Staveley was a midshipman and little did we realise then that he would rise to such great heights for although one had ambitions in life, it would be very presumptuous to assume that in August 1985 one would become First Sea Lord and be Admiral Sir William Staveley CGB.

His recent senior appointments include Allied Commander-in-Chief of the Channel and of the Eastern Atlantic Area (two distinct Nato commands which meant a good deal of travelling within the Nato area of Europe and North America) and Commander-in-Chief of the British Fleet which meant that his official house was near Fleet H.Q. at Northwood, which has a garden of about 7 acres. His own private home is near Sevenoaks in Kent where he joined in Church Services at the little parish church opposite his house, went riding occasionally with the West Kent Hunt and busied himself in his garden, his particular speciality being old fashioned roses. When he was Vice-Chief of the Naval Staff, based at the Ministry of Defence, he enrolled at the Addison Institute for a course in furniture restoration and went along as regularly as his job would allow for two years. There he learned how to indulge in his love of wood. He found that restoring furniture well required great patience and peace of mind but it enabled him to work on the many pieces of antique furniture he and his wife Bettina had acquired over the years. They enjoy village life when it is possible to be in their lovely house which they have had since 1976 but they have lived near Sevenoaks for the past 24 years. Fishing is another of his pursuits, but alas, there is not much time in his busy life to pursue this hobby.

Members might like to know that Admiral Staveley completed his Gunnery course at HMS EXCELLENT, Whale Island, Portsmouth in 1953 in the course immediately preceding the one our own Hon. Secretary/Treasurer Dennis Kinkead-Weekes joined. EDITOR

THE MAN WHO AVENGED NELSON

Another character who had his moment of fame and no subsequent career died in Greenwich Hospital 118 years ago as a retired commander. This was the man who shot the sniper who shot Nelson. As everyone knows, Nelson was killed by a sniper's bullet fired from the fighting top of the French REDOUTABLE alongside which ship the VICTOR lay. Other enemy bullets swept the poop of the British flagship where, behind a signal chest, crouched Midshipman John Pollard and Quartermaster King. Every now and then the youth bobbed up to fire at the Frenchmen while the old seaman handed him cartridges.

Soon after Nelson fell King was killed, but the young midshipman carried on firing until he had accounted for all the snipers in the REDOUTABLE's mizen top from which had come the bullet which killed the Admiral. When the battle was over Pollard was sent for by Captain Hardy and complimented. Later the midshipman was presented with a telescope by the officers of HMS VICTORY, a watch by Admiral Collingwood, and another watch by the Admiralty all inscribed "For Services Rendered October 21st 1805"

This information was obtained from a "Dittybox" Magazine loaned by the Curator of the Simon's Town Museum.

THE ROYAL NAVY ON LAKE TANGANYIKA

The strange naval expedition to Lake Tanganyika was planned by the British Admiralty early in 1915, when a German "navy" of three gunboats commanded the lake. It was impossible to send a large vessel overland in sections, to be assembled on the spot, at short notice, so the launches TOU TOU and MI MI were shipped to the Belgian Congo and transported by railroad and water until they reached the scene of action. Shallow draught launches they were with motors that gave them 15 knots. The heroic story of the TOU TOU was told by a brass plate in her cockpit which read:

"This launch served in the East African campaign as an armed cruiser.
Captured and sank three German gunboats with the assistance of sister
launch MI MI."

Commander G. Spicer-Simpson RN was placed in command of the 28 officers and ratings who made up the secret British Lake Tanganyika Squadron. It was a difficult journey. In some places the launches were hauled on ox-wagons while the sweating seamen hacked a path through forest and bush. Sometimes they covered only 1 mile per day. Heat, mosquitoes and malaria added to their suffering. The whole journey from the Thames to Lake Tanganyika lasted 7 months. These launches were 42 ft long. They were armed with a Maxim Gun and a 3-pounder gun which stood in the bows.

On 16th December 1915 the German gunboat KINGANI, a large wooden steamer with a Hotchkiss gun, steamed past the British naval base on patrol at her full speed of 6 knots. The two launches took her by surprise for even though it took hundreds of natives to haul them through the Congo overland, no word of them had reached the Germans. They opened fire at 2,000 yards, scored many direct hits and at last the KINGANI hauled down her ensign, on fire and sinking. The resourceful launch crews raised the KINGANI from where she had sunk in shallow water, mounted a 10-pounder gun and renamed her FI FI. Still the Germans had no knowledge of these original two launches. 9th February 1916 saw the German gunboat HEDWIG VON WISSMAN steam into range. She too was set on fire and after just a few minutes her crew abandoned her and were picked up by the launches. The next victim was the German motor-launch WAMI, filled with troops. She was beached and blown up by the Germans when the British squadron appeared. This left only the third German gunboat GRAF VON GOTSON. She had 4-inch guns. The Germans panicked and blew her up knowing how useful she would be as a transport for British troops if captured.

The war over the TOU TOU came back in triumph to Table Bay Docks where she served out the rest of her life.

FROM THE CAPE TIMES JULY 13, 1885

"on the occasion of the recent departure from Simon's Bay of the German war ship PRINZ ADALBERT her crew manned the rigging and gave three cheers for the crew of HMS RALEIGH, the German band playing at the same time our national anthem. This circumstance, whilst speaking volumes for the tact of the officers of both ships, and the good discipline and behaviour towards each other of the crews during the time they have met together in the streets of Simon's Town, may also be advantageously thought over by Englishmen from a political point of view, accustomed as we have been of late to read and hear of the unfriendly sentiments expressed towards England by certain German statesmen and a large portion of the German press."

HMS DISCOVERY - CAPTAIN GEORGE VANCOUVER

Editor's Note: A visit by a member of the Editorial Board to the small 3,000 ton vessel RMS ST HELENA which plies between Cape Town and United Kingdom via St. Helena and Ascension Islands and which is maintained essentially to service the two islands, revealed a plaque on board which told the history of the ST. HELENA. It was formerly named NORTHLAND ISLE and traded up and down the west coast of North America. The plaque had been presented by the people of Vancouver in memory of Captain George Vancouver and the voyage he undertook at the command of the King of England between 1790-1795, to ascertain the possible existence of any navigable communication between the North Pacific and the North Atlantic Oceans. Among the papers of the late F.P. Chapman in the Museum's collection is the relevant section of Captain Vancouver's book describing the visit to the Cape in 1791 of the two ships, the Sloop of War DISCOVERY and the Armed Tender CHATHAM. His book published in London in 1798 is entitled "A Voyage of Discovery". He was on his way to the Pacific Ocean when he called here. His account is as follows and towards the end of the extract it gives readers a fascinating insight into the problems of accurate navigation in the 18th Century and the often dangerous and improbable theories which were put about at the time. At one stage of his survey he must surely have wondered if False Bay had not actually moved!

"July 1791. Having much business to perform at the Cape of Good Hope in the carpenter's department, it became expedient, for the carrying into execution the whole of my plan, that no time should be lost; particularly as our passage from England had already exceeded the limits of my expectations. These reasons induced me to make the best of our way in the DISCOVERY to the Cape of Good Hope, and should the CHATHAM be able to keep with us, she was directed so to do; if otherways, Mr. Broughton was provided with sufficient instructions.

"The wind was light and variable until the 1st July (Friday) in latitude 33°54' south, longitude 58°40" west, it blew a fine gale from the N.N.E. attended with pleasant weather; the CHATHAM until this evening remained in sight, but in the morning was not within the limits of our horizon. As we approached the African shore the weather became very unsettled, with sudden transitions from calms to heavy gales, attended with much thunder, lightning and a heavy swell from the westward and S.W. One of these gales on the 5th (Tuesday) reduced us for a few hours to our courses. The wind became southwardly with pleasant weather on the 7th (Thursday) when a strange sail was descried to the N.E. holding a course, as if intending to pass the Cape, and some thinking the sea was discoloured, we tried for soundings, but found no bottom with 140 fathoms of line. After passing the 27° of south latitude, many oceanic birds were our constant companions, consisting of three kinds of albatrosses, the quebrantahuescos, pintadoes, the sooty, the black and small blue petrels, with some few other small birds of the same tribe; amongst which were but few of the storm petrel, which in these regions are generally numerous. Most of these, by the 7th, had disappeared, and in their place, were seen the blue petrel of the large sort, though comparatively in small numbers; at noon the observed latitude was 35°13' south, longitude 14° east. The wind blew a strong gale from W.S.W. in the afternoon of the 8th (Friday), when judging the cape of Good Hope to bear from us N 66 E true, distant 18 leagues, we experienced, for the space of about seven miles, a most extraordinary agitation in the sea, comparable only to a large cauldron of boiling water; this was supposed to be the effect of two contending currents, and for that reason I did not try soundings. I was also particularly anxious to gain sight of the land, which, in the event of the chronometer proving correct, there was a great probability of doing before dark; but not seeing it we stood on till ten in the evening; when, by our lunar observations, supposing the Cape land to be about 8 leagues distant, we hauled to the wind, and plied in order to preserve our then situation until morning (Saturday 9th). At day light the Cape was in sight, bearing east by compass, eight leagues distant. This instance will, I trust, be not the only one I shall be able to adduce, to prove the utility of the lunar method of finding the longitude, and the very great importance that such in-

formation must be of to every sea officer.

"At this season of the year, the boisterous weather and the prevailing winds from the N.W. rendering Table Bay not only excessively unpleasant but insecure, our course was directed to False Bay. At noon, the observed latitude was $34^{\circ}26'$ S of the cape of Good Hope then bearing E.N.E. 5 or 6 miles distant. This promontory, the dangerous rocks that lie in its neighbourhood, we passed, and stood into False Bay, where in the evening, the weather falling calm, we anchored in 40 fathoms of water; the Cape bearing west by compass, 10 miles distant; Simon's Bay N.N.W. and False Cape S.E. in this situation the chronometer shewed the longitude to be $18^{\circ}52'45''$, making an error, or variation in its rate of going, as ascertained at Portsmouth, of $18'30''$ equal to $1'14''$ of time since the first day of March; which will, without doubt, be received and considered as being very correct; it also corresponded with my observations, and what on that subject, I had noticed on the 12th June.

"Our passage through the Atlantic Ocean being thus accomplished, it becomes requisite, in compliance with the method proposed in the introduction for correcting the errors of navigation, to have some retrospect to this passage, especially since passing the Cape de Verd islands.

