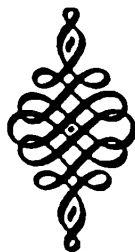




SIMON'S TOWN HISTORICAL SOCIETY

BULLETIN



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VOL. XV NO. 4
JULY 1989

**SIMON'S TOWN HISTORICAL SOCIETY
BULLETIN**

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CHAIRMAN'S REPORT

SIMON'S TOWN HISTORICAL SOCIETY

PRESENTED BY THE CHAIRMAN MR. G.B. READ CBE AT THE 29TH ANNUAL GENERAL MEETING HELD IN THE LECTURE HALL, SIMON'S TOWN MUSEUM, ON THURSDAY 16TH MARCH 1989 AT 8.00 P.M.

To-night we continue the pattern established over the past few years whereby Society Members attend in their dual roles as Members of the Society and Friends of the Museum. As a considerable number of new members have joined since 1985 when I last explained this apparent duplication in our organisational structure, and as it is planned to increase the Friends' Fund Raising activities in 1989, I think it would be useful to touch briefly on the matter once again. In order to qualify for financial assistance from the Provincial Authorities, a Museum is expected to be able to demonstrate and further identify in some detail, that it derives support, material and financial, from a local body of 'Friends'. It is important to realize that the Society's activities have grown so much in recent years that they now cover a much wider range of subjects (i.e. Conservation of the Environment, both Built and Natural; Research; Publications; Tours etc - all requiring separate records etc) than was the case in the early years of the Society's existence when its principal orientation was towards the establishment of and support for the Museum. In the course of the meeting you will have the opportunity to study the Friends' Annual Report and Accounts. In regard to the latter I would particularly like to thank Ted Prior for all the hard work involved in their keeping and presentation. Also I should mention that 1/3 of your subscription is paid to the Museum as your subscription to The Friends of the Museum.

I will again deal fairly briefly with the main headings of the report to give our distinguished guest speaker Doctor Howard Phillips, Senior Lecturer in History at U.C.T. and also of course Chairman of our sister Society, The Historical Society of Cape Town, as much time as possible to tell us about "The Real Siege of Kimberley - the Spanish Flu Epidemic of 1918" an extraordinary episode in the history of this country. His lecture will follow a short break for tea at the conclusion of the formal proceedings. A word about Dr. Phillips' career. Born and bred in Cape Town, he studied at U.C.T. and London University. In 1984 he was awarded a Doctorate in History for a thesis on "The Impact of the Spanish Flu Epidemic of 1918 on South Africa" which forms the basis of his lecture to-night.

1988 was a year of increased activity and hopefully commensurate achievement. As highlighted in my previous report, more and more the Society, both through its own direct endeavour and also indirectly through the Friends, will have to step up the campaign to raise funds for the Museum. As I pointed out in last year's report, monies which used to be available from public and private sources for the funding of cultural projects such as Museum, Conservation and Restoration of historic buildings etc are becoming more and more

scarce as these monies are now being diverted to deal with the very considerable social problems both in the public and private sectors.

THE HISTORIC MILE: Progress continues with the St Georges Street improvement scheme but undoubtedly the highlight of 1988 was the opening of the new tea room and craft shop on Jubilee Square which at long last provides a focus which will hopefully attract more visitors to the square. Preliminary results look promising and indeed the new facilities have been the subject of much favourable comment, with the possible exception of the clock. Members will be pleased to hear that Michael Middleton, the former Director of the Civic Trust in the United Kingdom, who inter alia strongly supported the concept of the St Georges Street Improvement Scheme, was most complimentary when he visited Jubilee Square in November 1988.

SENSITIVE AREAS: The Society is grateful to the Architectural Advisory Committee for the important watchdog role it plays in regard to these areas. Indeed on this general subject I would like to pay tribute to the Simon's Town Municipality for the increased efforts it has been making to persuade state departments to inform them timeously of future building plans etc BEFORE they are implemented, so that the impact on the environment etc can be assessed and where appropriate, contained to the greatest extent possible.

FINANCE: The Honorary Secretary/Treasurer will be making a more detailed presentation but I would just like to note that for 1988 the Society made a small deficit of R588 after purchasing a new slide projector for R3825 - this is for use at our monthly winter lectures and almost daily use by the Museum for school tours. It was written off against revenue for the year instead of amortizing it over say a 5-year period which accounting treatment would of course turn the deficit into a fairly substantial surplus of R2800. The projector incidentally is a great success and the Society is greatly indebted to Mrs Marjory Kingswell for a generous donation of R1,000 towards its cost.

MEMBERSHIP: The movement of total numbers seems more volatile than in the past as the figures show:-

end 1985	676	members
1986	732	
1987	800	
1988	750	
March 1989	770	

It seems probable that the increase in subscription from R3 single and R5 married to R6 and R10 probably prompted the reduction in numbers at the end of 1988 versus end of 1987 in spite of the fact that the per monthly cost of a single subscription "jumped" from 0.25 cents to 0.50 cents! It will be very interesting to see if the March 1989 increase is maintained.

ANNIVERSARY COVERS: The 3rd Anniversary Cover i.e. S.A.T.S. General Botha, proved a considerable success. It was satisfying to be able to assist the General Botha Old Boy's Association with the issue of their specially autographed covers which enabled them to raise some much needed funds. I would again like to thank Nigel Farquharson and also Gloria Hutchinson, Madge Damarell and Helen Mathers for their assistance with the recording, despatch and banking of monies involved in the operation. Two more Anniversary covers are planned. This year will probably commemorate the outbreak of World War II and next year's i.e. 1990, the 100th Anniversary of the opening of the Railway Line to Simon's Town.

PUBLIC RELATIONS TOURS: Two one-day Tours were mounted. One to the Moravian Mission Station at Genadendal and then to Caledon Baths and Museum; the second (our 1st Sunday Tour) to the City Hall, Jewish Museum, the South African Museum and Planetarium. Lower than usual attendances on the latter Tour indicates that perhaps Sunday is not a convenient day for Members.

The 1988 Spring Tour took us to Mossel Bay and it was our first attempt at a 2-night-3-day Tour. The main purpose was to view the 'Caravel' which had arrived earlier in the year to commemorate Bartholomew Diaz' arrival 500 years before, the new Maritime Museum Complex and the area in general. The Tour was a great success thanks to the Maritime Museum Director, Graham Bell-Cross who showed us round; Captain Emile de Souza (Captain of the Caravel) who gave us a most interesting talk on her journey out, and the "A" Team of Liz Biggs, Helen Mathers and Audrey Read who handled the catering.

This year we hope to be slightly more adventurous for we are planning a 3-night-4-day tour to Graaff-Reinet and Beaufort West spending two nights in Graaff-Reinet and one night in the new Karoo National Park just south of Beaufort West. The cost should be around R215 per head which at first sight seems a lot until you consider what the members will get. The date of the 1989 Spring Tour is 7/10th October.

BULLETIN & CHRONICLE: Both publications continue to be well received and our thanks go to a very hard-working Editorial Committee (Mesdames Biggs and Read and Nigel Farquharson). Costs as usual are rising:-

Bulletin costs:	July 1987	R1.74	Printing and cover		
	Jan 1988	2.09	"	"	"
	July 1988	2.09	"	"	"
	Jan 1989	2.33	"	"	"

Members receive 2 Bulletins p.a. = R4.66

+ 2 Chronicles p.a. = R1.00

against a subscription of R6 single and R10 for 2 adults which is good value for money.

A word of thanks to Mary Main who edited the Bulletin Index which was printed out by Audrey Read with assistance from Liz Biggs. This covers Volumes I - X (1961-1979) and there are still a few copies left which are available at R3.00 per copy from the Hon. Secretary.

This should be a great help to Libraries and Researchers.

PUBLICATIONS: The Society was able in the course of the year to acquire monies in the form of a loan to finance a limited edition of Professor O. Pryce-Lewis' work "When First We Practise or The Life of Jan Michiel Endres, Surgeon" a fascinating insight into life at the Cape 1795-1821. Endres' house was near Runciman's building and the present Church Centre, almost opposite the West Dockyard Gate. The book was finally launched last Thursday 9th March. Copies should be available in about two week's time, depending on the printers! We have some leaflets here this evening with an order form if anyone is interested. The Society hopes to publish "A History of False Bay Pre 1795" by Dr. Anton Bekker, possibly early next year.

THE MUSEUM: A full report from the Curator follows shortly but it seems only appropriate to congratulate her and her staff on a most successful and busy year. I wish to draw your attention to the fact that the Museum has now been declared a National Monument.

SIMON'S TOWN FLORA CONSERVATION GROUP: Peter Salter, Captain van Eck and their colleagues are always glad to welcome new members to their various activities so please support this group if you can find the time.

Finally, it only remains to thank the Vice-Chairman Gordon Wilson, Hon. Secretary/Treasurer Dennis Kinkead-Weekes and Committee Members Nicki Holderness, Cherry Dilley, Margaret Cartwright, Nigel Farquharson, Alf Glover, Malcolm Cobern and S.A. Navy Representative Mac Bisset for their assistance and support in what has been a very busy year. A special word of thanks to Sue Kinkead-Weekes who has assisted the Society in innumerable ways and whose efforts tend to go unnoticed. As usual we have received great support from the S.A. Navy and I would again like to thank Admiral Bennett, Captain Peter le Roux and Commanders John Page and Peter Bredenkamp. Admiral Bennett has of course now moved to Pretoria and we welcome Admiral Woodburne who has taken his place. The Municipality also deserve our continuing thanks for the assistance rendered to the Society and the Museum. I hope we achieve as much in 1989 as we did in 1988! If we do it should be another very good year!

(Chairman's Report slightly abridged for publication - Editor)

ERRATUM: THE SIMON'S TOWN NAVAL DOCKYARD DOCKING BOOK 1939-45" Vol. XV No. 3. Page 112: HMS ROCKWOOD - she is shown as a "R Class Destroyer". Please amend this to read: Hunt Class Destroyer. We are grateful to Lt. Cdr F.C. Windsor R.N. (Rtd) for pointing this out. He was Gunner D/F of the Flotilla from Sept. '42 when each Destroyer carried out its "Working up Programme" at Scapa Flow.

THE HISTORY OF THE ROYAL NAVAL BRIGADE AND IT'S ROLE IN SOUTH AFRICAN WARS 1880 - 1900

A. E. READ

Naval Brigades were used in the following 13 conflicts:

Crimean War (1854-56)	Indian Mutiny (1857-58)
China (1857-60)	Japan (1864)
New Zealand (1864-67)*	Abyssinia (1867-68)*
Ashanti War (1873-74)*	Zulu War (1879)*
1st S.A. WAR (1880-81)*	Egypt (1882)*
Sudan (1884-85)*	2nd Boer War (1899-1902)*
China (1900)*	

As many of the men who participated in these campaigns either came to South Africa afterwards or went from here to fight in them, Simon's Town featured prominently in their lives. Those campaigns which have a connection are marked with an *. The dates given for each campaign indicate that for approximately 40 years from 1864 to 1900 there was a Simon's Town connection.

