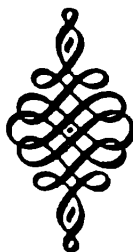




SIMON'S TOWN HISTORICAL SOCIETY

BULLETIN



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EDITORIAL

1987 was another busy and successful year both for the Society (and 'Friends') and the Museum, a year in which the activities of both organisations expanded at a somewhat breathtaking pace. The publication of this issue of the Bulletin provides inter alia a useful opportunity to comment on the outlook for the Society in 1988.

The increase in the scope of the Society's activities coupled with a continuing increase in Membership numbers, has begun to highlight the need to keep a much larger number of Members informed of the Society's activities i.e. Tours, Lectures, Film Shows, Functions etc and inevitably this will force up printing and postage costs. For a considerable period subscriptions were contained at near derisory levels compared with sister Societies (i.e. Historical Society of Cape Town R10 for individuals and R12 for families and Genealogical Society R20 per individual) by merely circularising some 250 members (out of a total membership of 750) who participated from time to time in the Society Tours, Lectures etc. Not surprisingly this has led to complaints from a number of Members that they have not received advance notification of Society activities other than through a chance encounter with one of the '250' !

After careful consideration the Committee feels that it is only fair that a greater number of Members should be circularized provided of course they reside within a reasonable distance of Simon's Town, thus enabling them to attend Society functions without too much personal inconvenience. Accordingly in view of the sharp increase in costs this exercise will cause, the Committee has decided to increase Annual Subscriptions from R3 per Adult and R5 for two Adults sharing to R6 per Adult and R10 for two Adults sharing. As noted above these new rates still compare favourably with those of our sister societies and the cost per month is still very reasonable i.e. 50 cents per Single Adult and 42 cents per two Adults sharing! Members will recall that at the 1987 Annual General Meeting it was resolved Subscriptions would in future be set at 'levels as determined by the Committee from time to time'.

To turn to the Bulletin itself Members may like to know that the Society is now in a position to publish an Index of Articles which have appeared in the Bulletin from Vol. I No. 1 January 1961 to Vol. X No. 4 July 1979 provided there is sufficient demand. Would all those Members who are interested inform the Editor of their requirements.

It is pleasing to report that the 2nd issue of Covers commemorating the first survey and the naming of Simon's Bay by the then Commander, Simon van der Stel, 300 years ago, is going well. The Society is very grateful to Nigel Farquharson for all the hard work involved in a project of this kind. It would be much appreciated if Members could remind any visitors they bring to the Museum of this issue and indeed the previous one commemorating the 50th Anniversary of the birth of A.B. Just Nuisance R.N.

Finally on behalf of the Editorial Committee I would like to wish all our readers a Very Happy and Prosperous 1988.

OBITUARY: MRS BARBARA WILLIS (nee Pomfret)

Barbara Willis was a Founder Member of the Society and served as Treasurer from 1964 to 1969 and at the A.G.M. in that year she was elected a Vice-President in recognition of the valuable services she had rendered during the Society's formative years. Together with her late husband H.C. 'Dumps' Willis, principal Founder and first Chairman of the Society, she collaborated with B.B. and B.G. Brock in the compilation of "Historical Simon's Town". Throughout her life she had a very wide range of interests but these never seemed to deter her from following keenly the progress of the Society over the last 18 years or so during which she was Vice-President.

THE BUILDINGS OF JEREMIAS AURET AND JAN PIETER KIRSTEN AT SIMON'S BAY

Professor O. Pryce Lewis

PART I

After reading the author's biography of Jeremias Auret published in 1975 (1) the late Mr. H.C. Willis suggested that an examination of Runciman's Buildings (now "Drop Inn") might well reveal some parts of Auret's Lodging House built in 1795. His remark arose from his knowledge of Deeds Registry No. 793, Simon's Town (2) granting a large erf bordering the Wagon Road to J.P. Kirsten in 1795. The diagram accompanying the deed notes that the "Woonhuis van Auret" lay immediately to the east of that erf, that is, where Runciman's Buildings now stood.

The diagram shows the front of the Auret building in line with the front boundary of Kirsten's erf as later proved to be the case. Inspection however shows that the front of the present Runciman's Building stands some 6m. in front of that line in fact on the frontage defined by S.G. Diagram No. 26/1784 (3) by which Auret held in freehold the erf on which his building stood. It followed that if one were to look for the remains of the Lodging House, it would be in that part of the existing building some distance back from the street line. When these relationships came to be examined it was found that they could not satisfactorily be explained without an understanding of that too often interpreted term "Simon's Town".

Auret's House at the Bay:

When this history begins, 1774, there was no town, no village, no hamlet. To the west of the port installations, in isolation lay Antoni Visser's house now owned by Johannes Munnik while to the east only one house existed "Goede Gif", situated on the mountainside well above the coastal Wagon Road which gave access to the Government's installations, the Groot Tuin (Oatlands Farm) and Kleintuin (Seaforth) and the Company's slaughterhouse. The Burgher Frederik Elshout rented a 'place' called 'Constantia' on the mountain side of the road at Cole's Point and a tract of cultivated ground on the seaward side.

In 1774 Auret became burger lessee of the Cape Wine and Drosty Licence at Rondebosch and False Bay (4). Until 1781 he had no building of his own at Simon's Bay from which to trade. On 24 October 1780 his prayer to be granted a plot of ground received the Council of Policy consent (5). By May of the following year, he, his wife and young family were installed permanently at the Bay. The new house, situated where the British Hotel now stands was T-shaped in plan, and, in Auret's own words "consisted of only one storey under a thatched roof above a loft". He continues "His buildings are on a dangerously sloping place, below a steep mountain, whilst he had to fill up the front (towards the beach) with spoil from excavations made during building operations and build a sea wall." He records that before this the road (in front of his site) "had not been more than 10 to 12 feet between the mountain and the seashore" (6).

Reporting on conditions at the Bay in 1815 L.M. Thibault confirmed that 30 years before the "street was so narrow that a carriage could hardly pass along it without falling into the sea". (7). He remarks "The steepness of the terrain allowed the inhabitants to excavate the ground only as far back as the extent of their houses" and that the instability of the spoil deposited on the seaward side of the road precluded its use for building sites. He saw no feasible alternative to ribbon development along the Wagon Road and that on the southern side only. A second line of buildings above the first he considered to be in danger of collapse upon those below. The practical consequences are obvious. With very few exceptions all buildings whether private or governmental faced the sea inviting special architectural attention to the street elevation but no more than was required by practical considerations at the rear.

Auret's Lodging House and other structures:

Auret conducted a carrier trade to and from the Cape, supplied wine and brandy and

other commodities to vessels calling at the Bay and kept a herd of cattle. Frequently he was called upon to provide lodging for ships' officers and for officials having business with the port. Soon his house proved to be too small. In 1784, in urgent need of additional accommodation for lodgers, stabling and warehousing he applied for two erven contiguous to the erf he already occupied (8). The smaller lay to the east, the larger to the west. He had in mind the building of a lodging house on the western side but failed, in making his application, to mention that intention. Anticipating consent to his request, he ordered the necessary materials.

The Council of Policy granted freehold occupation of both erven while stipulating that they be kept as open spaces on which to keep wagons, stable horses and erect stores; that no structure was to be built unless it were behind the line of the frontage of his house and that no dwelling would be permitted on either erf(9).

The Government clearly intended to reserve to itself the right to widen the road on the mountain side and to restrict civilian occupation of land at False Bay. Both restrictions brought forth Auret's strong protest but the Governor van Plettenberg, stood firm. He told Auret personally "While I still hold the reins of government, I shall not permit any more dwellings to be erected at False Bay". Those reins were not to be held for long, for a month or two later, van der Graaf, the new man at the Castle, held no such restricted a view. He allowed work to proceed on condition that all three erven then possessed by Auret be consolidated and never sold separately.(10). Such conditions are notoriously fragile, in this case more than most, for by 1786 economic conditions had taken a turn for the worst and Auret, over-extended required capital. His application to be relieved of the condition and to be allowed to sell the erven in parts was granted on 18 March 1788.(11) Auret himself did not in fact act upon the grant but his successors in title were to do so.

Subsequent events have shown that near to or on the eastern boundary of his eastern erf Auret built a warehouse, a long rectangular structure with a loft approached by an external stair. A kraal occupied most of the space between the house and the Lodging.

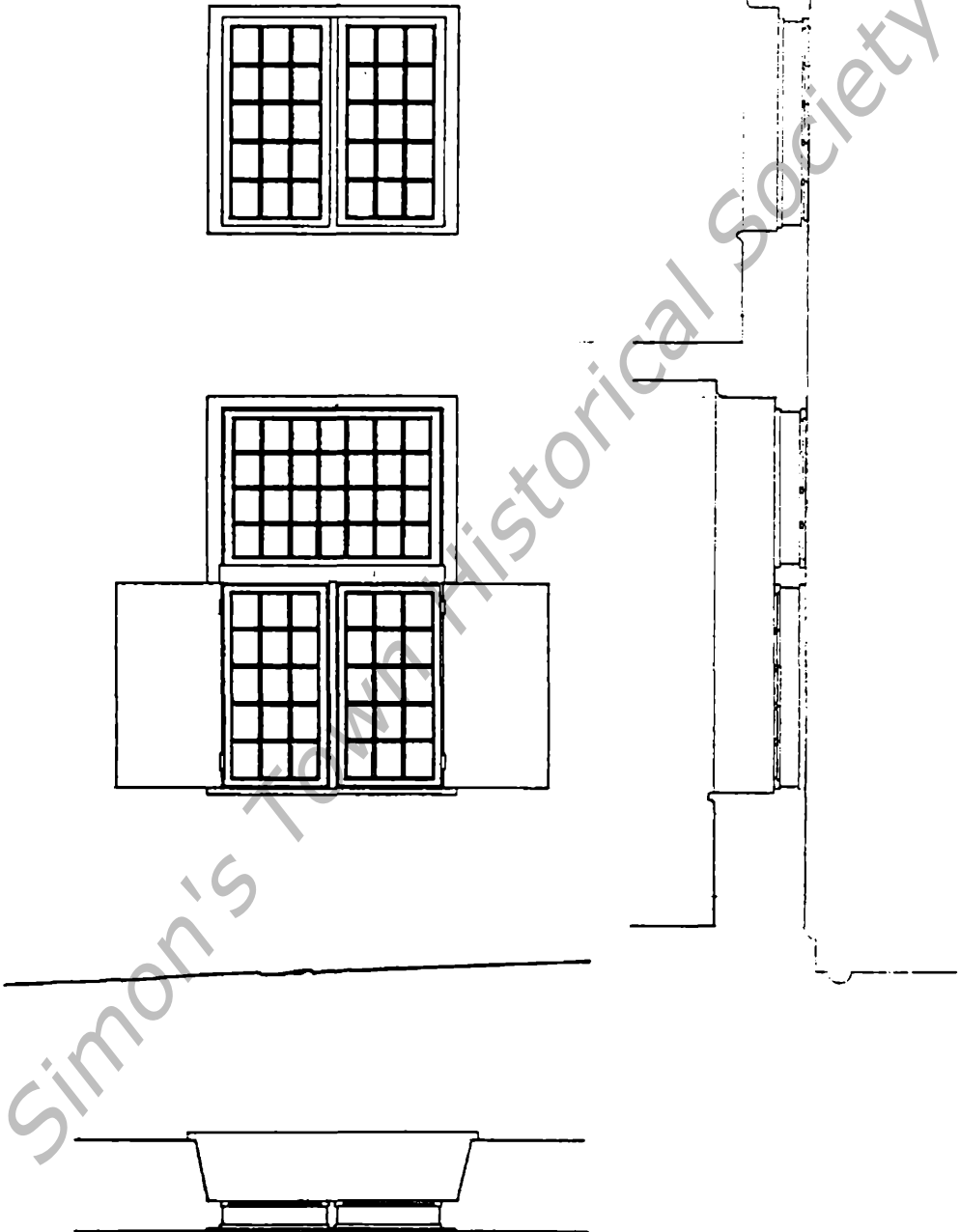
The Lodging House discovered:

Nothing of Auret's house nor of the store remain but the search for the Lodging house was immediately rewarded by the discovery in the western wall of Runciman's buildings of a window of evident Cape Dutch origin. The design is unusual and may be unique. The lower section comprises two inward opening casements hung on back-flap hinges. In a ground floor context of a double storeyed building during the 18th Century such an arrangement is in itself unusual. The frames and mullion are double rebated and show the positions at which shutters were hung. At appropriate distances from the very narrow jambs, the positions of shutter fasteners are still plainly visible. Above the transome the glazing is divided into 28 panes, 7 across and 4 high. Fig. 1 shows these arrangements. (See next page)

Above this window, on the first floor two narrow sliding sash windows separated by a narrow pier occupy the space once occupied by a single window. The width of this space is equal to that of the window described in Fig. 1. It can be shown that given the same dimensions for frames, casement sashes and pane sizes, the single window comprised two casements each of which contained 3 panes in its width and 5 panes in its height. The author has no doubt that these windows constituted the basis for the fenestration of the building as a whole.

With the kind consent of the late Mr. A. Cohen, then owner of Runciman's buildings, the entire complex of buildings was measured. Given the resultant drawing, Fig. 2. despite complexities due to numerous alterations and additions to the original building it was not difficult to determine the general pattern of Auret's structure. Major Kersteman's map of 1799 assisted by indicating two southward projecting elements attached to the main body of the building. One, the smaller, more or less square in the plan, occurs at the southwestern corner, the other, a fairly long rectangle, is situated at the southeastern corner. The use of neither has been positively determined. (For FIG. 2 see page 7)

FIG. 1



The main body of the plan FIG.3, comprised a "voorsaal" from which the front rooms to left & right were reached. Clear indications of a wall-cupboard on its righthand wall suggest a similar balancing feature on the opposite wall. There is no evidence of the existence of a screen separating "voorsaal" and "gaandery" beyond, nevertheless such is probable. From the "gaandery" or dining room two rooms on the western side were reached as were two compartments to the east, one, only 2,7m wide may have contained the staircase, the other of considerable size, may have been the kitchen. The layout of the rooms on the first floor followed that of the ground floor. The "bovenhuis" corresponding to the "voorsaal" and "gaandery" below was not divided and extended from the front to the back of the building. The use of so large a space, obviously under-lit, apart from its function as a corridor has not been determined.