"From the island of St. Antonio, until we had crossed the latitude of cape St. Augustine, we were materially affected by currents; and between the latitude of 6° north and the equator, strong riplings were conspicuous on the surface of the sea. These currents, contrary to the general opinion, seem to possess no regularity, as we found ourselves, day after day, driven in directions very contrary to our expectations from the impulse we had experienced the former day, and by no means attended with that periodical uniformity, pointed out by Mr. Nicholson in his lately revised and corrected Indian directory, published in the year 1787. On the contrary, instead of the currents at this season of the year, agreeably to his hypothesis, setting to the northward, the most prevailing stream we experienced set to the south, and more in a south eastern than a south western direction. This very able mariner, still wedded to formerly adopted opinions, strongly recommends the variation of the compass, as a means for ascertaining the cape of Good Hope agreeably with his propositions, to little effect: for when we were in longitude of $6^{\circ}30'$ east; and again, when in latitude $35^{\circ}22'$ south with $22^{\circ}7'$ west variation, we had only advanced to the longitude of $11^{\circ}25'$ east, instead of being according to Mr. Nicholson's hypothesis, in the first instance nearly under the meridian of the cape of Good Hope, and in the second, under that of cape Aguilas; (note spelling - Ed) and it was not until we had near 26° of west variation, that we approached the meridian of the cape of Good Hope. The observations for the variation were made with the greatest care and attention; and though generally considered as very correct, they differed from one to three, and sometimes four degrees, not only when made by different compasses placed in different situations aboard, and the ship on different tacks, but by the same compass in the same situation, made at moderate intervals of time; the results of such observations, at the same time, not preserving the least degree of uniformity. Hence the assertion amounts nearly to an absurdity, which states, "that with 20° to $20^{\circ}10'$, or $20^{\circ}30'$ westwardly variation, you will be certain" of such and such longitude; and it is greatly to be apprehended, that navigators who rely on such means of ascertaining their situation in the ocean, will render themselves liable to errors that may be attended with the most fatal consequences. Other methods are, I trust, in a fair train for accomplishing this desirable object; and I yet hope to see the period arrive, when every seafaring person capable of using a quadrant, will, on due instruction, be enabled by lunar observations to determine his longitude at sea. It has been already observed, that such information may be acquired with ease, and without laborious study or tedious application; this was further warranted by our example on board DISCOVERY; where, on our departure from England, Mr. Whidbey and myself could be considered as the only proficients in this branch of science; but now, amongst the officers and gentlemen of the quarter deck, there

are several capable of ascertaining their situation in the ocean, with every degree of accuracy necessary for all the important purposes of navigation.

"Sunday 10th July: With a light southwardly breeze in the morning of the 10th we weighed anchor, and with the assistance of our boats a-head, towing the ship, we reached Simon's Bay at about seven in the evening, where we anchored in 12 fathoms of water; False Cape bearing by compass in a line with a south point of the bay S 37 E Noah's ark S 51 E the Roman rocks S 86 E and the flag-staff on the battery S 89 W about a quarter mile from the shore.

"The day before a brig was seen in shore of us, which was supposed to be the CHATHAM; but as the private signal was not acknowledged by her, we concluded our selves mistaken. Our first conjectures, however, proved to be right, as Mr. Broughton now informed me the signal had escaped their attention. Since we had separated, the DISCOVERY had outsailed her consort only the night's run; the CHATHAM not having hauled her wind or shortened sail on Friday night, she was the next morning within the same distance of the land as the DISCOVERY. Nothing had occurred during this separation worthy of notice. I was made excessively happy to understand from Mr. Broughton, that the officers and crew of the CHATHAM, like those of the DISCOVERY, were in general very healthy. Beside the CHATHAM, we found here His Majesty's ship the CORCON: the WARREN HASTINGS, and EARL FITZ-WILLIAM Indiamen from Bengal; two port Jackson transports from China bound home; three with convicts bound to port Jackson; two American and some Dutch and Danish merchant ships, the total amounting to seventeen sail in the bay.

"In the morning (11th) an officer was sent on shore to acquaint the resident commandant of the port, Mr. Brandt, of our arrival, and to request his permission to procure such refreshments and stores as our wants now demanded, and to erect our observatory and such tents on shore as might be requisite for carrying into execution the necessary refitment of the vessels; with all which Mr. Brandt very politely complied; and, on the return of the officer, the garrison was saluted with eleven guns; which compliment being equally returned, attended by Mr. Broughton and some of the officers I waited on Mr. Brandt, who received us with the greatest politeness and hospitality; the well known characteristics of that gentleman. Having, on a former occasion, benefited by his good offices in the excellency of supplies provided for the RESOLUTION and DISCOVERY, I concerted measures with him, on the present, for the like purpose. Mr. Brandt undertook, in conjunction with Mr. De Wit of Cape Town, to see to all our necessities provided for with the best of the several commodities the country afforded. The DISCOVERY's bowsprit, being found infinitely too weak, was taken out in order to be strengthened by one of the "fishes" we had on board; the whole of the head railing, having been washed away, was to be replaced; the vessels wanted caulking fore and aft; the rigging, overhauling; casks to be set up for receiving provisions and water; the sails repairing and several materially altering; the powder airing; and the skids and booms raising, for the better enabling of the people to work upon deck; the ship proving sufficiently stiff to admit of such accommodation. Artificers were hired to assist our own in these several duties; which being in a state of forwardness by the 14th, Mr. Broughton and myself paid our respects to Mr. Rhenias (Mr. Rhenius - Ed) the acting governor at Cape Town, with the further view of inspecting the stores and provisions, the major part of which were to come from thence. Four of our seamen, whose constitutions seemed unequal to the service in which they had engaged, and whom I had now an opportunity of replacing, were sent on board the WARREN HASTINGS; and, with her, on Monday 18th sailed for England.

"All our stores and provisions being forwarded from Cape Town by the 5th August (Friday) we took leave of the governor and our Cape friends, from whom we had experienced the most attentive civility; and having completed such observations as were wanted, the observatory with the instruments were on the 9th (Tuesday) sent on board.

"By Thursday 11th all our transactions were finished with the shore; having obtained for each vessel a supply of provisions, which completed our stock for 18 months at full allowance, and a due proportion of stores for the like period. I took on board also seven ewes and six rams; an assortment of garden feeds, vine cuttings, and other plants that were likely to grow, and prove valuable acquisitions to our friends in the South-Sea islands. As I intended putting to sea the next day, we were busily employed in preparing the ship for that purpose, which on the morning of the 12th (Friday) we attempted; but the wind shifting to the S.S.E. permitted our taking only a more outside birth for the better convenience of sailing when the wind should prove more favourable.

"It is customary at the cape of Good Hope for so many of the officers as can conveniently be spared, to take up their residence on shore. In this respect I had conformed to old practices, but was excessively mortified, at my return on board, to find that several of our people had within a few days become indisposed with a dysentery, which at first seemed of little importance, but had now put in a very serious appearance; and some of the patients were extremely ill. The cause of this unfortunate malady it was hard to ascertain: the crew had not been subject to inebriety; and every precaution had been taken to prevent their sleeping on deck, or exposing themselves to the dew or night air. No neglect of the salutary measures generally observed, or individual indiscretion of any sort seemed to have produced this lamentable visitation, whose contagious influence suffered no one to escape unattacked; although myself and officers did not feel its effects so violently as they were experienced by the people. The same disorder had not only appeared on board the CHATHAM, and the transports bound to port Jackson, but on shore; and at length it was attributed to a large Dutch ship lately arrived from Batavia, from which many men had been sent ashore to the hospital very ill, and dying with that and other infectious disorders. The surgeon of the DISCOVERY was seized in a very sudden and singular manner, and reduced to an extreme state of delirium, without any other symptoms which indicated fever. To persons, situated as we were, on the eve of quitting the civilized world, and destitute of all help and resources, but such as we carried with us, such a calamity was of the most serious and distressing nature; and was not only severely felt at the moment, but tended to destroy the good effects we had every reason to expect from the very excellent and abundant supply of refreshments the Cape had afforded. I now became excessively anxious to get to sea, lest the Batavian ship should communicate any other disorder, or a worse species of that with which we were already attacked. This earnest desire, a S.E. wind and calms prevented our accomplishing until the 17th August (Wednesday), when about noon, a light breeze springing up from the N.W. we sailed, in company with the CHATHAM, out of Simon's Bay, and saluted the garrison with eleven guns which were equally returned.

"Few of our transactions, whilst at our last station, appeared worthy of recording excepting the occurrences at the observatory, where I did not think any observations were at all necessary for ascertaining the longitude; as that must have been accurately determined long ago by persons of greater information and superior abilities. The latitude: the rate and error of the chronometer, and the variation and dip of the magnetic needle were the principle objects that occupied our attention. The former would not have attracted much of my notice had it not appeared by the first day's observations, that a very material difference existed between the latitude shewn by my observations, and the latitude of Simon's Bay as stated by Captain King in the 3d Vol. of Cook's Voyage to the northern hemisphere where, in page 484, it is said that 'the latitude of the anchorage place in Simon's Bay is, by observation 34° 20' 'south'. This however is, most probably an error of the press, since immediately afterwards, we find the Cape point is said to be in 34° 23' south; which point is at least 12 or 13 miles to the southward of Simon's Bay. Our observatory was situated near the south point of this bay, and its latitude, deduced from 26 meridional altitudes of the sun and stars, was 34° 11' 40"; this, on allowing the distance to the Cape point, will be nearly found to agree with its latitude; which was further confirmed by our observations on passing it the day we entered False Bay.

"By the first observations, made on shore, the chronometer shewed the longitude to be $18^{\circ}39'45''$, which was $17'45''$ to the eastward of the truth, and corresponded with what has been stated before, that it was not gaining at the rate we had allowed: further observations however demonstrated that, although it might have been gaining less during the passage, it was now evidently gaining on its Portsmouth rate, and was found on the 8th of august at noon, to be fast of mean time at Greenwich $17'49''6'''$, and gaining on mean time at the rate of $9''28'''$ per day. Mr. Arnold's chronometer was found to have gone but indifferently on board the CHATHAM; and, at the observatory, it was fast of mean time at Greenwich $1^{\circ}18'48''6'''$, and gaining on mean time at the rate of $16''11'''8'''$ per day. The variation of the magnetic needle, taken at the observatory by our different compasses and cards, in twenty sets of azimuths, varied from $24^{\circ}3'$ to $27^{\circ}48'$; the mean result being $25^{\circ}40'$ west variation. The vertical inclination of the fourth point of the magnetic needle was observed to be

Marked end North,	face East	48 30
" " North,	face West	48 20
" " South,	face east	48 40
" " South,	face west	48 30
Mean inclination of the south point of the dipping needle		48 30

N.B. The longitude throughout the voyage, and until our arrival at St. Helena on our return to Europe, will be reckoned eastward.

The latitude inserted in the following chapters, and until the 13th February 1792, when it will be otherwise distinguished, is to be recieved and considered as south latitude.