What is a Naval Brigade? It is either an individual unit from a single ship or it can be composed of detachments from a number of ships in a fleet, brigaded together and often including Royal Marines. The larger Naval Brigades could comprise the equivalent of two or three infantry battalions (the remaining battalion being formed by Marines). The term "Naval Brigade" came into being in the 18th century. At this early stage one must bear in mind that Marines, although embarked as part of the complement of a man-of-war were organised in regiments and not in two large corps as was the case during the 19th century. At this period they did not fall under the control of the Admiralty but under that of the War Office. They were landed together if possible in their own regiments and became, temporarily, part of the Army. This was how the term 'battalion' 'company' or 'platoon' of seamen came to be used to distinguish them. The first regular Marine companies serving under the control of the Admiralty, numbering 5,000 and formed into three divisions, were established in 1755.

Naval Brigades were probably the most consistently employed forces utilised by Britain during the second half of the 19th century. This was due to several reasons. British naval supremacy made rapid access to most areas possible in times of trouble. British naval bases and coaling stations virtually encircled Africa, permitting naval detachments to be rapidly despatched to Egypt, West Africa, Sudan and of course South Africa's coast. Simon's Town was en route to both China and Japan. In fact HMS TERRIBLE was en route to China when she came to the aid of the British forces in the 2nd Anglo Boer War and then she proceeded to China. At the time of the 2nd Anglo Boer War and in fact from 1857-1902, Simon's Town was the seat of the Commander-in-Chief Cape of Good Hope and West Coast of Africa Station which meant he was responsible for protecting the coast line from West Africa all the way round to Mombasa on the East Coast.

Due to British naval supremacy in the 19th century, naval personnel could readily be spared for inclusion in expeditionary forces, and it was not uncommon to find two brothers, one in the Army and one in the Navy, serving in the same campaign. Also, from Waterloo in 1815 to the outbreak of World War I, Britain was not at war with any other European nation save for the Crimean War in 1854-56. All the other cases were 'little wars' or colonial campaigns against largely primitive, unsophisticated people. At this period the Royal Navy transported troops to the theatre of conflict and stayed to support land operations. The other main task during this period was patrolling the vast coastline from the Arabian Gulf round the Cape up to West Africa and along the coast of Brazil, in the suppression of the slave trade.

In 1900 the maximum number of Royal Marines permitted by Parliamentary vote was 18,590 as opposed to 96,920 seamen. The period 1856 - 1900 saw the Royal Marines reduced to its lowest figure of 12,400. Hence the role of the Royal Marine had to be supplemented by that of seamen. One must also mention that in 1869 the Woolwich Division of the Royal Marines (formed in 1805) was disbanded. During the second half of the 19th century, the Royal Marines comprised:

Royal Marine Artillery (RMA) (formed in 1804)

Royal Marine Light Infantry (RMLI) (formed in 1855 when the infantry section of the Royal Marines was designated a Light Corps by an Order in Council).

The (RMA) (Blue Marines) and RMLI (Red Marines) amalgamated into one Corps in 1923.

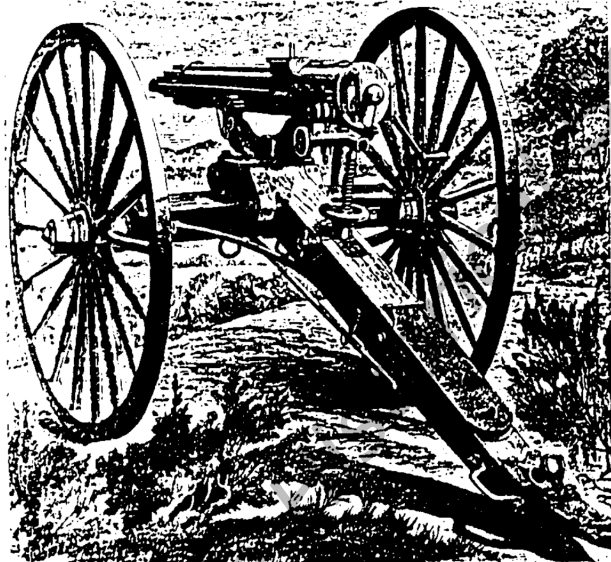
It is felt by several historians that perhaps the Royal Navy's greatest achievements occurred in the 2nd Anglo Boer War. Their training on board ship provided a welcome relief to the monotony of ship routine and every warship possessed an organisation at immediate notice to land guns, rockets and riflemen.

ZULU WAR 1879:

On 19th November 1878 HMS ACTIVE landed a Naval Brigade at Durban. The Brigade proceeded to the Zululand border there to garrison Fort Pearson and other forts of the Lower Tugela with a view to preventing incursions into Natal. This detachment established and worked a pontoon, by which Pearson's column eventually crossed into Zululand. Commodore F.W. Sullivan (promoted to Rear Admiral on 31st December 1878) was senior naval officer. The naval force consisted of 174 seamen, 42 marines, some 14 West African Kroomen, two 12 pdrs, one 10-barrelled Gatling gun and two rocket tubes, under Commander (actg. Captain) H.J.F. Campbell. The senior members of this Brigade included: Pro.Com. J.W. Brackenbury (from HMS SHAH who had charge of the Gatling guns in the Battles of Gingindhlovo and Eshowe. He was mentioned-in-despatches and made a Captain for his services); E.H.M. Davis who as a Commander was in charge of the Transport Service during the war; Lieutenants Coote, Eason, Craigie, Hamilton, Sub.Lts. Fraser, Heugh, Hewett; Staff Surgeon Norbury; Fleet Surgeon Connolly; Surgeon Thomson; Chaplains Gamson and

Berry; Lt. Dowding R.M.; Midshipmen Eyre and Coker among others; and Boatswain John Cotter. Lt A.B. Milne, who also landed from ACTIVE was attached to Lord Chelmsford's staff as A.D.C. ACTIVE'S Naval Brigade served with distinction at the battle of Inyazane River (22.1.1879) and Commander Campbell wrote in his report to Rear Admiral Sullivan commending Lt Hamilton, Lt Fraser, Lt Craigie, Boatswain Cotter and Petty Officer E. White- the latter who continued to fight despite being struck by a ball. Also commended was Ordinary Seaman Thomas Harding who was the first unmounted man in the enemy's position. Midshipman Coker who was only 19 at the time, dispersed many Zulus from a hill by 300 well-aimed rounds from a Gatling gun.

Below: Model 1874 Gatling on full field carriage



Prior to the battle, on 1st January, 1879, HMS TENEDOS had landed a Naval Brigade of 3 officers and 58 men under Lt A. Kingscote, at Durban and from there they moved to the Zulu side of the mouth of the Tugela and there built and garrisoned Fort Tenedos. Following upon the disaster of Isandlwana on 22nd January 1879, the Naval Brigade from HMS ACTIVE found itself besieged at Eshowe (where Midshipman Coker died of enteric fever). As part of the British reinforcements despatched to South Africa following the news of the disaster at Isandlwana, the screw iron frigate HMS SHAH disembarked 16 officers and 378 men at Simon's Bay on 23rd February 1879 thus doubling at a stroke the strength of the Naval Brigade in and on the borders of Natal.

Then BOADICEA landed a Brigade of 10 officers and 218 men on 18th March 1879, under Commander Francis Romilly, so the detachments from HMS SHAH and HMS BOADICEA together with that from HMS TENEDOS, joined the forces which subsequently proceeded to the relief of Eshowe. They played a conspicuous role in the Battle of Gingindlovu on 2nd April, 1879. The Naval Brigade held the corners of the British square, where its guns proved most effective. Fortunately they only incurred a total of 7 wounded in this battle.

All the Naval detachments had re-embarked by 31st July 1879 and were not present at the Battle of Ulundi on 4th July 1879, with the exception of Lt A.B. Milne of HMS ACTIVE who still served as Lord Chelmsford's A.D.C.

FIRST BOER WAR 1880-1881: First S.A. War of Independence.

Battle of Laing's Nek: HMS BOADICEA was on the Station at the time and her officers and men played a prominent part in the First South African War of Independence. Commodore F.W. Richards (who gave his name to Richards Bay in Natal, to-day a prominent port and later became First Sea Lord), received an appeal from General Sir George Pomeroy Colley for assistance and a few hours after BOADICEA arrived off Durban on 5th January 1881 she responded to this call.

The officers of the Naval Brigade were: Commander Francis Romilly; Lts C.J. Trower and R.P. Cochrane; Sub Lt A.L. Scott; and Surgeon E.E. Mahon of HMS FLORA. Under them were 124 Petty Officers and men and they brought with them two rocket tubes. The force proceeded to Pietermaritzburg. The morning of 28th January 1881 saw them camped on Mount Prospect, inside a spur of the Drakensberg, opposite and four miles distant from Laing's Nek, where the Boers were and where they erected defences. At 6 a.m. the British struck camp; two companies of infantry and Lt Cochrane with 40 members of BOADICEA'S detachment and two Gatling guns, remained behind to hold three entrenched positions for the defence of the site. At 6.10 a.m. General Colley with the remaining 1,211 officers and men plus 196 horses and nine guns, moved forward to the attack. HMS BOADICEA'S four officers and 84 men were, with their rocket tubes, placed in the centre of the column.

At 9 a.m. General Colley positioned his guns on a ridge facing Laing's Nek. He then positioned Romilly and his men slightly ahead of the ridge and about 1500 yards from the enemy. About an hour later the guns and rocket tubes commenced their fire. After this bombardment, the British thought it safe to advance up a grassy spur to the right of the Nek, however, the Boer's fire drove the British back with heavy losses, virtually all their mounted officers becoming casualties. The enemy followed this up and also appeared on the right. The Naval Brigade sent rockets in this direction and then found themselves engaged on both flanks as well as in front. They were fortunately sheltered partially by a stone wall and but for this would have taken a severe toll. In fact only two members of the Brigade were killed before it was ordered to fall back on the guns. The force returned to camp at 4 p.m. after bringing in the dead and wounded. On their return they learned from Lt Cochrane that their laager had been reconnoitred by a party of 400 Boers who however, moved away without attacking.

General Colley in his despatch to the Secretary for War on 1st February 1881, commended the action of the Naval Brigade and mentioned particularly the part played by Surgeon Mahon, Lt Trower and Sub-Lt Scott. February 8th saw General Colley receive a further 50 men of the Naval Brigade and 2 field guns. These came from HMS BOADICEA and HMS DIDO and were under the command of Lt H.A. Ogle.

Battle of Majuba:

Majuba was a flat topped hill dominating the western end of the Boer lines, which the Boers made no attempt to hold. During the latter half of February, General Colley was reinforced by members of the 92nd Highland Brigade who had arrived from Afghanistan. General Colley decided that Majuba was the key to the enemy's position and on 26th February he decided to re-position his men with a view to occupying the hill on the following morning. The naval guns and rocket tubes were not taken as the terrain was largely unsuitable over which they had to be transported. On the night of 26th General Colley with 554 officers and men, (amongst whom were 64 Petty Officers and men of the Naval Brigade under Commander Romilly with Lt Trower, Sub Lt Scott and Surgeon Mahon) set off. On the way they dropped three companies of troops which had left camp with them, these were to guard the lines of communication at several points. This left four companies and the Naval Brigade to ascend the hill where they arrived in the early hours of 27th February. There was no opposition from the enemy. Lt Trower and a small section of the Naval Brigade stayed near the end of the mountain where they had arrived, while the remainder were placed in a hollow near the end closest to the Boer lines. Commander Romilly was mortally wounded at 11 a.m. and was attended to by Surgeon Mahon, who had him carried to the hollow, out of the range of Boer gunfire.

