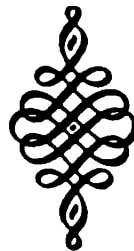




SIMON'S TOWN HISTORICAL SOCIETY

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JANUARY 1989

SIMON'S TOWN HISTORICAL SOCIETY
B U L L E T I N

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C O N T E N T S

	page
Index	81
Office Bearers & Subscription Rates.....	82
CABLE RESTORER	83
Flag Officers of the Cape : Part I	97
Stormy Weather (Beaufort Scale)	100
When the R.N. Captured the Kaiser	103
S.T. Royal Naval Dockyard Docking Book 1939-45.....	104
HMS CRESCENT & Wireless Telegraphy.....	114
Historical Simon's Town : For Sale	114
Simon's Town October 1939	115
Yellow-wood Tree Residency Garden	116
Mary Kingsley - Reluctant Departure	117
Memorable Order of Tin Hats (MOTH)	119

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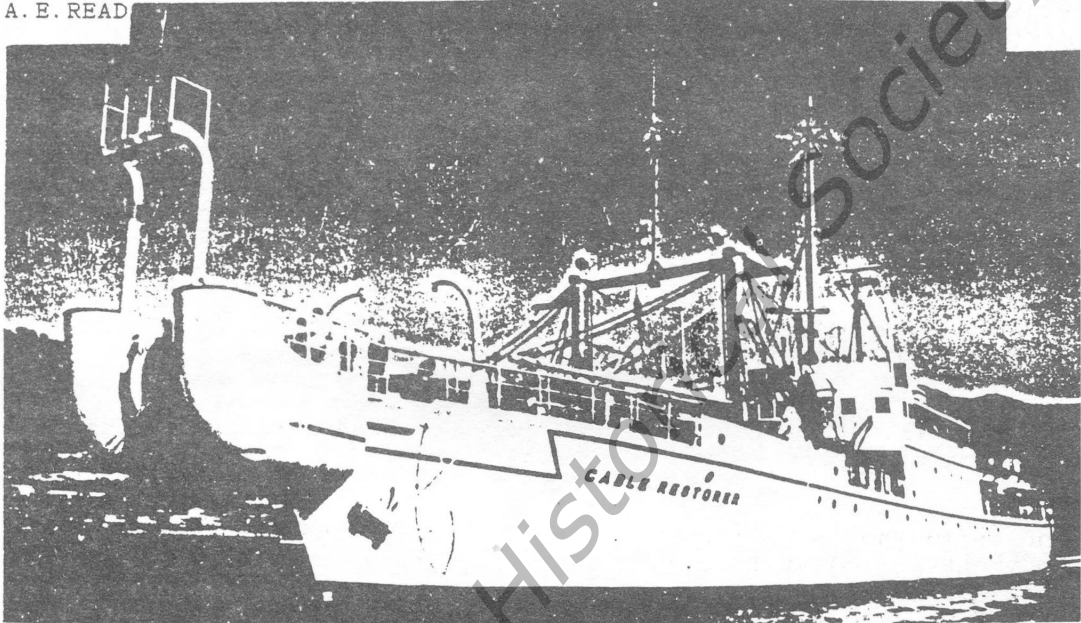
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THE SHIP "CABLE RESTORER" AND SUBMARINE CABLES IN GENERAL

A. E. READ



Each day as we gaze out from the verandah of the Museum the first large ship we usually see is the very neat and white-painted CABLE RESTORER. As we are continually being asked by visitors why the ship has such an odd shaped bow, we believe an account of her capabilities, her role and a brief history of the submarine cables she serves will be of considerable interest to readers.

This handsome ship, now 44 years old, and fitted with such lovely internal woodwork and "finish" tells you almost in one glance that they built ships in those days with loving care. She is captained by Desmond Goodbody, an Irishman from Dublin, a former Lt. Commander in the Royal Navy who has been with her now for 18 years. She is soon to lose him when he retires "finally" in November 1988!

Most of those who now comprise her crew are Capetonians. There is not much leisure time aboard, even when they are lying off the Dockyard, on standby. Equipment has to be checked regularly, supplies topped up and she has to be prepared to steam off as soon as possible after the report of trouble. When she sets off an extra 15 men (including Post Office technical staff) are aboard. The vessel costs up to R4,000 per day to maintain. Every four to five weeks she puts to sea in False Bay to do exercises, and once a year she puts into dry dock in Cape Town for repairs and maintenance.

Her responsibility is for the repair of the undersea cable which connects Melkbosstrand and Portugal via Ascension Island, Cape Verde and Santa Cruz (Canaries). However, she is only responsible for the first 1,000 miles of that cable. These days there is such sophisticated equipment available that the Post Office staff can find exactly where a break is. With the use of giant grappels she can hook the cable and haul this in over her specially shaped bow.

There are 5 different types of cable which make up the undersea link. The very heavy double-armoured cable used in shallow water weighs about 70 tons to the mile and the lighter-weight cable which is used in deeper water weighs about 1 ton to the mile. Most breaks in the cable have been caused by careless trawling. The warp which keeps the trawlers' nets open drags along the sea bed and snags the cable, which may damage or break the cable when they try to free their nets.

In the past 20 years CABLE RESTORER has undertaken approximately 20 undersea repair jobs.

For those who love statistics we give below some interesting facts about her. CABLE RESTORER was built for the Admiralty in 1944 by Swann Hunter and Wigham Richardson Ltd. She was launched as HMS BULLFROG, a sister ship to HMS BULLFINCH (built 1940) and HMS BULLHEAD (built 1945). She is 252 ft long, 36.4 ft broad and has a depth of 22.3ft. Her gross tonnage is 1,538. She is twin-screw and has triple expansion engines. The Admiralty disposed of her in 1946 to Cable and Wireless and they renamed her RETRIEVER. They held on to her until February 1961 when they sold her to Commercial Cable Co., London and in July 1972 she was bought by the South Atlantic Cable Corporation. For cable storage she has 1 x 23ft dia. and 2 x 24ft dia. tanks. Coiling capacities of these are 3,930 cu.ft, 4,010 cu.ft and 3,350 cu.ft respectively. A cargo hold is fitted forward of No.1 tank for the stowage of buoys, grappels etc. All 3 cable tanks are fitted forward of the machinery space and their hatches are accessible from the main deck. When first fitted out she had 3'6" dia bow sheaves but with the advent of telephone cable it was found necessary to change these to 6 ft. She carries 256 tons of bunker oil and 220 tons of fresh water.

As we dial telephone numbers for our overseas calls when these days we can get Tokyo or London as easily as Johannesburg, we do not usually worry about submarine cables, as long as we get through with the minimum of fuss and delay.

The first submarine cable of any substantial length was laid by the steam tug GOLIATH in 1850 and this brought about the birth of these cable ships. Before 1850 there had been undersea cables of short lengths but the line had just been paid out by hand. In those early days the laying of the cable was really an art, nowadays it is a precise science. By 1872 special ships were being built for this purpose instead of being converted and the



Fig 1

- a. Copper Conductor
- b. Gutta Percha insulation
- c. Brass tape
- d. Bituminous wax tape
- e. Jute
- f. Wire armouring
- g. Compounded tape
- h. Jute servings with protective compound

Telegraph Cable

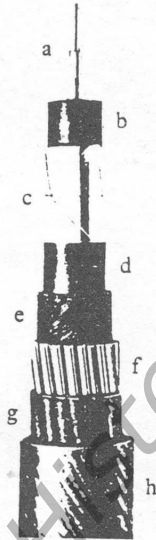


Fig 2

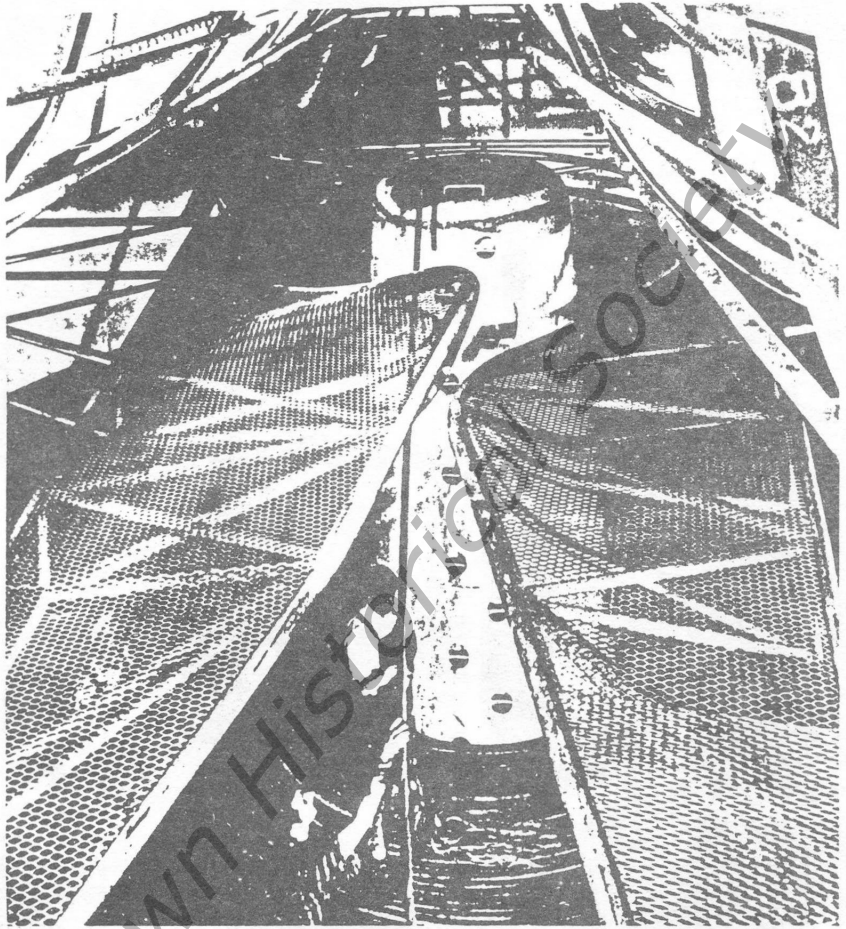
- a. Central copper conductor
- b. Polythene insulation
- c. Return copper conductor
- d. Impregnated fabric tape
- e. Jute serving
- f. Armouring wires
- g. Impregnated fabric tape on each wire
- h. Jute outer serving

Coaxial Telephone Cable

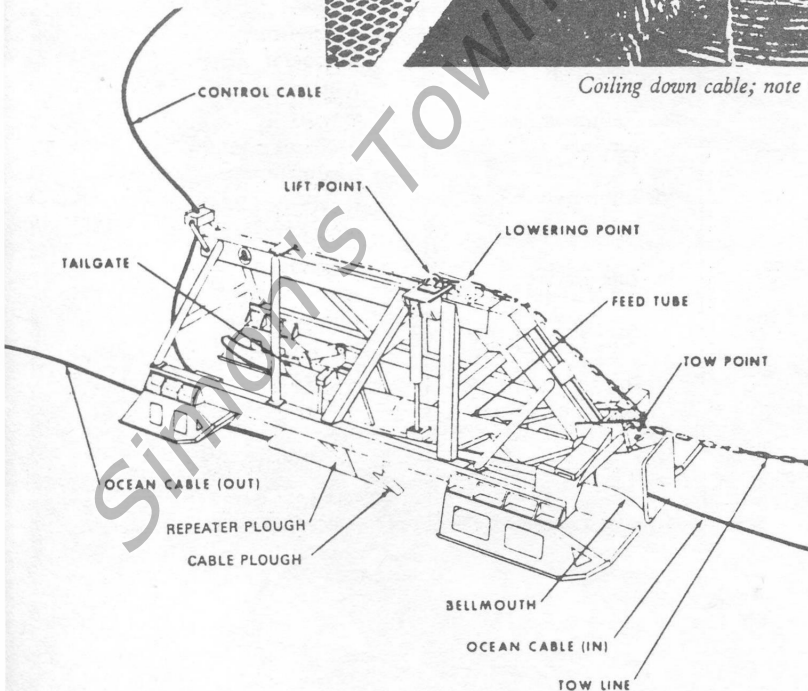


Fig 3

- a. Composite high tensile steel stress member
 - b. Central copper conductor
 - c. Polythene insulation
 - d. Aluminium return conductor tape
 - e. Polythene film separator
 - f. Aluminium screening tapes with polythene film interleaved
 - g. Impregnated protective cotton tape
 - h. Polythene sheath
- Lightweight Coaxial Telephone Cable*



Coiling down cable; note tank cone and crinoline.



first of these was MONARCH (1). The number of telephone circuits to be carried in any one cable determined the size of the cable-laying vessel required to do the job.