The positive or relative situations of all Coasts, Capes, Promontories, Islands, Rocks, Sands, Breakers, Bays, Ports etc etc will hereafter be stated as TRUE, OR BY THE WORLD; and those BEARINGS which will be taken from any local situation, whether on board the vessels, or in the boats, will be inserted according to compass, and be so expressed."

JAMES PALMER

James Palmer served in the Royal Navy on the Cape Station prior to 1906 and left the Royal Navy in that year as yeoman of signals in HMS CRESCENT. He was in his retirement for many years marine signalman at Table Bay Docks. He enjoyed the nickname of "Pedlar" Palmer. He was a very kindly man by all accounts and welcomed visitors to the old look-out station on the breakwater at Table Bay Docks. He had an early wireless set, long before the broadcasting era, and Lawrence Green tells us how he was a frequent visitor to Mr. Palmer at the Docks, and often put on the headphones and listened, deeply fascinated, to the ships.

Palmer had trained in sail. His naval experience went back to the days when slavers were still being captured in East African waters. He also wore the Boxer Rising medal ribbon for he was among those who had marched with the international brigade to relieve Peking. Signalmen of his period were capable of memory feats which few would care to attempt nowadays. He could watch a semaphore working at 15 words a minute and repeat a long message without writing it down.

Palmer finally completed his harbour service as Harbourmaster at Kalk Bay.

SOME VIGNETTES OF SIMON'S TOWN

Extracts of letters by Miss Emma Rutherfoord (later Mrs. Andrew Murray Jnr)

Emma Rutherfoord was born in 1835 and died in 1905. She and her sister Mary (who married an older man called Reeves and went to live in India after her wedding in March 1852) were the daughters of H.E. Rutherfoord, a prosperous Cape Town merchant who later became a Member of the Legislative Council. Father H.E. had come to the Cape in 1818 aged 23. First the family lived at Sea Point in a house which had 10 rooms inside and outside servants apartments, stabling for 6 horses, water laid on from Cape Town and whose grounds reached down to the sea and up to Signal Hill behind. In 1854 the house and property were auctioned, the front area being divided into 22 lots and the back into 26 lots. After the sale they moved to the Herschel Estate of 9 acres in Claremont. Emma went on to marry the Rev. Andrew Murray Jnr (1828-1917) in 1856 and moved to Bloemfontein and raise 7 children.

Emma with her cousin Ellen, being comfortably off, for her father had a prosperous shipping agency at 3 Burg Street, often went off on little holidays together and one of their favourite places to visit was Simon's Town, with Kalk Bay coming a close second, for Kalk Bay at this time was a very fashionable seaside resort.

In November/December 1855 Ellen and Emma stayed at Admiralty House, Simon's Town, with Commodore and Mrs. Trotter and she writes in a letter to her sister Mary:

"Commodore Trotter is interesting himself very much in Black Town (the site of the present Municipal Offices - Editor) which was begun by Sir Jahleel Brenton at Simon's Town. It is a portion of land and cottages given to the Negroes whom he took (when here many years ago) in some slave ships. He tried to induce them to cultivate their lands, etc, but since then they have been very much neglected. The Commodore is re-erecting their houses, encouraging them to educate and clothe their children, for they are in a very degraded condition."

Whilst in Simon's Town they were given two sets of La Grace - a type of croquet - by Mr. Haverfield of HMS CASTOR. They were invited to a large party on HMS CASTOR but did not attend. Emma was obviously of a more serious nature as befitted a future parson's wife for she remarks "for almost all the pretty girls at the Cape are ready to show themselves at every party and to flirt and laugh all day." The ships in Simon's Bay at the time were HYDRA, FROLIC (Commander M.S. Nolloth who gave his name to Port Nolloth), GRECIAN, RATTLER, PENELOPE and CASTOR. PENELOPE and CASTOR had two Russian prisoners on board; Prince Michaeloff was one of them. Emma says that the Russians are all very musical and the officers sing and play very well.

Emma in return for the hospitality received in Simon's Town invited Fanny Lysagt, Mrs. Trotter's niece, to visit her at Claremont. Emma describes Fanny as a remarkably nice Irish girl, affectionate and simple and rather reserved. Emma liked her more when she was away from Simon's Town and one feels that this was due to Fanny being too close to her Aunt in Simon's Town to be able to relax. Emma describes the Aunt as "a disagreeable, consequential, selfish woman, Fanny is very frightened of her, and feels bound to study her whims and fancies and yet feels how disagreeable they make her Uncle's house to strangers and visitors." Fanny, however, always tried to show the best part of her Aunt's character. Fanny was said to sing very nicely and had a very nice face, dark black hair, an English complexion (rosy), blue eyes and nice nose and mouth, a neat figure rather embonpoint than otherwise, very pretty teeth indeed. She had plenty of character. "Her spirits are rather uncertain and she has religious principles and remarkably nice manners, so much propriety and dignity about her, with perfect simplicity and

kind heartedness." Emma's brother Frederic lost his heart to Fanny Lysagt and they later married! Not surprising after such a build-up by his sister!

Mr. Haverfield of HMS CASTOR was a frequent visitor to the Rutherfoords and even brought Mrs. Rutherfoord choice bulbs which he obtained from Uitenhage when HMS CASTOR had been on a visit to Algoa Bay. At Emma's wedding he was to be Bestman.

In April 1856 Emma, Ellen and Frederic (romance was by now flourishing!) went again to stay at Admiralty House in order to see the regattas which were to have taken place on the Tuesday and Wednesday. But on Tuesday at 12 the PENELOPE received orders to leave for Mauritius in order to fetch a regiment to the Cape as "we are threatened with war along the borders. Sandili is to attack the borders whilst Moshesh attacks the Sovereignty....It is a fearful thing to send to Mauritius for a regiment and perhaps admit Cholera and Smallpox which are both raging there to a fearful extent.....I do not yet know what Mr. Murray thinks about war and am weary of expecting letters. I am glad I knew nothing about these rumours at Simon's Bay as we enjoyed our visit very much. The people there did not know where the PENELOPE had gone for they keep everything very secret, and the Races between the FROLIC's and CASTOR's boats, and also among the fishermen were most exciting and interesting. They all had their flags. The 2 Stewarts worked Mr. Satter's flag, a deep blue with a gold cross. One of Mr. Haverfield's was white with a sky blue cross, the other SEPOY a dingie, had a white flag with a black cross. Mr. Price, the marine officer had a flag with a lobster painted on it because they call the scarlet coats on board ship "lobsters". The band played and there was an awning over the CASTOR's decks and multitudes of gaily dressed ladies. It was a beautiful calm day also and very enjoyable. This was Wednesday. Tuesday was spoilt by the sudden order to the PENELOPE to prepare for sea. She went out on Wednesday morning playing "The Girl I Left Behind" and then as she passed a French man of war she struck up "Partant pour le Syrië". It sounded so pretty over the water. Mrs. Stewart and Cathy and Emily were also staying with the Commodore and Mrs. Trotter and Katie and Mr. Lamb. In the evening all the French officers came to dinner and between 20 and 30 people were present. Much to my horror I was seated next to a French officer who talked so fast and could not understand English. I managed to say a few sentences and fortunately his tongue was so long that by just catching the drift of his conversation I could keep him going on, and Captain Nolloth who was on my other side is a very good French scholar and joining the conversation helped me much. Poor Emily was between two French officers to whom she had not courage to speak. In the evening they sang songs and we enjoyed ourselves very much. Mrs. Trotter was much more gracious than usual being quite in her element with the French men" and Miss Lysagt also relaxed on seeing her Aunt happy and relaxed. Fanny Lysagt by this time was very attached to Frederic Rutherfoord and was invited to return to Claremont with them to stay.

A very nice pen picture of the life and times of some of the people who were at Simon's Town.

Information obtained from "In Mid-Victorian Cape Town" letters from Miss Emma Rutherfoord mostly to her sister, edited by Joyce Murray. The letters are the property of Professor A.H. Murray.

NAVAL SAYING: "THE ANDREW" or "ANDREW MILLER" - slang term for the Royal Navy - after a zealous officer who worked the press-gang.

From: "Dittybox" Magazine.

T.B.F. DAVIS (1867-1942) - BENEFACTOR OF THE GENERAL BOTHA

A.E. Read

Thomas Benjamin Frederick Davis was born 25th April 1867 at Havre des Pas, Jersey, a part of Jersey well renowned for the building of small boats. His father was Thomas Leopold Davis (ship's carpenter) and his mother Jemima Vickers. He attended St. Lukes School and sang in the choir at St. Lukes Church.

Between the ages of 9 and 14 from 1876 to 1881 he served on local fishing boats and the pilot boat TRY ME. In 1883 on 5th March the 15 year old Tom walked from the cottage at Havre des Pas and signed on as a cabin boy aboard a small sailing vessel, a barquentine of 245 tons, the SATELLITE, under Captain Pennison. Tom was obviously restless and ambitious, not for him boat-building as his father wanted him to do. He wanted to see the outside world and probably sensed that his future lay with the new iron steam ships not with the small "wood and sail" boats being built at Havre des Pas. The SATELLITE was 16 years old, drab and dusty from years of bringing coal across the Channel. Tom had seen her loaded with a general cargo on the previous Saturday. She would sail on Monday afternoon's tide, bound for London and Newcastle. Tom knew his chances of getting a job on a steam vessel would be better in either of those ports, so he climbed aboard eagerly and was shown to his canvas bunk in the forecabin where he was to sleep with the five other members of the crew in very cramped conditions. Late on the Monday the SATELLITE moved slowly out of the harbour and began her uneventful voyage to London.

March 1883 was a particularly cold and windy month. The SATELLITE arrived in London on 8th March after a gale accompanied by a heavy snowfall had swept across England leaving several feet of snow in many places. According to the London Times of 9th March there had never been so much destruction of property and loss of life in the North Sea. In fact, loss of life at sea was a common occurrence in those days and The Times carried a regular column headed "Disasters at Sea".

Tom was glad of the delay caused by the bad weather because he was allowed to go ashore for a few hours. He was deeply impressed and excited by his first sight of the great buildings of London. There can be little doubt that this was when Tom's mind first turned to thinking that he one day might acquire some of the wealth he saw about him in London. By Saturday 10th the weather had improved and SATELLITE had discharged her general cargo and taken on a ballast of chalk for the 350 mile voyage to Newcastle where she was to load with house coal for Jersey. The tide carried her down the Thames and then she headed North, running before a light breeze from the south-east.