What the British forces had failed to notice was that the Boers had a small force working its way stealthily up the mountain, covered by the much larger force down below. The Boers reached the top of the hill about noon and the British retreat rapidly developed into a rout. This meant that Surgeon Mahon, Sick Berth Attendant W.H. Bevis and the wounded were in the line of fire as they had established a field hospital behind a ridge in the centre of the action. Commander Romilly was still in his sheltered hollow on the south-west front of the mountain with Mahon and Bevis. The Boers magnanimously allowed them to carry Romilly to the hospital.

Bevis received the Conspicuous Gallantry Medal for this action. Sadly Commander Romilly died on 2nd March. The Naval Brigade casualties were high. From HMS BOADICEA Lt Trower and 16 men were killed. HMS DIDO lost 3 men killed. From HMS BOADICEA 10 sailors were wounded and from HMS DIDO 3 were wounded - in other words about 50% of the force were no longer operative.

At the beginning of the 2nd ANGLO BOER WAR in 1899, although numerically inferior to the Boers, British military forces in South Africa were not exactly unprepared and took up defensive positions immediately. Re-inforcements were diverted from India and the British Admiralty had already ordered two identical 14,000 ton heavy cruisers to the Cape : HMS TERRIBLE (Captain Percy Scott) newly commissioned and en route for China and HMS POWERFUL (Captain Hedworth Lambton) on her way home from the Far East. Both ships arrived at Simon's Bay simultaneously on 19th November 1899, the day after war had been declared, providing welcome support to the Cape Squadron. In command was Rear Admiral Sir Richard Harris, flying

his flag in the 5,000 ton 2nd class cruiser HMS DORIS and supported by HMS MONARCH, a 30-year-old ironclad, three small 3rd class cruisers and some torpedo craft, all based at Simon's Town. Since it was not to be a naval war - apart from coastal blockade - it was clear that the Navy's job was to hold the Boers in check until reinforcements could arrive at the scene of operations some 800 miles from Cape Town.

Led by Commander Ethelston of HMS POWERFUL a Naval Brigade was immediately organised from the ships in port and consisted of 350 officers and men of the Royal Navy and Royal Marines, together with the 12 pdr guns. Khaki clothing was rushed from Cape Town, weapons and gear issued and all hands manned and cheered ship as the Brigade pulled ashore to form up in the Dockyard. We understand from a descendant of the two Lieutenants, Lionel and Arthur Halsey of the Royal Navy, that officers took two suits of outer clothing with them, but the poor sailor only one. When washing had to be done the sailors donned their overcoats pro tem! Conditions were appalling and that first year there was much unseasonal rain which meant that the officers and men were wet through for long periods. On the dockside, Admiral Harris addressed the officers and men, stressing that on no account must the guns be captured. When all was ready companies moved to the right in a column of fours - a simple drill movement now lost in the mists of antiquity - the band struck up "Hearts of Oak" and the brigade marched through the Dockyard gates to embark onto the train to take them to Stormberg junction 500 miles up country. Officers and men sensibly wore the same headgear when in action, thus making them less distinguishable, otherwise it would have been easier for snipers to "pick off" the officers.

There were in effect two "fronts" in the 2nd Anglo Boer War. There was the "Western Front" (Cape/Orange Free State and Transvaal) and the "Eastern Front" (Natal).

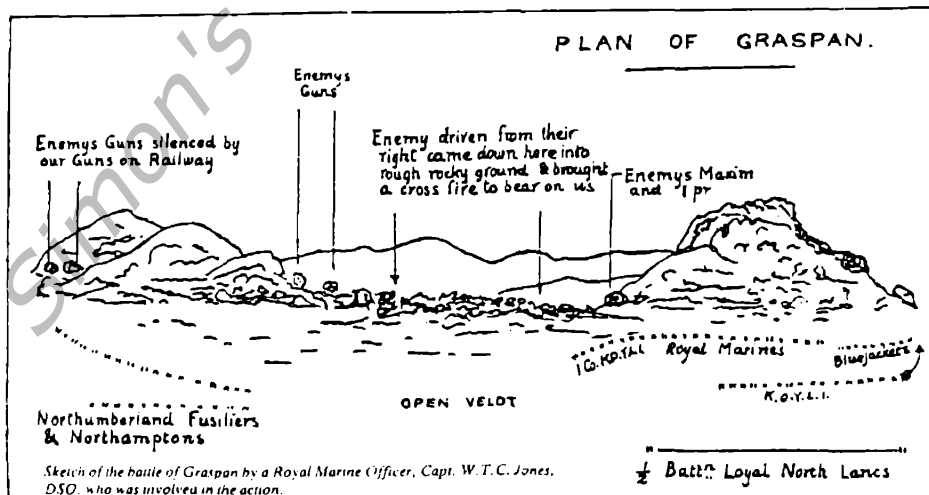
We will start with the Western Front and will take those operations where the Naval Brigade was prominent.

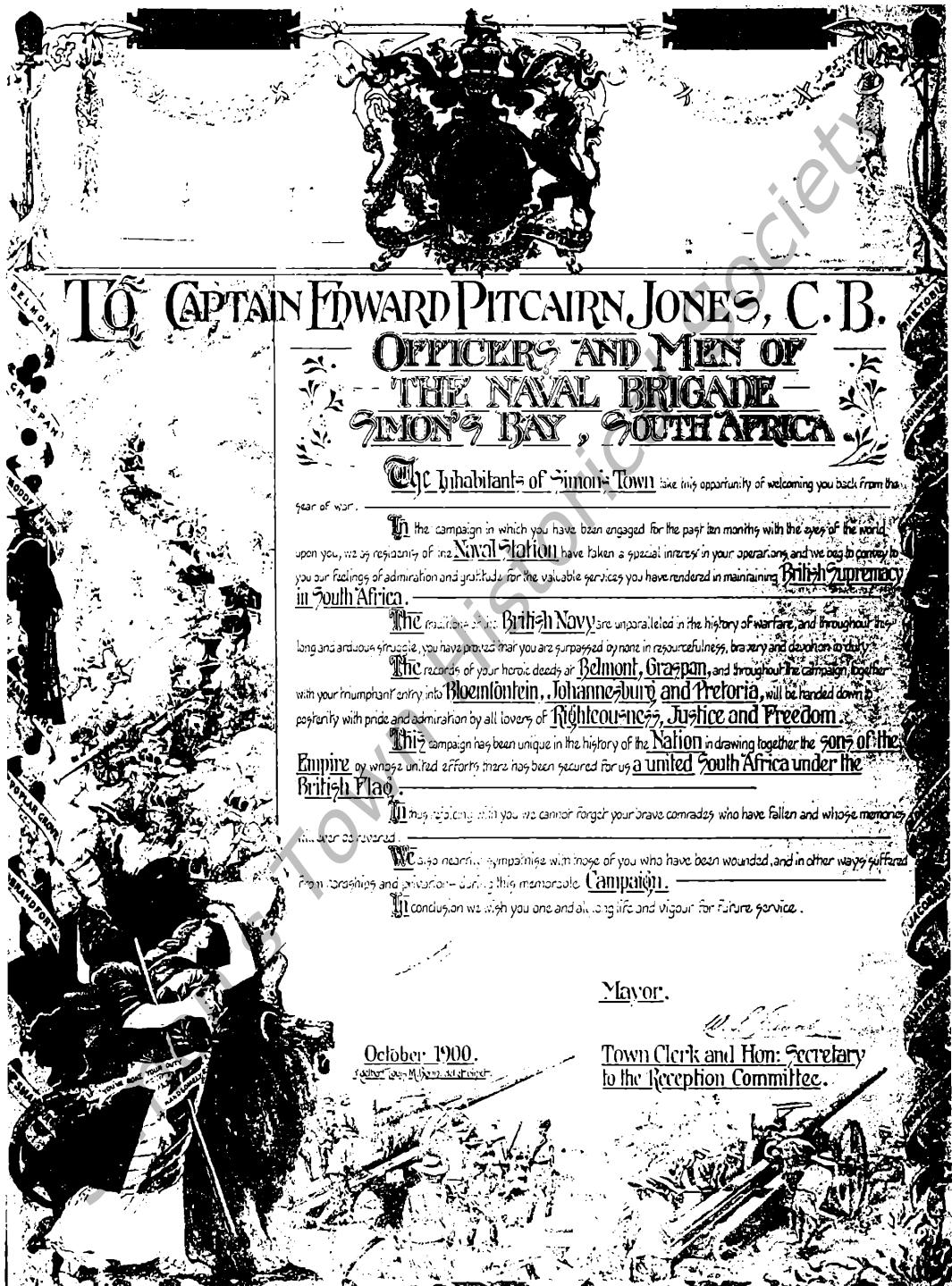
The Battle of Graspan on 25th November 1899 was the first. The Naval Brigade under Captain Reginald Charles Prothero (known in the Navy as 'Prothero the Bad' to distinguish him from Captain A.W.P. Prothero, 'Prothero the Good'). He was 6ft tall with terrific shoulders, eyes like a hawk and a thick black beard. He was, however, beloved by his ship's company for with him they knew exactly where they stood. He is also the officer reputed to have been the last man in the Royal Navy to have had a seaman flogged. One of his habits was to address everyone as 'Boy' including on one occasion his Admiral.

For one moment let us refer back to the Naval Brigade under Commander Ethelston of HMS POWERFUL. This brigade saw little or no action at Stormberg and after the British setback at Nicholson's Nek were sent back to Simon's Town. They were bitterly disappointed. However, this turned to joy when they heard they were to join up

with Captain Prothero in a combined Brigade from HMS DORIS, HMS MONARCH and HMS POWERFUL. On 22nd November 1899 they joined Methuen's forces. The Naval Brigade now consisted of 200 seamen, nearly 200 marines and was equipped with 4 x 12 pdr guns. On 23rd they assisted the Guards Brigade during action at Belmont, on 25th November they fought the Battle of Graspan, actions designed to clear the line of rail from Orange River Station to Kimberley. One of the attacking waves at Graspan consisted of the Naval Brigade of 55 seamen plus 190 marines. The small hills or kopjes in which the Boers were waiting were shelled and when it was decided to move, the seamen and marines deployed into a single line on the right of the attack, with intervals of four paces between the men and advanced on the kopjes. They were led in the centre by Captain Prothero, on the left by Major J.H. Plumbe, RMLI and on the right by Cdr. Ethelston. The enemy commenced a heavy frontal fire at some 600 yards and supplemented this with even heavier cross-fire from some broken ground on the left flank of the advance. The composition of that section of the frontal line which consisted of the Naval Brigade was from right to left: Cdr. A.P. Ethelston, Lt. the Hon. E.S.H. Boyle, Gunner E.E. Lowe, Midshipman C.A.E. Huddart, Midshipman W.W. Sillem, Captain Guy Senior (commanding A Coy RMLI), Lt W.T.C. Jones (commanding B. Coy RMLI), Lt F.J. Saunders (commanding C. Coy RMLI).