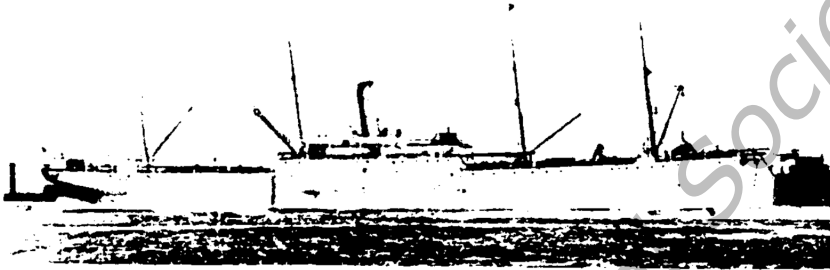
A deep sea telegraph cable consists basically of a central electrical conductor, insulated from the sea, termed a "core". On top of the core, brass tapes are wound to protect it from marine insect borers in tropical waters, then a layer of jute follows into which armouring wires are imbedded, further layers of jute are then applied and finally a protective compound is applied overall. The weight obviously varies with the amount of armouring but a deep sea section weighs approximately 1 ton per nautical mile. Until the discovery of polythene, gutta percha was the main electrical insulator used. Polythene is used exclusively for modern coaxial cables. Since 1961 there has been a great leap forward in the new types of deep sea cables used.

The working speed of early telegraph cables was very slow and initially was in one direction only at any one time. With our modern way of living at an ever increasing rush, new methods had to be found to hasten the speed of transit of messages. Repeaters were first used in 1950 or thereabouts to boost the signal current. The early repeaters used by the British Post Office were contained in a cylindrical cylinder 1 ft in dia and about 9ft long. It is not proposed to go into technical detail in this article on the subject of repeaters.

Not only is a ship "she" but a Cable-ship also has a "crinolene". When loading the cable into the large circular tanks there is in the centre of each tank a truncated cone standing about 10ft from the bottom of the tank, to stop the centre coils of a load of cable collapsing into the centre. When loading, the coiling commences at the outside of the tank working towards the middle, up to the cone, then outside again and another layer commenced, thin pieces of wood being inserted between the layers. The "crinolene" is a device which can be moved in a vertical plane and is kept a few feet above the level of cable to stop any possibility of a number of flakes of cable rising at one time to jam in the bellmouth in the tank hatch. Cables are usually laid in continuous lengths and where it is not possible to contain the entire cable in one tank the cable is carried out into the next tank without any break.

At the outbreak of hostilities in South Africa in 1899 it was important that communication with Cape Town be speeded up, a task that was undertaken by the Eastern Telegraph Company (part of the very large Imperial and International Communications Ltd as it was called up to 1929). They laid more direct cables to the United Kingdom than the two existing routes on the east and west coasts of Africa. The intention was to connect Cape Town to the cables of St Vincent-Madeira-Carcavelos then on to Porthcurno, U.K. A contract was signed and the ANGLIA was dispatched from Greenwich to Cape Town on 7th October 1899 with 2,065 nautical miles (n.m.) of cable on board. Having laid the cable between Cape Town and St Helena by 26th November, ANGLIA returned to Greenwich and

loaded up a further 1,975 n.m. required for the St Vincent-Ascension section. Meanwhile the SEINE had taken in 844 n.m. and left for St Helena on 18th November, completing the St Helena-Ascension section by 15th December. ANGLIA completed the Ascension-St Vincent section on 21st February, 1900. Quite an accomplishment given the ships and technology of those days.



ABOVE: The ANGLIA 467ft, Gross tonnage 6,514 Built in 1898 by Vickers at Barrow-in-Furness. Twin screw; triple expansion engines of 4,000 h.p. She had 4 cable tanks, twin bow sheaves. She laid the Cape Town-St Helena, Ascension-St Vincent cable in 1899-1900. The Company sold her in 1906 for commercial trading; she was renamed ITONUS and sunk in 1916 by a U-boat when owned by British India Steamship Co.

One of the pre-2nd World War cable ships was the NORSEMAN. Her beat included some of the North Atlantic and all the South Atlantic. She cruized from the Azores to Cape Town (including all the West African coast) and from the steaming heat of the West Indies to the gales of the Falkland Is. There were 40,000 miles of cable in the seas she patrolled and she frequently steamed 35,000 miles a year to maintain the communication network. It was a weird world as Kipling once remarked: "There is no sound, no echo of sound, in the deserts of the deep, Or the great grey level plains of ooze where the shell-burred cables creep". NORSEMAN sometimes spent as much as 300 days per year at sea. Hers was a hazardous life for in those days when she had on one occasion to perform a repair job among the treacherous archipelago of Portuguese Guinea there was only a chart dated 1826 for use! In 1929 when there were several submarine earthquakes in the North Atlantic more than half the cables between Britain and the United States were broken. This meant sending for every available cable steamer in both hemispheres and the CAMBRIA, lying in Table Bay, rushed off to help.

The CAMBRIA was built in 1905 by Swan Hunter and Wigham Richardson Ltd. Her gross tonnage was 1959. Her length 283 ft, breadth 37 ft and depth 16 ft. She was twin screw and had triple expansion engines of 1800 h.p. and a speed of 12.5 knots. She worked on the east coast of South America to begin with then in the Red Sea and on the coast of East Africa before taking up station as repair ship at Zanzibar in 1919. Whilst working from there she took a terrific beating from a storm in the Mozambique channel, the ensuing damage resulting in extensive repairs in Durban, after which she took up station at Cape Town for the maintenance of the



HOUSE FLAGS

S E A T

E T C

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cable to St. Helena. around this time the competition from radio was growing rapidly and one of the economies the Company put in hand was the recovery of the Cape Town-Mossamades cable by the CAMBRIA. An attempt was made to sell her in 1928 but without success so she was transferred to the flag of Imperial and International Communications and it is not known what finally befell her.

According to information available it is believed that the cable between Cape Town and St Helena has only broken once in deep water. That was due to the cable having been laid over a valley in the range of submarine mountains rising 7,500 ft from the ocean bed. Most breaks occur in shallower water.

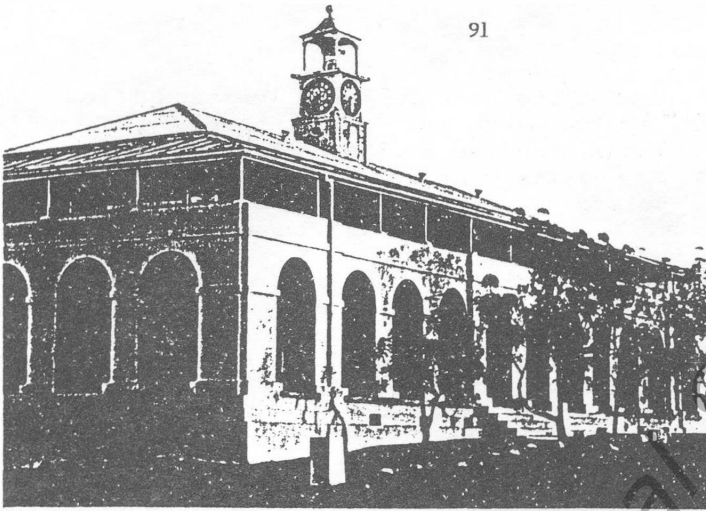
In the old days of jute wrapping, cables suffered depredations from the Tereido worm. Now the tereido worm has gone elsewhere as it does not like the brass tape which has replaced the jute. A shark once caused a cable leak and left a tooth as proof, however such encounters are rare. Once a whale became entangled in a loop of cable and broke the line. Not long afterwards the cable-ship hauled a dead whale to the surface, but more interesting finds are fragments of long lost ships.

One leg of the Round The World Commonwealth telephone cable link contained a connection from the United Kingdom to South Africa. With the secession of South Africa from the Commonwealth, sections of the link were no longer available to South Africa and an alternative had to be found if communication links were to be maintained other than by radio transmission.

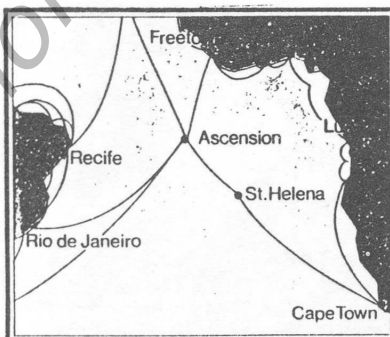
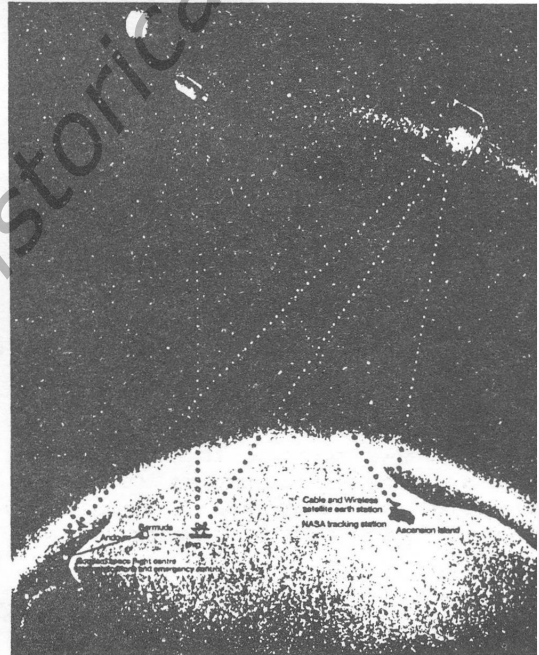
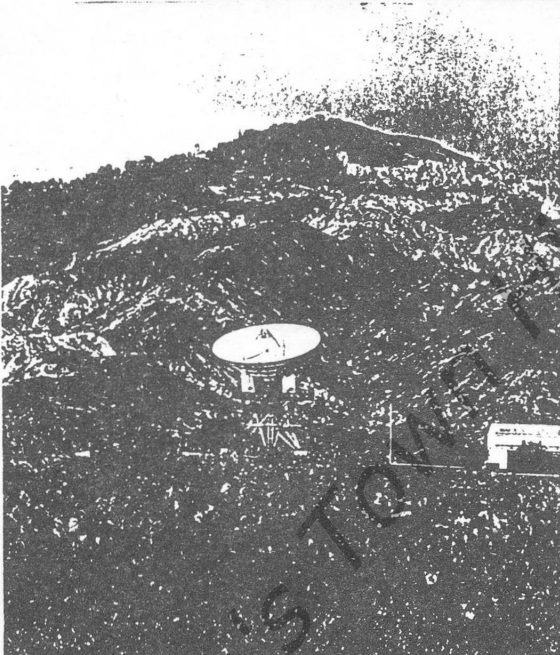
The solution was the formation in South Africa of the South Atlantic Cable Company by the Industrial Development Corporation of South Africa. The new Company planned to lay a cable from Cape Town to Seisimbra in Portugal, where there was a connection into the British G.P.O. to Goonhilly. An order for the entire system was placed with Standard Telephones and Cables who laid it from MERCURY and JOHN W. MACKAY. This came into service in 1969. It comprises the following sections.

1. Seisimbra (Portugal) - Santa Cruz (Tenerife) 736nm of cable & 78 repeaters
2. Santa Cruz - Mordeira (Cape Verde Is) 856nm of cable & 91 repeaters
3. Mordeira - Georgetown (Ascension Is) 1,698nm of cable and 179 repeaters
4. Georgetown - Melkbosstrand (Cape) 2,594nm of cable and 277 repeaters

Having mentioned Ascension Island in the previous paragraph perhaps one should give the reader some idea of the importance of the island and what happens there now. The Island is an extinct volcano, a peak (of 2,872 ft) "Green Mountain" a visible part of the submarine chain of mountains on the Atlantic ridge. At different times it has been a pirates' lair, a nautical post box,



Left: The old Royal Naval Barracks, now the Cable & Wireless Exiles Club. Note its spacious verandah where the marines once slung their hammocks.