From the North Foreland almost to the Spurn there are a great many sandbanks and one of the worst of these is the Haisborough Sand, just north of Yarmouth. They were therefore treacherous waters for sailing vessels. Sometimes a gale would roar up suddenly, turning a calm sea into foaming waters which would strike a ship with frightening force. Such a gale blew up on the afternoon of the 12th March (a Monday). The SATELLITE's master and crew did all they could to keep her on course, but her keel struck the Hasbro, as the sand was called in those days and the ship stuck firmly. Captain Pennison knew that the tide was low and about to turn. With ordinary luck he reckoned that the rising tide would lift the vessel off the sand within an hour. However, the ship began to pound, her stern rising and falling on the choppy sea as if she was struggling to free herself. Tom, who had been asleep in the forecabin, woke to the sound of the timbers creaking and labouring heavily. He clambered on deck. There was a great commotion as men shouted anxiously above the roar of the sea and tried to lower the sails. They all knew that the ship was threatening to break up. Captain Pennison decided to lower the longboat. As soon as it was in the water young Tom, as the youngest

on board, was ordered into it. The rest began to lower some of the captain's valued possessions into it for Tom to look after. There was among these a chest full of clothes, including a top hat. The master decided to let the longboat out on a painter as it was in danger of being damaged or overturned against the side of the ship. Within a few minutes disaster had struck. The rope snapped and the boat with Tom was carried away into the desolation of the cold and angry North Sea. Darkness fell but there was nothing much he could do but bail some of the water out using the Captain's expensive top hat! No doubt while this was going on Tom, being a religious boy might have thought about Jonah and the whale, who knows. Meanwhile as the captain had hoped, a few miles away the rising tide had lifted the SATELLITE off the sand. The captain at first thought to make for Yarmouth but realising he had no great damage decided to continue to Newcastle. The Captain hailed a passing fishing smack and sent messages ashore with instructions that news of the loss of Tom Davis should be telegraphed to Jersey. His report dated 13th March appeared in the London Shipping Gazette on 14th March:

"The three-masted schooner SATELLITE from London for Newcastle (In ballast) struck on the Cross sand yesterday but came off shortly afterwards and brought up in the roads. The vessel makes no water and will proceed for her destination. The Captain reports having lost the ship's boat with one seaman through the painter parting when the vessel was on the sand."

The news reached Jersey on the same day and under the headline "Drowned at Sea" readers of the "Jersey Times" were told of Tom's loss. Tom, however, had spent much of Tuesday waving and shouting to distant ships, he was thirsty, hungry and cold. Early on Tuesday afternoon to his luck a Norwegian schooner, the URDA bound for Southampton came across Tom. He and his longboat were hauled aboard. The longboat was in due course sent back to Jersey and for many years afterwards was to be seen preserved at Rats Corner, where Tom in later life, moored his yacht WESTWARD. Tom was put ashore by the URDA at Cowes, Isle of Wight. He arrived back in Jersey the following Sunday morning, found no one at home and realised they were in church so he walked to St. Lukes to join them only to find that the service was being held in his memory!

Tom remained at sea, served before the mast between 1883 and 1896. He passed his certificate for ONLY MATE in 1887 and made the unusual jump direct to EXTRA MATE in 1892. There is only one other recorded instance of this, in 1860. The Royal Naval Reserve was not really to his liking but he was in it from 1896 to 1899 before he resigned and emigrated to South Africa in 1900 aged 33. He went initially to Port Elizabeth and such was his acumen that by 1910 he had gained complete control of the stevedoring businesses from Port Elizabeth to Dar es Salaam in then German East Africa.

Tom's benefactions were many and even his two daughters once said that they were unsure just exactly how much he gave away but it has been estimated that it would be well in excess of £10million in to-day's money.

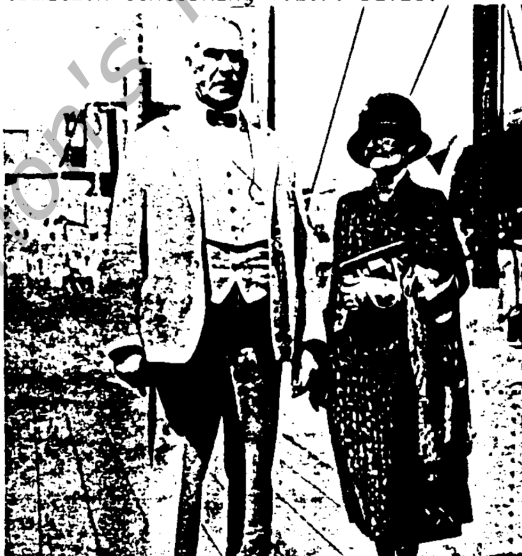
Tom Davis was benefactor to the following enterprises: Howard Davis Experimental Farm, Trinity, Jersey (1928); Howard Davis Scholarship Trust (1929) whereby he presented to the States (Jersey's Parliament) £50,000 to provide free maintenance at school and university of 25 boys from elementary schools until they should gain appointment in one of the Imperial services; The Howard Hall (1934) in the grounds of Victoria College, a public school for boys in Jersey, founded in 1852 to commemorate a visit by Queen Victoria to the Island; Howard Davis Park (1938) and Howard Davis Lifeboat (1939) and in 1939 he also set aside £25,000 for War Relief in Jersey (this was later used to help Jersey inhabitants who had been evacuated when the Germans occupied Jersey). In South Africa he founded and endowed the University College of Science at Durban and in 1939 established a fund of £100,000 to help dependants of South Africans serving in the forces.

Despite all these gifts he did not stint himself and owned a yacht called WESTWARD. This was undoubtedly the best known racing schooner ever to come to Britain for she raced season after season between 1910 and 1938 at most of the large regattas around the coast in company with the best of her time. She was originally designed by Herreshoff for Alexander S. Cochran an American millionaire and member of the New York Yacht Club. She was 136 foot long steel schooner carrying about 12,000 sq. ft. of sail. In her first season she crossed the Atlantic to beat the German schooners at Kiel Week then arrived in English waters to repeat the performance at Cowes. King George V's BRITANNIA was her traditional rival and when the King died WESTWARD hauled down her racing flag. Despite public outcry she was scuttled in the English channel in 1947 in terms of Davis' wishes but not before she had been stripped of much of her interior which now makes a fine display in the Jersey Museum and is well worth a visit if you are ever there. Davis had furnished her with the finest silver and plate available, all with his monogramme. As we said earlier, on his rescue Tom was put ashore at Cowes and the next time he landed there it was to lunch with King George V!

It was characteristic of Tom Davis that many years after his rescue he was cruising in the Norwegian fjords and sought out the survivors of the URDA and distributed large sums of money among them.

We all know about Tom Davis' benefaction in presenting South Africa with a training ship the GENERAL BOTHA in whom countless well-known South Africans trained. This was given in memory of his 2nd son Howard Leopold who was killed in the 1st World War at the Battle of the Somme in 1917. Davis was survived by his eldest son Glenham and two daughters Marguerite and Gwendoline. They were still alive in Jersey in 1975 but were unable to come to South Africa for the ceremony when the University of Natal named a group of Lecture Theatres after Tom Davis. He was such a modest man that nothing he gave away ever bore his name and the Principal and Vice-Chancellor of the University felt it was only right that the name of T.B.F. Davis should be commemorated somewhere. A memorial plaque now stands in the theatre entrance. At the naming ceremony his two daughters then living in Grouville in Jersey (Mrs. M. Simpson-Smith and Miss G. Davis) gave £10,000 to the University to endow a scholarship and bursary for engineering students in memory of their father.

The writer would like to express her thanks to the Jersey Museum Librarian for her help with information concerning T.B.F. Davis.



Mr & Mrs. T.B.F. Davies
taken on a visit to
SATS GENERAL BOTHA at
Simon's Town.

This photograph from
the book: "A Name Among
Seafaring Men" - Wilhelm
Grutter. (Courtesy of the
Curator - Simon's Town
Museum).

THE KING-HALL CONNECTION WITH SIMON'S TOWN

This story principally concerns William Stephen Richard King-Hall who was born on 21st January 1893 to Olga Mary Felicia Ker and her husband George Fowler King-Hall, Captain R.N. at the time and living in Blackheath, London. It was George's brother Herbert who later served as C-in-C Africa Station.

The King-Hall family had been long involved with the Royal Navy. Grandfather was Admiral Sir William King-Hall, Queen Victoria's tee-total admiral. Great Grandfather James Hall was also a naval officer. It was he who had visited Napoleon on St. Helena and took him a parcel of French newspapers in which someone had hidden a cypher message. Father, George King-Hall had gone to sea at the age of 14 in 1865. He had no private means. All Stephen's early recollections revolve around the struggle to make ends meet. Reading his great-grandfather's journal he learnt that this naval ancestor was on one occasion abroad for five years, returned for a week's leave and then departed again for a further seven years overseas service! Naval officers frequently were "unemployed" when they reached a certain degree of seniority and for those for whom employment could not be found were put on half-pay with the result that there were always in France, Switzerland and Italy a number of British naval officers on half-pay, existing in cheap "pensions" and getting into debt to their "agents".

Father King-Hall was at one time from 1908 Commander-in-Chief of the Australian Station. His chief instruction from Winston Churchill was to encourage the Australians to develop their own navy. Churchill at this time was First Lord of the Admiralty.

Another King-Hall in the Navy was Uncle Bertie - Admiral Sir Herbert King-Hall. His wife was Lady Mabel. Uncle Bertie became C-in-C Simon's Town while his nephew Stephen was serving on this station. Stephen went to prep school at Emsworth in Hampshire, run by his Uncle Baldwin King-Hall who had failed to become the third brother in the Navy because of bad eyesight. Sad to relate Stephen's father also suffered bad eyesight in his latter years and went blind two years before he died in 1939. P.G. Wodehouse by the way was also a member of the school staff.

With all these members of the family in the Navy it was inevitable that they be given nicknames:

George (Father) was at an early age called "Jacko" because he was quick and sure-footed as a monkey when aloft
 Sir William (Grandfather) was "King-Hall the Good"
 Sir Herbert (Uncle Bertie) was "King-Hall the Bad"
 Stephen was "Cocktail" because of his very short height. At 13 he was only 4ft 2 ins.

Stephen entered Royal Naval College, Osborne, in January 1906. This had been established in the former stables of Queen Victoria's palace Osborne House on the Isle of Wight. There were 30 cadets in each dormitory and at the foot of each bed was a sea-chest. This was a very heavy box 3ft x 3ft x 2ft 2in bound with iron bands and containing a private till, an upper tray with a primitive form of soap and toilet container made of iron, and a space under the tray for clothes. The inside of the lid carried clips for a telescope and space usually decorated with photographs of the favourite girl or girls. On top of the lid was a brass plate on which was engraved the name of the owner. This hold-all had an ancestry of at least 150 years.