Ethelston, Plumbe and Senior were all killed in their attempts to reach the summit of the Kopje. Boyle took Ethelston's place. Prothero was severely wounded in the shoulder and instead of leading and flourishing his walking stick, was carried unwillingly to the rear shouting "Take the kopje and be hanged to it". Some men were hit 3 times before they fell to the ground. Captain A.E. Marchant RMLI then took command. Huddart had been hit twice and Jones had been hit in the hip, however, Jones charged to the top of the hill before stopping to have his wound dressed. Sillem was stunned when half-way up the hill but recovered in time to lead some men to the summit. Midshipman Cymbeline Alonso Edric Huddart was from Melbourne, Australia and it is thought he was the only Australian to serve in the Royal Naval Brigade during the Boer War. There is a very ornate tablet in memory of him in St Paul's Anglican Cathedral Melbourne. He received the Conspicuous Service Cross posthumously. Only 6 of these were awarded in the 2nd Anglo-Boer War and only two other awards of this decoration were ever made, one in China, and one in Somaliland in 1904. Sadly 15 were killed and 79 were wound out of the Naval Brigade and Royal Marine contingent.





TO CAPTAIN EDWARD PITCAIRN JONES, C.B.

OFFICERS AND MEN OF THE NAVAL BRIGADE— SIMON'S BAY, SOUTH AFRICA

The Inhabitants of Simon's Town take this opportunity of welcoming you back from the
year of war.

In the campaign in which you have been engaged for the past ten months with the eyes of the world upon you, the sympathy of the Naval Station have taken a special interest in your operations and we beg to convey to you our feelings of admiration and gratitude for the valuable services you have rendered in maintaining British Supremacy in South Africa.

The traditions of the British Navy are unparalleled in the history of warfare, and throughout the long and arduous struggle, you have proved that you are surpassed by none in resourcefulness, bravery and devotion to duty.

The records of your heroic deeds at Belmont, Graaff-Reinet, and throughout the campaign, together with your triumphant entry into Bloemfontein, Johannesburg and Pretoria, will be handed down to posterity with pride and admiration by all lovers of Righteousness, Justice and Freedom.

This campaign has been unique in the history of the Nation in drawing together the sons of the Empire by whose united efforts there has been secured for us a United South Africa under the British Flag.

In this rejoicing with you we cannot forget your brave comrades who have fallen and whose memories will ever be revered.

We also heartily sympathise with those of you who have been wounded and in other ways suffered from hardships and privations during this memorable Campaign.

In conclusion we wish you one and all long life and vigour for future service.

Mayor.

October 1900.

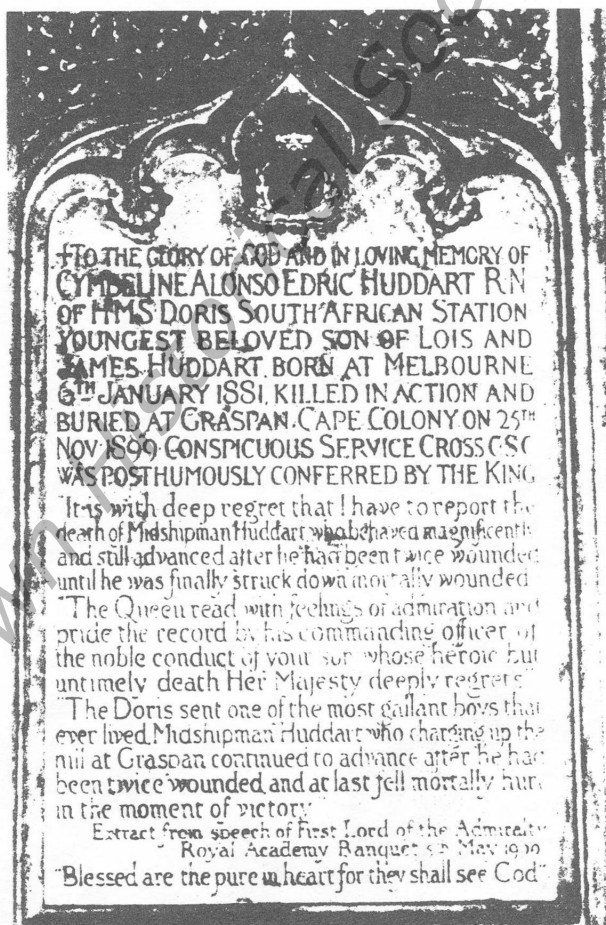
Secretary, Simon's Town Historical Society.

Town Clerk and Hon. Secretary
to the Reception Committee.

Although the action at Graspan opened up the approach for the Kimberley relief column, it was the first and last time that any naval brigade personnel would be employed as infantry. They were too valuable. In future seamen and stokers would man the guns and marines would protect them. Reinforcements joined at Modder River and Captain Bearcroft of HMS PHILOMEL took over command in the Cape while the Natal section was under the command of Captain Edward W. Pitcairn Jones of HMS FORTE. Hanging in the Simon's Town Museum is the very handsome illuminated scroll which was presented by the Simon's Town Municipality to Captain Jones and the Naval Brigade on their triumphant return to Simon's Town.



Seaman, Royal Navy, Zulu War 1879



To return to the War. The situation was beginning to look grim. Cecil Rhodes and Col. Kekewich were holding the fort at Kimberley; Baden-Powell was at Mafeking and General Sir George White (with Lambton's Naval Brigade) were bottled up in Ladysmith. General Buller (newly arrived C-in-C) was aiming to relieve Ladysmith; Methuen was fighting the Boers at Modder River and General Gatacre's force near Stormberg. Due to their superior mobility and field craft, the Boers had the edge and in mid-December came "Black Week" when the British forces were separately defeated at Magersfontein near Kimberley, Colenso and Stormberg.

Am. S. "Dons":
at Simon's Town,
15 April 1901

Dear Sir,

On my own behalf and on behalf of the Officers and men of the Naval Brigade who served in the Transvaal and Orange River Colony in the present war, I have the honour to thank the inhabitants of Simon's Town for the beautiful illuminated address they have so kindly presented to us in recognition of our services in the field.

The signal honour thus done, in

addition
Mr. J. Gillard,
Esquire,

Com. Sec. Naval Brigade
Sick and Wounded Fund.

addition to the wonderful sympathy and kindness shown to our sick and wounded by the inhabitants of this Town will always be gratefully and proudly remembered by all of us, and I should be glad if you would make our feelings thus poorly expressed generally known to the Mayor and all those who have so kindly taken part in this movement.

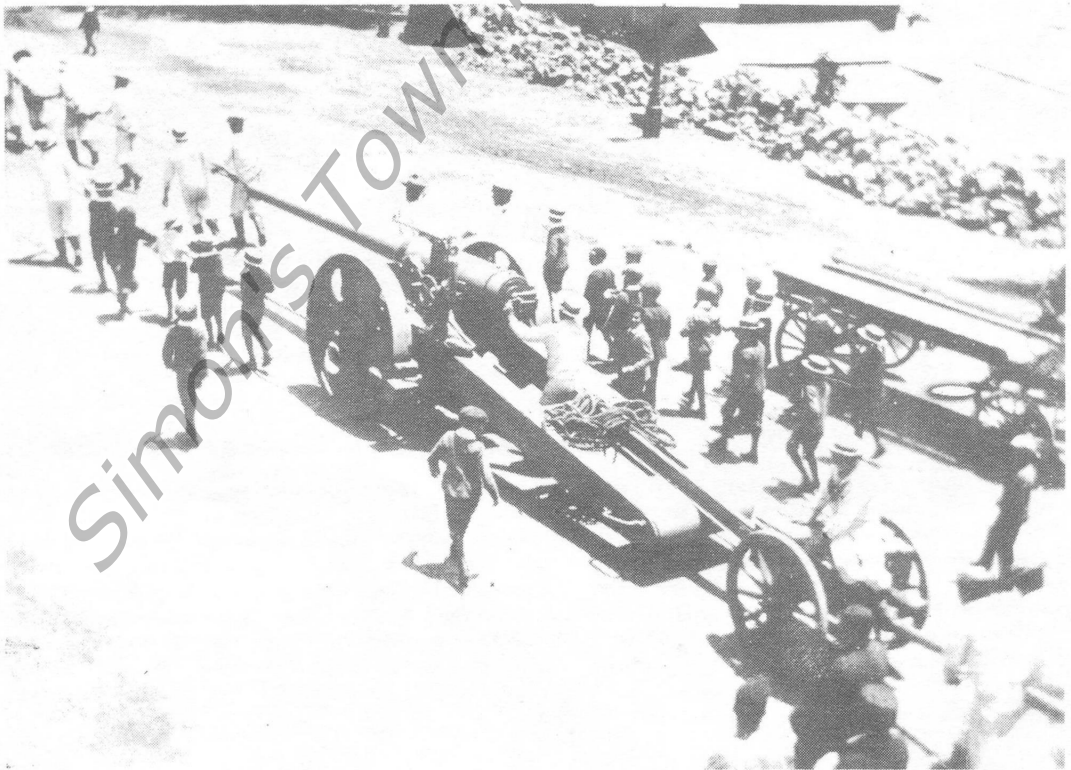
I shall have much pleasure in conveying to Captain Jones the address presented to himself and the Officers and men under his immediate command.

I have the honour to be,

Sir,

Your obedient servant

Reginald Prothero
Captain.



On 12th October 1900 the last of the officers and men of the Naval Brigade employed on the Western front returned to their ships at Simon's Town. They had gone on to the Relief of Kimberley on 16th February 1900, to Bloemfontein and then crossing the Vaal River had entered Pretoria on 3rd June 1900. Their artillery was engaged at Magersfontein on 11th December 1899, at Paardeberg on 20th - 27th February 1900 (and it was from here that General Cronje and many of the Boer prisoners came to Simon's Town to be trans-shipped to St Helena or to be imprisoned at Bellevue Camp which is now Simon's Town's golf course), and at Belfast on 26th August 1900.

The Eastern Front:

With Ladysmith under siege, the Governor of Natal, Sir Walter Hely-Hutchinson, was concerned about the defenceless condition of Durban, so Rear Admiral Harris despatched HMS TERRIBLE with a Naval Brigade of 450 men which arrived off Durban on 6th November 1899. Captain (later Admiral Sir) Percy Scott, Captain of the TERRIBLE was appointed Military Commandant of Durban. The next day positions were surveyed and they set about covering vital points such as the entrance to the town and the waterworks. In all 30 guns were mounted - of varying sizes. By the end of November it was realised that the threat to Durban itself was over and the two 4.7 guns were sent off with Lt E.P. Jones' Naval Brigade from HMS FORTE when it formed part of the Ladysmith relief column. The siege of Ladysmith lasted from 30th October 1899 to 28th February 1900. As well as assisting with its naval guns, the Royal Navy also played an important role in the communications side of the siege. A ship's searchlight with a flashing arrangement, was mounted by Scott on a railway truck with a locomotive boiler and dynamo attached. This was sent up to Frere some 23 miles from Ladysmith and was the sole means whereby news was conveyed to Sir George White during the 119 days of the siege. General Botha after the war informed Scott, that, had it not been for the naval guns, the Vierkleur would have flown over Durban's Town Hall.

The role of the naval guns in the Ladysmith relief operations may be assessed from their expenditure of ammunition: the 4.7's had fired 4,000 rounds and the 12 pdrs had fired between them 12,000 rounds. After the relief of Ladysmith, the Naval Brigade from HMS TERRIBLE were returned to their ship in Durban on 11th March and sailed for China and the Boxer rebellion. This left 127 officers and men from HMS FORTE, HMS PHILOMEL and HMS TARTAR with two 4.7 guns and 4 12pdrs. They advanced on Elandslaagte, Glencoe, Newcastle, and into the Orange Free State. In the 3rd week of October 1900, Pitcairn Jones and his men returned to Simon's Town.