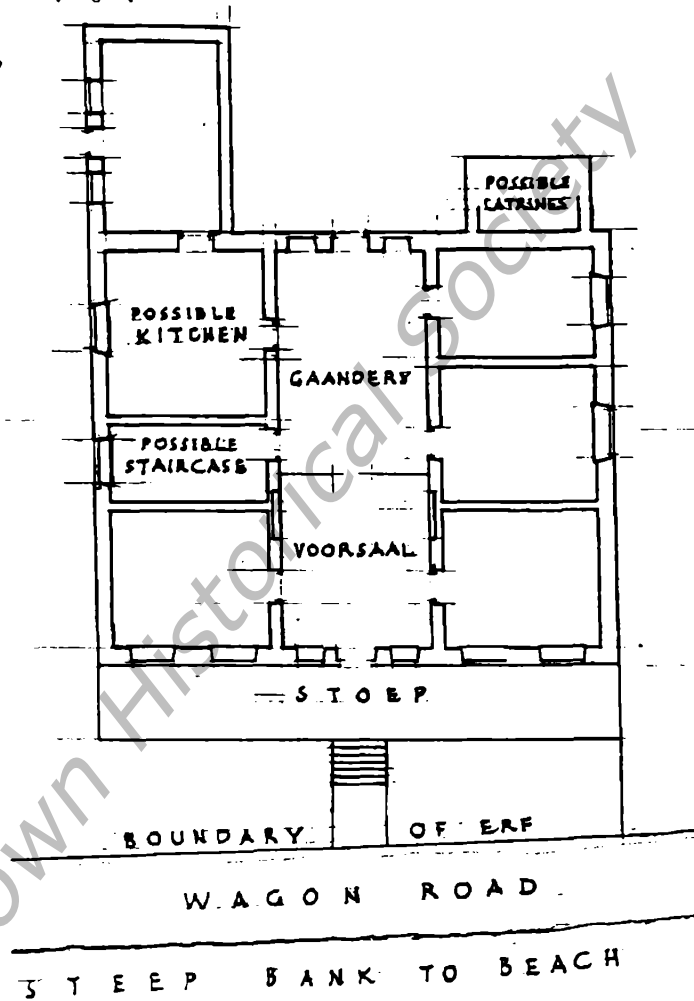
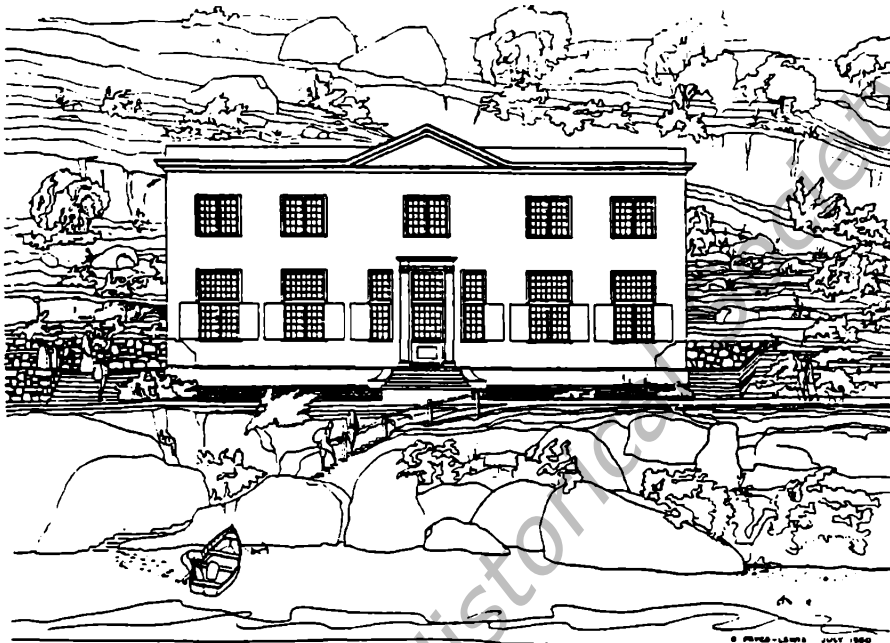


FIG.3 AURETS LODGING HOUSE : PLAN

No part of the original facade exists. In attempting a theoretical reconstruction of the elevation FIG. 4, (next page) reliance was placed on the evidence of photographs showing the cornice, parapet and pediment; on the relationship of these elements to known dimensions on nearby structures; on the arrangement and character of windows described earlier and on known heights from floor to floor and floor to ceiling on the upper floor. While the reconstruction of the main entrance doorway is conjectural the impression of its character as a stable door was gained from evidence given in the Court of Justice to be mentioned later. FIG. 5 (next page) a cross section of the main building shows the doorway at the end of the "gaandery" to have been flanked by two narrow casement windows whose heights are equal to those of the casements on the first floor, an unusual arrangement in a double-storeyed building.



LODGING-HOUSE BUILT BY JEREMIAS AURET AT SIMONS BAY 1788 : NOW BUNCIMAN'S BUILDINGS :
THE ARCHITECT'S CONJECTURE ON ITS APPEARANCE SUGGESTS IT WAS ALREADY
SERVED FROM REMAINTS OF PREVIOUS ORIGINAL BUILDING ELEMENTS
EARLY PHOTOGRAPHS AND DOCUMENTS
THE DRAWING SHOWS THE FACADE FACING THE SEA : THE STEEP WALLS RISING : THE WOODEN ROAD PASSING IN FRONT OF THE BUILDING AND THE HIGH BANK FORMED BY DEPOSITION
OF SAND TAKING THE ELEVATIONS & LINES OF ROUGHEN FORMS BY J. M. GIBBS

FIG 4



FIG 5 CROSS SECTION ORIGINAL BUILDING

Jan Michiel Endres and the Aurret properties:

Aurret died in October 1794 (12) leaving as widow Christina Hendrina Russouw now a 'person in her own right'. She took over the management of a considerable estate and a family of 7 children. She was 42 years of age. In the first half of 1795 she entered into an illicit relationship with a newly arrived Jan Michiel Endres, a Bader by profession, 26 years old, a native of Reidenheim near Wurzburg, Franconia and now in the Company's employ.(13) By August she was obviously pregnant and on 2 October was married to her reluctant lover whose wife Barbara still lived at Reidenham. The Rev. T.E. Atwood, a Naval Chaplain aboard HMS STATELY performed the wedding ceremony at a house in Loop Street, Cape Town (14). Endres became the owner of the Aurret estate. On 9 October 1795 the family accompanied by the school-master Reynders (15) returned to Simon's Bay where the properties somewhat disarranged by occupying British forces were restored to order.

Times were bad but, a profligate, Endres was soon heavily in debt systematically milking the estate. Aurret's town house in Cape Town was the first of his properties to be sold. Soon afterwards Endres is found negotiating with one Gideon Rossouw for the sale of the Aurret home and the erf to the eastwards. Rossouw had taken possession when on the night of 30 September 1798 Endres was caught red-handed having smuggled a valuable cargo of calico ashore from an English ship. Most of the bales were in the loft of the storehouse still used by Endres but 4 bales were found in the Lodging House now occupied by Endres as his home. During his trial and conviction the accused complained of damage done by the Watch to his front door. The Examining Commissioners found the door to have a lower section framed and panelled and an upper section glazed in small panes.(16).

Endres sustained a sentence which was financially crippling. Even before the trial was over he had sold by auction such merchandise as he possessed and shortly afterwards the Lodging House, to the Cape Town merchant Alexander Tennant. In the space of 3 years Endres had stripped the estate of every asset, abandoned his wife and her family to the charity of her relatives and declared the estate insolvent.(17). In that period his son by Hendrina had died.

Jan Pieter Kirsten and the Lodging House:

Alexander Tennant, having no interest in the running of the Lodging House, disposed of the building to J.P. Kirsten in 1800 (18). Kirsten owned a fine group of buildings built in 1795-96 on an extensive erf westwards of the Lodging House. The extent of his possessions may be judged from FIG. 6 (see next page).

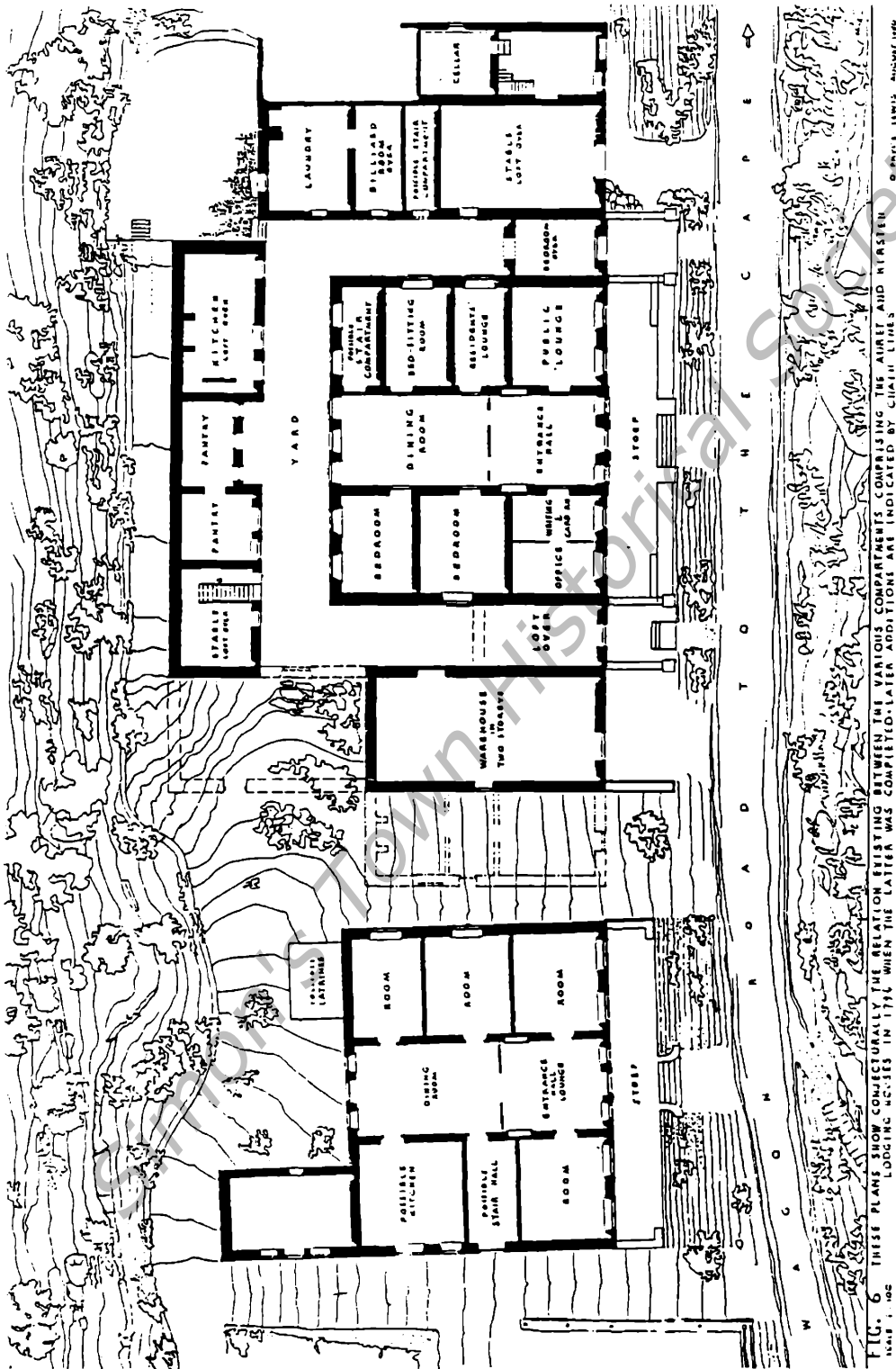
In 1803, no doubt finding himself over-capitalised, he sold all but the Aurret building. Deprived by this sale of warehousing, he built the long narrow storeroom No.1 in FIG. 2 (see page 7) against the hillside to the south of what had now become his home. The new building was situated at a distance from the main building sufficient to form a yard 14m wide for the accommodation of loading and off-loading vehicles. The date of construction may well be 1804. Kirsten kept the buildings until 1819.

J.C. Liebbrandt and George Muller extend the Lodging House 1824.

Charles de Stadler purchased the Lodging House and the warehouse behind it from J.P. Kirsten. His tenure was brief. In 1823 J.C. Liebbrandt is found to be the owner but preparing to dispose of the buildings to George Muller. It seems to have been a condition of purchase that Liebbrandt provide additional accommodation in the form of shops by extending the building to cover the area reserved in 1784 by van Plettenberg for road widening purposes.

In 1813 Naval Commissioner Dundas had taken transfer of the original Kirsten complex. The buildings were to be used as residence for the Agent Victualler and his staff and as a victualling store. William Pennell, the naval officer in charge of the property on hearing of the Liebbrandt-Muller proposal became alarmed lest the

FIG. 6



additions be used in part at least as a slaughter-house (19). His fears were grounded on the nuisance to him already caused by the existence in one of the rooms on the western side of his neighbour's property of a slaughter-house and by the effluents which flowed along an open drain in the lane separating the properties. There is some confusion over the position of the slaughter-house. A contemporary drawing prepared by William Warren shows the front room on the right to have been its location. On the other hand J.H. Goodwin in a report on the matter states that it lay 35 feet from the "street". The back room on the right having as it does to this day a suitably large doorway, a stone flagged floor and a dished and curbed area in one corner is the more likely position especially as it is precisely 35 feet from the building's front as it was then (20).

By a document prepared by Warren signed on 28 November 1823 Liebrandt and Muller undertook never, never to "build any slaughter-house or any building in front of the public street to be used as such or as a public house for the reception of the lower orders of society". Goodwin's report on the matter assured the Colonial Secretary that the slaughter-house would not only be removed from its present locality but would be re-established on the eastern side of the building, in fact, in the front room on the left. It seems Muller intended to use one of the shops as a butcher's shop "en suite" with the slaughter-house. The present building shows signs that this intention was carried out although to do so involved the lowering of the floor level of the left-front room to that of the ground outside.

Goodwin made several drawings of the proposed alterations. In doing so he gave some indication of the plan and of the front elevation of the building to which the shops were to be added. No architectural draughtsman, his drawings are inconsistent with one another and are crudely executed. Yet they cannot be dismissed lightly for they confirm that the building had two storeys, a cornice and a central pediment as they appear in later photographs. He shows five windows on the upper floor, a central doorway flanked by narrow windows and two windows in each front room. On the edge of the stoep, 4 free-standing square piers as though to carry a pergola are indicated. Such features are rare and may have been added by Kirsten in imitation of the pergola at Admiralty House if they were not part of the original design.

All of these details can be accepted. Not so however Goodwin's representation of the fenestration of the front wall where he has tall windows on the first floor and small square windows on the ground floor. For such an arrangement to be possible the window sills on the upper floor would have to be at or near floor level and their heads immediately below the cornice at the top of the facade. Such a relationship is highly unlikely especially if it is accepted that the windows were casements as shown in FIG. 1.

The building of the shops across the front of the ground floor and the incorporation of the slaughter-house invalidated most of the ground floor for residential purposes. Domesticity was confined largely to the upper floor which probably became no more than a rooming house. The ground floor served commercial purposes. In order to compensate for the loss of the stoep, the roof of the new shops became a partly roofed terrace with a high safety-fence set back from the parapet. The trellis-work which characterised the supports to the roof together with the Gothic character given to the shop windows and doors represent popular taste at that time. An indistinct photograph (2) thought to have been taken in the 1860s has been the basis for the author's reconstructions indicated in FIG. 7a and 7b (see next page).