Above left: The earth station, installed in 1966, plays an important role in the telecommunication network established for America's exploration of space

Above right: The original communication network involving Ascension in the project to land men on the moon

Left: Fifty years ago Ascension was the hub of submarine telegraph cables linking Europe, Africa and South America. All became redundant following the introduction of wideband systems

a primitive hospice for dying yellow-fever victims from West Africa and Royal Naval ships which had called there, a temporary sanctuary for freed slaves, and a British garrison, originally established to block any attempts to free Napoleon during his years of exile on St. Helena, the nearest inhabited land some 700 miles to the south-east. The island was almost forgotten until the 1939-45 war when the Americans, looking for a refuelling stop for military aircraft being ferried to the Middle East, found it a wonderful place for an airfield, which they called "Wideawake" after the tern which nests nearby. Much earlier the Portuguese Admiral Alfonso d'Albuquerque anchored off the island in 1503 and named it Ascension. He disposed of it as being "the place was of no use to us as far as we could tell, and we left it behind us". It is also well known to biologists today as the place to which the giant green turtles come each year from Brazil to mate and lay eggs in the sand. They come a distance of 1,400 miles; what wonderful navigation to hit right on the nail a tiny island only 7 miles wide! Even George Forster, Captain Cook's naturalist and draughtsman dismissed Ascension in 1775 as "merely a ruinous pile of rocks"!

During the Falklands War a few years ago, Britain found it imperative to use Ascension as a stepping-stone on the way to the Falklands. In fact, without it, the campaign would have been virtually impossible to mount. The Americans have an earth-station there, installed in 1966, to monitor missiles fired from Cape Kennedy. This facility is also used by Cable and Wireless. Cable and Wireless provide work for hundreds of people from the island of St. Helena who come over to work on contract. They are ferried to and fro when necessary at the end of a contract or after leave, by the small vessel ST HELENA which also supplies Britain's South Atlantic islands with all their requirements. Ascension was once a lonely outpost but nowadays it is a thriving place as a hub of communications. Now virtually every facility is available on this small island, yet leisure hours can be very tranquil times due to its inaccessibility.

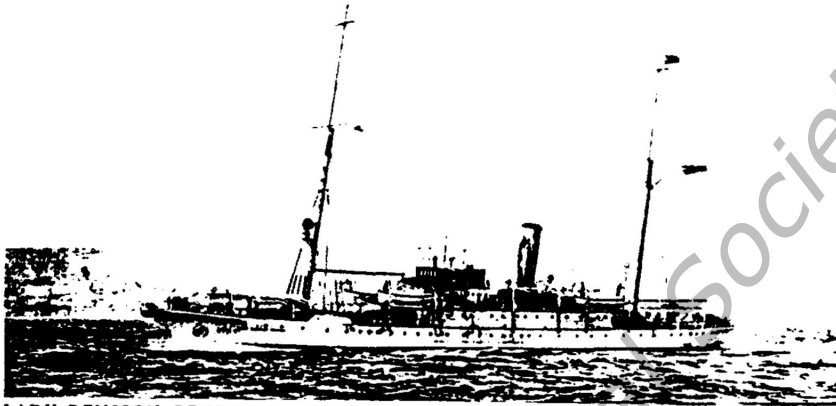
From the Simon's Town Royal Naval Dockyard Docking Book, Commander Bisset S.A.N. has found that the following cable-ships docked here during the last war:

NORSEMAN 26.10.39 to 28.10.39 - no particulars of work done are given
 LADY DENISON-PENDER 3.10.41 to 10.10.41 - " " " "
 CECILE MAPLESON 4.2.42 to 4.3.42 and 12.6.42 to 17.6.42 - again ditto

NORSEMAN we have discussed on a previous page.

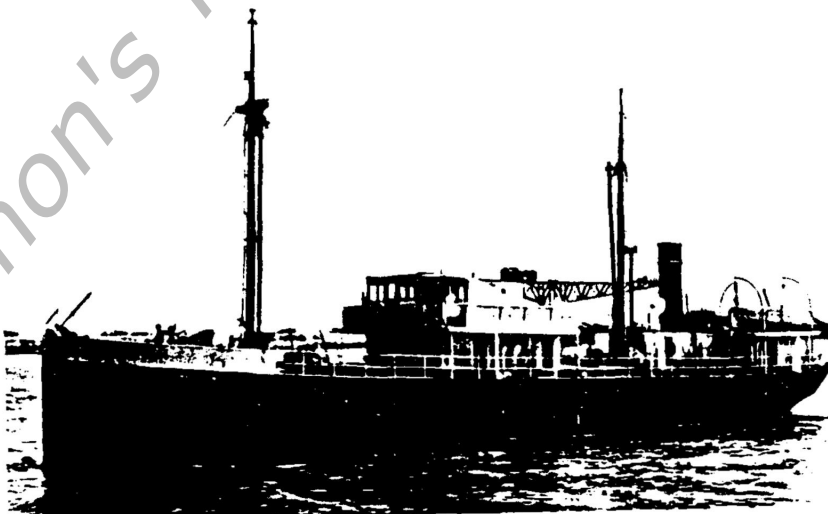
LADY DENISON-PENDER we show overleaf. She was named after the wife of one of the early Chairmen of Cable and Wireless. She had extremely high masts as can be seen. On board, the ship's bell was a silver one which had belonged to the cable ship INDUS which

was a sailing ship which served as a cable carrier from 1879 - 1882.



LADY DENISON-PENDER

CECILE MAPLESON was around these waters for a long time. She was only 344 tons gross and was built in 1924 by Bow, MacLachlan and Co of Paisley, Scotland. She was twin screw, diesel engines. Built as the HALAL for the Cowasjee family and used for trading in the Red Sea area. Her name was changed when she was requisitioned in 1940 and she was passed to the ownership of African Coasters Ltd. This Company sold her in 1953 to Neptune Steamship who in turn sold her to Durban Coasters in 1956 and they renamed her CONGELLA. When converted for harbour defence work she was fitted with a diesel driven winch and bow sheave assembly containing 2 rollers 3 ft in dia. and 8" wide. Cable was stored in her normal cargo hold. Stump masts with derricks were fitted port and starboard to lift the harbour defence asdic units. All the small vessels converted for this type of work were fitted out in the same way. She was 142.5 ft long, 26.8 ft broad and had a depth of 9.8ft. Quite often during the 1939-45 war she was to be found moored next to the tug ST DOGMAEL just off the West Dockyard.



CECILE MAPLESON

SHERARD OSBORN: Mention should also be made in closing of a further cable-ship, the SHERARD OSBORN. Not only because she had a very interesting career but that when the cable company sold her in 1921, she ended up in Durban. She was named after a famous Admiral who in retirement became a Director of a subsidiary Company of Cable and Wireless. Lt. Sherard Osborn had entered the navy as a Midshipman in 1841 and was at the reduction of Canton in HYACINTH. June 1842 saw him in CLIO 18 at the capture of Woosung. In 1843 he was a Mate in EXCELLENT the gunnery ship at Portsmouth. He ended his career as a Rear Admiral in charge of Hong Kong Dockyard. His Directorship with Telegraph Construction and Maintenance Company was from 1867-1874. The ship named after him was built in 1878, was twin screw, compound engines 900 h.p., schooner rigged. She was generally based in Singapore and in 1903 she was transferred to the ownership of Eastern Telegraph Co and was to be seen in the waters around South Africa. She was sold in 1921 to C.G. Smith and Co of Durban and converted into a floating factory for the production of fish oils. Some ships have character and she was no exception! She had first been in the news when she had hurried to the scene of the TITANIC disaster and picked up bodies of many victims. Twenty five years after that she made her last voyage from Table Bay to Europe and was again in the headlines.



SHERARD OSBORN

Her captain at that time was Captain Charles McClure, a stocky, clean-shaven Tynesider, who preferred tweeds and plus-fours to uniform. He had gained a "square-rigged ticket" before going into steam. He had commanded minesweepers during World War I and had earned an Italian decoration while serving in the Mediterranean area. He had settled in Cape Town after the war. It was in 1937 that he was appointed to the SHERARD OSBORN. She had an interesting career and was a fine-looking ship with her clipper bow, fine teak deckhouses and an old-fashioned binnacle supported by brass dolphins. Her original boilers remained in use until the end. She had in her early years laid the cables between South Africa and the Far East. She had been a hospital ship during the East African campaign in World War I and then, of all things, was laid up in Knysna harbour. The Thesen family had intended to use her as a yacht for a world cruise but the cost of coal consumption of 40 tons a day made the cost of the trip a little expensive. During her fishing career which followed this, she was moored at Walvis Bay until that venture closed and she was laid up in 1930 at Saldanha Bay. When the market for scrap metal improved she was towed to Cape Town and the engineers worked for months on her ancient engines. Captain Mc Clure and his family

moved into the captain's quarters. When the time came to find a crew to sail her to Europe, Mrs. McClure signed on as a stewardess, for the ship had no passenger licence. A certain W. Gore Graham also signed on and received 1/- per month and served in the engine room. It was he who was to relate her strange happenings later on. Gore Graham had been educated at Harrow and Cambridge, had travelled widely in Europe and reached Gibraltar just as HMS ROCHESTER was about to sail for the Cape. He joined as guest in the wardroom, on arrival at the Cape took part in a Cape/Rand/Cape reliability motor trial, then signed on to work his passage back to Europe. There were two certificated deck officers, two certificated and two uncertificated engineers, a bo'sun, six able seamen, three ordinary seamen, six firemen and four men in the catering department. A certificate of seaworthiness was granted after careful examination by a Lloyds surveyor.

July 1937 she set sail, blew her siren and headed for Walvis Bay. There she was to pick up a cargo of copra left by a vessel which had been on fire. Mrs McClure sat knitting placidly in the stern. Trouble arose soon, however, when the cook fell ill. He had been such an efficient worker that he had to be replaced by three persons as "one who could cook could not bake, one who baked could not cook, and the third acted as butcher". After a lot of complaints the baker was made head cook. The butcher then fought and defeated the head cook and was given the head cook's job. However the food was far from satisfactory and it was a difficult voyage. Some days they had their midday meal at 3 p.m. From Walvis Bay she reached Freetown, Sierra Leone. There she coaled. There too more trouble, the second engineer broke down and went to his cabin where he remained for the rest of the voyage. Quarrels were frequent but Mrs McClure calmly sat on with her knitting. She knitted throughout the most violent of arguments. The ship was maintaining a speed of 6½ knots. They called at Madeira and here the crew complained to the British Consul that the fo'c'stle was uninhabitable owing to flooding. This was remedied and she set sail for Antwerp, her final port. In the Bay of Biscay, Captain McClure wrote out a strange wireless message that brought the ship on to the front page of many eager newspapers. "Trouble aboard. Almost mutiny and sabotage" etc. The full message was never disclosed to the public. It was handed to the wireless operator at midnight but he insisted that the Captain sign it before he would send it out. Next day the destroyer flotilla leader HMS BROKE came over the horizon at full speed and circled round the SHERARD OSBORN. The crew, knowing nothing of the captain's message, discussed this arrival. They thought it had something to do with the Spanish Civil War!

Visual signals were exchanged for fifteen minutes. The BROKE did not send a boarding party as Captain McClure assured them that all was now well and he was proceeding to Antwerp. As they neared the mouth of the Scheldt there was Captain McClure on the bridge wearing a grey trilby hat and lounge suit while Mrs McClure in a pink frock was still knitting. Newspapermen tried to board, eager for a juicy story. However, McClure bellowed at them to keep away. An enquiry was held in London but by that time it was not newsworthy and soon forgotten. On his return to Cape Town,

McClure was asked to clear up the mystery whereupon he said he would need to be paid £500. Nevertheless it appears that he was a very worried man and weeks of legitimate complaints about food had preyed on his mind. It finally transpired that one day in the Bay of Biscay an able seaman named Thomas Regan was steering and the compass card was swinging wildly. McClure sent Regan from the wheel and told an ordinary seaman to steer. The idea formed in McClure's mind that someone had tampered with the compass. He thought that magnets had been placed in the binnacle to cause the swinging. No magnets were found but the idea persisted. It was all pure imagination and the Board of Trade enquiry took a serious view of his wireless message that had sent HMS BROKE on a "wild goose chase". McClure was reprimanded. A strange end to the SHERARD OSBORN'S career.