After two years at Osborne he proceeded to Dartmouth, and was a year ahead of the Duke of Windsor (then Prince of Wales). Stephen left Dartmouth in 1910 and joined HMS CUMBERLAND (cruiser). In 1911 he joined HMS NEPTUNE the most important of

all flagships he says in his autobiography, then about to be commissioned as flagship of the Home Fleet and wearing the flag of Admiral Sir George Callaghan. In 1912 he was appointed to HERMES, an ancient cruiser doing duty as flagship on the Cape Station. There were three ships in the Cape Squadron and he served on all of them for short periods. They were HERMES, FORTE and PEGASUS. They were in the last stages of decay. As ships of war they were useless but as "conveyances for showing the flag" they were admirable. They were symbols of the majesty and might of Britain soon to be so heavily expended in two world wars in defence of the free way of life. FORTE had a gun on board that had been through the siege of Ladysmith.

These cruisers spent the season at the Cape and nothing could have been more enjoyable than the round of picnics, dances, surf-bathing, shooting parties, tennis parties, race meetings, flirtations and so forth which the hospitable inhabitants of the Cape Peninsula provided in rapid succession. The girls of the Cape had a world-famous reputation for their charms, and many a naval officer has been sunk without trace in the seas of matrimony as a result of visiting the Cape. Stephen says "Enchanted by the round of gaieties at the Cape, it was with a feeling of relief, tempered with regret for the girls one was leaving behind, that the day dawned when the ship set forth on the east coast cruise." First call was Port Elizabeth where one landed in a basket. Then on to Durban from where he managed to visit the Rand and Boer War Battlefields round Ladysmith. Then to Lourenco Marques, Mombasa and Zanzibar "through tropical waters in which his father George had chased slave dhows in the 1880's". Occasionally they went to the island of Mauritius where they once took part in an alarming 'chasse au cerfs' in which the visiting naval officers and French landowners, all armed with rifles, closed in on bush which harboured "sambhur" - small buck. There were often 60 or 70 people involved, standing not more than 30 yards apart, so it was often desperately dangerous with bullets whistling in all directions. Once he found himself lying on his stomach next to the C-in-C with bullets whistling round them and the C-in-C was heard to mutter "that men have earned the D.S.O. for less than this". From these trips and their visits to Mombasa where they hunted for lion etc they brought back inefficiently cured skin trophies and heads which they hid in the fore-top. Three weeks after one of the cruises they were anchoring in Simon's Bay with the wind from astern. As the ship's engines were reversed she shuddered from stem to stern and to the amazement of the captain and officers in their immaculate white drill, the party was deluged in a shower of monstrous worms, crawling beasts and maggots falling out of the sky. The proud hunters saw their trophies consigned to the deep in a preliminary to a ghastly three hours devoted to "hogging out" the gunnery control position.

They also cruised up the West coast of Africa and collected a penguin which they kept in the midshipmen's bathroom. One of his friends captured a large snake in the hills above Simon's Town. He took it with him on the train intending to show it to the Curator of the Natural History Museum. Alas he fell asleep and when he woke up the snake had gone. He left the train saying nothing and returned to Simon's Town where he dined that night at Admiralty House. He related this episode to his neighbour at dinner, a wine grower from Wynberg, who recognised it as a black mamba and the dinner party broke up in confusion with frantic telephone calls in all directions and searches of railway carriages, where the beast was found asleep under a seat. The Admiral was furious and searched in vain for a section of the King's Regulations and Admiralty Instructions on which to base a charge. The navy received so much publicity already that it was decided to let the matter drop. They visited St. Helena and for old times sake he visited Napoleon's grave at Longwood and took with him a willow slip which he grew in his garden in Hampshire. Whilst in St. Helena they, as midshipmen, were obliged to land every morning and go up the 700 steps of Jacob's Ladder and down again before breakfast. Stephen says "I imagine that this kind of thing done as a boy helps to make men of 50 die of a weak heart."

of the Cape Squadron heard that Admiral Sir Herbert King-Hall KCB DSO was to descend upon them as their new C-in-C. They lay at Simon's Town in helpless and hopeless apprehension at the prospect of this notorious live wire, straight from the command of a crack squadron in the Home Fleet, taking charge of their comfortable, unwarlike and inefficient squadron. The new C-in-C arrived one day at noon at Admiralty House and at 4 p.m. strolled down to the end of his garden where the pier is. All was peace in the three cruisers and the officers and men were preparing to go ashore en masse when a startled and incredulous signalman burst into the wardroom of the FORTE with a message which read:

"C-in-C to all ships: Admiralty House is assumed to be on fire.
Send fire-engines to Admiral's pier."

At that time each of the ships was equipped with an extraordinary and utterly obsolete contraption known as the "Stone's Portable Fire-Engine" invented it is thought about 1780 and manipulated by enormous handles. The fire-engine was always regarded as a pleasing museum piece, and was in theory supposed to be capable of being placed in the middle of the largest boat in the ship. This boat was then crammed with men, some of whom laboured at the oars whilst the others did their best to work the fire-engine. Behind the boat trailed a hosepipe and in the bows two men held a nozzle from which, when all were perspiring at their heartiest, emerged an intermittent jet of sea-water sucked up through the hosepipe in the rear. The First Lieutenant of FORTE met the emergency with great courage and roared for Midshipman King-Hall who was at that moment about to go ashore and pay a call on his Uncle and Aunt in the hope of getting a good tea and perhaps some financial assistance. Hastily changing into his uniform he was greeted by the First Lieutenant by "This b...uncle of yours Squirt, wants a perishing fire-engine. You're in charge. Get away at once". After about twenty minutes of herculean labour and confusion the pinnacle of HMS FORTE complete with fire-engine and about 60 blaspheming sailors was in position off the end of the pier spouting tremulously. On the pier stood the fierce little Admiral surrounded by his very up-to-date staff. The Flag-Lieutenant raised a megaphone and on instructions from the C-in-C bellowed "Report the name of officer in charge". The reply went back above the clank of the fire-engine "Mr. King -Hall". The C-in-C made an observation to the Flag Lt who raised his megaphone and transmitted the second message between Uncle and nephew who were devoted to each other and had been parted for over a year. It was quite simply "Increase the throw of your jet". They did and the august spectators retreated a few yards. The sailors with the wild hope that they might even wet the C-in-C worked like demons but fortunately after 5 minutes of this performance they were ordered to withdraw. Thankfully on returning to the ship Stephen found all was forgiven and he was invited to tea and dinner that night. Meanwhile there had been no sign of the fire-engine from the flagship and vitriolic signals flowed back and forth. It was revealed that the fire-engine could not be found and that when it was finally found it was discovered to be rivetted to the deck and the blacksmith had to cut out the rivets before the engine could be moved. At 6p.m. that evening the flagship's fire-engine, to the delight of everyone else, was still cruising round the dockyard putting out imaginary fires!

One week-end when Stephen was staying at Admiralty House with his Aunt and Uncle, on a beautiful moonlight night he took a young lady out to dinner and for a sail on a lake, missing the last train back to Simon's Town. He hired a Cape Cart. She was the daughter of the Bosun of the Yard, a tough old rascal. There was a scene on his return and he was pleased to think that he could escape the parental wrath by sailing for St. Helena the next day. However, this was not Stephen's night. He then made his way back to Admiralty House trying hard not to wake anyone. To his horror the Flag Lt had gone to sleep and forgotten to leave the required window open. Stephen being made of better stuff was not deterred and climbed a tree near his room so that he could climb onto the stoep near his bedroom. He went up the tree and was half-way along a branch when he nearly fell out as a voice shouted "Come down or I'll shoot". A black policeman was illuminating him

in the beam of his torch. To his horror a second beam appeared and behind it was an irate C-in-C complete with monocle. He took in the situation at a glance and commanded that the gentleman was to stay up there until dawn. Next morning at breakfast everyone was all smiles but Uncle did remark to Aunt that "our Stevie looks a little short of sleep".

One evening between 20 and 30 officers and girls were sitting round a picnic fire on the slopes of Signal Hill, arranged by Mr. Cloete, when out of the woods came a soldierly man followed by a young girl in a grey riding habit on a grey pony. This was Mr. Spencer and his daughter Kathleen. Spencer had been at one-time partner of Cecil Rhodes. As the girl jumped off her pony and stood looking at the assembled company Stephen said to himself "This is the girl I am going to marry". They met again on four brief occasions before Stephen left the Cape. They corresponded and when Kate went to London in 1917 to do war work, Stephen went to London on leave. They became engaged and were married at St. Peter's, Eaton Square, London on 15th April 1919. Stephen and Kathleen unfortunately for the navy had three daughters and no son to carry on the tradition.

Stephen had left Simon's Town in 1913 and returned to the Home Fleet to take the formidable examinations which had to be taken at the end of a midshipman's life. He shipped home by Union-Castle. He was then 5ft 4 ins and had a great deal of fun in pretending he was younger than he was as he was usually taken for a lad of 15. He left the Navy eventually with the onset of the 1929 Depression and from 1929-51 was an Independent Member of the British House of Commons. During this period he also wrote plays and books, was a director of companies, active in broadcasting and in many activities in public life which culminated in the foundation of The Hansard Society.

Stephen King-Hall wrote an autobiography called "My Naval Life 1906-1929" which was published by Faber and Faber in 1951. This book was dedicated to the Royal Navy but the royalties from the sale of the book were given to The Hansard Society whose object is "to promote knowledge of and interest in parliamentary government". We are lucky to have a copy of this book in the Museum Library and the Society wishes to thank the Curator for the loan of the book which made very interesting reading.



Left: Vice-Admiral Sir Herbert King Hall and Right: Admiral Sir George King-Hall (brothers) -the latter being Stephen's father.
Photo taken at Admiralty House, Simon's Town in 1915 when Admiral Sir George was returning from Australia.

THE FORGOTTEN ISLANDS OF THE SOUTHERN INDIAN OCEAN

Editor

We promised in our January 1986 Bulletin to inform you why St. Paul Island was evacuated at such speed that dishes were left unwashed and newspapers were left lying on tables etc. Before doing this we would like to give you a short write-up on some of the other islands. You will remember we did write up more fully Marion and Prince Edward Islands in our earlier bulletin.

Six hundred miles from Marion Island you will reach the six islands of the Crozets, uninhabited, but with provision depots for castaways. What welcome words these would have been to the hundreds of "spouters" from New Bedford and Nantucket who anchored there all during the last century having set sail from Simon's Town where they had called to replenish their supplies before "going south" to collect skins and blubber.

Go east again from the Crozets for 700 miles and you find the rugged sub-Antarctic monster, the great French-owned Kerguelen Land. An island of fjords, glaciers and the 6,000 ft Mount Ross, which is 70 miles long and 70 wide. Not all of it has been mapped but the chart-makers found Kerguelen was an archipelago of about 300 islands and islets. It is a jigsaw of land of 1,500 sq. miles with the most broken coastline in the world. Blubber pots, graves and the bones of many ships litter almost every cove on Kerguelen, named after Kerguelen-Tremarec in about 1769.