William Anderson and Co. buy the property.

In 1851 William Anderson and Co., shipping agents, victuallers etc of Cape Town, Algoa Bay and East London, purchased the building for use as a bonded store. The structure stood much as it had been in 1824 except that a verandah, supported by pipe supports extending the length of the facade gave shade to the shop windows. The Company let out or used what had been the butcher's shop as a post office. A stout mast with topmast adjacent to this facility bore a flag signalling the arrival of mail. The new owner's affairs fluctuated with the fortunes of the Colony but under the

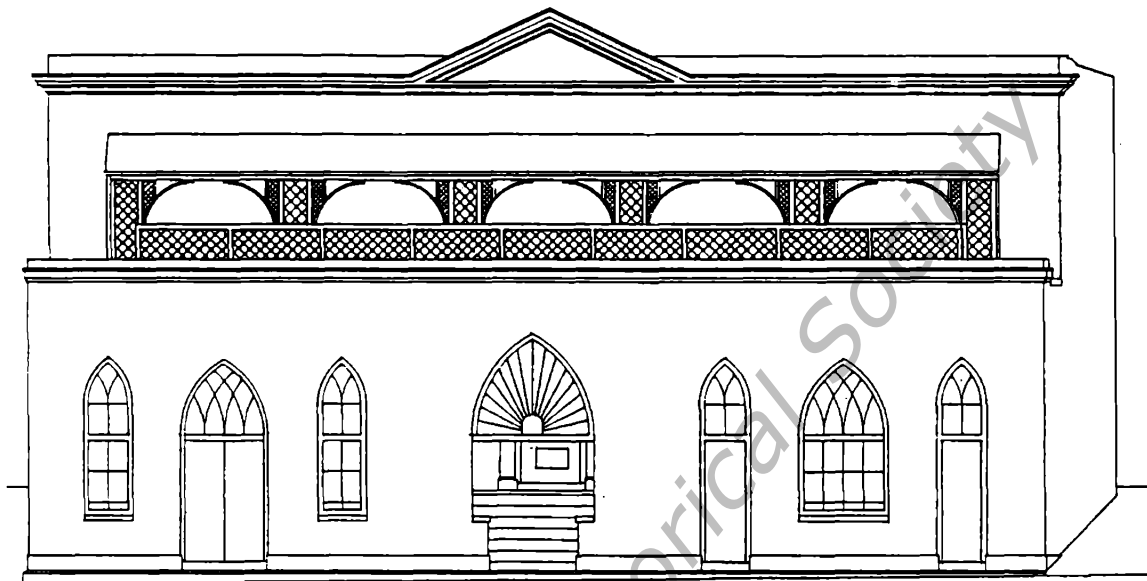


FIG. 7^a
IMPRESSION OF AURET'S LODGING HOUSE 1785 AS IT APPEARED CIRCA 1824
DERIVED FROM EARLY INDISTINCT PHOTOGRAPHIC PRINTS

O. PAYCE - LEWIS. CONSTRUCTED BY D. B. H.

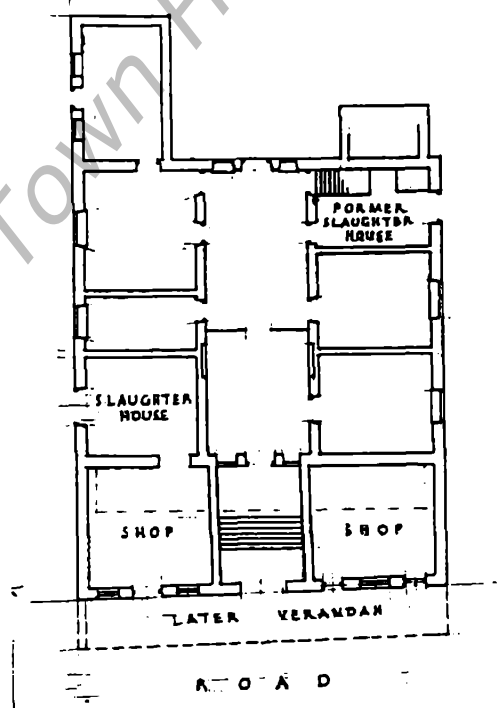


FIG. 7^b PLAN SHOWING ALTERATIONS IN 1824.

management of William Runciman it prospered exceedingly in the 1880s in step with the expansion of the sea-borne traffic consequent on the opening up of territories in Southern Africa, the increase of population due to immigration, the discovery and exploitation of mineral resources. Most directly the firm's profits were derived from increased naval activities.

Runciman, born in 1858 arrived in Table Bay in 1873 aboard a tug commanded by his father. Employed almost immediately by Wm. Anderson & Co. at the age of 19 years, he was given management of the Simon's Town branch, becoming a junior partner soon afterwards. By the early 1890s Runciman with L.D. Miller, chemist and photographer as junior partner working together as Wm. Runciman and Co. had become equal partners with Wm. Anderson and Co and would shortly become that firm's successors.

Before that event, however, in 1892 the two companies jointly applied to the Simon's Town Municipality for permission "to make certain alterations to the front of the building and make it more modern". It was the applicants belief that the change "will be to the improvement of the town." The Council concurred with this sentiment and Liebbrandt's Gothic was demolished. In the same year, in Cape Town, the Opera House or Grand Parade Building as it was styled, was in progress of building. It was completed the following year. The shops on its ground floor were characterised by what might be termed "hanging arches" with keystones and with archivolts turned down onto unmoulded imposts on rusticated piers. Precisely the same elements are to be identified on what was to become 'Runciman's Buildings' at Simon's Town. FIG 8.

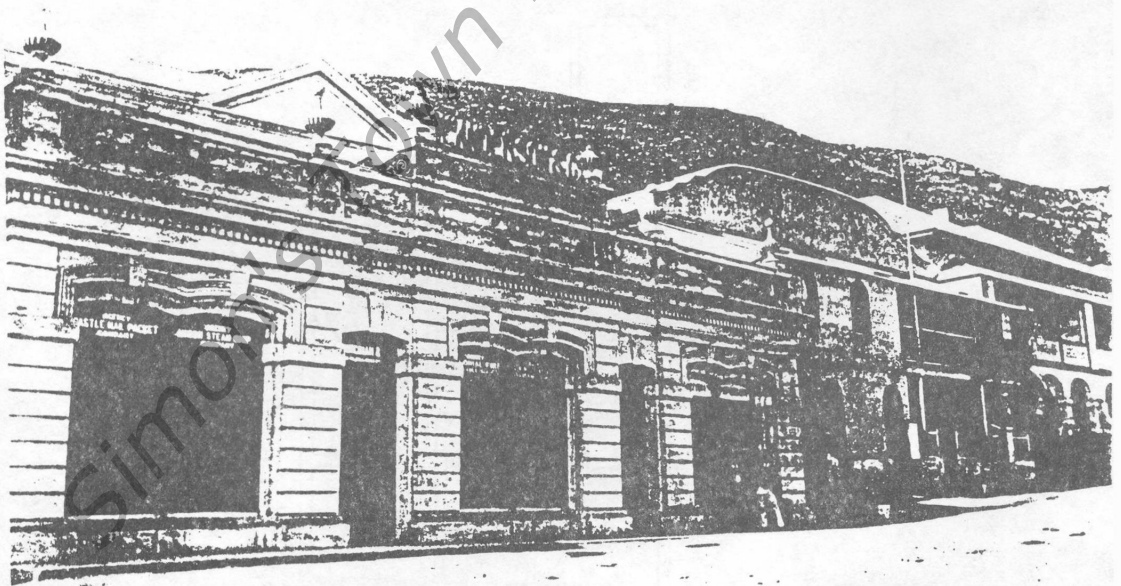


FIG. 8

Other parallels are discernable in the panelled parapets with central roundels and in the urns which crown their pedestals. The coincidence of dates and the similarity of elements described make it virtually certain that G.M. Alexander, architect of Cape Town, was responsible for both designs.

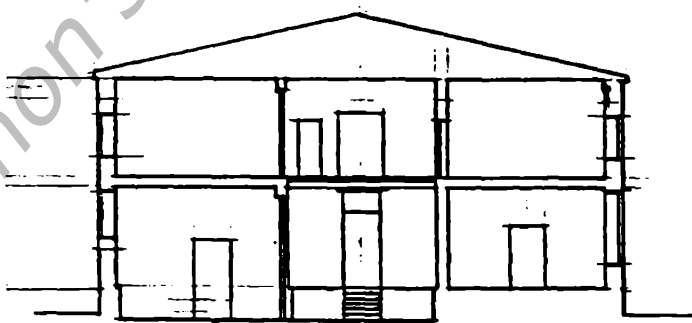
Behind the new facade the accommodation was divided so that Miller's "British Dispensary" occupied the western section. These premises comprised a shop on the street front and behind, on a higher level, four storerooms, three in the main building and one, a lean-to, in the yard at the rear. Security required the elimination of doors giving access to the rest of the internal accommodation and workability, the provision of new doorways between each of the compartments comprising the pharmacy.

The Company occupied the remainder of the rebuilt section as a shop, accepting for the time being the difference between its floor level and that of the premises behind. Also was accepted with but minor changes the unsuitability of relatively small compartments required for uses long past. The need for increased storage of goods resulted in the building of Storeroom No. 2 attached to the side of Storeroom No. 1 in two storeys, the upper having its floor supported on rolled steel H-section beams and columns. The stable and the yard suffered abbreviation at this time.

Wm. Runciman and Co. alter the building:

Simon's Town enjoyed unparalleled prosperity during the last decade of the 19th century, during and for some years after the 2nd South African War. The Company shared in that well-being and Runciman, town councillor and mayor for some years, used the opportunity to expand the business and improve the premises. In 1896 if not before, he had met John Parker, the architect of Simon's Town High School. In his capacity of mayor, he had laid the foundation stone. In 1899 he asked Parker both to design his home, to be called 'Highlands' on an eminence above the town and to advise on the improvement of the Company's premises.

The architect's proposals involved the creation of large uninterrupted floor areas on both floors by removing the walls enclosing the small compartments on the eastern side of the building; the elimination of the differences in floor levels which had been and were a major inconvenience; the substitution of the flat roof by a pitched roof; the increase of the height of the first floor; the provision of a suite of 4 offices on the street frontage at first floor level; the increase of storage capacity by the addition of a third floor to Storeroom No. 2 and the installation of hand-operated hoists to serve the upper floors of the various buildings. FIG. 9



**FIG. 9 CROSS SECTION SHOWING ALTERATIONS
TO ROOF & GROUND FLOOR LEVEL**

The alterations involved the demolition of the front wall of the Lodging House and presented Parker with the opportunity of exploiting in the first floor facade the design parameters offered by the bay pattern of the existing ground floor. The pedestals of Alexander's parapet are carried upwards by slender panelled pilasters "knotted" at their mid-points carrying the crowning cornice heavily broken around them. Above the cornice, the lines of the pilasters are extended into the parapet as pedestals. Those central to the design have further extension with terminating urns guarding the central pedimented feature. FIG. 10

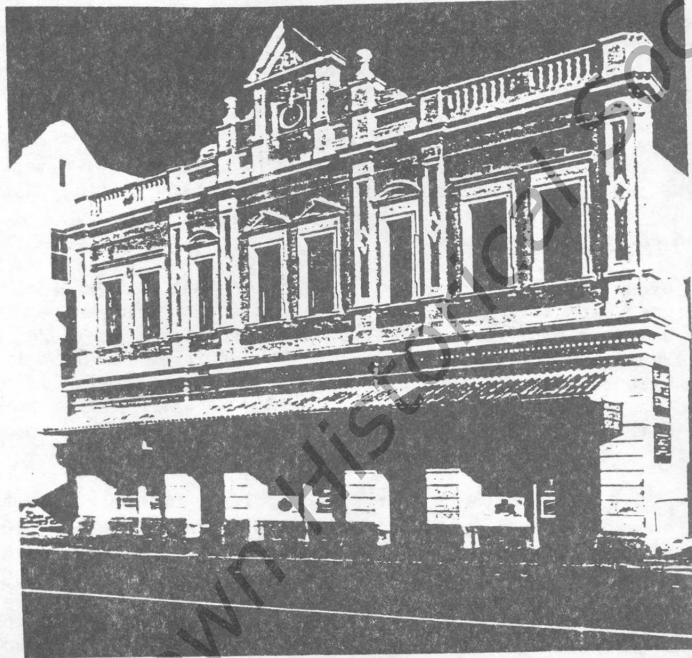


FIG. 10 Runciman's Buildings (after Parker)

Parker's facade, held firmly at its ends by a multiplicity of vertical lines builds to a climax at its centre an effect induced by a transverse system of elements which are given hierarchical values. The outer bays, treated as wings, each contain two windows adorned but plainly by simple cornices. In the narrow bays above Alexander's doorways, always transitional, the windows are given softly rounded pediments while the central bay, now dominant, is accorded more emphatic pointed pediments over the windows. These values have support in the parapet at the top of the facade, where the outermost bay provides balusters, the adjoining bays have their dies panelled while the central bay provides the basis for a complex central and sharply pedimented element by which the architect in the manner of the time expressed his client's status in the business community.

Parker's addition dominates the design in part through the intervention of a sidewalk canopy giving shade to the ground floor shop windows. Access from the street to the first floor offices was made at the expense of the dispensary. In compensation what had been the front room on the right in Auret's building was incorporated in 1906 into the shop, entailing the lowering of the floor level. At the same or nearly the same time Runciman had the Company's store divided by a partition, the east half given over to the grocery business and the other to a bottle store. This subdivision

no longer exists. Minor alterations have brought the building to the condition shown in FIG 2 and the building awaits its next transformation.

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ADMIRAL SIR THOMAS TROUBRIDGE
THE ADMIRAL WHO NEVER MADE IT TO SIMON'S TOWN

While researching recently we were reminded of a very sad happening which affected Simon's Town.

Admiral Sir Thomas Troubridge left Madras on 12 January 1807 in HMS BLENHEIM bound for Simon's Town to take over from Admiral Sir George Murray as Commander-in-Chief, Cape Station. He was in company with HMS JAVA and HMS HARRIER. BLENHEIM and JAVA parted from HARRIER in a storm and were lost. The Admiral's son Sir E.T.Troubridge in GREYHOUND searched in vain for him. Admiral Sir Thomas had been a cherished friend of Nelson's. BLENHEIM was replaced on the Cape Station by HMS GRAMPUS 50 (Captain J.H. Tait) and Admiral Sir Thomas Troubridge was replaced by Admiral Sir Albermarle Bertie who arrived in 1808. In the intervening period Captain Josias Rowley stood in as Actg. Commander in Chief.