NAVAL GUNS IN THE 2nd ANGLO-BOER WAR.

When it was soon evident that Boer siege artillery was greatly superior to the British in range and firepower, General Sir George White, based in Ladysmith, telegraphed to Admiral Harris with an urgent appeal for Naval guns. However, anticipating that ships' guns would be needed, Captain Scott of HMS TERRIBLE had already removed his 4 anti-torpedo boat long range 12 pdrs and mounted them on field carriages. It so happened that he now wanted to show Admiral Harris his idea of mounting a ship's searchlight on a

railway truck. With this in mind he called on Admiral Harris after dinner one night and the Admiral asked him if he could mount a 4.7 in time to leave for Durban the following day. Captain Scott accepted the challenge and returned to his ship. Overnight he designed a platform mounting using heavy baulks of timber which enabled the gun to fire in any direction and also to be transferable from one position to another. By 4 p.m. on the following day, the Dockyard, assisted by ship's staff, and personally supervised by Captain Scott, had constructed platform mountings to take the 4.7 guns, each weighing 5 tons. At 5 p.m. HMS POWERFUL sailed for Durban with 4 of HMS TERRIBLE's 12 pdrs, two 4.7's but only 600 rounds of 4.7 ammunition. On arrival at Durban, POWERFUL's brigade with Captain Lambton in command, entrained for Ladysmith to steam into their destination with fighting in progress and Boer shells screaming overhead. Within minutes the 12 pdrs were unloaded and by the end of that afternoon had put one Boer gun out of action. Two days later all naval guns were in position by which time Ladysmith was encircled by the Boers. The Navy had arrived in the nick of time!

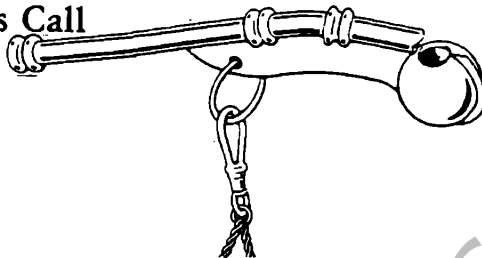
Captain Scott returned to Simon's Town and was busy improving the mountings and making mobile carriages with iron wheels for the 4.7's a pattern that was used for all future conversions. Captain Scott then received a direct message from General Buller to the effect that he needed a 6" gun urgently. TERRIBLE carried 16 x 6" guns. Weighing 8 tons, a 6" was lifted out into a lighter, taken ashore, mounted on a 4.7 mobile carriage and dragged up the beach by 200 seamen where test firings were carried out. These were successful so gun and carriage were hauled to the station and put aboard a train for the front to meet Buller's deadline. Manned by a Lieutenant, a midshipman and 50 seamen and stokers it subsequently fired 600 rounds of liddite and common shell at Colenso. Scott then had the 4.7 gun mounted on a railway truck and named it Lady Randolph Churchill, but before sending it to the front the locomotive was protected from snipers' bullets by 2,000 fathoms of 6½" hemp hawser. Another 4.7 gun was named Lady Anne and a third was named Princess Victoria.

At one time the Cape Squadron of the Royal Navy was strengthened until there was a total of 25 ships on the station. An effective blockade of the coast had been established, the only weak point being Portuguese East Africa where two ships managed to get through with arms for the Boers.

The methods of operation of the Army and Navy were very different. While soldiers marched stolidly alongside the guns each in his proper station, the Navy did not. They were soon able to drive as well as the native herdsmen, they learnt the names of individual oxen and could crack a whip with the best. With skill and humour they imitated the unearthly noises with which the natives stopped and restarted the teams of oxen which drew the guns. Then, in their own inimitable way they taught the drivers all the lower deck swear words, which the natives repeated with great glee in the presence of

senior officers. When Commander Lowther Grant's guns were chasing General de Wet across the Vaal River, the guns had to be manhandled through 3 ft of water. Halfway across a bo'sun's mate pulled out his call and piped "leadsmen in the chains" !.

Bosun's Call



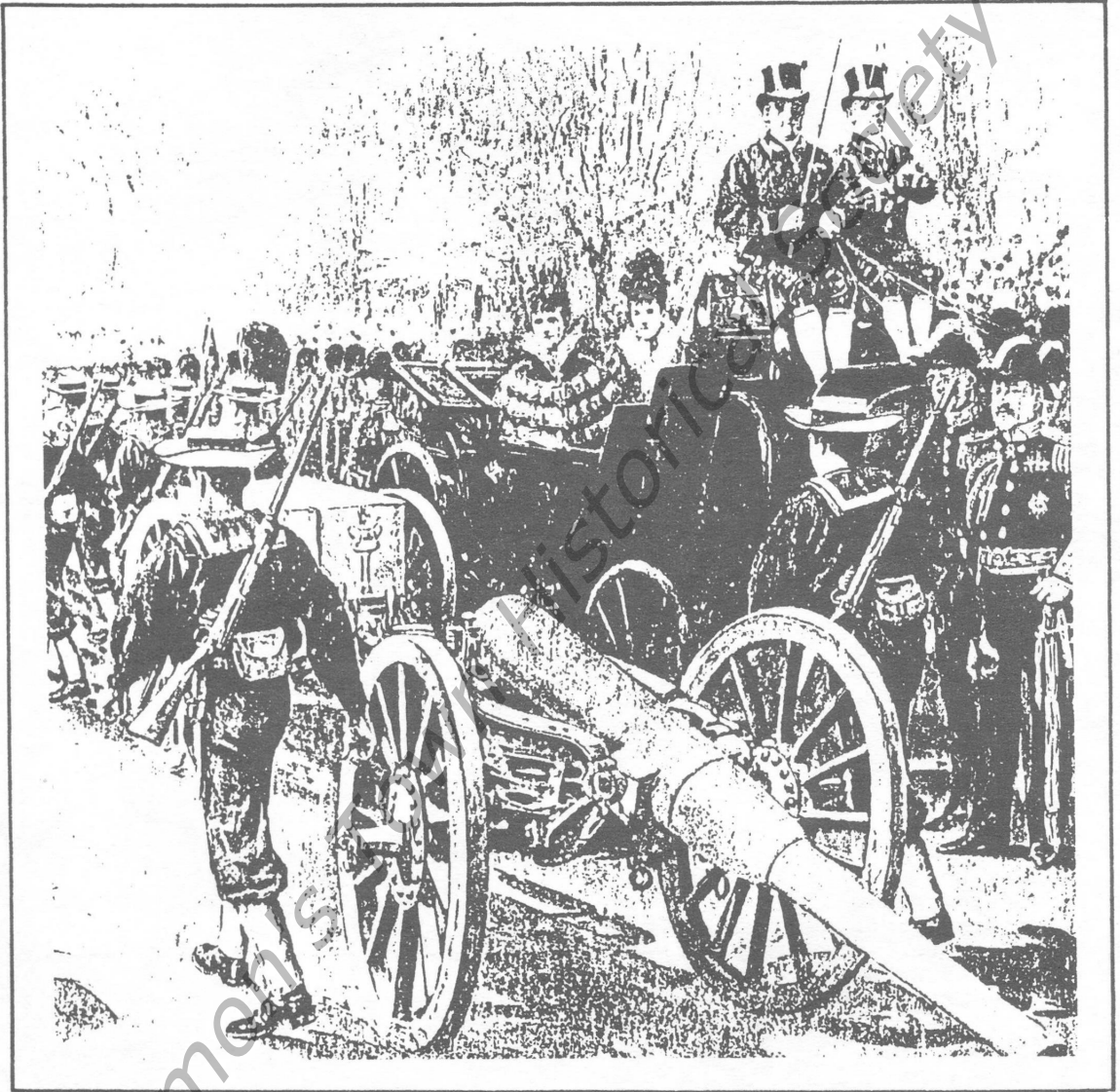
In their camps between marches, the navy fed well by adapting themselves to foraging and field cooking. Of course looting was strictly forbidden but if a herd of sheep happened to pass close by and an inquisitive officer later demanded an explanation for mutton stew, the answer, usually from a stoker, was "Well sir, one of the poor animals followed me into camp"! Not for nothing were the sailors known as "Jolly Jack". One of the gun crews marched 798 miles in 53 marching days, the best performance being 37 miles in 13 hours.

HMS POWERFUL's Ladysmith gun appeared at the Royal Military Tournament in 1900 and received great acclamation from the crowds present. In 1907 was born the Inter Port Field Gun Competition. Every summer at the Royal Tournament at Earls Court in London, the British public are still happily reminded of the unfading performance of the naval guns in the Boer War and those qualities associated with the Navy; courage, teamwork and the spirit that never gives up when confronted with adversity.

References:

Illustrated London News: special edition on the Boer War. Kindly loaned to the writer by Mrs. Joan Brockman
 Naval Who's Who 1917 published by J.B. Hayward and Son 1917
 McGregor Museum, Kimberley (who kindly supplied both information and photographs to the Simon's Town Museum)
 The Curator, Simon's Town Museum (who supplied from her own archives various information and photographs)
 The Boer War by Thomas Pakenham
 Naval Brigades in the South African War by T.T. Jeans
 Mr. Pat Sligo of Somerset West who on a visit to Melbourne kindly took a photograph of Midshipman Huddart's memorial and did not fall off the ladder while so doing!

The Editor specially wishes to thank Captain John G. Wells CBE DSC RN (Rtd) for the loan of notes he had made on the subject of The Naval Brigade in the Boer War and also for checking over this article before publication.



BLUEJACKETS' GUN DETACHMENT FROM LADYSMITH PASSING THE
PRINCE AND PRINCESS OF WALES AT THE HORSE GUARDS

THE LIFE OF FANNY BARNATO (nee BEES)

A.E. READ

The first member of the Bees family to arrive in South Africa did so in a dramatic way. This was Jan Frederik Willem Bees born in 1795 in Stettin, Germany. He was not intending to settle here but recognised a good thing when it was offered to him by the Almighty. He was en route from Batavia to Holland when on 17th November 1821 as a sailmaker on board the Dutch ship FLORA he was a survivor when she was wrecked off Robben Island. By 10th May 1822 he had applied to the Governor to stay at the Cape and permission was granted. His occupation was given as "Timmerman".

J.F.W. Bees then married Martha Johanna Baugel on 29.7.1827 at Cape Town. He had 3 sons only, as far as we can ascertain. The eldest Carel Johannes (1827) about whom we know nothing further; the second son Frederik Hendrik (1830) who married Dorothea Johanna Maria Scheffers; and Johannes Petrus (1832-1897). The third son Johannes Petrus (also known John Peter in later life) was born in 1832 and died in 1897 in Kimberley. According to his Death Certificate he was born in Simon's Town. He was the father of John, Benjamin, Emily (1866-1902 & married Col. R.A. Finlayson of Kimberley), Alice (m. Lofthouse and was a well-known operatic singer and had a successful career as a performer of comic opera in Europe and the USA under her stage name of Alice Holbrook) and Fanny (born 1858 who became the wife of the famous Barney Barnato).