Bouvet Island which gained its name from a Frenchman of that name who thought he had discovered the Antarctic continent in 1739 when in fact he had only discovered this island.

Then we move on finally eastwards to Amsterdam and St. Paul Islands, half-way between the Cape and Australia. They are isolated like all the others but have a milder, far more pleasant climate than the islands to the west of them. Amsterdam is a squarish block of lava, 26 miles square in area, often covered in mist, with a plateau where bygone settlers once planted crops. Seabirds nest in caves and huge luscious crayfish can be hauled up in every net.

St. Paul 50 miles from Amsterdam is a more peculiar spot. Here the old volcanic crater is so close to the ocean that the seas of the centuries have forced a way inside. Thus you have a circular harbour where small craft have anchored.

In the year 1820 a sailor named Charles Goodridge of Devon went to sea as a cabin boy in an armed brig protecting English fishermen from the French. He later joined the cutter PRINCESS OF WALES at Limehouse for a sealing cruise. Captain William Veale was in command. This little sealer was 75 tons handled by one mate, ten able seamen and three boys. All hands were paid on the share system. After calling at Marion and Prince Edward Islands they made for the Crozets. March 1821 saw eight of them landed at East Island while Captain Veale and his brother Jarvis, Goodridge, Parnell, Hooper, Baker and Newlee worked the two Possession Island beaches. They were wrecked in a gale and managed to scramble ashore with a few utensils and later rescue some casks of biscuits. They were warm for they had sealskins with which to cover themselves, although somewhat smelly. They survived on sea elephant meat. One of the strangest things they found on the island were trunks of trees some 14 ft long, high above the marks of the highest tide, yet there were no trees on the island. They were lucky to be rescued in December 1821 when their shipmates turned up by chance from East Island. Captain Veale returned to East Island to see what he could find to help them build a bigger lugger. The ship's carpenter who was on Possession used the topmast from the PRINCESS OF WALES as the keel of the lugger and he

fashioned saws out of iron hoops. They had been living in a timber house which they had made from the timbers of the wreck. These timbers were then used to construct the lugger. They then built themselves a stone house. Before they could complete their ship an American schooner, the PHILLO, called. She was large enough to take them all aboard and off they set for Amsterdam Island. Here Soper and Newlee asked to be marooned on the island and this wish was acceded to after the PHILLO's captain got them to sign a piece of paper saying he was not responsible in any way for their future. Off once again, this time to St. Paul. Tension on board the PHILLO had become so acute that Goodridge and nine others asked to be landed at St. Paul. Again the American made them sign a piece of paper absolving him from any responsibility. This left Captain Veal and his brother and a further man named Petherbridge.

Life on St. Paul was much easier. They found hogs and birds which resembled domestic fowls, a bed of turnips and plenty of mice which they fed to the hogs! They spent only three months in exile when SUCCESS arrived on 3rd June, 1823 and took Goodridge, Hooper and Walter to Derwent in Tasmania where they were able to report the wreck of the PRINCESS OF WALES.

St. Paul is only 2 1/2 miles long and 1 1/2 miles broad. In Port Louis in Mauritius there is a chart made by Captain Denham RN of HMS HERALD in the 1850's. The only record of someone living on St. Paul for any length of time is of a French aristocrat from Madagascar who decided to settle on St. Paul because his exploits as a smuggler and freebooter had got him into trouble with the French authorities. His wife sailed with him. He sailed there in a 60 ton schooner with a crew of two white men, a coloured boy and 14 troublesome Malagasy natives. They were frequently visited by passing sailing ships and entertained lavishly. He never divulged his name and was unwilling to supply fresh provisions. The schooner went off on a voyage to the Cape and when it returned there was not a living soul on the island, the houses had been gutted by fire and there were a few new graves.

In June 1871 the British transport HMS MECAERA bound for Australia with troops was beached on St. Paul as she was leaking badly. The crew and her 600 passengers were able to salvage all the necessary stores and sufficient coal to keep themselves warm during the winter. A month later the Dutch barque AURORA called and one of the men Lt. Jones went on board. A gale sprang up and he was carried away when the AURORA beat it out of sight of the island. In September a steamer with Lt. Jones on board arrived and this was closely followed by HMS RINALDO and the P & O Liner MALACCA. Rescue was delayed because of a hurricane, however, a few days later they were ferried off and not a life was lost.

In 1874 or 1875 a party of French astronomers settled on the island for a few weeks to observe the transit of Venus. They left a small monument to mark the event. HMS IERPSICHORE called at St. Paul in 1903 and found several open fishing boats belonging to fisherman from Mauritius and Reunion. They frequently left their boats pulled up on the beach between seasons. However the boats were still there when the s.s. WAKEFIELD called in 1910 to search for possible survivors from the WARATAH.

Regarding HMS NEPTUNE's visit during the last war. They found empty huts, dishes left unwashed, meals not finished and newspapers left lying around. It is a sad story. A small fleet of ships one of which was the small French steamer ESPERANCE plied between St. Paul and Table Bay with supplies for the islanders who had established a crayfish canning factory there. They also had a small short-wave wireless station and this undoubtedly saved their lives in the end. In May 1931 a dramatic call for help came from this station. Of the 131 people employed there a quarter were suffering from beri-beri, a disease similar to the dreaded scurvy of the old days. Two vessels of the French company were sealing further south and were not readily available and the nearest steamer the AUSTRAL steamed at full speed on hearing the call. Thirty deaths had occurred before she arrived - they were nearly all Madagascar natives of whom there were nearly 100 on the island. They had disregarded the orders concerning their diet and had eaten too much white rice instead of the

"red rice" which prevents beri-beri. There was a woman on St. Paul at the time of this outbreak. She was Madame Burnou, widow of a former manager of the factory. Her baby and her husband had died in a previous epidemic. She nursed the sick as best she could and when the AUSTRAL arrived it was decided to abandon the island. The factory experiment had proved a costly failure with epidemic after epidemic. Hence the hurried departure and unwashed dishes found in 1940.

The Captain of HMS NEPTUNE on that trip was Captain Rory O'Connor an Irishman. Later over a hundred seamen were found on board the ALTMARK which had served as a prison ship on the high seas and the mystery of where the crews of sunken British vessels were was at last solved.

MISS LUCY RYALL

Sue Kinkead-Weekes

Whilst sorting through old papers which the Museum received from "The Aloes" I noticed that most of these concern Lucy Ryall who lived there for a short time. From these I have compiled a short account of Lucy's life which I feel should be recorded.

Lucy Ryall was born in 1864 and worked with the South African General Mission from 1900 to 1915. During much of this time she was in Middleburg (Cape), Standerton (Transvaal) or at Wynberg Military Camp (Cape). In the two aforementioned towns she worked in Soldiers' Homes. Among her papers are some letters from soldiers fighting in France in 1915-1916. She and her colleagues busied themselves visiting the sick and arranging prayer meetings.

In March 1915 she accepted the appointment of City Deaconess of Pietermaritzburg where she continued her work among the poor and also occasionally visited the local prison to conduct prayer meetings. She then went on to Queenstown for two years (1916-18), in charge of the Presbyterian Orphanage; after which she was Secretary of the YWCA in Port Elizabeth.

In 1924 she came to Simon's Town in charge of the International Christian Police Association Convalescent Home, known to us locally as "The Aloes", situated on Bellevue Estate, Boulders, Simon's Town. This home was opened in October 1919 and Miss Ryall's papers came to light when the Aloes was renovated a few years ago.

Among the anecdotes gleaned from her letters and diaries is a cure for T.B. The patient "must rub vinegar and oil in every day, take lots of butter, have warm baths and keep the back covered, take food immediately after and then lie down for one hour" : Also take a bottle of aniseed!

Some Cost of Living figures applicable to those times make interesting reading. In 1909 the newspaper cost 3/- per month. In 1911 Miss Ryall's rent was 5/- per month. Bread cost 2d a loaf, meat 3d a lb and Fish 6d a lb. In 1915 a bicycle was purchased for £4.10/- and the licence cost 5/-, eggs were 8d per dozen. In 1922 milk was 3 1/2d a pint. Three chairs and a settee £25.5/- In 1928 accommodation at "The Aloes" was £1.15/- per week (children under 1 year 1/6d per day). A single meal cost 1/3d. By 1936 one month's accommodation had risen to £7.

In 1924 "The Aloes" accounts were audited by W.H. Tredree, members of whose family still reside in Simon's Town. Two interesting notebooks have come to light: one contains press reports and reviews of a book written by Lucy's brother Charlie called "The Town of Morality" and printed by Mills and Boon in 1911. The other comprises notes made by her on the History of Hymns and comments on various authors of hymns. Altogether a very welcome and interesting addition to the Museum Archives.

THE CAPE GLASS COMPANY LIMITED AT GLENCAIRN further perspectives

Ethleen Lastovica

Introduction:

Mass production of glass bottles began in the 17th century. In this early period of development, glass-blowers produced the bottles as free-blown shapes on the end of pipes like bubbles. Bottles were still man-made in the 19th century, but metal moulds were introduced for shaping bottles which led to greater uniformity of shape and size. Handmade techniques continued well into the 20th century. From 1850 however, men began working on the idea of using machines to make bottles. Towards the end of the century, the honours for producing commercially successful, semi-automatic bottle-blowing machines were shared by Claude Boucher in Cognac, France and Howard Ashley at Knottingley in Yorkshire.

The Cape Glass Company, founded in 1902 was one of the first glass factories in the world that was established especially for producing machine-made bottles. The early 20th century was a difficult period in the industry because men were having to learn new bottle manufacturing techniques and they were anxious and apprehensive, fearing that the machines would put them out of work. In 1906 the rules of the Yorkshire Bottle Makers' United Protection Society stated that: 'Bottle making machines shall not be put into the bottle house amongst the bottle hands, and members shall not be displaced for the machine'. It was only in 1931 that a Machine Section of the Glass Bottle Makers Society in England was established.