Sailor 1827



1827
Naval Commander

WARTIME MYSTERY

Every war in African waters has left wakes of mystery, though much is revealed when peace comes again. Now and again, for reasons best known to themselves, often very good reasons, the authorities are evasive or they decide to say nothing.

What really happened at Cape Point Lighthouse during the evening of 24 July, 1916? This was the time when the German raider WOLF ran the British Blockade successfully, rounded the Cape and operated in the Indian and Pacific oceans, taking many ships and dislocating shipping services.

Messrs. J. Piper and King, two Cape Point Lighthouse-keepers reported a visit from a party of men dressed in British naval uniforms. There were two officers and several ratings. They carried boxes of apparatus which appeared to be for signalling and an unidentified ship was seen off Cape Point. The officers wished to use the Lighthouse telephone, and did so, calling Simon's Town dockyard. According to the Lighthouse-keepers, their English was perfect, but the ratings never spoke a word. After the 'phone conversation the whole party returned to a boat waiting for them in Vasco da Gama cove below the lighthouse, and they were seen pulling back to the ship. It was rumoured in Cape Town that the visitors were in fact Germans seeking information about the British naval forces in Cape waters. The waiting ship was said to have been the WOLF or some other German raider in disguise.

The then Assistant-Editor of the Cape Times Mr. G.H. Wilson was serving at that period as Lance Corporal in a part-time defence unit. He heard the story while in a camp at Cape Point shortly afterwards. When he reverted to civilian status after his manoeuvres he asked Vice-Admiral King-Hall whether he might use the story in his newspaper. The Admiral objected strongly. Mr. Wilson did not lose interest in this strange episode and after the war again asked the Admiral for an explanation. This time he received an official letter in which the Admiral confirmed that the Lighthouse-keepers had reported the visit as already described. The Admiral wrote: "Enquiries were at once made, and it was found that no British officers had visited the Lighthouse, that no telephone call from Cape Point had been received at Simon's Town and that no men-o'-war were off Cape Point at the time. The closest investigation failed to reveal any explanation of this occurrence, and the only action taken was to enforce more rigidly certain precautionary measures which were organised in the event of a visit of an enemy submarine. No evidence has since come to light of an enemy submarine operating to the south of Monrovia, and it is more or less generally accepted that the supposed landing did not take place from a submarine, and its object, if it did take place, cannot be surmised."

So the Lighthouse-keepers did receive a visit, and the visitors were not what they were supposed to have been. Not too long after, enquiries were made again to an official who had recently retired from the service and was assumed might know something about the event but he declined to reply to the enquiry.

So the mystery remains unsolved!

NAVAL TERMS:

THE CAT IS OUT OF THE BAG: = the secret is out. Origin: From the practice of keeping the Naval cat-o'-nine-tails in a red baize bag and not removing it until the offender was secured to the gratings and there was no possibility of a reprieve.

DOG WATCH: = It is a corruption of "Dodge Watch" i.e. a watch broken up so that the same man would not have the same watch every day. Another suggestion is that it is because it is "cur-tailed" !

FREDERICK JOHANNES VAN DER RIET
CIVIL COMMISSIONER & RESIDENT MAGISTRATE, SIMON'S TOWN - APPOINTED 1876.

The first van der Riet in this country was Dr. Johannes van der Riet, from Bergen-op-Zoom who arrived here in 1750. He was the second Upper Surgeon to the Government and succeeded his father-in-law (Dr. Renaut Berthault de St. Jean), the first Government surgeon. Dr. de St. Jean had arrived in this country in 1720 from Amsterdam where he had resided for some years as a French refugee. Dr. Johannes van der Riet married Miss Maria Berthault de St. Jean on 13 May 1753 in Cape Town and from this marriage there were five children, one of whom Renaut van der Riet on 11 April 1779 married Johanna Sophia Werndly, daughter of Johannes Werndly, D.D. of Batavia and Petronella van Rhee de van Oudtshoorn, daughter of Baron van Rhee de van Oudtshoorn. From this marriage all the van der Riets in the country have their origin. Renaut J. van der Riet died in 1827 having served for 49 years.

One of Renaut's sons (Johannes Werndly van der Riet) married 9 July 1809 to Maria Sophia Herold and Frederick Johannes about whom we are concerned was one of their sons. Frederick Johannes' father had completed his education in Europe and then returned to this country where he entered the Civil Service in 1809. He retired as Resident Magistrate of Uitenhage in 1847 after a service of 39 years and 9 months and died in 1848 in his 60th year.

Frederick Johannes was educated first at Dr. Innes' Public School and later on at Messrs. Wainwright & Walker's Boarding School, Uitenhage. When he completed his studies he entered Mr. George MacNamara Brunette's (Clerk of the Peace and Attorney of the Circuit Court) office as a temporary clerk until he was of age when he joined his younger brother in sheep-farming. This occupation he followed for some years, until the Kaffir War of 1846 which wholly unsettled and partly ruined the farmers in the Frontier Districts mostly exposed to the ravages of that disastrous war, put an end to this venture. F.J. being appointed by General J.G. Cuyler as Captain of a Company of Native Infantry, proceeded in July 1847 into Kaffirland and joined the 2nd Division under General (then Colonel) Somerset. He was employed in various services of great danger and importance and on the conclusion of the war he was appointed by Sir Harry Smith as a Permanent Officer in the Civil Service, and in August 1848 was appointed Second Clerk to the Civil Commissioner and Resident Magistrate of Swellendam. He also held the same appointment for 10 years for the Districts of Caledon, Bredasdorp, Robertson and Riversdale. In October 1859 F.J. received a request signed by numerous inhabitants of Bloemfontein asking him to allow himself to be nominated for the office of President of the Orange Free State. The Colonial Government granted him permission to communicate with these supporters but on Mr. Pretorius coming forward as a candidate F.J. withdrew from the contest. In July 1869 he was appointed to act as Visiting Magistrate of the newly established Convict Station at the Tradouw Pass in the District of Swellendam. On F.J.'s appointment as Civil Commissioner and Resident Magistrate of Colesberg in February 1870, he was presented with several addresses expressing appreciation from the inhabitants of Swellendam, Heidelberg, Caledon, Bredasdorp and Riversdale and the Divisional Council of Swellendam.

December 1870 saw him transferred to the Magistracy of Uitenhage with a salary of £500 p.a. but in 1871 he was transferred yet again, on promotion as Civil Commissioner and Resident Magistrate of Graaff-Reinet with a salary of £600 p.a. He remained there until January 1874 when he was appointed Inspector-General for Chests for the purpose of visiting the several seats of Magistracies in the Colony, to examine and verify the chests and accounts of Civil Commissioners and Distributors of Stamps, to report upon the condition and management of local Post Offices and on the state of Public buildings and generally to enquire into and report upon all matters or things in each Division connected with the conduct of Public business, on in which the Government is in any way interested or concerned. This time he received £700 p.a. plus a Travelling Allowance of £300 per annum. July 1875 saw him appointed Assistant

Treasurer-General during the absence of Mr. A.J. van Breda. In 1876 he was made a member of the Stamping Commission and in October of the same year he was made an ex-Officio Member of the Tender Board.

On the 20th May 1876 F.J. van der Riet was appointed Resident Magistrate of Simon's Town, Sub-Collector of Customs, Examining Officer and Warehouse-keeper at the port of Simon's Town. He was obviously highly thought of and frequent mention was made of his courteous manners. He thoroughly identified himself with the aspirations of the people of the Town. He was appreciated for his unbiased opinions and his decisions, based on equity and justice, even stood the crucial test of the Supreme Court. At 60 years of age he carried himself with vigour and freshness and could be mistaken for a man of younger years. He was also an all-round sportsman.

It was while F.J. van der Riet was serving in Simon's Town that his daughter Julia met a young Royal Naval Officer. This was Charles Edward Allen Woolley who rose to become Paymaster Rear-Admiral Woolley CMG. He returned to Simon's Town on retirement to live out his years at the Glencairn Hotel. He died at Simon's Town and is buried in the Naval Section of Dido Valley Cemetery. There follows a separate article on Admiral Woolley.

PAYMASTER REAR ADMIRAL CHARLES E.A. WOOLLEY CMG RN

He was born 27/12/1863 at Reigate, Surrey, England, the son of Lt. B. Woolley RN and died at Glencairn, Simon's Town on 7/7/1940. Admiral and Mrs. Woolley had been living since his retirement in the Annexe at the Glencairn Hotel which had been the Bridge of the ship Clan Stuart which had been wrecked on the beach at Dido Valley, Glencairn on 21/11/1914. Admiral Woolley was buried in the Naval Cemetery Dido Valley. Mrs. Woolley born 16/7/1872 died 23/10/1944.

Admiral Woolley had joined the Royal Navy in 1878 as an Assistant Clerk or Naval Cadet and served in ACHILLES, ALEXANDRIA, TEMERAIRE and MONARCH. He was at the bombardment of Alexandria. He then served on the Home Station for 4 years. June 1887 saw him arrive in HMS RALEIGH on the Cape Station as Assistant Paymaster with the rank of Sub-Lieutenant. He served on this station till June 1895 in BACCHANTE, BOADICEA, RALEIGH and ST. GEORGE, during which period he had gained the rank of Lieutenant.

On 25th April 1893 he married Julia Marguerite Marian van der Riet (1872-1944) the youngest daughter of Civil Commissioner and Resident Magistrate for Simon's Town Mr. Frederick Johannes van der Riet. The Woolleys were to have 5 children:

1. CHARLES HUGH FREDERICK: Being the eldest he was destined for the Royal Navy to carry on the tradition but was found to be colourblind so he turned to farming. He served in the Royal Marines in World War I, being wounded at Gallipoli, leaving as a Captain. In World War II he was on the Staff of C-in-C South Atlantic, Cape Town as SSO Intelligence with the rank of Major. His son is Captain K.M. Woolley of the South African Navy.
2. MARGUERITE: Later married Frank Herold.
3. DORIS: who was one of the first WREN officers in World War I and later married Cyril Poynton.
4. RICHARD VAN DER RIET: who was to become one of the world's foremost astronomers

and a British Astronomer Royal who was born in Weymouth, Dorset, in 1906. He was educated in Britain going on to Cambridge (Conville and Caius). He was Astronomer Royal at the Cape from January 1955 till he retired in 1972. The Observatory was then moved to Sutherland and he became the Director till 1978. He had great mathematical ability, painted and had a passionate love for music which he had inherited from his father. He died 25/12/1986 at Somerset West where he had retired.

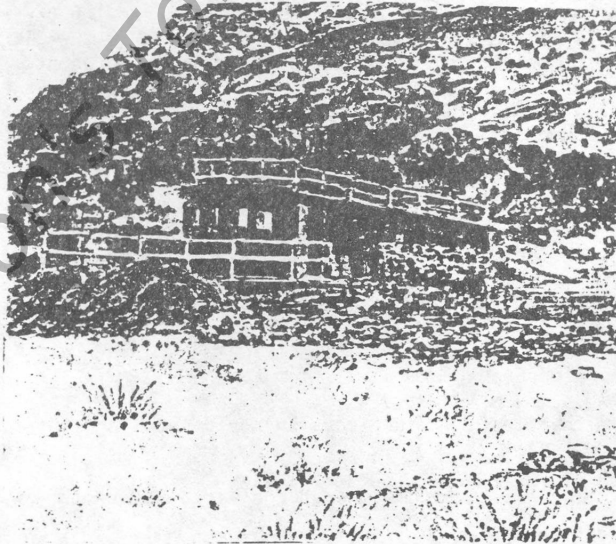
5. ARTHUR RUPERT: he became a businessman in the U.K. He joined the Royal Marines at the outbreak of World War II, becoming a Lt. Col. and being awarded the DSO in Normandy.

April 1898 saw the Woolleys return to South Africa. He was appointed to HMS DORIS then captained by the famous Captain Prothero, a notoriously tough character who was to be badly wounded when leading the Naval Brigade at the Battle of Graspan. Woolley was here until June 1901 when he returned to England. He was made a Commander in 1903 and a Captain in 1918. He retired as Paymaster Rear Admiral on 31/5/1921. During the 1914-18 War he had been in ATTENTIVE in the famous Dover Patrol.

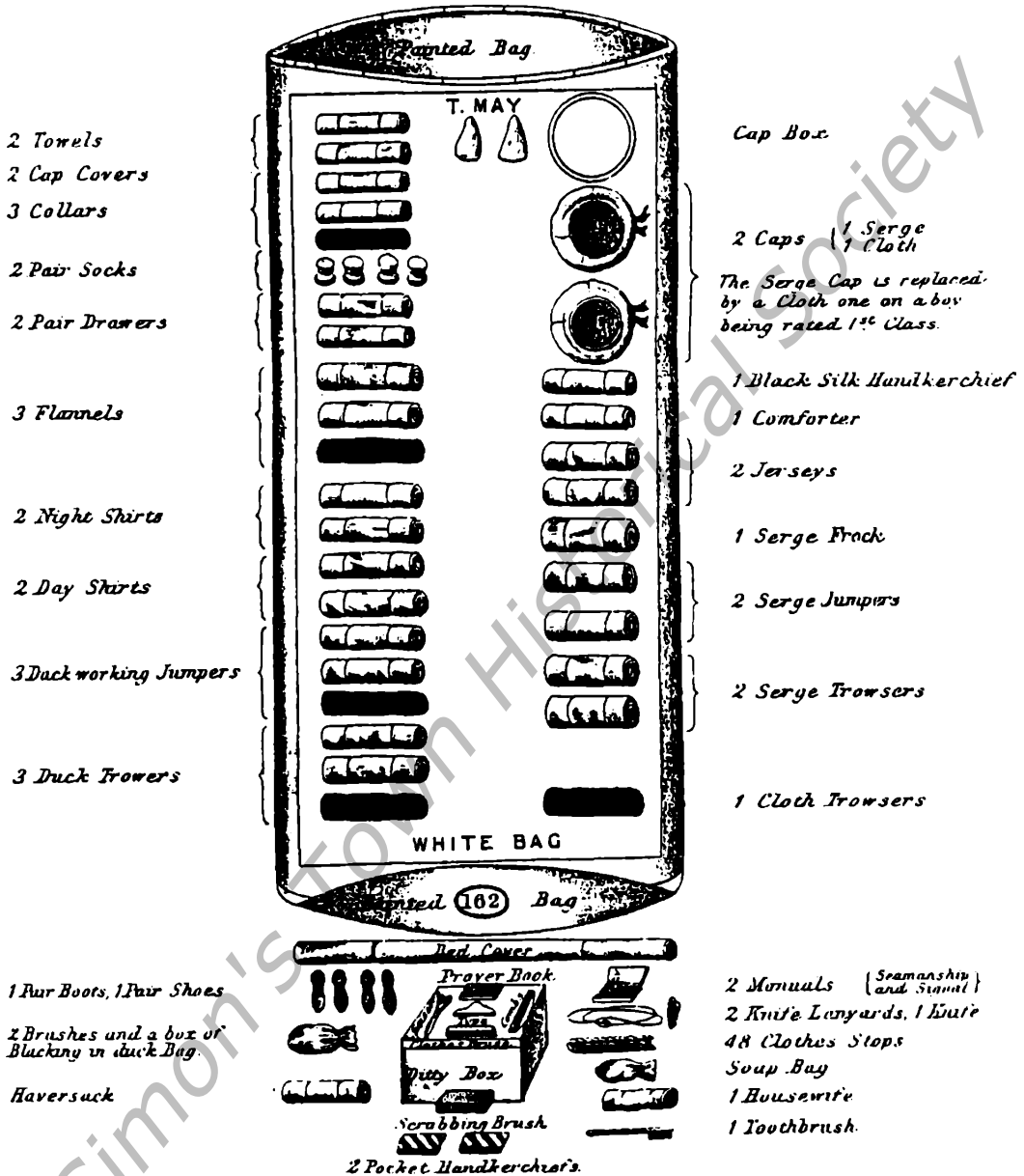
Admiral Woolley was a self-taught water-colour artist. His forte was ships but he also enjoyed painting the Cape mountains and scenes in the rural area of Groote Drakenstein. 13 paintings of his have hung on the walls of his grandson's office at Naval Base, Port Elizabeth and a further 3 have been lent to Admiralty House in Simon's Town. Simon's Town Museum also have three of his paintings. He was a lover of light classical music and learned to conduct an orchestra. He was a member of the Owl Club in Cape Town in the twenties and thirties and was a keen sportsman.