Happily the CABLE RESTORER continues her illustrious and important career and it should never be forgotten that the submarine cable is one of the cheapest and effective ways to transmit communications across the world. In ending this article it seems only fitting to include a photograph of Captain Desmond Goodbody, his officers and crew, taken at Simon's Town during 1988. Long may the CABLE RESTORER grace the waters of Simon's Bay. As we go to press she has just completed a stint being used in the making of a film of the life of Barney Barnato. As his wife Fanny hailed from Simon's Town this is rather a nice connection.



FLAG OFFICERS OF THE CAPE 1795 - 1957

Vernon White

Part I : VICE ADMIRAL SIR KEITH ELPHINSTONE (1795-96)

Much has been said of the importance to England and the countries of Western Europe of the Cape sea route, but if actions speak louder than words then the reality of a naval base in the Cape of Good Hope from the late 18th century into the late 20th century must surely speak for itself. The British were the first to establish a naval presence in the Cape in 1795, and thereafter maintained a naval base - first in Cape Town and later from 1814 in Simon's Town until 1957, when the Royal Navy relinquished the base to the South African Navy.

After the signing of the Treaty of Amiens in 1803 the British withdrew from the Cape of Good Hope until 1806 when they re-occupied it, and except for that three year period Simon's Town served as a base for the Royal Navy for 159 years. On the 2nd April 1957 the Simon's Town naval base was transferred to the South African Navy in the presence of the South African Prime Minister, the Hon. J.G. Strydom, the First Lord of the Admiralty the Earl of Selkirk, the Commander-in-Chief of the South Atlantic Station Vice Admiral Sir Geoffrey Robson, (the last Royal Naval Officer to hold that appointment at the Cape) and Rear Admiral H.M. Biermann the Director General of the South African Navy.

Initially, the responsibilities of the Royal Navy based in Simon's Town were confined to British Colonial interests in the immediate area of the Cape Colony but in 1857 the Flag Officer in the Cape assumed responsibility for the Cape of Good Hope and West Africa station. In 1903 the title reverted to the Cape of Good Hope station, to become the Africa Station in 1919, and the South Atlantic Station in 1939. In the long list of Flag Officers of the Royal Navy who have held the appointment of Commander-in-Chief in the Cape (73 in all) three names are probably best known to members of the Society.

Vice Admiral Sir Herbert G. King-Hall (1913-1916) whose Cape Squadron comprising the cruisers ASTREA, HYACINTH and PEGASUS were instrumental in driving the German cruiser KONIGSBERG to seek refuge in the delta of the Rufiji River in Tanganyika where she was destroyed by Royal Naval Monitors in July 1915.

Vice Admiral Sir E.R.G.R. Evans (1933-1935) 'Evans of the Broke' of World War I fame and Admiral Sir Herbert Packer (1950-1952) the only full Admiral to be appointed Commander-in-Chief, South Atlantic Station in the Cape, whose wife Joy was the well-known authoress of "Grey Mistress", "Pack and Follow" etc. These were admirals of living memory, but what of their predecessors, the first of whom was a VICE ADMIRAL OF THE BLUE SIR GEORGE KEITH ELPHINSTONE (1795-1796).

In January 1795, Prince William V of Orange took refuge in England following the defeat of the Dutch by French revolutionary forces under the command of General Dumouriez, when the Batavian Republic was established in place of the Republic of the United Netherlands.



Vice Admiral Sir Keith Elphinstone

1795 - 1796

This change of government in the Netherlands was cause for concern in Britain, as it was uncertain what developments would follow in the Cape of Good Hope. Would the Dutch colonists ally themselves with the French, or would the latter decide to occupy the Cape and thus endanger the free passage of ships, in particular those of the British East India Company.

In a letter to the Secretary of State for War, Henry Dundas, a month after Prince William fled from Holland, the Chairman of the East India Company, Sir Francis Baring, expressed concern at the possibility of a French occupation of the Cape and the danger posed to British maritime interests. The Government and the Board of Admiralty were quick to respond and appointed Admiral Earl St Vincent as Commander-in-Chief of the Indian Ocean, to command a naval and military task force to neutralise the Cape. Ill health, however, precluded the Earl from taking up his command, which in his stead passed to Vice Admiral Sir George Keith Elphinstone, an officer well suited for the post. Not only had he served with St. Vincent, but had sailed for several years in ships of the East India Company and was thus knowledgeable of the seas and weather conditions off the Cape of Good Hope.

In March 1795, an advance squadron of ships under the Command of Commodore Blankett, sailed from Spithead for the Cape, together with Major General J.H. Craig, the officer commanding troops. Vice Admiral Elphinstone, flying his flag in MONARCH set sail with the main force a month later, followed by a third squadron carrying General Sir Allured Clarke. Blankett's and

Elphinstone's squadrons missed each other in St Helena, but joined forces off Simon's Town on 12th June, 1795.

Vice Admiral Elphinstone was carrying with him a letter from the Prince of Orange, requesting the Commissioner-General of the Cape (J.A. Sluysken) to receive the British as allies, which instead of happening, the Dutch forces were mobilised to repel the British. Troops under General Craig were landed on the 14th July but took no offensive action whilst negotiations continued with Sluysken. When these broke down on the 4th August, the Force at Muizenberg was attacked. Eight days later, the ARNISTON arrived in Simon's Town with reinforcements, whilst the 3rd Squadron of 14 ships arrived on 3rd September with General Sir Allured Clarke in command of 3,000 troops, including engineers and artillery.

With the arrival of the third squadron, Commodore Blankett and his ships were detached from the main fleet, to launch a diversionary attack in Table Bay while General Craig advanced inland towards Wynberg. The Dutch colonial forces who made a stand at Wynberg Hill, were outnumbered by the British, with the result that Sluysken requested a truce, the terms of surrender being signed at Rustenberg, Rondebosch, on 16th September. Tragically, the military commander of the Dutch Forces committed suicide after the surrender. He was Col. Robert Jacob Gordon, who gave his name to Gordon's Bay.

Vice Admiral Elphinstone, having successfully completed his immediate mission sailed for Madras, returning to the Cape in July 1796. On his return he learned of a Dutch fleet, comprising 3 Ships of the Line and 3 frigates, lying at Saldahna Bay, under the command of Admiral Lucas. Elphinstone's ships made ready to sail immediately from Simon's Town, but adverse weather conditions prevented them from doing so until the 8th August. They arrived in Saldahna Bay on the 14th, where without a shot being fired the Dutch Admiral surrendered, having received the following letter from Admiral Elphinstone:

"Sir, It is unnecessary for me to detail the force I have the honour to command, because it is in your view and speaks for itself, but it is for you to consider the efficacy of a resistance with the force under your command.

Humanity is an incumbent duty on all men, therefore, to spare effusion of human blood, I request the surrender of the ships under your command, otherwise it will be my duty to embrace the earliest movement of making a serious attack upon them, the issue of which is not difficult to guess.

I have the honour to be with great respect Sir,

George Keith Elphinstone,
Vice Admiral of the Blue, Commander-in-Chief of His Britannic Majesty's Ships in the Indian Ocean."

Shortly after the surrender of the Dutch fleet in Saldahna Bay, Vice Admiral Elphinstone sailed for England.

For his outstanding successes he was awarded an Irish Barony and given a pension by the House of Commons. He was later made a Viscount and assumed the title of LORD KEITH, from a great uncle who died without an heir. In securing the capture of the Cape and the surrender of the Dutch fleet, Elphinstone's share of the prize money exceeded those received by either Lord Nelson or Earl St Vincent.

ADMIRAL ELPHINSTONE was born in Scotland in 1746, the 7th child and 5th son of the 10th Lord Elphinstone, his mother being Lady Clementine Fleming, the daughter of the Earl of Wigton. At the age of 15 years he entered the Royal Navy and served as a midshipman under St. Vincent. During the American War he commanded the RODNEY under Lord Howe, during which time Nelson was one of the Captains in his squadron. He later served under Hood in the Mediterranean in command of the ROBUST. Of historical interest was the fact that the Emperor Napoleon was Elphinstone's prisoner on board HMS BELLEROPHEN before being transferred to St Helena.

Lord Keith's eldest daughter Margaret, married Napoleon's A.D.C. who became the French Ambassador to London in 1860, in the reign of Napoleon III. Lord Keith's son, John Elphinstone, entered the Royal Navy and was Flag Captain to his father in MONARCH during 1795-96. In May 1800 Capt. John Elphinstone was appointed to command the HECTOR (74 guns) and in March 1801 he became captain of the FOUDROYANT (80 guns), Lord Keith's flagship. Lord Keith died in Scotland at his home near Edinburgh in 1823. Captain John is usually to be found described as Captain John Elphinstone-Fleming.

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STORMY WEATHER (THE BEAUFORT SCALE)

Vernon White

Landsmen living on the northern shores of False Bay frequently experience the full force of a south-easter and most would size up a storm in the Bay or off Cape Point as "Blowing Seven Bells" or "pity a poor sailor at sea on a day like this". Such sentiments might be expressive but seamen are more familiar with measuring stormy seas and high winds by the Beaufort Scale.

In 1806 a British Admiral, Sir Francis Beaufort, Captain of HMS WOOLWICH, devised a wind force scale for officers of the Royal Navy, to enable them to apply the force of the wind, expressed in numbers, to the amount of sail set on a "well conditioned man-of-

war" in relation to the velocity of the wind, and the behaviour of the vessel in given circumstances.

FORCE 0 CALM

- 1 LIGHT AIR just sufficient to give steerage way to a man-of-war with all sail set
- 2 with sails clean full in smooth water she would be under-way 1-2 knots in a LIGHT BREEZE
- 3 in a GENTLE BREEZE 3-4 knots
- 4 in a MODERATE BREEZE 5-6 knots
- 5 would be a FRESH BREEZE with Royals set
- 6 just carry, full and by SINGLE-REEFED topsails and top gallant sails in a STRONG BREEZE
- 7 DOUBLE REEFED topsails and jib in a MODERATE BREEZE
- 8 TREBLE-REEFED topsails and jib in a FRESH GALE
- 9 CLOSE-REEFED topsails and canvases in a stormy STRONG GALE
- 10 in a WHOLE GALE she could scarcely bear close-reefed main topsail and reefed foresail
- 11 would reduce her to storm staysails
- 12 a HURRICANE which no canvas could withstand

In 1838 Admiral Beaufort's scale was made mandatory for logging weather conditions on board all vessels of the Royal Navy but in 1876 the man-of-war under sail disappeared from the Beaufort Scale and was replaced by a sea state criteria

With the change from sail to steam, a terrestrial wind scale was introduced in 1905 based on the movement of trees and the amount of structural damage to buildings, but in 1939 the International Meteorological Committee decided to return the Beaufort Scale to sea.