J.P. Bees married Christiana Osler at St. Francis Church, Simon's Town on 19th December 1853. Christina was the illegitimate daughter of Stephen Osler and Christiana Kleyn and had been baptised by the Rev. Henry Frazer, Colonial Chaplain, at Simon's Town on 29th January, 1832. There is also a record of a child named Alfred Ernest Bees born September 1867 and died August 1868 who is buried in the Old Burial Ground (Anglican section), Seaforth. It is not certain to which part of the family he belonged. A book on Barnato by Jackson credits J.P. with 8 children but the author feels there may have been some confusion if Jackson was unaware that there were two Bees families in Simon's Town at the time. Jackson also says that when J.P. Bees left for the Kimberley diggings he left with 8 children in 3 wagons. I think it is probable that both brothers left at the same time for it is hardly likely that a man working as a tailor in Simon's Town could have afforded 3 wagons in which to move his family and this also accounts for the figure of 8 children if the two brothers left together for Kimberley. J.P. Bees' wife is reported as having drowned in a water channel near the Commercial Hotel, Beaufort West, on 11th September 1885. She had progressed steadily down the social scale due to a problem with alcohol and one wonders perhaps if she departed from the cavalcade en route to Kimberley. There was no inquest by the Magistrate of Beaufort West but a verdict of accidental drowning was returned. The "Beaufort Courier" dated 23rd September 1885 records "drowned, a noted character of this town, a White woman named Bees, in the furrow at the Commercial Hotel".

Fanny Bees attended the School of Industry in Simon's Town according to school records, as did the rest of the two families, some of the girls teaching there for a short while when they had finished their schooling. Fanny had a flair for acting so when the family reached Kimberley she escaped from her job as a barmaid in order to act as prompter to the local dramatic society which had sprung up. It was here that she met up with Barney Barnato, newly arrived from the East End of London. Fanny is described by Jackson in his book as a "striking brunette with flawless olive skin, jet black hair and brown eyes". She was taller than Barney by a head, and 6 years younger than him. She found him fascinating but often teased him about his cockney accent. However, they teamed up and lived together for many years while he was making money through his diamond dealings. There is no proof that they married then, although Barney always said they had gone through a Civil ceremony in 1877 and Barney always said that his family would not approve as Fanny was not of the Jewish faith. However, after they realised that Fanny was at last pregnant they went through a marriage ceremony at the Chelsea Registry Office in London in November 1892. Their eldest child Leah Primrose was born in 1893. Their second child was a son Jack (christened Isaac Henry Woolf) born in 1894 and the youngest was "Babe" Woolf born in 1895.



Fanny grew with Barney's flourishing dealings. She did not find it difficult to adapt. She ran her Kimberley household with brisk efficiency, was a great reader and played the piano. She had a hoard of jewels, lockets and tiny watches which Barney heaped on his beloved. She had a good voice but could be stubborn and with all that, she was also a shy and reserved person. With all this she entered fully into his social life and in London she and Barney were frequently to be seen at the Opera at Covent Garden where they invariably took two boxes. She would be superbly gowned and jewelled, with her hair mounted high on her head and wearing a tiara.

Barney decided to build himself a house at No.25 Park Lane, London, and while this was being done they lived at nearby Spencer House. It amuses the writer and I'm sure it probably amused Barney, when in the 1970's No.25 Park Lane became the Playboy Club. It seems rather

appropriate in view of the amount of gambling Barney did that the house he built as his dream house, but was never to live in, should have eventually been a gambling club. When Barney died before moving into the house, it was bought by the Sassoon family.

The year 1895 was probably the high mark of Fanny's social life. In November the Lord Mayor of London gave the last of his year's banquets for his friend Barney Barnato who was home in England visiting friends and relations. The Lord Mayor was Sir Joseph Renals. Lady Renals and Fanny were the only women present on this occasion. Sir Joseph made Barney a Lieutenant of the City of London, which entitled him to wear a scarlet, gold-braided uniform. How proud of her little "cockney sparrow" Fanny must have been.

What of Fanny and Barney's children? Leah Barnato (1893-1933) married twice: 1st to Alfred Haxton and 2nd to Carlyle Blackwell. Haxton was a concert violinist and Blackwell was a silent movie star in Hollywood. The daughter of Leah and Haxton (Olive) married F.P. Phillips and they had a son Richard Phillips.

Jack (1894-1918) married Dorothe Lewis and they had no family. Sadly Jack who had been a pilot, first in the Royal Naval Air Service and then in the Royal Air Force, being mentioned in despatches, died of pneumonia in October 1918. Dorothe later married Lord Plunkett.

Woolf (1895-1948) nicknamed "Babe" joined up also in the 1st World War as a private, and later rose to be a Captain. He was over 6 ft tall and was a good boxer in the days he was at Cambridge University, getting a Blue. How proud Barney would have been of this. Woolf was an all-round sportsman, playing off a +2 at golf, but supercharged cars were his passion. He raced at Brooklands in Surrey (near Weybridge). He married 3 times (1) Dorothy Maitland Falk (2 daughters Virginia and Diana), (2) Jacqueline Quealy (2 sons Peter and Michael) and (3) to Joan Isachsen.

Fanny must have been very proud of her granddaughter Diana who in the 2nd World War was an Air Transport Auxiliary Pilot, taking after her father who spent the 2nd World War as a Wing Commander in the RAF and organised the defence of British aircraft factories. Diana was later a member of the "Ten Ton Club" having piloted herself at over 1,000 m.p.h. Diana was also a brilliant horsewoman and was at one time Joint Master of Foxhounds with the Old Surrey and Burstow Hunt. By 1970 only Woolf's son Michael (his youngest) was still alive. He was living in Nevada, USA and had a son whom he had named Barney after his grandfather, being the only male Barnato still alive.

Fanny lived to a ripe old age and celebrated her 80th birthday in 1938 in fine style in London at Claridges Hotel. After Barney's death in 1897 Fanny lived in an apartment near Marble Arch, London, had a house in Upper Colwyn Bay in Wales, and a villa at Brighton. She sent her two sons to Charterhouse Public School and Cambridge

and Leah was brought up as a young heiress but never spoiled.

Not bad for a little Simon's Town girl!

References: The Great Barnato by Fletcher
Barney Barnato by Lewishon
D.R.C. Archives, Cape Town
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done by Mrs. E.A. BIGGS)

THEY PASSED THIS WAY : CAPTAIN SIR JOHN FRANKLIN RN & HIS WIFE

A. E. READ

Captain Sir John Franklin RN (born 1786) will go down in history as a famous arctic explorer. He was the 12th and youngest son of Willingham Franklin of Spilsby, Lincolnshire. His first wife had been Eleanor Anne Porclan of London and on her death he married his wife's friend Lady Jane Griffin, the daughter of a London solicitor. She had been, before her marriage, an inveterate traveller with her father. Jane and Sir John married in November 1828. They passed through here in November 1836 aboard the ship FAIRLIE en route to van Dieman's Land, where Sir John had been appointed Governor. Lady Franklin kept very full accounts of her travels and her diaries are with the Scott Polar Research Institute, University of Cambridge, and are on microfilm in the S.A. Library, Cape Town.

COASTAL SENSITIVITY ATLAS OF SOUTHERN AFRICA

This atlas was compiled to provide information for oil spill contingency planning and to aid decision making during oil spill situations. However, the broad spectrum of information contained in this atlas makes it a useful document for any organisation or individual that has an interest in the management of the resources of our coastline. It has been compiled by the Sea Fisheries Research Institute of the Department of Environment affairs and mapped by the Institute of Cartographic Analysis at the University of Stellenbosch. The main compilers were Lynette F. Jackson and Steve Lipschitz who very kindly gave us permission to reproduce that part which affects False Bay, which highlights features of special importance such as estuaries, bird colonies, industrial utilisation of sea water, marine reserves and other biological information.

The Cape Peninsula is well protected. Of the areas which concern us mention should be made of:
Cape of Good Hope Marine Reserve (from Schuster Bay at Scarborough



FLAG OFFICERS OF THE CAPE 1795 - 1957

Vernon White

PART II Rear Admiral Thomas Pringle (1796 - 1798)
 Rear Admiral Sir Hugh Cloberry Christian (1798)
 Vice-Admiral Sir Roger Curtis (1799 - 1803)

It was not without reason that the Cape of Good Hope was known also as "The Cape of Storms" for it was these that caused the Dutch East Indian Company (the VOC) in 1741 to issue special instructions to their ships calling at the Cape, while sailing to and from Batavia and Holland. During the season of the south-east gales between October and late April, VOC ships were required to anchor in Table Bay, and in the winter months during the period of the north-west gales to anchor in Simon's Bay.

It was this practice that led indirectly to Simon's Town becoming a naval base for in order to serve the ships in Simon's Bay a building to house a magazine for gunpowder and weapons was constructed in Simon's Town in 1743. A naval storehouse was also built, and a barracks for the staff, which subsequently became a victualling and general storehouse in the West Dockyard, and is still in use to-day.

When the British occupied the Cape in June 1795, ships of the Royal Navy continued to use Table Bay and Simon's Bay as alternative anchorages, but providentially ships of the fleet were anchored in both bays when Rear Admiral Thomas Pringle succeeded Vice Admiral Sir George Elphinstone as Naval Commander in the Cape in 1796.

It was not, however, the weather or the gales that were to worry Admiral Pringle, but an ill wind from England that brought with it the contagion of mutiny.

Conditions in British men-of-war were harsh in those days, and at that particular time ships of the Royal Navy in the Cape were experiencing difficulties in obtaining adequate food supplies. This factor, combined with the news of a mutiny in ships of the Royal Navy at Spithead in August 1796, followed by one in ships in the Nore, was enough to spark a mutiny in the ships under the command of Admiral Pringle. Conscious of the seriousness of the situation, the Admiral, who had been detained on board his own ship, agreed to redress the grievances of the mutineers provided they followed proper complaint procedures. A naval court was convened on board HMS SCEPTRE, before whom Captain George Stephen appeared. Captain Stephen, of whom Lady Anne Barnard wrote "he was a mild good man by character", although alleged to be the most hated of the officers in the fleet, was held blameless by the Court.

All might have ended peacefully but for a seaman "who insulted the Court in the execution of its duty", and who was promptly

imprisoned. Mutiny then broke out afresh in the SCEPTRE, unfortunately with violence, and on this occasion the Admiral was not prepared to give any quarter. He demanded the surrender of the ring-leaders, and ordered the guns of the Castle trained on the other ships of the fleet anchored in Table Bay. Had all Admiral Pringle's ships been in Simon's Bay, the outcome of the mutiny might have been different. Eventually 22 mutineers surrendered, and 5 were hanged from the yard-arm. The consequence of the mutiny had it not been quelled could have been serious, as the sole purpose of the British occupation of the Cape was to safeguard the Cape sea route for British merchant ships, and this could have been prejudiced by the mutiny.

In February 1796 the Dutch settlers in Graaff-Reinet had refused to take an oath of allegiance to the British Crown, and were actively plotting rebellion. One of their number, Jan Woyer, the district-surgeon of Graaff-Reinet, had travelled to Batavia and persuaded the Governor-General to send a ship to Algoa Bay with ammunition and other supplies, with which Dutch settlers in the Eastern Cape would rise against the British. A Dutch merchantman, the HAASJE sailed with the requested ammunition and supplies, but had to put into Delagoa Bay for repairs where in May 1797 she was intercepted by HMS HOPE (Commander A. Brine RN).