It is certain that he was a naval officer of more than ordinary distinction. In an age where active service was rare, he gained 2 campaign medals. He served in at least 7 flagships. Finally he reached the highest rank attainable in his "branch" and retired after 43 years' service.

BELOW: THE BRIDGE STRUCTURE OF THE
CLAN STUART - HOME TO THE WOOLLEYS,
PAINTED BY ADMIRAL WOOLLEY.



1st and 2nd CLASS BOY'S KIT
Laid out for inspection.



Kit on entry shown in Blue.

Kit on rating 1st Class shown in Red and Blue.

MUSTERING KIT 1898. Reproduced from "The Dress of the British Sailor" published by the National Maritime Museum, Greenwich, England. To live as sailors did, with all their clothes in a kit bag required methodical folding, tying up and stowing. Boys on entering the Navy were trained in this art and had to lay out their gear and possessions in a prescribed order for inspection.

TWO SHIPS NAMED HMS SCEPTRE

The first ship we are writing about was a 3rd rate ship of 64 guns built in 1781. She arrived in Simon's Bay on May 28 1796 under Captain William Essington and in company with the CRESCENT and six transports.

In June 1796 she was damaged by lightning while lying in Table Bay in tempestuous weather. August 1796 she sailed with the squadron to cruise off Cape Point to intercept the Dutch squadron. She arrived with the squadron (again in a storm) on 12th August. On 15th August she sailed with the squadron for Saldanha Bay where the Dutch squadron was at anchor and surrendered on the 17th August. A few months later now under Captain Thomas Alexander she was off again on a cruise "and other services" after which she was to return to the Cape and remain under the command of Thomas Pringle, Rear Admiral of the Red (Theal Vol. I p.470).

She returned from Mauritius in company with JUPITER, they having captured three small vessels. Then she was off again to Bengal. She made a quick trip and was back here by 24th October 1797 when her ship's crew mutinied (Theal Vol. 2 pps 161-187 & 206-210). She does not appear in ships movements again until November 1798 when she left for India under convoy with RAISONNABLE with the Scotch Brigade and the 84th Regiment (Theal Vol. 2 p. 638).

Alas a year later she was in the news again - her Captain now Valentine Edwards. In a very unseasonable gale on 5th November 1799 she was driven ashore in Table Bay with the loss of 300 out of 491 men. A full description of the wreck is given in Gilly's "Shipwrecks of the R.N." and is also mentioned in detail in Theal Volume 2 p.500 .

"A little after dark a heavy north-west gale set in to Table Bay. It was unusual at that time of the year. SCEPTRE began to drag her anchors, upon which other anchors were dropped, and when all these failed to hold, a couple of cannon were attached to cables and lowered. The ship drifted slowly and struck on a ledge of rocks close to Fort Knokke, where she went to pieces immediately. Of the officers who lost their lives are mentioned Captain Valentine Edwards and his son William, Lieutenants Munn and Bartlett, Edward Bones (Master), Alexander Baxter (Gunner), Mr. Robinson (Boatswain), Mr. Barlow, Midshipmen T.G. Kilbourne and James Tucker. Two officers were lucky to be ashore at the time - one of these being the nephew of Captain Edwards. In consequence of Captain Edwards' death the command of His Majesty's squadron on the Cape Station devolved upon Commodore Losack (JUPITER). SCEPTRE had been struck on the broadside by a heavy sea at approximately 11 p.m. and she had become a complete wreck. Every effort was made to save her stores."

There followed a list of the names of those Officers saved from the SCEPTRE. The weather moderated and on 22nd November Commodore Losack was able to write to Evan Nepean of the Admiralty in London that he had saved quite a bit of her stores and was still endeavouring to collect more. Her timbers were used to make palisades for enclosing the Naval Stores on the Beach in Cape Town, which Stores were being used as a thoroughfare with the resultant theft of articles.

SCEPTRE was obviously not in a good state of repair as she was the only ship to break up so easily and suffer such a loss of life. Other ships driven ashore in the storm were

OLDENBURG Danish 64 gun. Commodore Fischer-crew all saved
ANUBIS American ship. I Bridges (Master) Crew all saved. Loaded with cotton.
SIERRA LEONE - English whaler. Thomas Watterman (Master). Crew all saved & cargo
HANNAH American Brig - James Weyman (Master) Crew all saved and cargo
SPANISH Brig - prize ship - name not given. crew saved

SCEPTRE's surgeon Mr. John Bury took passage in the UPTON CASTLE bearing the sad news of her demise in a letter signed by Commodore Losack.

In November 1984 Simon's Town Museum received a letter from Scotland from a great great granddaughter of a survivor of the SCEPTRE - Johan Sanskofsky. We thought it would be worthwhile hearing his side of the story.

According to him things started happening earlier in the day than officially recorded in Theal.

"At 12 noon they fired a salute in commemoration of the Gun Powder Plot not apprehending at that time any particular danger from the storm. At 12.30 p.m. we parted from the bower cable and immediately let go the sheet anchors and veered away the sheet cable. The weather became much darker and exceedingly cloudy with rain. The gale increased and the sea ran mountains high. At 2 p.m. we parted from the best bower cable and immediately let go the spare anchor, the end of the cable not being secure round the main mast when veering it away, it went out so fast that nothing could be done to secure it, so by that means they slipped the cable and found ourselves in this dreadful situation. etc.

"At about 9.30 p.m. the poop washed away and about 80 of the crew jumped overboard and apparently with much difficulty gained it, but on its approach to the shore when those on it were elated with the hope of reaching land in safety a heavy sea struck the after part of it and it went over, end for end, and the lives of those on it were instantaneously lost. It is impossible to describe the dreadful scene which now ensued. A horrid yell succeeded the parting of the ship for about two minutes. When that time elapsed, all was silent.

"As for my part I did not know whether I would live or die. I had hold of a rope which kept me from being washed away, however, the bow could not stand the fury of the tempest any longer. The gun broke from the side and the unfortunate persons thereon were instantly plunged into the depths of the sea. Finding myself in that situation I set my face towards the shore, struggling to keep above water. I found myself surrounded with a great deal of the wreck and I could see nothing in favour of my life being saved. Some heavy timber came close to my back and some before my breast and I had my arms lying on the top of the wood thinking at the time - 'When the sea comes it will cut me to pieces' but immediately a heavy sea like a mountain which I feared to be my end - but soon I found that God was with me and that it was He who kept the sea from being my grave.

"The wreck which surrounded me was lifted by this great sea clean over me and I was left on the bottom of the sea. How long I was under water I cannot tell, but it seemed to me as if I had been asleep and had life within my breast all the time I was under water. Presently I found my feet touching the ground and no sooner did I find my feet on the ground than I found myself flat on my face with my hands in the sand holding myself fast upon the beach, for after a great wave of a sea the water returned again to the sea and it was so strong that it might have carried me out to sea again. As soon as the water left me there came two Soldiers and they took me up to a great fire before another wave came and one of our officers who had been on leave at the time the ship was cast away was there and he gave me a half glass of Holland's gin which did me very little good for I had very little to eat since the day before, besides being wet for 8 hours etc.

"There was I sitting like one forgotten of God with tears in my eyes and sorrow in my heart and trembling like a leaf of a tree with the cold, but I thanked the Almighty for saving me from the seas.."

Johan Sanskofsky was a native of Polish Prussia who found his way into the service of the Royal Navy. After being rescued from the wreck he served here in HMS LANCASTER for a further 8 years before he settled in Britain in 1810. He became a British citizen and changed his name to John Cofty. He spoke German and taught himself English.

If the SCEPTRE which was wrecked in 1799 was in a parlous state her successor seems

to have fared no better. She was built in 1803, also a 3rd rate ship but with 74 guns. She first appears in Theal Vol.6 p.213 when it is reported that on 25th September 1807 she was supposed to have sailed from India for the Cape "and as she is represented to have been at the time in bad condition, I am anxious to hear more about her". 1st October 1807 HMS GRAMPUS brought news (Theal Vol. 6 p.221) that SCEPTRE had returned to Bombay on 27th July "in so bad a state that she could hardly be kept afloat." She finally made it to the Cape on 1st February 1808 when she arrived in Table Bay with orders from Sir Edward Pellew to Captain Bingham to put herself under the command of the senior officer on the station. Owing to her defects it was decided to order Captain Bingham (of HMS SCEPTRE) to proceed to St Helena in March with any China ships needing convoy. She meantime underwent a thorough refitting and was found to be in a worse state than at first thought. Bingham hoped to sail on 20th March having taken on board various Danish prisoners from the prize ships. From St Helena she was to convoy any of the East India Co. ships to England. She obviously made it as according to our records she survived until 1821 when she was broken up. So Simon's Town's Royal Naval Dockyard enjoyed a good reputation after all.

FIRST CATCH YOUR PORCUPINE

Alf Glover

Recently porcupine have become more troublesome or should I say adventurous. They are frequently to be found digging up gardens on the upper mountain slopes in search of food. A number of local people have asked me how to deal with these troublesome porcupine.

For those who are quick enough to catch a porcupine I give below a recipe taken from Old Cape Cooking Book dated May 1890.

"When the quills have been taken out, the porcupine must be scalded and scraped to remove the hair. When well cleaned, take the skin of the animal, which is considered the prime part, wash it, and lay it in salt and water, with pepper, till the next day. Put it on to boil in fresh water and cook it gently till quite soft; cut it into neat pieces, and broil them over a charcoal fire; serve with butter and sliced lemon. The flesh may be stewed, or roasted whole, or in parts, and is very delicate in flavour. The seasoning should be that used for sucking pig."

FAST PASSAGE BY YACHT LEONA II

One of the best coastal passages by a yacht on record was chalked up by Professor C.E. Lewer Allen in May 1956, skipping LEONA II from Simon's Town to Durban in seven days two hours sailing time. LEONA had been bought from Leon Policansky by George Durrant of the Rhodesian Federation and was joined by a Cape crew for the delivery voyage to Beira. They were Professor Allen, Claude Whitlow, Cliff Leih (Cliffords Garage, Simon's Town), Peter Watson (Simon's Town Dockyard now deceased) and Eric Fry (better known as the Town Clerk of Fish Hoek but originally of Simon's Town) and the owner George Durrant. LEONA II left with a north-west depression and ran 35 hours under bare poles past Agulhas but despite the bad weather Peter Watson, who was the cook, managed to give them three good meals a day. At Durban her Cape crew disembarked and she was taken on by a Natal crew which consisted of Michael Rey (of Chaka's Kraal), Wallace Stott, Ronald Glover and Lindsay Moller (all of Durban) and of course George Durrant himself.

JOHN FREDERICK THOMAS JANE (JANE'S FIGHTING SHIPS)

He was born on August 6, 1865 and grew up in Upottery, in Devon, where his father was the Vicar. He was a lad in love with ships and life and drawing. As a boy he fought naval battles on the village pond with his brothers and sisters, using real gunpowder and model battleships. Later at Exeter School, his interest in the chemistry of explosives led one master to report "He can be expected to go a long way - in one direction or another."

At the age of 20 he went to London where he eked out a living as a magazine illustrator. In time he became naval correspondent for several important journals and began writing the first of his 20-odd books, some science-fiction and several authoritative works on naval affairs. He also invented THE JANE NAVAL WAR GAME, a board game with 28 model ships that was used for more than half a century to train naval officers in tactics. Then in 1896 he began work on the book that would establish his house and fame: "All the World's Fighting Ships" (later "Jane's Fighting Ships"). It was a remarkable work, full of technical details and sketches of some 1000 warships from 22 nations. A mint copy of that first edition, sold for 10/- in 1898 would fetch R3,200 to-day.

Jane tried unsuccessfully to enlist in the 1st World War but weakened by overwork and influenza he died of heart failure in March 1916 aged only 50.

He must be proud to see how the tradition has been carried on. Captain John Moore, present editor of Jane's Fighting Ships does most of his work from home, an office in the garden shed at his Sussex farmhouse on the edge of a marsh. Its walls are studded with pictures, its shelves crammed with naval documents and books. He paid a visit to Simon's Town a few years ago, called on the Museum and was shown round by our Hon. Sec/Treasurer. Captain Moore joined the Royal Navy at 17 and served for 25 years as a submarine officer. He was Deputy Director of Naval Intelligence at the Admiralty before retiring to become Editor of Fighting Ships in 1972. Jane's is often accused of running a private spy network, but they are quick to maintain that they are not in the business to endanger anyone's national security and have even been known to return photographs when they realised they had been stolen. They enjoy high regard worldwide.

They have expanded considerably with such publication as Jane's Defence Weekly and Jane's Spaceflight Directory. They also publish each year some 50 general books on military and transport subjects.

SOUTH AFRICA'S EMERGENCY NAVAL COAST ARTILLERY BATTERIES DURING 1939-45 WAR

Cdr W.M. Bisset

After the fall of France the Royal Navy's Ordnance Stores issued some 510 guns from scrapped warships to the British Army for use in Emergency Batteries in England which were erected in haste to repel the feared German invasion. Coast artillery batteries were also armed with RN guns in Australia and South Africa during the 2nd World War. The guns issued by the Royal Navy in South Africa provided a quick and effective solution to the urgent problem of arming new coast defences and avoided the long and risky wait for ordnance from England.