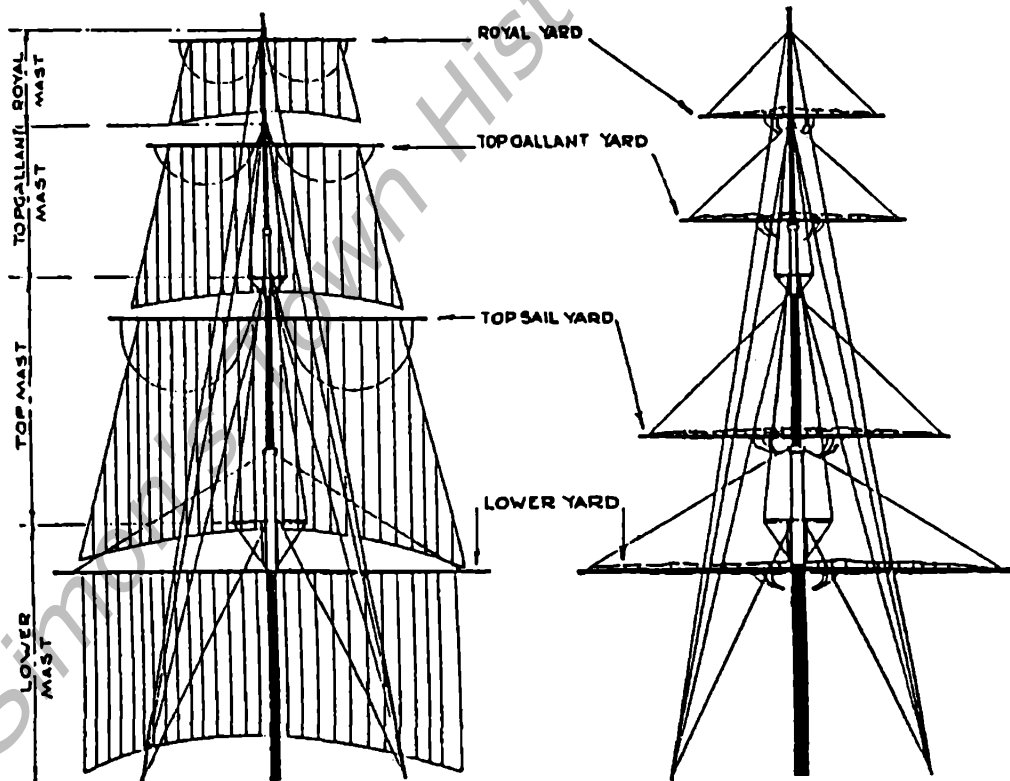


A 70-gun Man-of-War in a
LIGHT BREEZE

In 1964 the World Meteorological Organisation changed the term WHOLE GALE to STORM, and STORM to VIOLENT STORM.

The Beaufort Wind Scale extends to Force 17, with winds up to 118 Knots, but FORCE 12 is the highest which can be identified from the appearance of the sea. GALE FORCE winds generate waves of a probable mean height of between 13 to 32 feet; STORMS, wave heights of between 29 to 52 feet, and HURRICANES over 45 feet.

In its present form the Beaufort Scale is more than a vivid description of wave conditions and stormy seas, as it has a role in international maritime law when it is the basis on which legal disputes over storm damage to ships and cargoes are settled, or when ships are delayed.



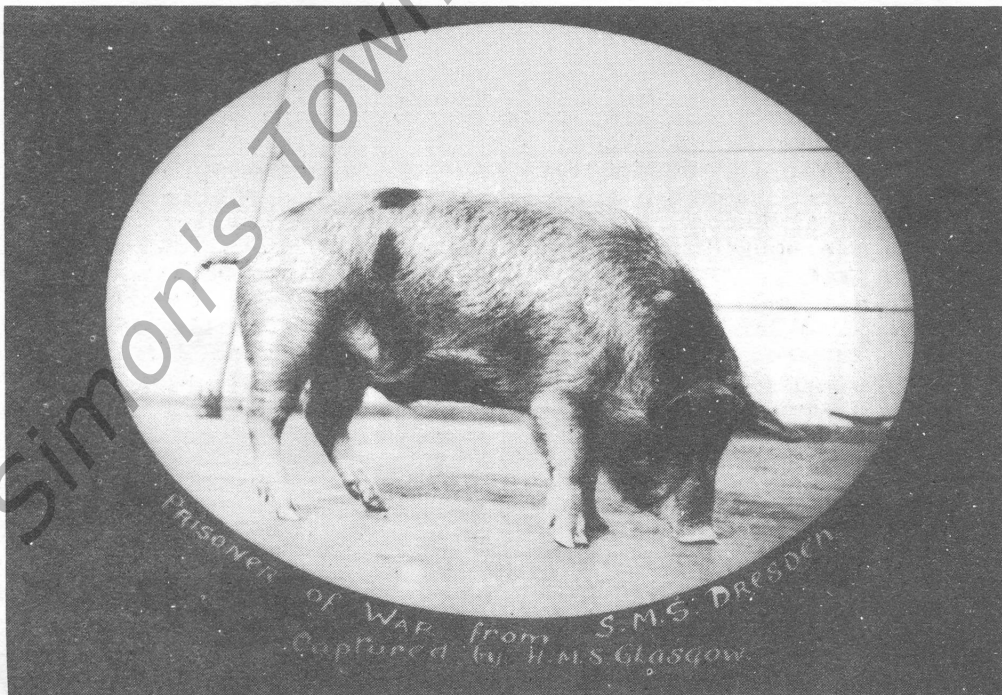
WHEN THE ROYAL NAVY CAPTURED THE KAISER

David Biggs

By now there must be very few people who do not know the story of the naval dog Able Seaman Just Nuisance, who was such a loyal companion to sailors stationed in Simon's Town during World War II. There is even a statue erected in his honour in the town's Jubilee Square.

But there is an even more fascinating animal story attached to Simon's Town and that is the tale of Kaiser Bill, the Dockyard goat, who belonged to the navy during the 1st World War. It begins in 1915 when HMS KENT, HMS GLASGOW and HMS ORAMA sank the German cruiser DRESDEN off Crusoe Island. It was about two hours after the DRESDEN went down, that a Royal Naval signalman noticed something swimming feebly among the wreckage. A boat was lowered and the swimmers turned out to be a pig and a small goat. The pig became the mascot of HMS GLASGOW and was named Dennis. The little goat was named Kaiser Bill and both animals were on board when the GLASGOW put into Simon's Town for repairs some time later.

Kaiser Bill was fitted with a collar with his name on it and was allowed to roam freely about the Dockyard. Apparently he never attempted to leave the gates.



Dennis the pig soon sailed off with the GLASGOW and was eventually put ashore at Whale Island Gunnery School where he died of old age and was buried with other Royal Naval mascots. Kaiser Bill was considered a bit too lively for shipboard life and became a firm favourite in the Dockyard. He attended all boxing matches, regattas and swimming galas and always popped down into the dry dock to inspect the bottom of any new ship that arrived for cleaning. When church parades assembled, Kaiser Bill would trot alongside the marching men until they reached the Dockyard gates, then he would turn back and go about his business of inspecting the Dockyard.

Eventually someone found a local mate for him and they produced four handsome little kids. The whole family used to strut about together. The little goat died in 1919 after swallowing some white lead which had been thrown out and landed in the kitchen left-overs which were always put out for him.

Unlike Just Nuisance, Kaiser Bill was buried without any ceremony in an unmarked grave near the Martello Tower. He has no statue. I think he deserves one and sadly the Museum in Simon's Town does not have a photograph of him or his family.

THE SIMON'S TOWN NAVAL DOCKYARD DOCKING BOOK 1939-45

Commander W.M. Bisset S.A.N.

The publication of the list of ships which were docked in Simon's Town during the Second World War fills an important gap. The authors of "War in the Southern Oceans" recorded on page 259 that no figures were 'available for Royal Navy at Simon's Town'. The R.N. Historical Section in London was likewise unable to provide a report on the work done on ships docked at Simon's Town during the 2nd World War. Fortunately the Simon's Town Docking Book has survived and the information therein has been re-arranged in alphabetical order to facilitate research. Details of the type and class of each ship have been added though some difficulty has been experienced with the merchant ships which may have been employed in another role at the time.

Summaries of the docking details have been compiled so that they may be compared with those in respect of Durban and Cape Town in "War in the Southern Oceans". Ships in which South African naval personnel seconded to the Royal Navy, served, have been asterisked. This information and the particulars concerning South African ships contained in the list will provide the South African Navy with a new awareness of its own wartime links with Simon's Town.

The information now available will make it possible to discover quickly when the ships whose colourful ship's badges decorate the dry dock walls were docked and when South Africans were probably drafted to them. In compiling the statistical table it was assumed that researchers would want to know how many times ships were docked during the 2nd World War. The statistics thus show two aircraft carrier dockings, though in fact, one aircraft carrier, HMS HERMES, docked twice.

The first ship docked was HMS RAPIDOL which was in the dry dock when war was declared and the last was HMS VENUS. The largest ship docked was the troopship STRATHAIRD (22,281 tons).

The writer is indebted to Cdr. A.J. Bateman for first drawing his attention to the Docking Book, to Mr. P.R. Humphries for most kindly helping to identify some of the ships and Sub Ltd C.F.D. Helps of the S.A. Naval Museums Branch for compiling the statistical tables.

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SUMMARY OF VESSELS CALLING AT SIMON'S TOWN DOCKYARD 1939- 1945

	1939	'40	'41	'42	'43	'44	'45	TOTAL
ROYAL NAVY								
Aircraft Carrier (HMS HERMES)		1	1					2
Escort carrier (HMS FENCER)							1	1
Cruisers		5	13	7	3	1	4	33
Armed Merchant Cruisers	4	4	6	4	2			20
Destroyers			5	9	9	18	9	50
Sloops	2	2	2			1		7
Minelayer (HMS SPINDRIFT)					1			1
Submarines				1	3	3		7
Frigates					3	2	5	10
Corvettes			1		1			2
Troopships				1		1	1	3
Anti-submarine vessels				2	8			10
Minesweepers					4			4
Other naval craft	2	2	2	6	4	3	2	21
ROYAL AUSTRALIAN NAVY								
Cruisers		1	1					2
Destroyers				1	1			2
U.S. NAVY								
Cruiser (USS MARBLEHEAD)				1				1
FRANCE								
Sloop					1			1
MERCHANT VESSELS								
Great Britain			2	6	9	1	1	19
France			4					4
Norway			1	1	1			3
Denmark				1				1
Netherlands				1	3		1	5
TOTAL	8	15	38	41	53	30	24	209

	<u>Type and class</u>	<u>Docked</u>	<u>Undocked</u>	<u>Description works</u>
HMS ALBATROSS *	Repair ship	26. 6.41	9. 7.41	
HMS ALCANTARA *	Armed Merchant cruiser	20. 5.40	24. 6.40	Stowage of 600 tons rock
		3.11.41	15.11.41	Rudder rebushed
HMS ANTHONY	'A' Class destroyer	24. 9.42	31. 8.42	
HMS ASTURIAS *	Armed merchant cruiser	21.11.40	6.12.40	
		31. 3.42	10. 4.42	
HMS AUCKLAND	Pelican class sloop	24. 8.39		
HMS AUSTRALIA	Kent class cruiser (Australia)	30.11.41	5.12.41	
HMS AVON VALE	Hunt class destroyer	5. 9.41	11. 9.41	
s.s.BALUCHISTAN	Cargo & limited passen- ger vessel	6. 2.43	12. 2.43	
s.s. BAMORA	Troopship	16.12.42		
		23. 5.44	10. 6.44	
HMS BANN *	River class frigate	10. 3.44	11. 3.44	
HMS BARCROSS	Bar class boom defence vessel	22. 1.43	27. 1.43	
Battle Practice)				
Targets)				
No. number)		19. 4.40		
No. 4)		6.12.41	24. 1.42	
No. 5)		20. 1.45	22 1.45	Fitting new towing pendants
)				
No. 6)		30. 9.43	14.10.43	
No. 7)		12. 2.43	15. 2.43	
)		5. 1.45		
No. 8)		2. 7.43	5. 7.43	Fitting towing arrangements
)				
No. 36)		16. 5.44	17. 5.44	
s.s. BENAKAT	Tanker (Netherlands)	3. 5.43	5. 5.43	
HMS BIRMINGHAM *	Southampton class cruiser	12. 7.41	17. 7.41	Clean & coat O.B.
		19. 7.41	20. 7.41	Propellors
		5. 3.42	19. 3.42	
		16.10.42	27.10.42	
HMS BLACKMORE	Hunt class destroyer	5. 5.43	16. 5.43	
HMSAS BLOMVEI	Anti-submarine vessel	15. 2.40	3. 3.40	Fitting out as A/S vessel. 16 tons ballast added in dock
HMS BRIDGEWATER *	B/water class sloop	4.11.39	22.11.39	
		29. 6.40	11. 7.40	Refit
m.v. BRITISH RESOLUTION	Tanker	31.11.43	23.12.43	Permanent hull repair (collison damage)
BYMS 5 & 6 }	Motor minesweepers	31. 5.43	2. 6.43	
7 & 8 }				
HMS BULOLO *	Armed merchant cruiser	28.10.39	22.11.39	Converting to A.M.C.