Whilst in the Cape, Admiral Pringle ordered a hydrographic survey of False Bay during which a dangerous rock was charted. It lay right in the passage of ships sailing into Simon's Bay and was subsequently named Whittle Rock after Lt Daniel Whittle who commanded the survey ship HMS EUPHROSINE. It is believed that it was this rock that HMS TRIDENT struck whilst entering Simon's Bay in August, 1796.

In January 1798 Rear Admiral Pringle, whose sight was failing, was succeeded by Rear Admiral Sir Hugh Cloberry Christian KB an officer with a distinguished record of service in the Navy. His flagship was HMS TREMENDOUS and his flag Captain, Captain C. Brisbane.

Hugh Cloberry Christian (1747-1798) came from an old Isle of Man family, although he himself lived on the Isle of Wight. He was the son of Captain Thomas Christian RN (1719-1753). At an early age in 1761 Hugh had entered the R.N. and served mainly in the English Channel and Mediterranean, before being promoted a Lieutenant in 1771. His first command in 1776 was in the Leeward Islands, followed by command of KINGFISHER (14 guns) and the VIGILANT (20 guns) under Lord Howe on the North America coast, from whence he returned to England and was promoted to post rank in December 1778.

Captain Christian was then appointed Captain of the SUFFOLK (74 guns), carrying Commodore J Rowley's broad pennant in the squadron which returned to North America with Lord Shuldom. The SUFFOLK sailed on to the West Indies where Captain Christian saw action in the Hornblower style. First, against the French (D'Estaing) off Grenada in July 1779, and then in three more actions against de

Guychen off Martinique in April and May 1780.

Commodore Rowley having transferred his flag to the CONQUEROR, Captain Christian was appointed to the captured French frigate FORTUNEE (40 guns) and took part in further action off Chesapeake in September 1781, St Kitts in January 1782 and Dominica in April 1782. Then like many naval officers of that era, who could not find active employment after periods of action at sea, Captain Christian was to remain unemployed on half pay until 1790.



REAR ADMIRAL THOMAS PRINGLE

(1796-1798)

For a short period he was second Captain in the QUEEN CHARLOTTE (100 guns) with Lord Howe, and then commanded the COLOSSUS (74 guns) in 1792. The following year 1793, he was re-appointed to the QUEEN CHARLOTTE followed by a spell ashore in 1794/95 as Chief Commissioner of the Transport Board. On 1st June 1795 he was advanced to be a Rear Admiral of the Blue and in November of the same year was appointed Commander-in-Chief of the West Indies.



REAR ADMIRAL SIR H.C. CHRISTIAN

1798

It was then that a curious incident occurred, which became part of the Christian family legend. His mother had a vivid dream in which she saw many ships in a violent storm, in particular a ship of 98 guns with the name GLORY on its stern, flying an Admiral's broad pennant. Standing in its gangway wearing the red ribbon of an order, was her son. On 16th November Admiral Christian put to sea

in PRINCE GEORGE (98 guns) in company with his squadron, and a convoy of about 200 merchant ships and transports carrying a large body of troops. Not long after sailing, a violent gale arose, when a number of the convoy foundered, others were driven ashore, and the squadron itself returned to Spithead in a shattered condition. Admiral Christian transferred his flag to the GLORY (98 guns) and set sail a 2nd time on 9th December to experience a similar fate. Only the GLORY plus 5 ships of the line and about 50 of the convoy reached Spithead on the 26th January 1796. For his tenacity he was invested on 17th February with the Order of the Bath, thus making his mother's dream a reality. Admiral Christian set sail for the West Indies for the 3rd time on 20th March, on this occasion flying his flag in THUNDERER (74 guns). Arriving in Barbados at the end of April he commanded the naval force which in co-operation with the army under General Sir Ralph Abercromby captured St Lucia on the 25th May.

Admiral Christian returned then to England, and was appointed C-in-C Cape of Good Hope the following year, in November 1797. His eldest son Hood was serving at the Cape in another ship, but on Sir Hugh's flagship with him was his nephew Ewan as a Midshipman. Sir Hugh arrived in the Cape in January 1798, but tragically died in Wynberg on 22nd November of that year after a short illness. His burial was on the evening of 23rd and we quote from the diary of Mr. S.E. Hudson, Chief Clerk in the Customs at that time:

"....The remains of the Admiral were interred in the Church at Cape Town ...with solemn state. The military attended in full uniform. Seven field pieces with the artillery of the 8th Regiment preceded by the officers of the Admiral's ship immediately followed the corpse borne on the shoulders of his boat crew in white shirts and trousers with black velvet caps. His Secretary walked before the body with the Red Ribbon and Star borne on a black cushion, the pall supported by Captains and over the pall was thrown a Union Jack with the Admiral's sword, scabbard and hat.The body was deposited in a vault near the inner door of the church in which were several coffins, indeed there was but one space left which he now occupies. The service was performed by the clergyman belonging to TREMENDOUS."**

In the year 1798 Napoleon Bonaparte suddenly sailed from France with his fleet, and a large number of troops, to Egypt with the intention of securing that country for France. On hearing this in the Cape, Admiral Christian on his own initiative, sent 3,000 troops from the Cape Garrison, under General Sir David Baird, to India to attack and capture Seringapatam in Mysore, and thus block any advance eastwards by Napoleon. In the event Admiral Nelson at the Battle of the Nile ended Bonaparte's dream of adding Egypt to his Empire.

Admiral Christian wrote to the British Prime Minister, a friend of his, Mr. Pitt, informing him of what he had done, in recognition of which King George III conferred a peerage on Sir Hugh, and a sword of honour was sent to Lady Christian to await Sir Hugh's return to England. Sadly he was never to receive this gift, due to his premature death in the Cape.

Admiral Sir Hugh Christian was married in 1775 to Anne, only daughter of Barnabas Leigh of Thorleigh, Isle of Wight, and who was also a neice of Admiral Lord Holmes. Their eldest children were two daughters (one married to Count Hompesch-Bolheim of Austria and the other married to Count Bylandt of Holland). The daughters were much older than their brothers. Their third child and eldest son was Hood Hanway (1784-1849), whose Godfather was Admiral Hood. Their fourth child was Hugh who was still at school when his father died in 1798. Sir Hugh's wife Anne was born in 1752. She had been in ill-health in 1798 and sadly only survived Sir Hugh by 2 months. News of Sir Hugh's death was despatched to England on the transport ECHO in the hands of his Flag Lieutenant and his nephew Ewan - Hood Hanway being absent from the Cape at the time. Sadly ECHO was captured by the French and the two men were prisoners for 9 months until exchanged for French prisoners.

Readers might well be wondering whether Lt. Fletcher Christian RN of HMS BOUNTY is in any way connected with the family in this narrative. The answer is "yes". He was a 2nd cousin of the Ewan Christian mentioned above. Fletcher Christian as we know retired to Pitcairn Island, while Ewan returned to settle in the Cape, to become a leading member of society and an M.L.C with a house and business in St George's Street, Cape Town.

Captain G.L. Losack of HMS JUPITER, Senior Captain at the time of Sir Hugh's death, assumed command of the Cape Station until 1799, when Vice-Admiral Sir Roger Curtis, Bart GCB, Admiral of the Red, became C-in-C with Captain Losack as his Flag Captain.

Admiral Curtis remained as C-in-C until the British withdrew from the Cape, after the signing of the Treaty of Amiens in 1803.

References: ** Rev. Hopkins, Chief Archivist of the D.R.C. Archives in Cape Town states categorically that Sir Hugh was buried in the Groote Kerk as it and the Lutheran Church were the only churches in Cape Town at that date.

"The Christian Sword" by Harriet Margaret Ann Traherne (nee Christian): Thanks to Mrs. P. Simons a descendant of Ewan Christian, and Mrs Margaret Cairns, for their help.

"The Christian Sword" loaned by the Curator, Simon's Town Museum.



VICE-ADMIRAL SIR ROGER CURTIS
(1799 - 1803)

SHIP'S BISCUIT

is the "bread" which was supplied to ships, particularly naval, before bakeries were introduced on board. It was made with flour, mixed with the least possible quantity of water, and thoroughly kneaded into flat cakes and slowly baked. Good biscuit was supposed to be $\frac{1}{3}$ heavier than the flour from which it was made. Before the days of tin-lined chests, it was packed in canvas or cloth bags and quickly became infested with black-headed weevils, a cause of much complaining by seamen as you will read below:

"We live on beef which has been 10-11 years in the cask and on biscuit which makes your throat cold in eating it owing to the maggots which are very cold when you eat them, like calvesfoot jelly".

This was part of a letter home by a 10 year old boy who served in HMS VICTORY at Trafalgar in 1805.

In the Royal Navy, it was left to Samuel Pepys in 1667 to regularise the generally adopted biscuit ration of one pound daily and he defined the issue thus "one pound of good, clean, sweet, sound, well-baked wheaten biscuit". These hard-baked biscuits were thick, brown in colour and stamped with perforations in the centre so that this area became even more compressed and only softened slightly after long keeping. Often these biscuits were consumed at night when "the eye saw not, nor did the heart grieve".

In the early 1800's naval bakeries were established at the Royal Clarence Yard, Gosport, and the Royal William Yard, Plymouth. Biscuits manufactured from the two Yards were impressed with the letters RC (Royal Clarence) and RW (Royal William) together with the universal trade mark of any Government product - the broad arrow. Ship's biscuit was issued until bakeries began to be fitted generally in ships at the beginning of the 20th century and bread became available even for long voyages, but even then large stocks of biscuit were held in naval victualling stores for issue to ships in wartime, and in many ships of the Royal Navy during the First World War and for some years after, biscuit was a victualling issue on board until the huge stocks were exhausted!

Reference: Papers in Archives, Simon's Town Museum.

MASTER-AT-ARMS: The Master-at-Arms was introduced into the Royal Navy during the reign of Charles I and was responsible for all the arms and ammunition aboard ship, as well as for training the crew in musketry. To-day the Master-At-Arms is to be found only in shore bases/establishments, since the coxswain takes his place at sea. He is responsible for the discipline and welfare of all ratings. His counterpart is the R.S.M. in other Arms of the Services.

HOLIDAY: a gap left in a row or line, or to an unpainted patch of paintwork on a ship.

THE SOUTHERN RIGHT WHALE (*Eubalaena australis*)

We quote below from information given to us by Mrs. Nan Rice of the Dolphin Action and Protection Group. All that has been written in our Bulletins previously has been concerning the hunting of whales in False Bay, principally in the last century. What trusting creatures to think that they still return to our shores to bear their calves! Due to the DA & PG, Regulation 90 was amended in December 1980 (Government Gazette No. 7318 dated 5/12/80) and further amended on the Group's recommendations in July 1984 (Government Gazette No. 9300 dated 6/7/84). It now reads:

- " (1) No person shall catch, kill, disturb or harass any whale at any time.
 (2) For the purpose of subregulation (1) 'disturb or harass' shall also include:
 (a) shooting any whale;
 (b) approaching any whale, whether in a boat or any other floating craft, aircraft or helicopter to within a distance of less than 300 metres;
 (c) the stopping or lingering in a boat or any other floating craft, aircraft or helicopter to within a distance of less than 300 metres;
 (d) that in the event of a whale surfacing within a distance of less than 300 metres from a boat or other floating craft, the person in charge of such boat or other craft fails to proceed immediately to a distance of at least 300 metres from the whale."