In addition to the 6-inch quick firing guns listed below, 28 x 12-pounder Naval Service quick-firing guns had been issued to South African coast defence batteries and 15 were being held in reserve by 1 January 1944. In England all the naval guns had been returned by 1946. A return of South African coast artillery guns and searchlights reveals that all the 6-inch naval guns had been retained on 29 September 1948. The guns of the Baviaan's Battery on Malgaskop behind the Military Academy at Saldanha are still in their emplacements.

To those who manned our coast defences, the 2nd World War must have seemed a frustrating anti-climax. In fact, their contribution was of considerable importance for no enemy warship risked attacking our defended ports and the immense contribution to the war effort on the home front could continue without interruption.

ROYAL NAVY 6-INCH BREECH LOADING GUNS ISSUED TO S.A. ARTILLERY BATTERIES DURING THE
2ND WORLD WAR 1939-1945

MARK	REG.NO	BATTERY	LOCATION	DATE MOUNTED	SOURCE
Mk XII	58	Gordon's Bay	Gordon's Bay	May,1943	
	60				
Mk XII	54	Lighthouse	Durban	February,1940	
	57				
Mk XII	37	Umgeni	Durban	January,1942	Ex HMS REVENGE Royal Sovereign Class Battleship
	59				
Mk XI	35	Walvis Bay	Walvis Bay	September,1941	
	52				
Mk XI	23	Noord Bay	Saldahna Bay	June,1942	R.N. DOCKYARD SIMON'S TOWN
	5				
Replaced by					
Mk VII	1240				
	943			January,1943	
Mk XI	23	Baviaan's	Saldahna Bay	January,1943	Moved from Noord Battery
	5				

Bibliography:

Hogg I.V. British & American Artillery of World War 2
Historical Record of 8 Heavy Battery SAA

COL. CYRIL FIELD 1859-1942 (ROYAL MARINE LIGHT INFANTRY)

Cyril Field was born at Langston House, Havant, Hants on 20th December 1859 and died 11th January 1942 aged 83. He was the grandson of Admiral Sir William H. Pierson, wounded at Trafalgar in HMS BELLEISLE. He entered the Royal Marine Light Infantry as a Lieutenant on 1st September, 1879 and in 1882 was a member of the Egyptian Battalion which saw war service at Mehalla (Alexandria), Mahuta, Kassassin (1st and 2nd) and Tel-el-Kebir. He was appointed to HMS NELSON flagship of Admiral Sir George Tryon on the Australian Station and served there from January 1885 to November 1888. There followed normal Corps service including commissions in HMS TRIUMPH and HMS WARSPITE based in Ireland. Then in 1895 he was seconded for duty as Adjutant (a Major then) of the 5th Battalion Highland Light Infantry in Glasgow. Promoted to Brevet Lt. Col. in 1903 he served at Chatham and Forton (Portsmouth). He was promoted to Brevet Colonel in 1908 and was placed on the Retired List on 23rd April 1911. He was a great military historian and wrote a number of published books on that subject. His main work was "Britain's Sea Soldiers" Vol. I & II, still regarded as the "bible" of Royal Marine History. We are pleased to have a copy of this work in our Museum Library.



C. Field.

LT.-COL. & RTT.-COLONEL
R.M.L.I.

Extracts of Col. Field's Journal have been presented to the Museum. These relate to his short stay at Simon's Town en route to Australia and give one an insight into how the officers passed their spare time at the Cape. Col. Field's Journal extracts were given to us by Lt. Col. Eagles, Royal Marines, a grandson. He too served here on the Cape station and was the third member of the family to visit these shores in the course of his service in the Royal Marines. The second member was Major S.A. Field, R.M. (known as "Sandy") who was Fleet Royal Marine Officer in Simon's Town in HMS AMPHION 1936-1938. He and his wife lived at Glencairn in those days. He was sent to Ascension Is. to sort out some administrative/disciplinary problem, was bitten by a rabid dog and recovered only to die of double-pneumonia on his return to the United Kingdom.

Cyril Field when he passed through Simon's Town in 1884 was a Lieutenant R.M.L.L. and kept the journal during the passage from Portsmouth to Sydney in HMS TAMAR where he then joined HMS NELSON. They left Portsmouth Saturday 8th November 1884 called at Funchal (Madeira) and St. Vincent before reaching Simon's Town at 8 a.m. Saturday 6th December. He unfortunately contracted quinsy after leaving St. Vincent and thus his account of his exploits at the Cape is perhaps less enthusiastic than might have been expected.

"Saturday 6th: Got to Simon's Bay at 8 a.m. Found there the SERAPIS (which left at 10 with the 13th Hussars for England), the BOADICEA, GOSHAWK and of course the FLORA. The ORONTES expected tomorrow from Table Bay. Throat rather worse from sitting on deck last night for the Christy Minstrels. Got up at 11.30 just in time for lunch which, disgraceful to say, was "tinboy" again. Got a letter from the Commodore. Papers for saloon arrived. Went ashore in a shore boat about 1.30 and to the Club which is a very nice little place, the weekly subscription being 2/6d. Called on Paget who I find is "Master of the Hounds" and who was just off to a Meet of the "Drag". He has just moved into a house outside the Dockyard which seems very nice. Found it was very hot on shore and my head felt very bad. Sat in Club and had tea; went out and bought stamps and Xmas Cards etc then back to the Club till 5.30 then going on board in the

steam cutter. Leave till 11 a.m. Dec.13th They caught a young shark from the poop this evening.

"Sunday 7th: Got up at 1 p.m. Went ashore to the Club where I met for the first time Captain Tyers R.M.L.I. of HMS BOADICEA. Walked with him, or rather climbed up to the top of the hills at the back of the town. The whole place seems to be nothing but piles of boulders of all sizes stained to most lovely shades of red, grey, yellow and indigo by the weather. Picked wild flowers which are very numerous and lovely. Big geraniums grow wild all over the rocks and there are something like 40 different kinds of heath. The ant hills are very funny. I thought they were big stones at first but Tyers kicked one open with his foot after some time as they are very hard and I could see they were full of ants. He says they use them a good deal for making lawn tennis courts as they roll down so hard and smooth. We walked about on the sort of plateau on top of the hills crossing several rills or streamlets tumbling over the rocks and staining them rust coloured with the iron the water is strongly impregnated with. We came down by what they call the "Red Path" a very good road made of ironstone but frightfully steep. Just missed the steam cutter at 5.30 and had to go off in a shore boat. Cold much better but throat still bad.

"Monday 8th: Up at 10.30 a.m. Went to lunch with Capt. Tyers on board BOADICEA. Very good grey mullet. Went to club to get my bag which I had sent there by Boardman and started for Kalk Bay in a Cape cart drawn by two horses. We started off at a tremendous rate and kept it up pretty well. The road lay along the sands at the bottom of the cliffs or "bergs". We were in plenty of time for the train which left at 2.10 p.m. While waiting we were much amused watching a lot of Malay women got up in gorgeous colours who were singing and dancing, apparently playing some game on the sands. When the train did start it simply crawled and there was a station every few hundred yards. However we arrived in about 20 minutes at Wynberg and succeeded in getting N. a room to himself and I half a room at the Royal Hotel. After depositing our bags we walked on to look at a new hotel called the Kenilworth but did not like it much as it was too new. We then got into the main road and walked back and had a look at Coghill's visitors book. Then to our shanty for a cup of tea which we had in the verandah or balcony - "stoop" they call it. After which we walked out to the camps of the Inniskilling Dragons and the 1st Royal Scots. We heard the band of the former practicing "Princess Ida", they played very well. The infantry were at drill in their shirts. We dined about 6.45 and had a very good dinner. A fish they call "Roman" was very good. The skin was red in colour. Afterwards strawberries (fancy in December) and Cape plums and Pinte wine. Grubbe turned up to dinner and was awfully surprised to see me. In the evening all hands sat out on the "stoop" except myself on account of my wretched throat. So I sat in the 'drawing room' which opens on to the "stoop" and got on with a rough sketch I made of the Inniskillings camp and Table Mountain and wrote up diary. Cold not gone nor throat.

"Tuesday 9th: Up at 8 breakfast at 9. Biggest breakfast since I left England. Made a rough sketch of the hotel. Went to Cape Town by 10.45 train. Cape Town is rather a fine town but rather straggling. We passed a fort or two on the beach and a large stone fort called the Castle but they seemed rather antique and the guns appeared very moderate sized smooth-bore, some of them may have been 64 pounders converted. Took a short turn up Adderley Street, a very fine thoroughfare though short. Afterwards took a white hansom and drove down to the docks to the ORONTES where I lunched with Grubbe. Afterwards I walked to the dock gates and took the tram to Adderley Street where I bought some photos and one or two colours I wanted. I also invested in a "Boer" hat. I returned to Wynberg by the 3.5p.m. to see a cricket match between Cape Town and the garrison. It was a very pretty ground, pines all round but the ground could not have been much as they had a strip of cocoanut matting for the pitch. A band was there but very few spectators, most people being up at the Camp looking at the General inspecting the 1st Royal Scots. North and I went up there too but only just in time to see the end of it. We found Sutherland there and Grant from the ORONTES. We then went back to the match but that was just over too. North and I went back to the hotel and sat on the "stoop" till dinner. I found they had shifted me to a room below as two other fellows wanted the double-bedded one I had last night so I didn't object especially as the landlady had got me 3 chameleons in a box. Throat better.

"Wednesday 10th: Walked with Sutherland to the camp and called on the Inniskillings. On returning to the hotel I found 2 of my chameleons astray. I recovered one of them. I and Sutherland went into "town" by the 2.45 train. Went to Wronsky's and had some strawberries and cream etc after which we walked around and explored the town. I met Stapleton and we went and had a very good little dinner at the City Club but Stapleton insisted on returning as far as Muizenberg to "Farmer Peck's" although I told him there was no train beyond Wynberg. However I believe he only got as far as Newlands which he mistook for Wynberg. After dinner I went to the theatre and saw "Ours". It was frightfully empty not a hundred people there. It was all over by 10.20 and I had an hour to wait for the 11.25 train to Wynberg so I went back to the Club. The streets from about 7.20 seemed quite deserted. Got back to Wynberg about 12 and finding it all shut up, went in by way of the "stoop" as I saw that the Commander was sitting up reading and getting some matches from his groped my way down to my room.

"Thursday 11th: Very hot day but very pleasant. Strolled about and then went to Coghills with S. and played him a game of 50 at billiards and won. Met Grant there from the ORONTES and all three sat until lunch under the trees by the road side, in imminent risk of having our heads bashed in by the great pine cones which kept falling with great bangs all around us. Lunched at Coghills. Attendance disgraceful. After lunch got a trap and drove and paid a couple of calls. Took the 4.30 to Muizenberg in hopes of getting some strawberries at "Farmer Peck's" but as they had none we soon left and went on to Kalk Bay where five of us got a Cape cart and drove to Simon's Town. Dined at the Naval Club and went off to the ship about 8, shifted and went on board BOADICEA to see some theatricals got up by the bluejackets. They were not bad considering and a tap dancer was excellent.

"Friday 12th: Went on shore early to get some white gloves for the dance we were giving in the afternoon. Back to lunch. The guests commenced to arrive at 3 and we had a very pleasant little dance until about 6.30 when they cleared off. Dined on the remains of the 'collation'. Several friends from BOADICEA and ORONTES staying on board we had a very jolly evening.

"Saturday 13th: Went on shore to club in morning. Got under weigh at 1.30 Blowing a south-easter pretty stiff. Felt rather bad but not sick. Saw heaps of albatross and molly hawks. Sea went down a bit about dinner time. Steering South.

"Sunday 14th: Altered course at 10a.m. to S.E. Going about 11 knots, wind right astern. Rolling a good deal. Don't feel quite the thing yet. Divine service. Slept all afternoon till Quarters. Wrote up diary. 215 miles.

"Monday 15th: Still rolling and still very bilious. A whale followed us quite close in the afternoon for some time. Lots of albatross and Mother Careys chickens. 253 miles."

From: The Cape Town Gazette & African Advertiser No. 690 3rd April, 1819

"Naval Yard Simon's Town 24th March, 1819.

Notice is hereby given that Vessels being required for the purpose of conveying a quantity of Stinkwood Timber from the River Knysna to Simon's Bay. Tenders for the furnishing of same will be received at the Commissioner's office until 12 o'clock on Wednesday 7th April next when the Parties tendering or some Person on their behalf are requested to attend. The Tenders may express such conditions as are considered most eligible, either by the Ton, Measurement of 40 cu.ft., by the voyage. or by the Tonnage."

THE COMING OF BARTOLOMEU DIAS

With the arrival of a caravel from Portugal in South African waters in January 1988 to celebrate the voyage of Bartolomeu Dias in 1488 the Editor thought it might be a good idea to refresh your memories about the origin of CAPE OF GOOD HOPE and how it got its name.

This caravel sponsored by the Portuguese community in South Africa was built by Samuel e Filhos in Vila do Conde in Portugal. She sailed from the Tagus on 8th November 1987. On 1st December 1987 the Clinic Dias International Yacht race started from the Tagus in which inter alia Bertie Reed is taking part. The crew of the caravel was to have been composed of an equal number of South Africans and Portuguese but the vessel sailed with a crew of 17, of whom 7 are South Africans: Captain Emilio de Sousa, the commander; Gawie Fagan, the second in command; Andrew Blake; Charles Latham; Justin Fox, Faustino Lavarinhas; and Antonio Farinho.

In his book "Congo to Cape- Early Portuguese Explorers" one of our Vice-Presidents Professor Eric Axelson - in the section on the homeward journey of Bartolomeu Dias quotes Pacheco Pereira who sailed home with Bartolomeu Dias in 1488 as saying:

"It was not without good reason that this promontory received the name Cabo de Boa Esperanca because Bartolomeu Dias, who discovered it at the command of the late King Joao in the year 1488, saw that the coast here turned northwards and north-eastwards towards Ethiopia-under-Egypt and on to the gulf of Arabia, which gave indication and expectation of the discovery of India, and for this reason gave it the name of the Cabo de Boa Esperanca". A marginal note already referred to in one of the books that belonged to Christopher Columbus bears out this information given by Pacheco Pereira, for it records that Dias gave an account to King Joao of how he had navigated "to the promontory called by him Cabo de Boa Esperanca".

"The Cape of Good Hope terminates in twin points. The western one, cliff-faced Cape Maclear (after the famous Astronomer of the Cape) is 266 ft high; from here the coast runs north. Cape Maclear is separated by a shallow bight from the much bolder Cape Point, a mile and a quarter away, which falls sheer into the sea from a height of 687 feet; a mile and a half up the peninsula is a hill rising to 800 feet. The prominence of the Cape of Good Hope, and the fact that Dias believed it to be the southernmost point of Africa, would have made it an obvious place for the erection of a PADRAO and Barros states that such a monument was indeed placed there. He records that Dias, after noting everything that was convenient to navigation, erected a PADRAO which he dedicated to Sao Filipe, and afterwards, because the TEMPO, which can mean either 'time' or 'weather' gave him no opportunity of landing, continued up the coast to rejoin his storeship. On the reverse of the same folio Barros listed the PADROES erected by Cao and Dias, and repeated that Dias had erected the PADRAO of Sao Filipe on the Cape of Good Hope.