	<u>Type and class</u>	<u>Docked</u>	<u>Undocked</u>	<u>Description works</u>
C.379 and C.381	Thought to be general service lighters	29. 7.43 5. 7.43	15. 8.43 15. 7.43	(Cut up as scrap (material)
HMAS CANBERRA	Cruiser (Australia)	30. 7.40	4. 8.40	
HMS CANTON *	Armed Merchant cruiser	5.11.40 16. 4.42 26. 4.42	18.11.40 20. 4.42 1. 5.42	
	Troopship	19. 5.44 22. 1.45	23. 5.44 7. 2.45	Removal of armament Underwater repairs
HMS CAPE WARWICK *	Anti-submarine vessel	3. 3.43	6. 3.43	
HMS CARNARVON CASTLE *	Armed merchant cruiser	12. 9.39	25.10.39	Converting to AMC Emergency equipment 2000 tons stone ballast added in dock
		13. 5.41		
HMS CATHAY*	Armed merchant cruiser	11. 8.40 21. 3.41	11. 8.40 5. 4.41	
HMS CATTERICK	Hunt class destroyer	17. 7.43	29. 7.43	Replace shaft & propellor
HMS CECILE MAPLESON	Cable vessel	4. 2.42 12. 6.42	4. 3.42 17. 6.42	
s.s. CEFN-Y- BRYN	Bulk cargo vessel	10. 8.41	11. 8.41	
HMS CERES *	Ceres class cruiser	22. 9.42	16.10.42	
HMS CHITRAL *	Armed Merchant cruiser	15. 2.43	2. 3.43	Clean & coat bottom
HMS CILICIA	" " "	30. 9.43	14.10.43	
s.s.CITY OF CANTON	Cargo vessel	20. 3.42	23. 3.42	
s.s. CITY OF TOKYO	Cargo vessel	30.10.43	2.11.43	
COMMANDANT DU BOC	Elan class sloop (French)	1. 2.43	6. 2.43	
Cooking Lighter (AFRIKANDER)		5. 5.43	16. 5.43	
" Vessel		2. 6.43	28. 6.43	Cut up as scrap
" " No.229		22. 2.41	6. 3.41	
HMS CORFU *	Armed Merchant cruiser	11. 3.41	15. 3.41	Emergency repairs after collision. Stiffening structure temporarily.
HMS CORNWALL	Kent class cruiser	9. 2.40 9. 1.41	14. 2.40 12. 2.41	Cleaning & coating refit. Rudder lifted & lowered to floor of Dock. P.V.clamp & chains fitted.
CORSICA		3. 5.42	9. 5.42	
HMS COVENTRY				

	<u>Type and class</u>	<u>Docked</u>	<u>Undocked</u>	<u>Description works</u>
HMS CUMBERLAND *	Kent class cruiser	12. 1.40 7. 2.45 15. 3.45	8. 2.40 2. 3.45 15. 3.45	Refit Remove rudder Tilt test
RFA CYPRESS	Royal Fleet Auxiliary	30.12.40	7. 1.41	
HMS DAUNTLESS *	'D' Class cruiser	22.12.42 27. 1.43	18. 1.43 28. 1.43	
HMS DELHI *	'D' Class cruiser	12. 2.41	21. 2.41	Cleaning & coating bottom. Refit of underwater fittings. Preparation for laying DG Range.
HMS DERBYSHIRE	Armed Merchant cruiser	24.11.41	28.11.41	
HMS DERG *	River class frigate	18. 9.44	26. 9.44	
s.s. DESIRADE	Free French vessel	23. 9.41	24. 9.41	Clean & coat O.B.
HMS DIDO *	Dido class cruiser	17. 7.41	18. 7.41	
HMS DORSETSHIRE	Norfolk class cruiser	15. 3.40 7.12.40 15. 3.41	18. 3.40 9.12.40 20. 3.41	Refit Assist S.S. in self-refit
HMS DRAGON *	'D' class cruiser	11. 8.41 1.10.41	4. 9.41 2.10.41	Align torpedo tubes Tilt test
RAFA DUMANA	R.A.F. Base ship	18. 6.42	20. 6.42	
HMS DUNNOTTAR CASTLE	Armed Merchant cruiser	17.11.41	22.11.41	Rudder rebushed
HMS DURBAN *	'D' class cruiser	17. 7.43	29. 7.43	
ELIZE	Trawler	30.11.42	1.12.42	
s.s. EMPIRE SAPPHIRE	Bulk petroleum tanker	11. 3.44	13. 3.44	
s.s. EMPIRE TROOPER	Troopship	26. 9.44	11.10.44	
HMS ERIDGE	Hunt class destroyer	5. 9.41	11. 9.41	
m.v. ERRIA	Passenger & cargo vessel (Denmark)	2.12.42		
HMS ESPERANCE BAY	*Armed Merchant cruiser	22.11.39	7.12.39	Completion of fitting out as A.M.C.
HMS EXPRESS	'E' class destroyer	3. 5.42 12. 6.42	16. 5.42 17. 6.42	
Fairmile 850	Fairmile 'B' class)	13.12.44	4. 1.45	Fitting hydrophone echo sounding equipment to all of them
851	motor launches)			
897	)			
898	)			
899	)			
900	)			
HMS FALMOUTH *	Falmouth class sloop	19. 1.44	2. 2.44	

	<u>Type & class</u>	<u>Docked</u>	<u>Undocked</u>	<u>Description works</u>
s.s. FORT BINGER	Cargo vessel (Free French)	25. 9.41	26. 9.41	
HMS FORTUNE	'F' Class destroyer	7.12.42	15.12.42	
HMS FOXHOUND *	'F' class destroyer	3.11.42	30.11.42	Rudder defects
		15.12.42	15.12.42	Tilt test (afloat)
HMS FROBISHER *	Hawkins class cruiser	17. 5.43	31. 5.43	
SATS GENERAL BOTHA	S.A.Training ship	30. 5.41	12. 6.41	Survey of O.B. clean and coat.
HMS GLASGOW	Southampton class cruiser	11. 4.42	12. 4.42	A2S defect
s.s. GLARONA	Motor tanker (Norway)	20. 6.41	25. 6.41	Clean & coat O.B.
HMS HAWKINS *	Hawkins class cruiser	10.10.41	28.10.41	
		28. 6.43	2. 7.43	
		29. 7.43	15. 8.43	Replace shaft bushes
		18.11.43	30.11.43	
		23.12.43	5. 1.44	
HMS HECLA	Destroyer Depot ship	16. 5.42	6. 6.42	Repairs to under water damage
		20. 6.42	18. 8.42	
		21. 9.42	21. 9.42	
HMSAS HEKTOR I (Rondevlei)	Anti-submarine vessels)	19. 9.40	18. 5.40	Fitted out as A/S vessels. Ballast added
	)			
HMSAS HEKTOR II (Smalvlei)	)			
	)			
HMS HELFORD	River class frigate	14.10.43	30.10.43	
HMS HERMES *	Aircraft carrier	17. 8.40	2.11.40	Extensive repairs to bows from keel to flight deck and general refit. Echo sounding gear fitted
		6.12.41	24. 1.42	
HMS HERMIONE	Dido class cruiser	20. 4.42	23. 4.42	Hull damage (fore peak)
HMS HERO	'H' class destroyer	6. 3.43	8. 3.43	Reverse stern tube bushes and clean and coat bottom
HMS HERTFORDSHIRE	Anti-submarine vessel	6. 2.43	12. 2.43	
HMS HOTSPUR *	'H' class destroyer	18. 9.42	24. 8.42	
		25. 1.43	29. 1.43	Packing stern glands
HMS JANUS *	'J' class destroyer	2. 9.41	6. 8.41	Survey of damage & unshipping rudder
		11. 9.41	16. 9.41	Unshipping of forward boiler & after torpedo tubes
(afloat)		28.10.41	1.11.41	Lifting gun mountings, etc.
		4. 2.42	4. 3.42	
(afloat)		19. 3.42	19. 3.42	Tilt test
HMS JED	River class frigate	5. 5.45	17. 5.45	
HMS KALE *	River class frigate	27. 9.43	30. 9.43	
HMS KENYA *	Fiji class cruiser	15. 2.44	10. 3.44	

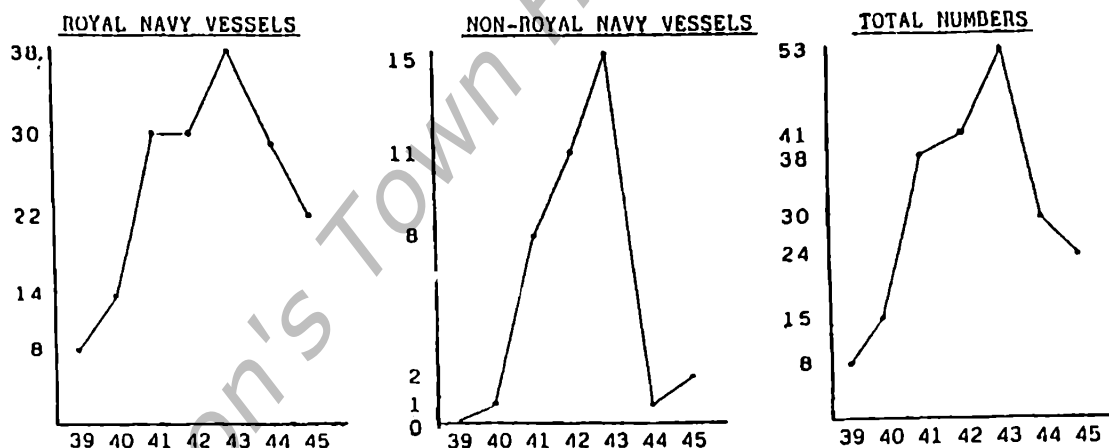
	<u>Type & class</u>	<u>Docked</u>	<u>Undocked</u>	<u>Description works</u>
HMS LADY DENISON- PENDER *	Cable vessel	3.10.41	10.10.41	
HMS LE TIGRE *	Anti-submarine vessel	28. 1.43 1. 2.43	29. 1.43 6. 2.43	Rudder defects & coating O.B.
HMS LEWES *	Town class destroyer	19. 1.44	2. 2.44	
LIGHTER C231		22. 2.41	6. 3.41	
232	Cooking lighter	2. 2.44 22. 2.41	14. 2.44 6. 3.41	
233		22. 2.41 2. 2.44	6. 3.41 14. 2.44	
234		22. 2.41	6. 3.41	
236		10.12.40	30.12.40	Refit
237		6. 3.41 2. 2.44	11. 3.41 14. 2.44	
238		6. 3.41 2. 2.44	11. 3.41 14. 2.44	
239	60'3" Water lighter	19. 1.44		
240		2. 2.44	14. 2.44	
378		6. 3.41 19. 1.44	11. 3.41	
379		10.12.40 29. 7.43	30.12.40 15. 8.43	Refit Cut up as scrap
380		10.12.40	30.12.40	Refit
381		10.12.40	30.12.40	Refit
382		13. 3.44	27. 3.44	
383		22. 2.41 2. 2.44	6. 3.41 11. 2.44	
HMS LOCHY *	River class frigate	16. 3.45	29. 3.45	
HMS LONDON*	London class cruiser	31. 5.45	2. 7.45	Remove rudder
RAFA MANELA	RAF Flying boat base ship	13. 4.42	15. 4.42	
MANGKALIHAT	Merchant vessel (Netherlands)	8. 3.43	11. 3.43	
USS MARBLEHEAD	Omaha class cruiser (USA)	25. 3.42	30. 3.42	Temporary repair of action damage.
HMS MAURITIUS *	Fiji class cruiser	25. 5.41	16.10.41	
HMSAS MEAD	Cable Layer	22. 9.42	16.10.42	
HMS MILFORD *	Falmouth class sloop	15. 2.40 30. 5.41 18. 6.41	3. 3.40 12. 6.41 19. 6.41	Refit Underwater fittings. Clean & coat O.B.
HMSAS MOOIVLEI	Anti-submarine vessel	15. 2.40	3. 3.40	Fitting out as A/S vessel. 16 tons of ballast added in dock.
MOORING LIGHTER		10.12.40 29. 7.43	30.12.40 15. 8.43	