Research:

Until 1985, the most detailed article on the Cape Glass Company Ltd was the one entitled 'The Glass Factory at Glencairn' by F.P.Chapman which was published in 1976. Recently, access to three primary sources of information has shed new light on the hopes and failures of this company. First, late in 1982 excavations were undertaken at the factory site in the Glencairn River Valley near Simon's Town on the Cape Peninsula. The results of this project were published by Saitowitz, Heckroodt and Lastovica as 'The Cape Glass Company, Glencairn: archaeology of an historical site' in the South African Archaeological Bulletin in 1985. In the article which was illustrated with diagrams, tables and photographs, we discussed the excavations at the site and the visual identification of Cape Glass products. These aspects will not be dealt with in the discussion that follows. Secondly, the Memorandum and Articles of Association and the Prospectus of the Cape Glass Co. Ltd have been traced in the Public Record Office at Kew in England and copies of these papers are now in the possession of E. Lastovica. Thirdly, the Ohlsson's Head Office Letter Books of 1901-1904 have provided a rich source of information on the glass company. The limitations of the Correspondence Books are that they only contain copies of letters written by Anders Ohlsson to the Company Secretary W.D. Buxton in London and no other correspondence or enclosures. A further difficulty is that the three bound volumes of these letters have been severely water-damaged which has necessitated many hours of deciphering the illegible, faded ink script.

Memorandum and Articles of Association:

The Cape Glass Company Limited was registered under the British Companies Acts 1862-1900 on the 4 March 1902 with its Head Office at 110 Canon Street, London. The directors of the Company were Algernon Leveson Elwes, Burton-on-Trent, and John Henry Brodie, London (both of whom were also directors of Ohlsson's Cape Breweries Ltd), James William Bailey of Greenock, Scotland, who was in addition Managing Director of The Brewers Sugar Co. Ltd, Greenock and finally, John Forster from St. Helens, Lancashire.

The share capital was £100,000 divided into 100,000 ordinary shares of £1 each, the first issue consisted of 75,000 ordinary shares. One hundred and three of the 113 shareholders were British, 2 were German and 8 shareholders resided in Cape Town. Ohlsson's Cape Breweries Ltd held the controlling interest in the Company with

36,700 shares. The original South African shareholders were: Chas Gordon Ferrier, Anneburg House, Newlands - Brewer; Percival Metcalfe, Ohlsson's Breweries - Cashier; Charles Stephen Meacham, Newlands - Brewer; Anders Ohlsson, Esq. 10 Adderley St; Olaf Axel Ohlsson, 10 Adderley St - Manager; Alfred Henry Podd, Newlands Brewery - Brewer and Frederick Reginald Speedy, Ohlsson's Breweries - Brewer. Later Archibald Bultitude, Ohlsson's Breweries - Manager, also bought shares in the Company.

Prospectus:

The Prospectus which is a type of advertisement drawn up to attract shareholders, stated that it had been decided to establish a glass factory in the vicinity of Cape Town in order to meet the large demand in the Cape Colony for beer bottles, wine and spirit bottles, aerated water bottles and druggists' bottles, all of which were being imported as there was no glass factory in the Colony. In the first place, the factory would be devoted to meet that demand and subsequently would be extended for the manufacture of glass for other purposes.

The sand in the Cape Peninsula was particularly suitable for the manufacture of glass. Samples of the sand were taken from the seashore and the Cape Flats and submitted to a metallurgist in England who declared that it was of comparable quality to the finest sand imported into Britain. It was proposed that a 250 acre site at Glencairn, in the neighbourhood of Simon's Town be acquired because it was 'excellently situated for economical working' due to the ample supplies of sand, clay and water, and the fact that it was connected by a siding with a railway running between Simon's Town and Cape Town.

Mr. John Forster of the firm John Forster & Co. Ltd, St. Helens, reported to be a 'gentleman thoroughly acquainted with the glass and bottle making industries of Lancashire' was appointed Managing Director, although he was to remain resident in St. Helen's. He estimated the cost of the land, buildings, two furnaces, tools, stores and office, with cost of transport and the expense of erection of two tank furnaces, etc, complete at £45,000, with an added estimate for the cost of houses for the workmen of £14,000. This would leave a balance for working capital, after payment of preliminary expenses, of £15,000. It was calculated that the factory could produce 50,000 - 60,000 gross of bottles per annum which could be sold at a price that would yield a margin over cost of 5/- per gross.

The Local Board of Directors in Cape Town consisted of Olaf Ohlsson (son of Anders Ohlsson) and Charles Meacham, brewer at Ohlsson's Cape Breweries. Anders Ohlsson would offer advice and assistance, but as Managing Director of Ohlsson's Breweries, his time was too fully occupied to join the Board.

John Forster and the Boucher Bottle-making Machines:

In 1899, John Forster, who was originally a constructional engineer, purchased the rights to the French, semi-automatic Boucher bottle-making machines. Manual techniques were still needed to produce bottles on a semi-automatic machine, for although compressed air was now used to form the bottles, operators were still required to feed the molten glass into the measuring moulds and to work the various parts of the machine.

Forster was unable to persuade glass manufacturers in Lancashire to install these machines, so in 1900 he built a furnace at his engineering and boilermaking works and started manufacturing bottles with the Boucher machines. In the early days of John Forster & Co. in St. Helens, there were many problems to overcome. Firstly, only road transport was available to carry goods to and from the works which proved to be a handicap. Secondly, the furnace for melting the glass had to be built correctly and the right type of refractory blocks used. The means of firing a furnace with a manually operated steam gas producer had to be learnt, and the best mixture of raw materials for manufacturing glass, selected. Thirdly, trade secrets were jealously guarded so many techniques therefore had to be learned by trial and error. One of the major problems was the recruiting and training of staff at this difficult transitional period when hand blown production methods were giving way to semi-automatic machines.

The foregoing difficulties have been enumerated because it was at this period that John Forster was commissioned to design and supervise the construction of the Cape Glass Co. The problem experienced at the St. Helens glass works would have been very similar to the troubles that beset the glass factory at Glencairn. Forster Glass Co. Ltd met the challenge that faced it and became a prosperous bottle-making concern. The works with a staff of 600 finally closed down in 1981. The Cape Glass Company was a failure.

In June 1902, Claude Boucher deposited at the Cape Colonial Secretary's Office, applications for Issue of Letters Patent relating to his Improvements in or relating to machines for manufacturing bottles, flagons and other articles of blown glass. Very detailed plans and specifications of this machine are on file in the Cape Archives, Cape Town. It was this type of machine that was installed at the Cape Glass Company.

Ohlsson's Head Office Letter Books:

The Prospectus may have stated rather grandly that the company was to supply South Africa's bottle needs, but the correspondence books put a different light on the subject for the Company's aims were much narrower.

Ohlsson suggested in his annual report to the Ohlsson's Company Secretary in May 1901 that money from the Breweries' profits be put aside for building a glass factory in Cape Town for making bottles and other articles of glassware. This move was imperative if the Company's newly formed Thoma Brewery in Johannesburg was to be a success. Without the glass factory they would not be able to compete with imported German beer, because imported bottles from Europe would be far too expensive. Up to that point they had been able to buy second hand bottles locally, but these were becoming scarce. Ohlsson anticipated that the factory would be erected somewhere in Newlands, and that sand could be obtained at Retreat and various places on the Cape Flats. Otherwise they could get it from Fish Hoek, or failing that from Elsie's Bay. He did 'not know whether the man at Fish Hoek would sell any of his sand or not as he (was) a surly sort of individual, but at Elsie's Bay and further away, on a property belonging to the Salt River Cement Works, sand (could) be obtained in truck at 1/7d. per yard'.

John Forster came to Cape Town in December 1901 'to go into the question of site etc.'. He and Mr. Ohlsson visited many places on the Peninsula in order to find a suitable location for the erection of the various glass factory buildings, and one where suitable sand could be obtained. After a lot of work and negotiations they were able to secure the site at Elsie's Bay (Glencairn) which was 'everything to be desired'. Mr. Ohlsson wrote that he considered they had secured the land for a bargain price of about £6,000. As late as 2 April 1902 Mr. Ohlsson recorded that they were having 'a lot of difficulty in connection with the wording of the water rights in the title deeds and other details'.

The £100,000 invested in the Cape Glass Company Limited which was incorporated under the Companies Acts, 1862 to 1900 on the 4 March 1902, shows the extreme confidence that the shareholders had in its future. The first suggestion of unease was recorded in Ohlsson's letter dated 10 September 1902 when he asked the Company Secretary in London for authorization to pay Mr. Brearley, the local manager of Cape Glass, whatever monies he required for wages, railway carriage, etc. Ohlsson said that Brearley was constantly asking for money and that it would be very awkward if the Cape Glass Company was stopped for want of funds. This was to be a recurring theme throughout the company's existence.

By March 1903, a year after being incorporated, the Company had not turned out any bottles for sale, so Forster sent bottles from his works at St. Helens in England to help Cape Glass fulfill its commitments. The local directors and Brearley condemned these bottles as being 'white, of bad shape and heavy'. Later Ohlsson said that the bottles 'would not stand pasteurisation - in fact - they could hardly stand washing and were apparently rubbish that Forster could not dispose of at home'. On March 11, 1903 Ohlsson complained that 1,300 tons of coal had been shipped to

Cape Town by steamer at enhanced freight when it would have been quite adequate to send it by sailing ship which was cheaper. By his personal influence he had managed to get railway hands to take part of the coal away from the docks to Glencairn, but he was now being charged by the Railway Department for keeping the trucks at Glencairn because Mr. Brearley, the manager, was unable to arrange to have the trucks unloaded. Even if the trucks could have been unloaded, the coal would have had to be stored in an old iron building as the railway siding had not yet been connected with the coal store. Mr. Ohlsson was finding Brearley 'unsatisfactory in many ways as he did not keep appointments, or do certain work that ought to be done, and he was not suited to the position he held'.

In May 1903 the heavy cost of railage and the cost of manufacturing bottles made the possibility of supplying bottles to Thoma Brewery in Johannesburg very doubtful. Nevertheless Thoma Brewery ordered 50,000 each of quart and pint beer bottles from the Glass Company. In July 1903, Ohlsson was brought to the brink of resigning his post as Managing Director of Ohlsson's Breweries because Forster and the overseas directors of the Glass Company tried to force him to buy Glencairn bottles at a price equal to that of imported bottles. Ohlsson felt that they had lost faith in his powers of judgement because he knew that high prices could never sustain their bottled beer trade which was in competition against German beer and the South African Breweries lager, which was then being sold to Messrs E.K. Green at 20% less than Ohlsson's prices. At this point Ohlsson sold 400 of his 500 shares in the Company. By September he capitulated and ordered bottles for Ohlsson's Cape Breweries from Cape Glass at 15/- to 20/- a gross whereas discussions at the time the company was founded had led him to expect to pay 4/- for pints and 8/- for quarts per gross.

In October 1903, the Company still had not reached production stage but they were experimenting with making medicine bottles and whisky flasks. Out of the 100,000 bottles ordered in May, Thoma Brewery had only received about 5,000 poorly made bottles by October, and of those, 20% exploded during pasteurisation, losing not only bottles, but beer and customers because Thoma Brewery was brought to a halt for want of bottles. Ohlsson blamed Forster for this mismanagement, and said that Forster lacked 'tact and rubbed many people the wrong way who may have been of service to the Glass Company'...especially Anders Ohlsson!