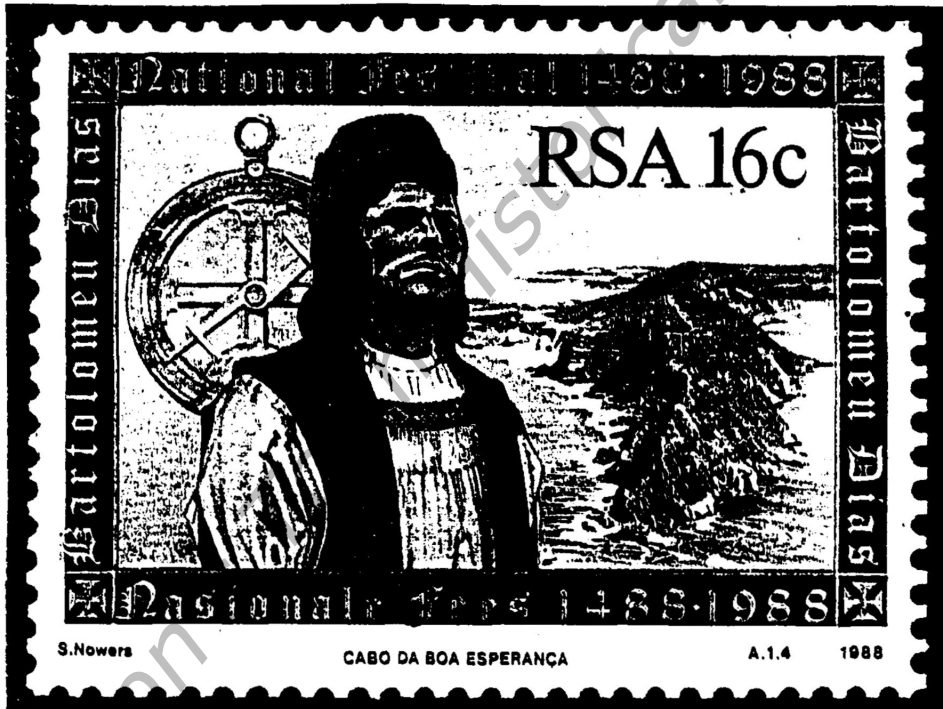
"Furthermore, after the return of Vasco da Gama from his first voyage to India. King Manuel ordered the weaving of a tapestry that would record the major events in the discovery of the sea route to the east. The third picture was to show the Cape of Good Hope - the name which, Manuel declared - had replaced the Promontorium Prassum of Ptolemy. Included in the picture were to be herds of elephants, negroes, cattle, shepherds with their flocks and some houses built in the local style. Vasco da Gama's ships were to be shown rounding the Cape, on which was to be delineated a PADRAO with the royal coat of arms and a cross on top, the year in which the PADRAO was erected, and some legible lettering.

"That Dias erected a monument on St. Philip's Day, the 6th June 1488, to mark his discovery of the Cape of Good Hope seems evident. but up to now the most intensive searches have failed to find a trace of it or to establish exactly where it was placed."

Despite intensive searching over a long period Professor Axelson has been unable to find the PADRAO he believes Bartolomeu Dias may have erected there. There is of course the other school of thought which says that in fact the PADRAO was erected in Table Bay!!

It is planned that the caravel will arrive at Mossel Bay on 3rd February 1988, the fifth centenary of Dias's arrival. She will be in Algoa Bay later in February, and off Kwaaihoek, (where Dias erected a PADRAO on 12th March 1488) on 12th March 1988 when a replica, cut and inscribed in Portugal, will be unveiled. The caravel will be in Cape waters late March/early April and a Dias commemoration will form part of the Cape Town Festival.

We give below three examples of the commemorative stamps to be issued by the Philatelic Services of the South African Department of Posts and Telegraphs to coincide with next year's Dias celebrations. The 30c stamp depicts the Kwaaihoek cross, the 40c stamp the caravels leaving Lisbon and the 16c stamp a likeness of Bartolomeu Dias against Cape Point. All are drawn by Sheila Nowers.



CAPTAIN JAMES COOK R.N. (1728-1779) & HIS VOYAGES OF DISCOVERY

Recently we were fortunate to be shown at the Simon's Town Museum the Time -Life film on the first voyage of Captain James Cook to Tahiti to record observations of the transit of the planet Venus across the face of the sun. Your Editor thought you may be interested to know more about this amazing man. He called several times at Simon's Town - when homeward bound on his first voyage and again on the outward leg of his 2nd voyage with RESOLUTION and ADVENTURE with Captain Vancouver. The last time was on the outward leg of his fatal 3rd voyage. Cook and Vancouver set up their observatory here on ground adjacent to the Martello Tower. The 3rd voyage was tragic in more ways than one for not only was Cook killed but Captain Charles Clerke of DISCOVERY died of consumption en route and command was taken over by Lt. Gore.

James Cook was the son of a day labourer of Marton in Yorkshire. He was taught reading, writing and basic arithmetic at a 'dame' school there but was otherwise self-educated. In 1746 John Walker, head of a shipping firm mainly engaged in the east coast coal trade, accepted Cook as a sea-apprentice. By a natural aptitude for mathematics James Cook quickly became skilful as a navigator as well as a seaman and became Mate of a Walker ship in 1752. By 1755 he had decided that the merchant navy lacked scope for his ambitions and though he had been offered his first command, he declined it and volunteered for the Royal Navy as an able seaman. Drafted to the 60-gun ship HMS EAGLE his qualities quickly brought him advancement to the warrant rank of boatswain. In July 1757 he was promoted master of the SOLEBAY and later of the PEMBROKE in which he sailed in 1758 with the expedition for the capture of Louisburg and subsequently Quebec.

Masters were responsible for their ship's navigation and pilotage, the latter including any survey required for uncharted water. Cook attracted notice for his efficiency during the survey of the St. Lawrence River and particularly the intricate Traverse, which enabled the big ships of the fleet to ascend it - the first ever to do so - and so to play a decisive part in the capture of Quebec and the conquest of Canada. Following this he was appointed Master of the flagship of the squadron remaining in North American waters and for three summers was engaged in further surveys of the St. Lawrence and on the Nova Scotia and Newfoundland coasts.

At the end of the Seven Years War in 1763, Cook returned to Newfoundland where, for the next 5 years he was engaged in surveying the coast in his own independent command, the schooner GRENVILLE. His observations of an eclipse of the sun visible in Newfoundland in 1766 and the accompanying calculations communicated to the Royal Society brought him to the favourable attention of that influential body. This made him acceptable as one of their official observers for an expedition planned to go to Tahiti to record observations of the transit of the planet Venus across the face of the sun; and when the Society's own choice for a commander, Alexander Dalrymple, who was a civilian, was vetoed by the British Admiralty, Cook was the obvious alternative.

The scientific expedition became part of a more extensive voyage of discovery when the Admiralty decided that when the observations at Tahiti had been completed, Cook was to sail south to search for the southern continent, Terra Australis Incognita, believed by geographers to exist. He was also to explore the coast of New Zealand, discovered by Tasman in 1642, but still thought to be part of some such land mass, before returning home by the Cape of Good Hope or by Cape Horn at his own discretion.

By this time Cook had been promoted to Lieutenant, and following his advice, a full-rigged cat-built Whitby collier of the type which he knew so well was chosen for the expedition, being re-named HMS ENDEAVOUR. The ENDEAVOUR left Plymouth on 25th August 1768, called at Madeira and Rio, rounded Cape Horn with exceptional ease in fair weather, and reached Tahiti on 10th April 1769. She arrived with not one man suffering from scurvy, that scourge of voyages in the sail era, a state of affairs unheard of at the time. This was the result of Cook's tireless and intelligent attention to the cleanliness of the ship below decks and to the food of the ship's company, which in-

cluded experimental anti-scorbutic articles of diet, such as pickled cabbage, dried soup, malt and the juice of oranges and lemons, as well as 'scurvy grass' gathered ashore whenever possible.

Cook had no chronometer with him on this voyage though the first reliable example of such an instrument had just been produced by John Harrison; Cook and the astronomer Green, the other official observer, were able however to calculate the longitude of their points of call to within a close degree of accuracy by means of lunar observations which involved the measurement of the angular distance between the moon and a fixed star. At a temporary observatory set up ashore, the transit of Venus was duly observed and recorded on 3rd June 1769 and in mid-July the ENDEAVOUR weighed anchor to carry out the second part of the Admiralty's instructions. The stay at Tahiti among the friendly Polynesians, examples in the minds of contemporary philosophers of the 'noble savage', had been a halcyon experience, marred only by the thieving, particularly of any iron objects, which was the universal pastime of the stone-age natives. This was to be a recurrent problem and was to lead eventually to tragedy.

Sailing south from Tahiti as instructed, amid increasingly bad weather, Cook reached 40°S latitude without sighting land; furthermore the long southerly swell showed that open sea must persist in that direction. He accordingly turned west on 7th October 1769, made landfall on the east coast of New Zealand and at approximately 39°South. Rounding its northern cape, he sailed south down the west coast and through the strait between the North and South Islands that has since borne his name, and thence round the South Island, disproving the long accepted belief that New Zealand was a northerly promontory of the southern continent.

Cook was now free to return home either by Cape Horn or the Cape of Good Hope. He chose the latter in order to find and explore the east coast of New Holland (Australia) before making his way to Batavia where the ENDEAVOUR might have a much-needed refit. Sailing west from New Zealand, Cook hoped to make a landfall on the east coast of Van Diemen's land as Tasmania was then known, which was thought to be connected to Australia; southerly gales forced him northwards and on 21st April 1770 he reached the south-easterly corner of Australia (Point Hicks) and turned north. Following the coast and always carrying a running survey, he anchored in Botany Bay, where the first aboriginals were encountered, primitive, hostile and implacable. Sailing on northwards he eventually found himself being hemmed in by the converging Great Barrier Reef, with obstacles in his path multiplying until during the night of 11/12 July the ENDEAVOUR struck and remained fast on a coral reef.

By good fortune and skilful seamanship she was refloated and worked into the mouth of a river - now Endeavour River - where she could be beached and repaired. Getting under way again on 6th August, Cook first took the ENDEAVOUR outside the Barrier Reef only to escape by a hair's breadth being wrecked on it when becalmed. Saved by the arrival of a breeze, Cook decided that the perils outside the reef were greater than inside; he passed through it by an opening in the coral and thereafter continued cautiously coasting to the tip of Cape York. Having thus reached the end of the east coast of Australia, he decided that he must confirm the separation of Australia from New Guinea to the north which only the Portuguese, de Torres, had previously claimed to have demonstrated 164 years before by passing through the strait since given his name. Cook took the ENDEAVOUR through the maze of shoals and reefs between Cape York and its off-lying islands to discover and chart the Endeavour Strait, before turning north for New Guinea and the East Indies.

Tragically, Batavia, which he reached on 10th October 1770 proved deadly, spreading malaria and dysentery among the men whose health Cook had so well preserved until then. Before the ship sailed again a number had died; more were to do so on the way to the Cape. The dead included Green the astronomer; Lt Hicks; the ENDEAVOUR's Master Molyneux and her surgeon Monkhouse. The ENDEAVOUR anchored in English water on 12th July 1771 but her voyage had not yet disproved the possible existence of Terra Australis Incognita. Vast areas south of 40°S long still remained unexplored. If a southern continent did exist the British government wished to claim possession before the French

or Spanish could do so, and in consequence a new voyage was planned and Cook, promoted to Commander, was given two other Whitby 'cats' re-named RESOLUTION and ADVENTURE to replace the worn-out ENDEAVOUR. With Tobias Furneaux in command of the ADVENTURE and William Bligh (later of HMS BOUNTY) master of the RESOLUTION, the ships set out on 13th July 1772. In the RESOLUTION went a copy by Larcum Kendall, of Harrison's prizewinning chronometer.

From the Cape of Good Hope, first Cook steered south east in search of the land discovered by the Frenchman Bouvet in 1739 and believed by him to be the tip of a southern continent. Cook proved it could only be an island by criss-crossing its longitude well to the south of its reported latitude. Slanting thence southwards and eastwards amidst ever-increasing ice, cold and storms he became in mid-January 1773 the first navigator ever to cross the Antarctic circle. Forced to retreat northwards by the ice, he searched unsuccessfully for the islands discovered by Kerguelen and Crozet in the Indian ocean, before again striking south-east to 60°S and thence eastwards to the longitude of the east coast of Australia. That no southern continent existed in the one-third of the earth's circumference he had sailed over at an average southern latitude of 60° had now been clearly proved and on 16th March 1773 he set course for Queen Charlotte's Sound, New Zealand, to rendezvous with the ADVENTURE which had lost touch in a gale and fog in February. There in mid-May the two ships were reunited.

After refitting Cook spent the mid-winter months in making a similar negative proof by sailing eastwards from New Zealand between latitudes 51° and 46° S, never before covered, nearly to the meridian of Pitcairn Island, before swinging north and west for a period of rest and refreshment in Tahiti which he reached on 16th July. From Tahiti he steered west to locate the Tonga, or as he named the, the Friendly Islands previously visited by Tasman in 1643, before turning south for New Zealand on the way to another penetration of the Antarctic. The ADVENTURE once again lost touch; the two ships missed one another at Queen Charlotte's Sound by a few days and thence-forward cruised separately. Furneaux left New Zealand at the end of December 1773 and sailing eastwards in latitudes between 56° and 61° S passed 400 miles south of Cape Horn and returned home via the Cape, the first commander to complete a circumnavigation of the globe in an easterly direction.

Meanwhile RESOLUTION had again taken an easterly zig-zag course in high latitudes, twice crossing the Antarctic circle and on the second occasion reaching 71°10'S on 30th January 1774 before being turned back by an impenetrable field of ice. That there could be no great habitable continent in the South Pacific had now been definitely proved and Cook would have been justified in returning home in the wake of Furneaux. But his ship was still sound and his crew in good health; this was enough to persuade him to undertake a third season of exploration of the still largely unknown Pacific. The wide circling sweep north and then westward which he now made between 40° and 10°S made no new discoveries but enabled Cook accurately to chart Roggeveen's Easter Island and the Marquesas Islands, not seen since their discovery by Mendana 170 years earlier in 1604. After a month's rest at Tahiti, Cook was off again in mid-May to visit and chart the remainder of the Society Group, the Friendly Islands, de Quiros's Australia del Espiritu Santo, and the remainder of the group to which it belonged which he named the New Hebrides, and to discover and name New Caledonia, the Isle of Pines, and Norfolk Island, before sailing once again to Queen Charlotte's Sound for a final refit.