	<u>Type & class</u>	<u>Docked</u>	<u>Undocked</u>	<u>Description works</u>
ML 381	Motor Launch	15. 7.43	17. 7.43	
ML 830	Motor Launch	15. 7.43	17. 7.43	
m.v. NEDERLAND	Motor tanker	5. 1.45	18. 1.45	
HMS NEWCASTLE *	Southampton Class cruiser	26. 4.41 28. 8.43 24. 7.44 17. 9.44	17. 5.41 11. 9.43 25. 8.44 17. 9.44	
HMS NIGERIA *	Fiji Class cruiser	29. 3.45	21. 4.45	Refit underwater fittings.
HMAS NIZAM	'N' class destroyer (Australian)	3.11.42 16.12.42	30.11.42	
HORDHANGER	Motor tanker (Norway)	28.10.42	31.10.42	
HMS NORSEMAN	Cable vessel	26.10.39	28.10.39	
O21	Submarine (Netherlands)	7.12.42	15.12.42	Re-metal 'A' Pkt bushes
m.v. ORANJE	Cargo & Passenger vessel (Netherlands)	23. 4.42	26. 4.42	Repairs to bilge keels
HMS ORION *	Leander class cruiser	20. 7.41	2. 8.41	Repairs to O.F. tanks
HMS OTUS *	'O' class submarine	14.10.44	11.11.44	
HMS P552	RN Submarine (ex-USN)	22.12.42	18. 1.43	Clean & coat bottom & repair super-structure
		2. 6.43 5. 7.43	28. 6.43 15. 7.43	Removal of batteries Replace battery & main motors
m.v. PACHECO	Cargo vessel	1. 2.43	6. 2.43	Rudder defects & coating O.B.
P614	RN Submarine (ex-Turkish)	1.2.43 2. 6.43	28. 6.43	
HMS PALADIN *	'P' class destroyer	27. 3.44 22. 7.44	2. 5.44 22. 7.44	Action damage and damage to shaft bracket
HMS PATHFINDER	'P' class destroyer	2. 5.44	16. 5.44	
s.s. PHILOMEL	Ammunition depot ship	24. 8.42 14.10.43 29.11.44	31. 8.42 30.10.43 5.12.44	
PRESIDENT HOUDUCE	Motor Trawler	6. 3.41	11. 3.41	Clean & coat bottom Refit. Renew zinc protectors
HMS PRIMULA *	Flower class corvette	12. 6.41	14. 6.41	Coating O.B.
HMS PRUDENT	Assurance class tug	11.11.44	26.11.44	
HMS QUADRANT *	'Q' class destroyer	5. 1.44 14. 2.44	19. 1.44 14. 2.44	Refit
HMS QUALITY *	'Q' class destroyer	25. 8.44 12.10.44	15. 9.44 12.10.44	
HMS QUICKMATCH	'Q' class destroyer	15. 8.43	27. 8.43	
HMS RACEHORSE	'R' class destroyer	4.11.43 29.11.44 19. 1.45	18.11.43 13.12.44 19. 1.45	

	<u>Type & class</u>	<u>Docked</u>	<u>Undocked</u>	<u>Description works</u>
HMS RAPID *	'R' class destroyer	13. 3.44 23. 4.45	27. 3.44 28. 5.45	Refit. U.W. Fittings. After action damage repairs.
		4. 7.45	5. 7.45	
HMS RAPIDOL	Belgol class oiler	25. 8.39 14. 3.40	9. 9.39 15. 3.40	
HMS REDOUBT	'R' class destroyer	4.11.43 13.12.44 19. 1.45	18.11.43 4. 1.45 19. 1.45	(Dates unclear)
HMS RELENTLESS *	'R' class destroyer	5. 1.44 2. 3.45 16. 3.45 21. 4.45	19. 1.44 15. 3.45 29. 3.45	Tilt test
HMS ROCKET *	'R' class destroyer	14.10.44 26.11.44	11.11.44 27.11.44	
HMS ROCKWOOD	'R' class destroyer	18. 1.43	22. 1.43	
HMS ROEBUCK *	'R' class destroyer	25. 8.44 12.10.44	15. 9.44 12.10.44	
HMS ROTHERAM *	'R' class destroyer	11.11.44 28.11.44	26.11.44 28.11.44	
HMS ST.DOGMAEL	Saint class tug	26.10.39 30.12.40 26. 1.42 11. 3.43 2. 2.44 6.12.44 28. 5.45	28.10.39 7. 1.41 3. 2.42 1. 5.43 14. 2.44 13.12.44 31. 5.45	Repairs to hull Temp repairs to damage
		9. 8.45	21. 9.45	
HMS SAINT ZENO *	Anti-submarine vessel	3. 3.43	6. 3.43	
m.v. SHANTUNG	Cargo & passenger vessel (Sweden)	9. 8.45	15. 8.45	
HMS SHROPSHIRE	London class cruiser	3. 3.40 5. 4.41	14. 3.40 26. 4.41	General refit & repairs
		1. 9.42	21. 9.42	Repairs to OF & RF tanks
SOLFONH	Bulk petroleum tanker (Norway)	11. 3.43	1. 5.43	Temporary repairs to hull
HMSAS SOUTHERN FLOE *	Anti-submarine vessel	11. 7.40	30. 7.40	Conversion to Anti- Sub- marine vessels
HMSAS SOUTHERN MAID *	Anti-submarine vessel	11. 7.40	30. 7.40	
HMS SOUTHERN PRIDE	Anti-submarine vessel	4. 2.42	4. 3.42	
HMS SPINDRIFT	Controlled mine layer	3. 5.43	5. 5.43	
HMT STRATHAIRD	Troopship	10. 7.41	11. 7.41	Clean & coat OB.
SULLAGE LIGHTER	Fuelling lighter (oil)	11. 3.43	1. 5.43	
HMS SWALE	River class frigate	23. 7.45	9. 8.45	

	<u>Type & class</u>	<u>Docked</u>	<u>Undocked</u>	<u>Description work</u>
HMS TEST *	River class frigate	27. 9.43 23. 5.44	30. 9.43 22. 7.44	
HMS TEVIOT *	River class frigate	5. 5.45 18.5.45	17. 5.45 28. 8.45	Removed rudder
s.s. TIBIA	Tanker (Netherlands)	13. 9.43	27. 9.43	Temporary repairs to hull damage
HMS TRENT *	River class frigate	2. 5.44	16. 5.44	
VANELIUS	cargo vessel	2. 3.45	15. 3.45	
HMS VENUS	'V' class destroyer	21. 7.45 15. 8.45	9. 8.45 15. 8.45	Tilt test
HMS VERBENA	Flower class corvette	13. 9.43	27. 9.43	
VIKINGS	Patrol vessel (free French)	3.10.41	10.10.41	
HMS VINDICTIVE *	Fleet repair vessel	6. 6.42	11. 6.42	
HMS VIRGINIA *	'V' class submarine	15. 8.43	27. 8.43	
HMS WELLARD *	Anti-submarine vessel	5. 5.43	16. 5.43	
HMS WORCESTERSHIRE	Armed Merchant cruiser	26. 1.42	3. 2.42	
YC 239	Yard Craft (Water lighter V.S.Dept)	12. 1.40	8. 2.42	

GRAPHIC REPRESENTATION OF NUMBERS OF VESSELS DOCKING AT SIMON'S TOWN DURING THE YEARS 1939 TO 1945.



Two naval type buttons (enlarged) discovered during the excavations in the Residency courtyard by an Archaeology student Nic Shephard. These were found at one of the early levels and possibly pre-date the RN presence in Simon's Town. CAN ANYONE GIVE US SOME HELP IN THEIR IDENTIFICATION? IF SO, TELL THE CURATOR WHAT YOU KNOW.



HMS CRESCENT & WIRELESS TELEGRAPHY

A. E. Read

Few people are probably aware that a young South African invented wireless telegraphy independently of the famous Guglielmo Marconi. He was Edward Alfred Jennings (1872-1951) who came to South Africa from Britain in 1896 to take up a position with the Posts and Telegraphs Department of the Cape Colony. After 2 years in Cape Town he was transferred to Port Elizabeth Telephone Exchange and at his home in Port Elizabeth he began doing wireless research work which, by a strange coincidence, was almost exactly similar to experiments being made by Marconi on Salisbury Plain in England at the same time. By July 1899 Jennings, who had erected a transmitter in the lighthouse in Donkin Reserve, achieved a record transmission distance of 8 miles and later that month successfully transmitted a message between Port Elizabeth and a small steamer lying 3 miles out in Algoa Bay. Unfortunately Jennings passed into obscurity with the Boer War of 1899-1902 and never received the recognition due to him as a pioneer of wireless telegraphy. It was also in South Africa that the first wireless licences were introduced, which aroused great interest overseas. Not long after that international agreement was reached on the subject of fixed wavelengths.

In 1904 the Royal Navy at Simon's Town achieved real success in using wireless telegraphy, HMS CRESCENT being the first warship to use the invention. Until as late as 1910, however, the only two commercial vessels in the South African trade that were equipped with wireless were s.s. INKOSI and s.s. INANDA, both belonging to the Rennie shipping line. Shore stations were now being set up all over the world. In South Africa 1910 saw one established in Durban, 1912 in Cape Town, while the Transvaal Observatory installed a Government-owned station inland. During the 1st World War it was obligatory for every ship of more than 100 tons to carry some form of wireless and all shipping wireless traffic was placed under the control of the Defence authorities.

References:

'You have been listening' by Eric Rosenthal published 1974
THE SETTLER Magazine March/April 1988

NOTICE TO MEMBERS

The Chairman wishes to advise members that he has been able to obtain a limited number of copies of HISTORICAL SIMON'S TOWN. These are the last copies which the publisher was holding. Before offering these to the public via the Museum shop, we are offering them to MEMBERS ONLY at R60 per copy inclusive of packaging and insured postage. If you are interested please send your cheque made payable to The Simon's Town Historical Society, P.O. Box 56, Simon's Town, 7995, RSA and please mark your envelope HISTORICAL SIMON'S TOWN. Phone enquiries: 021-86-1805 (Mr. G. B. Read).

SIMON'S TOWN OCTOBER 1939

The late Cdr. H. R. Gordon-Cumming RN (Retd)

[What follows below was written by Commander Gordon-Cumming for "The Star" Johannesburg and was published on 4th October 1939. For this he received the princely sum of Two guineas! Commander Gordon-Cumming was one of the S.A.N.F.'s official historians and was a S.A.N.F. officer during the 2nd World War. He was one of the authors of "War in the Southern Oceans" - EDITOR]

The Title was "Back to Sea Again: A discreet glimpse of Present-day life at Simon's Town".

"When even a small naval base changes from a peace to a war footing it is difficult at first to realise that the resulting orderly confusion is all part of a pre-arranged plan and that everything is dropping into place like the final pieces of a jigsaw puzzle. During the last war someone remarked that if a gun was fired in Dover harbour a brass hat would appear at every window along the Front; if this cannot be said of Simon's Town, the normally sleepy little dockyard town has of late been the scene of marked activity.

"Green Defence Force vehicles and blue-grey naval lorries hurtle up and down along the main street, while an occasional caterpillar tractor, bearing war material with censorable names, rumbles past the hotel windows to unpublished destinations. Bluejacket reservists, looking somewhat bewildered and a little strange to their new uniforms, are much in evidence. Yonder, one of them is still wearing a large ginger moustache of a previous existence - an adornment which will shortly be sacrificed to the King's Regulations and Admiralty Instructions; and the middle-aged gentleman in the grey flannel suit, who gives the correct military salute although he is wearing no hat, is the reincarnation of Drury's Private Pagett of the Royal Marines. Up the hillside a huge white flag with the Geneva Cross flies over the R.N. Hospital; but the only casualty up to the time of writing has been an inquisitive civilian motorist who failed to obey a sentry's challenge and sustained an injury to the near front mudguard.