In November 1903 E.K. Green gave the Company a sample order for bottles, but all were irregular shapes and badly manufactured. In December, the Cape Glass Company ran out of funds because they had not earned any income, and so the overseas directors of Ohlsson's Breweries agreed to lend them £15,000. At this time the big tank was closed down, apparently because it was faulty. Forster then came from England to attend to matters from the 23 December 1903 to 29 January 1904. It was decided during his stay to dismiss Brearley, the local manager, but as Brearley had been employed on a 3-year contract, he later brought a case against Cape Glass for wrongful dismissal, but the matter was settled out of court in November 1904.

At the end of January 1904 Mr. Boucher, son of Claude Boucher (the inventor of the Boucher semi-automatic bottle-making machine), and six bottle makers from Cognac in France arrived to try to set the glass factory on its feet. Boucher reported that the 'bar' where the bottles were annealed had broken down, the locally made pots burned away, and the moulds were dilapidated and needed to be overhauled and patched up. Yet on 8 January 1904, only 3 weeks earlier, Forster had given glowing accounts of the factory's prospects to the press!

The foreign workmen were dissatisfied and said that they would not have come out to South Africa for £1 a day if they had known how bad things were, and Boucher said he wouldn't stay for even £10,000 a year! In March 1904, three Hungarians were sent out from Europe - one died on board ship, the other two had never set foot inside a glass works. Ohlsson said that they were being paid 7/6d a day which they did not deserve.

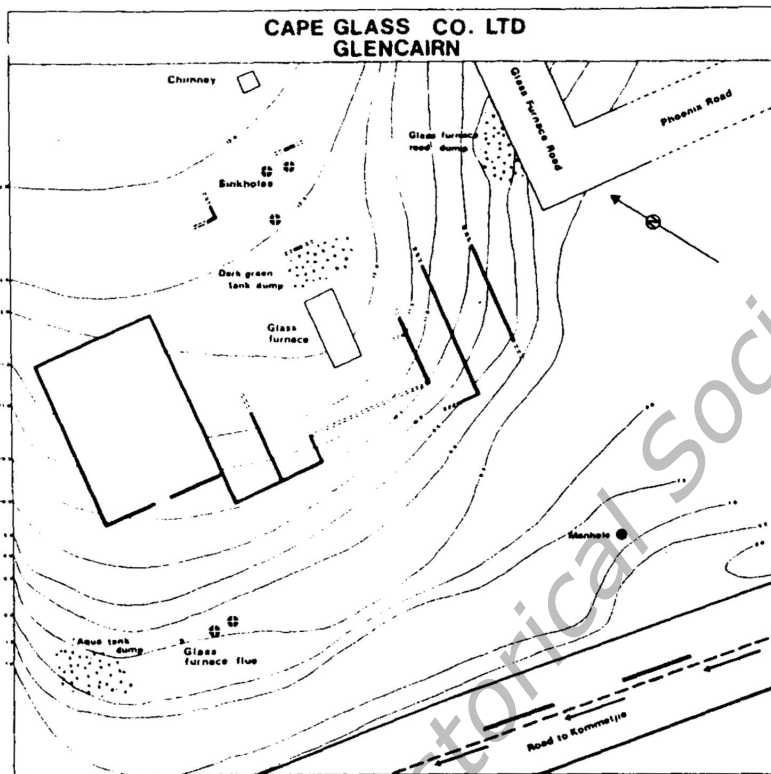
Mr. Brearley's replacement, Mr. Barron, and his 2 sons arrived in May 1904 and they reported that "all the machinery and plant was old-fashioned, antiquated and badly put up, and in a bad state -' - in fact they condemned the whole concern and said that Forster had had the best of them all through. After their arrival better shaped bottles began to be turned out, but the bottles were still not strong enough to withstand pasteurisation. It was admitted that the company would have to work at a loss for a considerable time, and that the expense of running it 'was out of all proportion to the output of the business'. The cost of importing coal was beginning to be a problem because funds were limited.

The Ohlsson's Letter Books after August 1904 have disappeared so there is no record of what finally caused the Company to fold, but it takes little imagination to see that all people concerned with the Cape Glass Company Limited were, in Ohlsson's words 'coming to the end of their tether'. From the start it had been one long struggle against bad management, workmen and equipment and in addition, mismanaged funds had a damaging effect on the development of the Company.

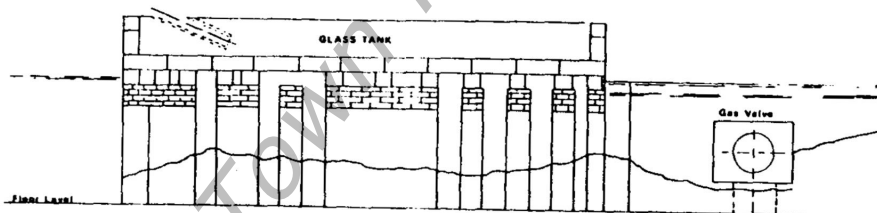
The Cape Argus of 16 February reported that 'the glassworks at Glencairn are closed'. At an Extraordinary General Meeting of the Company on 15 December 1905, it was resolved that the Company could not by reason of its liabilities, continue its business, and as a result, the Cape Glass Company Limited was placed in voluntary liquidation. The Company was finally wound up on 6 February 1907, five years after its foundation.

References:

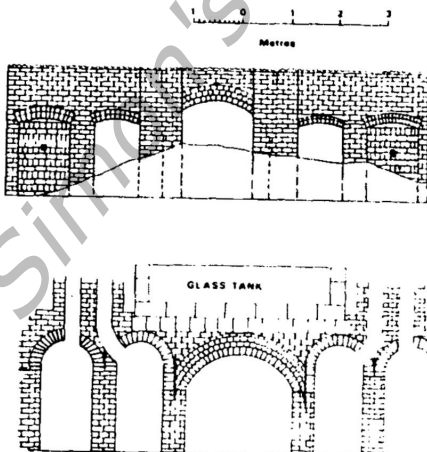
- Cape Archives 1902. Improvements in or relating to machines for manufacturing bottles, flagons and other articles of blown glass. Pat 95:2522 &2533.
- Cape Archives 1902. Improvements in or relating to apparatus for shaping the bottoms of bottles. Pat. 95:2535
- Cape Argus 1905 16 Feb: p.5, col.6. False Bay Notes: The Platform at Glencairn.
- Cape Times 1905. 14 Jan: Supreme Court, Friday Jan 13, 1905: Brearley vs. Faure, van Eyk and Moore.
- Chapman F.P. 1976. The Glass Factory at Glencairn. Simon's Town Historical Society Bulletin 9:62-80
- Heckroodt, R.O. & Saitowitz, S.J., Characterisation of bottles manufactured at the Cape Glass Company, Glencairn, circa 1904. : S.A. Archaeological Bulletin 40: 94-95
- Moss H. et al. (1968?). The History of Forster's Glass Co. Ltd. St. Helens, England.
- Ohlsson's Head Office Letter Books 1901-1904. Books 3-5, Cape Town
- Public Record Office (Kew). Cape Glass Company Limited, Articles and Memorandum of Association and Prospectus. BT 31/9794/72969
- Saitowitz, S.J., Heckroodt, R.O. & Lastovica, E. 1985. The Cape Glass Company, Glencairn: archaeology of an historical site. S.A. Archaeol. Bull. 40: 88-93.
- Turner, W.E.S. 1938. The Early development of bottle making machines in Europe. J. Soc. glass Technol. Trans. 22:250-258.



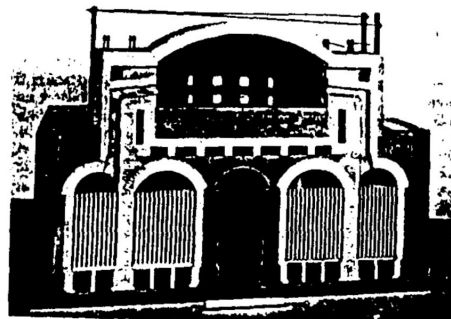
Survey of the Glencairn factory site



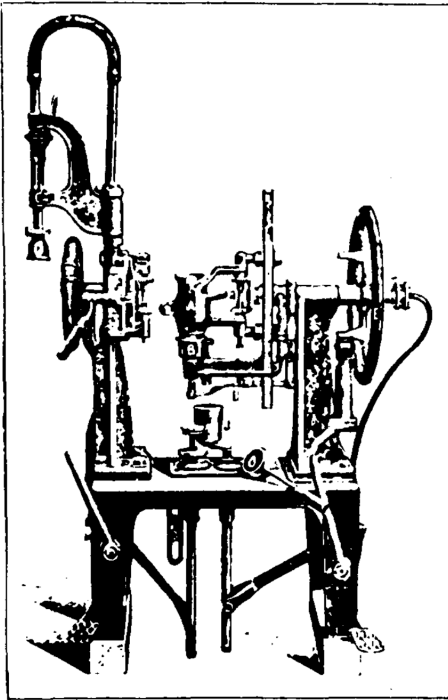
Longitudinal section A-A through the dark green glass tank.



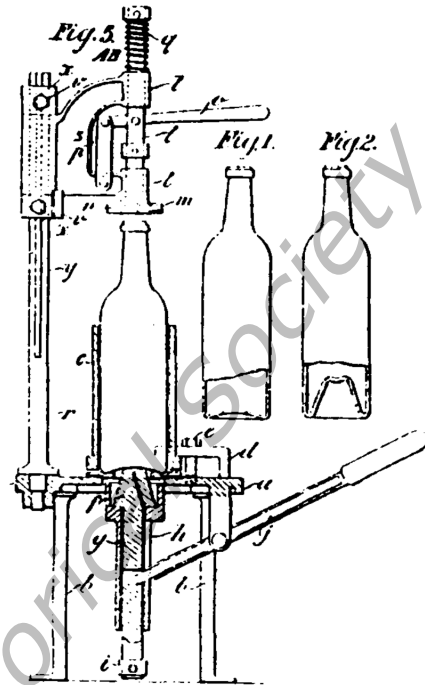
Cross-sections B-B and C-C illustrating the flue system and tank structure.



A model of a late 19th century Siemens gas regenerative glass melting tank furnace (Crown copyright, Science Museum, London).



The Boucher semi-automatic machine for the manufacture of bottles ready for the reception of the molten glass. (Scientific American, Suppl. no. 1381: 22128-9)



Boucher bottle-making machine. Part of the plans on file at the Cape Archives, Cape Town. PAT 95:2535



Beer bottles manufactured by the Cape Glass Company Limited. The bottle on the left is embossed with the wording: Ohlsson's Thoma Brewery.