On 11th November 1774 Cook started for home, crossing the Pacific again on a latitude between 54° and 55° S rounding Cape Horn at the turn of the year and traversing the South Atlantic, rediscovering South Georgia and discovering the South Sandwich Islands, before turning north for the Cape of Good Hope. The last possibility for the existence of Terra Australis Incognita had been finally disproved. The RESOLUTION reached Portsmouth on 29th July 1775.

Cook was promoted to post-captain and elected a Fellow of the Royal Society which awarded him the Copely Gold Medal. Within a year he was off again with instructions to go via Cape Town, the French Indian Ocean Islands, Marion, Crozet and Kerguelen and

then on to Tahiti, whence he was to make for the west coast of North America and coast northwards in search of the Pacific end of that will-o'-the-wisp of the age of discovery, the North-West passage.

From the start this 3rd voyage was blighted. Cook was given the RESOLUTION once again. He was accompanied by another Whitby 'cat' the DISCOVERY, commanded by Charles Clerke. The refit of both ships was shamefully skimped and continuous defects, particularly in the rigging of the RESOLUTION were to occur. The two ships touched at Tasmania and Queen Charlotte's Sound, discovering the Cook and Palmerston Islands before making for Tahiti where a native brought to England on the previous voyage by Furneaux was returned and a gift from George III of live cattle and poultry was delivered. In December they set out again and on 18th January 1778 discovered the Polynesian-inhabited Hawaiian Group, to which Cook gave the name Sandwich Islands in honour of the then 1st Lord of the Admiralty, the Earl of Sandwich. After a brief stay for replenishment of fresh provisions and water they sailed on, sighting the North American coast at latitude 45°N on 7th March 1778. A lee shore made any close approach unwise and Cook steered north well to seaward until he found the deep inlet of Nootka Sound which he entered in order to give the RESOLUTION an urgently needed refit and renew her rigging. From there the two ships coasted north again making only the sketchiest survey. But at about 60°N the shore line swung westwards and along this southern coast of Alaska, Cook made a more detailed survey, penetrating far up one deep sound, and in constant danger in the uncharted, rocky waters in recurrent thick fog. Rounding the south-western extremity of the Alaskan peninsula, and passing through the Aleutian Islands chain, Cook sailed on through the Bering Strait to reach 70 1/2°N before an impenetrable ice wall forced a return south-wards. By the end of November 1778 Cook was back at the Sandwich Islands and surveying the coast of Hawaii in spite of constant trouble with the RESOLUTION'S masts and spars. Finally on 17th January 1779 the two ships anchored in Kealahou Bay and set about refitting.

Here Cook went ashore to find himself greeted with prostrations and solemn ceremonies which mystified him: he did not realise that he was being accepted as a Polynesian god whose return to the islands in a 'large island with trees' was prophesied in Polynesian legends. To welcome him adequately the priests and chiefs called upon the people to make contributions which strained their resources to the limit. By the time the two ships sailed again on 4th February 1779 their departure was hailed with heart-felt relief. It was disastrous that two days later the RESOLUTION sprung her foremast, forcing the two ships to return. On this occasion the natives' welcome had turned to sullenness. Relations were strained and it required only a spark to set the fires of hostility blazing. This occurred as a result of thefts culminating in that of a large ship's boat. As he had done on many occasions previously with success, Cook went on shore to bring a chief off to the ship as a hostage for its return. On the previous day, 13th February, there had been an affray from which some sailors of a watering party had narrowly escaped with their lives. The prestige of the white strangers had suffered a fat blow, and now a large mob of natives armed with stones and knives gathered to resist the arrest of their chief. Attacked by one of them, Cook fired one barrel of his double-barrelled shot gun which was loaded only with small shot. These bounced harmlessly off a warrior's matting armour and, though the solid shot from the second barrel was effective, a general attack was started in which Cook was overwhelmed and stabbed to death before his guard of marines were able to drive the mob off.

Captain Clerke, though dying of consumption, now took over the command, completed the refit, and sailed for the second season's northerly exploration via Petrapavlovsk to the Asiatic side of the Bering Sea. Ice conditions were even worse than in the previous year and little was achieved before the expedition finally turned south at the end of July. Clerke died in August, his place was taken by Lt. Gore of the RESOLUTION who brought the ships home via Canton and the Cape reaching the Thames in October 1780.

What a lonely life Cooke's wife and two young children must have led.

THEY VISITED SIMON'S TOWN: CAPTAIN WILLIAM BLIGH (1754-1817) OF HMS BOUNTY

HMS BOUNTY, the armed transport, was originally a merchant ship, the BETHIA, built in Hull in 1784. She was bought for a voyage in 1788 to carry breadfruit seedlings from Tahiti to the West Indies, a scheme designed to acclimatize these plants there as a cheap source of food for the slaves working on the sugar plantations. The BOUNTY sailed from Spithead.

William Bligh had proved himself as a navigator when he served as master of the RESOLUTION during Captain James Cook's last voyage of circumnavigation in 1775-1779. In 1787 he was appointed to command the BOUNTY. Richard Hough wrote a book entitled "Captain Bligh and Mr. Christian" For his information he turned to the Brabourne Collection in the Bligh Papers and Bligh's letters to his wife.

BOUNTY was here from 23rd May 1788 to 2nd July 1788 which may seem a long time but the ship was in poor shape after five months at sea. All the rigging and sails had to be completely over-hauled and the carpenter and his crew had a lot of repairs to do. The seams had to be caulked. Every day the boats plied between the shore and the ship, bringing casks of water (40 x 1 ton) and wine (deemed excellent), fresh meat and vegetables, tons of stones to replace the coal ballast which had been almost exhausted during their long period of cold weather, some livestock (5 sheep, some goats and pigeons) and a mass of miscellaneous stores. These latter included apple-tree saplings and all sorts of seeds from corn to lemon and oranges for David Nelson to plant on the ship's travels in the Pacific.

David Nelson was the naturalist on board. He spent much time ashore busy collecting specimens and often to be found with his head down studying the flora and fauna and then writing up his finds.

Bligh too spent much time ashore, noting with approval the neatness and cleanliness of the town which had grown much in the 9 years since his previous visit. He often remarked on the deplorable treatment of the slaves and became quite distressed to see the heavy burdens they were made to carry. He too could not understand why their owners did not provide for them some better clothes than the tattered rags which they were usually to be seen in.

On arrival and on leaving Bligh fired a 13 gun salute to Mr. Brand the Resident and received the appropriate 13 gun reply. There were 7 Dutch East Indiamen anchored in Simon's Bay when he arrived. He found a Dutch ship ready to sail for Europe and being industrious wrote a long letter to the Lords Commissioners of the Admiralty for her to take.

On 28th April 1789 when the ship was off Tofua in the Friendly Islands a mutiny broke out under the leadership of Fletcher Christian, Bligh's protégé and 1st Officer. Opinions differ regarding the cause of the mutiny, the most common being that William Bligh was an unduly stern disciplinarian who brutalised the BOUNTY'S crew by the severity of his punishments; but a more likely cause was the attraction to Christian and the others of the women and way of life on the South Sea Islands, so different from service on board a British man-of-war. Out of the 45 on board, Bligh and 18 men who remained loyal to him were cast adrift in the ship's boat and eventually reached safety at Timor (near Java) after an epic open-boat voyage of 3,600 miles, a truly wonderful feat of navigation.

The mutineers returned in the ship to Tahiti, then Christian and 9 followers, accompanied by some islanders, and several women, sailed to Pitcairn Island where the BOUNTY was run ashore and burnt. The British Admiralty, when they received news of the mutiny after the return of Bligh, sent HMS PANDORA to Tahiti to bring back the mutineers for trial. Fourteen were secured at Tahiti but four of these were drowned when the PANDORA was wrecked on the Great Barrier Reef. The surviving ten were brought back to Portsmouth and court-martialled, three of them being hanged. Bligh's copy of Captain James Cook's three volumes describing the 3rd voyage of circumnavigation was later recovered about 40 years later when a British frigate visited Pitcairn Island. Christian had taken it there after the mutiny. It is now in the

Naval Library, Ministry of Defence in England.

It was one of the last surviving mutineers who formed the colony on Pitcairn Island. He was John Adams who finally died in 1829. Pitcairn was the first British acquired land in the South Seas. It was named after Lt. Pitcairn R.N. a Scot who served in HMS SWALLOW in 1767 under Captain Carteret.

Bligh played a distinguished part as a captain at the naval battles of Camperdown in 1797 and Copenhagen in 1801 but when sent out as Governor of New South Wales he quarrelled with his deputy over the rum traffic, was arrested by the local militia and was sent home in 1808. He was promoted Rear Admiral in 1811 and rose to be a Vice-Admiral 3 years later. He had showed courage on many occasions but a continuing difficulty in getting on with other people.

What of the mutineers' descendants? They now live on two widely separated islands forming a triangle with Polynesia and 6,000 miles apart; their most populous island is a green dot in the western Pacific called Norfolk Island and the other is Pitcairn Is. 25°3'S latitude 130°08'W longitude. The Norfolk Island Legislative Assembly's recent President is Mr. Greg Quintal a descendant of both Matthew Quintal and Fletcher Christian, two of the most famous mutineers in history. Pitcairn is a craggy, forbidding place, a fairytale refuge for 18th century mutineers and the entrancing Tahitian women they brought with them. It has an area of approximately 2 sq. miles. In 1856 Queen Victoria granted each Pitcairn family 20 hectares of land on Norfolk Island, a slightly more spacious home as at that time they seemed likely to overpopulate tiny Pitcairn and the then penal colony of Norfolk Island, with a similar climate to that of Pitcairn, had become surplus to the Empire's needs. All 194 Pitcairners packed their belongings and sailed 31 days to get there. During the next 8 years 6 families numbering 43 people returned to Pitcairn. By 1937 they had multiplied to 233. Then their number began dwindling. The 1960s saw a decline in Pitcairn. World shipping patterns changed and cargo ships became container vessels with little time for out-of-the-way islands. Then Jet planes replaced passenger liners. Pitcairners lost much of the tourist market for their carvings and other crafts; supplies which were once readily available now became hard to get and more expensive and transport for overseas medical care or education fell away. Soon 30% of the population had left. A comparison can be made with Tristan da Cunha and St. Helena much nearer our shores. In 1986 the population stood at 48.

One still has to go ashore in a longboat which waits to power in on the back of the right wave. There is a concrete jetty. The village of Adamstown is 100 metres above the jetty but whereas one once struggled up a steep, rough, footpath, one now goes by tractor-pulled cart. There is now electricity from 8-11 a.m. and from dusk to 11 p.m. There is a hand-cranked telephone system which gives out a series of Morse-code noises e.g. da-dit-dat-dit-dah for Ben and Irma Christian. Someone with a message for the whole community gives one long ring and everybody picks up their telephone. In June 1955 a twice-daily radiotelephone link with New Zealand was set up.

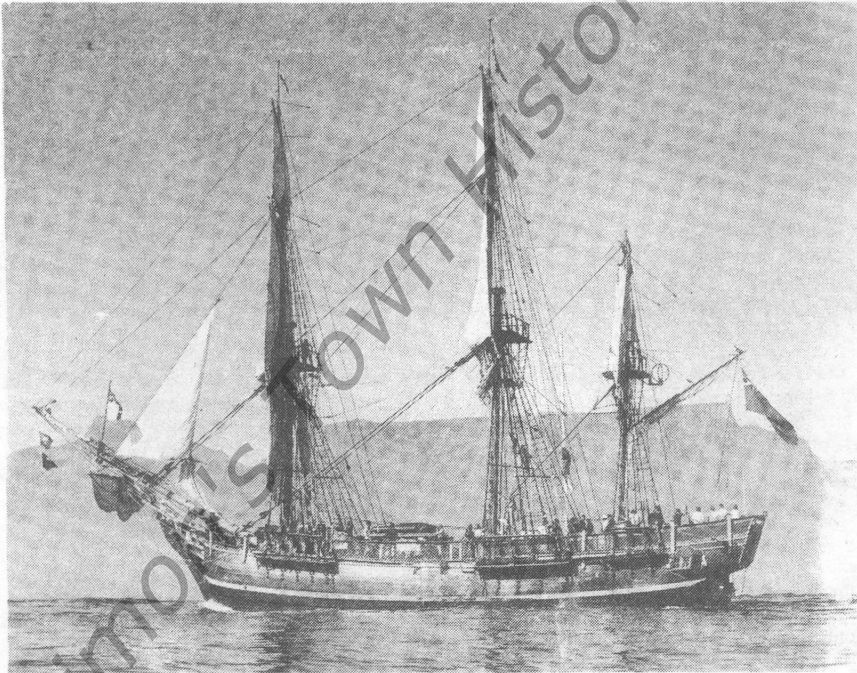
Adamstown has a concrete paved area in its centre called The Square. On three sides of it are one-storey veranda-shaded buildings which are comprised of a Seventh-Day Adventist church (a missionary converted the whole community in 1887); a dispensary where the pastor's wife, a nurse, provides medical care and handyman Steve Christian delicately wields a dentist's drill when teeth need repair; the library; the post office where you post letters knowing they will lie there perhaps for weeks until the next ship calls; the courthouse, more often used as Pitcairn's public hall; the Island's Secretary's office, a small paper-crammed room that is the seat of local government. In front of the courthouse stands one of HMS BOUNTY'S anchors brought up from the ocean floor in 1957. For a time the islanders kept it doused with fish oil to prevent it rusting but the aromatic effect on The Square was so stunning that nowadays they have resorted to a protective coating of plain black enamel. The tidyness of Pitcairn ends with The Square. Along the dusty track in either direction you can see Pitcairn is dying. There are no families to move into deserted houses and termites have their way with untreated wood and the dwellings gradually collapse.

The islanders work from daybreak until nearly bedtime, weeding, planting, fishing etc and there is no spare labour to pull down these houses.

Pitcairners are proud of their heritage. Their constitution written in 1838 was probably the first in the English-speaking world to give women an equal vote with men and among the first to make education compulsory. The only new blood to arrive in the island recently has been Kari who has married Brian Young. She read "Mutiny on the Bounty" as a child and the story so fascinated her that she became determined to see Pitcairn. It took her three years before the Governor of Pitcairn allowed her to come to the island. She had never been a religious person but the islanders changed her. "God seems to be with them, everywhere" she has said.

The saving of Pitcairn might be an airstrip on the flat land at the top of the island. Perhaps this would revive the tourist industry if say a dozen or so visitors at a time were allowed, to live with local families. It is a 2,300 nautical mile round trip from the nearest commercial port, Papeete on Tahiti. If this fails they will probably all move to New Zealand where lots of them have relatives, or go back to Norfolk Island, the island their forebears rejected.

1987 Replica of the BOUNTY entering Table Bay



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To enable us to determine the numbers of the Index required to be printed please let the Bulletin Editor know if you wish to have a copy. It will be an Author/Title index covering Vol. I No. 1 to Vol X No. 4 and the cost will be in the region of R3 including postage and packaging. A complete index to the Bulletin can be consulted at the Museum.