"Of the little naval club opposite the Dockyard gate, Kipling wrote: "It is in this club, as the captains come and go, that you hear all the gossip of all the seven seas." Now, you are also liable to hear the gossip of inland Africa almost anywhere south of the Line, for officers of the reserve, who have left 50 different callings to take up their war appointments, are wont to congregate there of an evening. They shed their shore-going veneer almost as quickly as their civilian clothes. Soon they are talking service shop or swapping yarns of the last war, but when they first arrive their talk concerns the queer patchwork of jobs that they have thrown up. A Rhodesian farmer, now resplendent in gold stripes and medal ribbons, described the outstanding merits of his last prize-winning cheese to a paymaster-commander who, from sheer force of habit, is about to explain why his Ford trucks made the ideal conveyances for dairy produce. Two officers earmarked for sea going commands, switch

off a highly technical discussion to wonder how their wives are getting on with picking the crop on adjacent citrus estates in the Eastern Cape; while another couple (recently an A.A. official from Johannesburg and a Nyasaland tobacco-grower) having exhausted the Blantyre/Nairobi road as a topic of conversation, recall a certain rugger match in which they played for the United Services 25 years back.

"Considering that these gatherings are wholly masculine, the subject of clothes usually occupies an unusually prominent position. With the passing of years moth and rust have corrupted blue cloth and white drill respectively and the white ants have had their share of both, so that local tailors who specialise in naval outfitting, are working overtime. With the stocks of correct uniform materials already running out, a certain amount of improvisation is being resorted to, and it is interesting to compare the results with the real thing. Gold lace is almost at rationing point, while anyone making a corner in old naval buttons (which can be "dipped locally) would lay himself open to prosecution as a profiteer.

"For the rest, naval swords have left their hooks in the hall or over the mantelpiece, battered uniform cases have received fresh scars from the S.A.R. porters and weather-worn binoculars - lately used on shooting trips or in the Game Reserve - will shortly be sweeping the blue horizon or searching at closer quarters, for the lurking periscope."

Our thanks to The Staff Officer, S.A. Naval Museums, Commander W.M. Bisset, S.A.N., for bringing this piece to our attention.

THE YELLOW-WOOD TREE, RESIDENCY GARDEN.

R.C. Stewart

(Mr. Stewart was formerly Resident Magistrate, Simon's Town and has now retired in Port Elizabeth. He and his family lived at the Residency during his tenure of office. EDITOR)

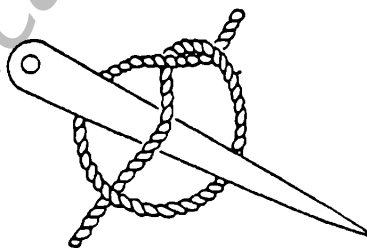
The record of the tree's planting is contained in the Magistrate's District Record Book. The planting was not commemorative of any particular event and was merely an experiment to see if anything more would grow in that barren soil. I was encouraged by the presence of 3 trees already flourishing - a pear, an apple and a fig. I think I had in mind something to remind me of my elder brother's visit to Simon's Town which he loved. It used to be almost impossible to visit the Chaplin Estate at Noordhoek, but Walter Huskisson, J.P. arranged for my brother and me to be allowed access to the estate forest, the caretaker being a Scot named Stewart!.

There were plenty of little seedlings in the forest, so I stole one, wrapped it in my hankie - it was 6" high - and planted it in the Residency yard in a hole I dug and lined liberally with chicken manure and a few old fish heads. It is a *PODOCARPUS LATIFOLIAE* - true yellow-wood. Those in the Chaplin Estate forests stand 100 ft high."

Here we are just over 40 years on with our proud specimen at the rear of the Museum! ED.

A MARLIN SPIKE: A metal pointed iron tool used to separate strands of rope or wire. Originally MARLING spike from MARL fasten with marline. From the Dutch MARLIJN (marren = bind Lijn = line)

MARLIN-SPIKE HITCH: This is used for getting purchase with a marlin spike or fid or belaying pin etc. when putting on a seizing or lashing. In the accompanying diagram it will be seen to consist of the standing part picked through a loop laid over it, so that the spike lies under the standing part and over the sides of the loop.



MARY H. KINGSLEY - RELUCTANT DEPARTURE

Mary Kingsley died at Simon's Town on June 3, 1900 whilst nursing Boer Prisoners of War in the Town. What we publish below is a short extract from her biography which we feel will be of interest to readers.

"The day after Mary's death, Monday June 4, the funeral party set out from the army barracks at 2.00p.m. First came a detachment of gunners dressed in bright blue tunics and white helmets under the command of Captain J.R. Lightowlers. The band of the Fourth West Yorkshire Regiment followed playing the Dead March. Immediately behind the band was the gun carriage bearing the coffin covered by the Union Jack, the corners of which were held by the pallbearers, two of whom were the Palace Hospital doctors, Dr. Carre and Dr. Greenwood Hall. Finally, following in the wake of the gun carriage, was a throng of mourners, including Nurse Rae and others from the hospital, numerous colonial and military personnel, representatives of the Boer community, whose people Mary had served at the Palace, and the Rev. Phillip Legg, Rector of Simon's Town and acting military chaplain. All along the way, from the barracks to the town jetty, crowds gathered to watch the imposing procession moving slowly toward the sea to the solemn strains of the Dead March.

At the pier the cortege was met by the firing party of the Royal Marine Light Infantry commanded by Lt H.S. Lecky, and the coffin was borne by the pallbearers onto the torpedo boat, HMS THRUSH. Dr Carre, the Rev. Legg, Nurses Rae and Rogers, Captain Lightowlers and a number of the Fourth West Yorkshire Regiment also boarded the THRUSH, which then weighed anchor and, turning back on Simon's Town Bay, steamed out past Cape Point to the high seas. At about 4.00p.m. the THRUSH stilled its engines some three or so miles out from land, and the Rev. Legg commenced the funeral ceremony. These last rites, addressed to a God Mary Kingsley had never believed in, were soon completed. The pallbearers removed and folded up the Union Jack. The Rev. Legg pronounced a final benediction, and then the coffin was carefully lowered over the deck rail into the ocean.

But to the amazement and consternation of all the mourners, it refused to be committed to the deep. No one had thought to weight the coffin properly, and now, instead of sinking out of sight, it floated off, bouncing to and fro, on the brilliant aquamarine waters. Lecky and Carre and Legg were aghast. And yet this last freakish episode of her life surely would have amused Mary Kingsley herself, especially occurring as it did after all the funereal solemnity of the procession and the lofty words spoken on the THRUSH. The unsinkable coffin was her last joke in the teeth of death. Still, the living could not allow her remains to float blithely out to sea like a cryptic message contained in a glass bottle. Lecky leapt into action and ordered one of the THRUSH's lifeboats to be readied, and he and several of his men set off in it.

The lifeboat crew - on its mission to sink the dead - pursued the bobbing, wayward coffin. After several attempts, they managed to haul it in with a cable they threw out and hooked on to the coffin's brass fittings. From a distance, on the deck of the THRUSH, the Rev. Legg, Nurse Rae and Dr Carre squinted into the late afternoon sun at the little lifeboat and the runaway coffin. Lecky and his men finally succeeded in attaching one of the THRUSH's spare anchors to the coffin; then they cast the anchor over the side of the boat. Instantly, the heavy iron hook sank into the depths, bearing its unwilling burden with it down to the bottom of that silent, watery world of coral and pearls and waving plants and starfish and the gentle manatee, a realm with no boundaries, where death was but 'a sea change into something rich and strange.' The group in the lifeboat watched the coffin sink, casting circles of ripples that grew wider and wider until they dissolved altogether into the smooth, glassy surface of an undisturbed and unyielding sea. "

Thus, finally departed Mary H. Kingsley aged 37 who had worked so hard during the Boer War and to many who worked with her at the Cape she was certainly a war heroine who had to be laid to rest with full military honours.

The above was brought to our attention by the Curator of the Simon's Town Museum.

THE MEMORABLE ORDER OF TIN HATS (M.O.T.H.)

A.E. Read

This association was formed in Durban, South Africa in May 1927 by a remarkable man named Charles Evenden. He was born in London within the sound of Bow Bells. He emigrated to Australia as a young man and served with the Australian Forces in World War I at Gallipoli where he was wounded and evacuated to England, subsequently returning to Australia, where he was discharged in Melbourne.

Witnessing the annual Anzac parades, Evo's thoughts turned to the formation of an association of Front Line soldiers to perpetuate the comradeship experienced in Front Line service. Later Evenden settled in South Africa where he worked as a cartoonist on the staff of the Durban newspaper "The Natal Mercury" under the pseudonym "Evo" by which name he was known to most people.

It was a visit to the cinema to see the war film "Mons" in 1927 which so stirred Evo into action. The film brought back memories of those he had met in the trenches and he wondered what had happened to them with their return to civilian life.

The Order is non-political and non-racial but applicants must be acceptable to the members of the Shellhole they wish to join. The control of the Order is vested in a body known as General Headquarters, which consists of a National Executive whose members are elected on a triennial basis by the Old Bill (Chairman) of each Provincial/Command Dugout or his duly appointed representative. 'Old Bill' is derived from a cartoon character from the 1st World War. He was the creation of a British journalist Bruce Bairnsfather, and this character became synonymous with the typical British soldier.



A bust of the original "Old Bill".



The Moth flag consists of three bands of dark blue (Navy), red (Army) and light blue (Air Force). Placed on the centre band is a tin hat with a lighted candle on top of it. The Moth badge consists of a tin hat and candle and crossed rifles symbolising self sacrifice, circled by 12 stars which represent the never ending circle of assistance to fellow members and their families.

Rank is of no consequence to the true Moth. At the entrance to a Moth Shellhole is a notice which states "Abandon all rank ye who enter here". "We will remember them". These four words sum up the primary objective of every member of the MOTHS. Who or what is to be remembered? Their old comrades, and the widows and families of the deceased Moth. Units are known as "Shellholes". There are many traditions which they uphold and one of these is the chair which is symbolic of their fallen comrades. The chair stands in the sanctuary which, as the name suggests, is an area or room in the Shellhole revered and respected as a shrine to those fallen soldiers. On entering the sanctuary, the member is required to approach the chair, upon which is placed a lighted candle atop a tin hat and perform the traditional Moth salute.

Armistice Day and the Battle of Delville Wood are two events which are commemorated universally by the Order. In addition, each individual Shellhole has a particular battle or skirmish, which it has chosen to commemorate each year. General Headquarters is at Warriors' Gate in Durban. Locally we have a Shellhole in Simon's Town which meets on the ground floor of the Simon's Town Museum for it was with memorabilia from the MOTHS inter alia that gave the beginning to the Museum. There is also a Shellhole in Fish Hoek and a Garden of Remembrance. The MOTHS have their own in-house magazine called "Home Front" which is sent free of charge to all members monthly.

Despite the fact that the Order germinated from the seeds of war, Moths are not a sombre brooding lot. Camaraderie, bonhomie and good humour abound within their ranks.

BOOK REVIEWS:

KNYSNA THE FORGOTTEN PORT: THE MARITIME STORY. KNYSNA, EMU 1988 by MARGARET PARKES & V.M. WILLIAMS: This book with its excellent photographs tells the story of the port of Knysna from the first ships entering the port in 1817 until the last ship that called in 1975. Through the maritime history of Knysna, its whole history is told - of hopes, dreams, successes and failures - the gold mine, whaling enterprises and the timber industry all find a place in the book. The detailed appendices list chronologically the ships calling at both Knysna and Plettenberg Bay and together with the bibliography make this a work that can be consulted easily by researchers.

RESEARCH INTO THE HISTORY OF THE FAMILY BRULJNS/BRUYNS/BRUINS/BROENS by A.E. READ: The author of this history of the Bruyns family is a direct descendant of the original Bruyns to settle in the Cape. Her interest in the family history lead her along many paths in the history of South Africa as the family grew and scattered throughout the Country. It is a fascinating account that encompasses not only the history of the family but that of South Africa. The photographs, maps & diagrams are well chosen and placed throughout the book. For anyone interested in tracing their family history this book can serve both as a guide and an inspiration.

by E.A. Biggs