DESCRIPTION: Colour black with occasional white markings along back and underside; the body is stocky and fat, smoothly rotund without a trace of dorsal fin or any ridge along the back; these bulky animals float higher on the water than other species of whales. Length 14 - 18 metres; weight averages about 54,000 kg; no grooves on throat; cruising speed 2 - 3 knots. Gestation about one year. Calves 5-6 metres at birth.

THE SOUTHERN RIGHT WHALE is the species with which we here are most concerned. It was so named because it was considered to be the "right" whale to catch. Rich in oil and baleen (the large food filter plates which hang from the roof of its mouth) and a whale which floated in the water when killed, this slow-moving leviathan became one of the most ruthlessly hunted of all species of whales. To-day the northern right whale is virtually extinct. In the southern hemisphere populations show a slow increase since international protection in 1935. There are estimated to be about 3,000 - 4,000 southern right whales at present, with South Africa receiving the major percentage visiting its coasts annually. It is considered an endangered species.

The southern right whale has a circumpolar distribution and inhabits sub-antarctic waters between about 30 degrees and 55 degrees south. The whales migrate south during the summer months when supplies of krill are more prolific and north during the winter months to mate, calve and rear their young. They appear round our coastline from May to December. They can be seen interacting in the sheltered bays and coves like Fish Hoek and Simon's Bay.

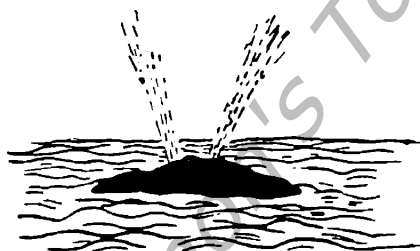
The southern right whale can be distinguished from other whales from its V-shaped 'blow' and the callosities which appear on and around its head. Although many people mistake these callosities for barnacles and although barnacles and other sea life live on these patches on the whale's head, the callosities are actual outgrowths of tough skin which form different patterns on each individual and which is a useful form of identification. To hear a whale 'blow' is like hearing the breath of life. A whale's 'blow' consists of water vapour which condenses as it cools under pressure; it also contains oily mucous from the respiratory tract of the whale.

Whales are large brained and sensitive creatures. Strong bonds exist between females and their calves. In normal circumstances they are non-aggressive and gentle towards man. As yet, knowledge about whales and the role they play in the marine ecosystem is fragmentary. However, initial benign research indicates that whales are of greater benefit to man alive than dead.

For this reason, if for no other, they need our protection and certainly in our section of False Bay whale watching is becoming a more and more popular pastime for residents and tourists alike.

Carcasses of dead whales or dolphins must not be mutilated or removed until they have been examined. Stranded whales should be immediately reported to Sea Fisheries Institute, Cape Town (phone: 419-1573) or Mrs Nan Rice of DA & PG (phone: 82-5845 all hours).

SAFEGUARD THIS WONDERFUL HERITAGE



The blow of the Right Whale 4-5 m

(Eubalaena australis)



LT BISHOP BURNETT R.N.

A.E. Read

Burnett was one of the many half-pay officers who came out with the 1820 Settlers. He should have come in Baillie's party with his wife Mary Anne (28) and children Edward (6) and Thomas Deans (5). They sailed in OCEAN but just before sailing they separated from Baillie's party and sailed as independent settlers. Burnett brought over £1,000 with him together with an order from Earl Bathurst that he should be located according to his means. He was awarded Land Grant No. 15 by Sir Rufane Donkin, the Acting Governor, according to Donkin's Report on the granting of 41 pieces of land in Perpetual Quitrent as authorised by Earl Bathurst. This appears in Donkin's Report dated 29th September 1822 and written from Scone in Perthshire after criticism of his actions.

He had some tenuous business connections in London. He had a violent temper. He had not been in Albany long before he intervened in a disagreement between certain officers in the Cape Corps and horse-whipped the regimental doctor, one Robert Knox. Burnett then became involved in a mass of lawsuits over his farm, was declared insolvent and saw his property sold to pay his debts - which were far greater than the sum realised by the sale.

One of the claims was against Captain Henry Somerset and the Cape Corps who he said had not paid in full for grass forage taken from his farm, but his principal litigation was with Captain Robert Hart, Superintendent of the Government's Somerset Farm. When he lost 6 lawsuits to Hart before the Circuit Court, he sent a protest to the Governor charging the judges with prejudice, partiality and a corrupt violation of justice and described them as persons morally disqualified to fulfill the sacred functions entrusted to them.

This somewhat remarkable document was placed in the hands of the Fiscal, who summoned Burnett to Cape Town to stand trial for libel on the judges. The officers of the Cape Corps applied to the Fiscal for Burnett to be prosecuted for libel upon them also but this was too much for Lord Charles who "anxiously desired a truce of all disturbances of that nature".

Theal, in Volume XV records that at one stage Burnett applied to take his family and 17 witnesses to England to testify against the Colonial Government but only if free passages were granted to all. Donkin commented that they could appear at the Cape before the forthcoming Commission (Bigge and Colebrooke).

Burnett is described as a wild, mad but clever fellow. He came to Cape Town from the Eastern Cape in 1823 to stand trial for the libel against members of the Court which had passed judgement against him in his disputes with Captain Robert Hart. When he appeared before the Court in Cape Town he refused to plead his case because he

maintained that he should be tried by the laws of England and not those of the Colony based on Roman-Dutch law. The Fiscal was not going to be brow-beaten. Burnett was banished from the Cape for 5 years. Before leaving he played hide and seek with the police for several months and evaded imprisonment. He was eventually allowed to depart of his own accord.

Once in London he continued his prodigious output of memoranda and petitions. These were directed not only to Earl Bathurst who ordered the Commissioners Bigge and Colebrook to examine the whole of the complaints brought against the Cape Administration by Lt Bishop Burnett. John Fairbairn and Thomas Pringle kept stirring the pot by sending accounts to London papers.

Burnett was not held in high regard by his fellow settlers and even though Fairbairn and Pringle sent these reports they conceded to the two anti-Somerset British Members of Parliament, Brougham and Hume, that Burnett was shunned by all the respectable settlers. Pringle wrote from Albany to Fairbairn saying "Burnett has doubtless some strong points in his case but a great part of it will fall to the ground.... Captain Robert Hart was unquestionably used by him.... He was really a sort of gentleman swindler and without any principles of truth or honesty. He is an unprincipled vagabond and his exposure will reflect disgrace on the public cause if Brougham is not warned... It is lucky that neither you or I had any acquaintance with him."

The Commissioners ventured to say Burnett was in the wrong and Lord Charles in the right, but one member of the British parliament humourously suggested that Burnett's petition might be entitled "Bishop Burnett's History of His Own Times". Even Mr. Joseph Hume MP began to doubt the veracity of Burnett having seen him and examined him. Lord Charles was cleared but nothing entirely obliterated the effect of the widespread publicity given by the British Press.

Lt Bishop Burnett then vanished completely from public view.

References:

Theal: Vols XIV and XV
Plantagenets in South Africa : Millar
Imperial Blue Book Vol.I

From: Cape Town Gazette & African Advertiser No.538 4/5/1816:
"Murder was committed at Poespaskraal of J.N.JOON by his slave NOVEMBER of Mozambique on 24/11/1815. November used to belong to Meyer of Overberg. Please apprehend and deliver him to the gaol in Cape Town. signed: J.H. Brand Govt. Resident Simon's Town."

No. 535 13/4/1816:
EDWARD MORGAN of Naval Yard, Simon's Town lost a gold watch, Seal and Key between Half-Way House & Simon's Town. Reward 20 Rds.

MASTER SHIPWRIGHT:

The NAVAL CONSTRUCTOR traces his ancestry back to the Master Shipwrights of the early Tudor days. During the 16th Century the post became more permanent and of more importance. In May 1538 a Master Shipwright, James Baker, was given an annuity for life of 4d a day, which was doubled in 1544. During the 16th and 17th centuries the Master Shipwrights were important permanent officials, but they were also permitted to own private shipyards and even to build ships for the Navy in these yards. By the end of the 17th century this practice had been stopped though for some time the Master Shipwrights were partly salaried officers and partly dependent on fairly substantial overtime payments and on fees paid by articulated apprentices. By 1696 the annual salary of a Master Shipwright was fixed at £200 per annum and that of his assistant at £100 though there were still "perquisites". The Master Shipwright was the earliest Dockyard official and for a long time, the most important. It was not until Cromwell's time that resident Commissioners were appointed to Yards and even then the Master Shipwright was responsible for most of the industrial work. As well as shipwrights works he directly controlled caulking, mastmaking, boatbuilding, ship joinery and the Master House Carpenter (roughly the modern Civil Engineer). Only ropemaking and sailmaking lay outside the Master Shipwright's supervision. From the end of the 17th century the design of ships tended to move into the hands of the Surveyor of the Navy, but, almost without exception he was a promoted Master Shipwright. Prior to 1801 the Master Shipwright and his assistant were each allowed to take 5 premium apprentices. This scheme attracted the sons of well-off parents with a reasonable education. Working with the senior Yard officers, these boys received a sound training in shipbuilding and were well placed for rapid advancement when their apprenticeship was complete. There were suspicions that some advancement was too rapid but nothing was ever proved! However, Lord St Vincent in his bid to get rid of corruption abolished the previous scheme and this led to the First School of Naval Architecture being set up in 1811 with admissions based on a competitive examination for apprentices aged 15 - 17 years at a salary of 60 guineas a year. They were in bond to the sum of 500 guineas to remain in Admiralty service on graduation.

Ref: A Century of Naval Construction - D.K. Brown.

In view of the above, the Editor feels that to describe our John Osmond as "Ship's Carpenter" in 1799 and a year or so later to find him described as "Master Shipwright" makes one wonder if he had Admiral Curtis (the then C-in-C) as his patron and, if he came from the sort of family described above, then perhaps he had every right to feel he was a cut above the average Dockyard employee in Simon's Town. This may have led to people thinking him arrogant. Maybe some of his money came from his parents and not all of it from his widowed mother-in-law!

 PAY OFF: A ship is paid off when her commission is terminated. When a ship is paid off a suit of colours is flown, and comprises the National Flag, the commissioning pennant (to which is added approximately 30 cm for each year that she is in commission), the ensign and the preparatory pennant.

WILLIAM FROUDE (1811 - 1879)

Audrey Read

William Froude was a son of Robert Hurrell Froude, Archdeacon of Totnes in Devon and was a brother of the Historian James Froude. He was educated at Westminster and at Oriel College, Oxford. He had worked with and become a friend of Commodore Frederick Richards (in 1879 the C-in-C at Simon's Town) when they had worked together on stability tests on iron-clad ships after the tragic capsizing of HMS CAPTAIN. Wm Froude left England in December 1878 aboard HMS BOADICEA for the Cape. Because of his bad health he had been advised to summer in the Cape and thus escape the English winter so what better than to come and stay with Frederick and Lucy Richards at Admiralty House, Simon's Town. Tragically he contracted dysentery and died at Admiralty House on 4th May 1879. He is buried in The Old Burying Ground at Searforth next to Lucy Richards who sadly died just 11 months later.

Wm Froude was a Civil Engineer, F.R.S. and LL.D and had worked with Brunel from 1832 - 1846 on railway contracts and on the ship s.s. GREAT EASTERN, before he joined the Admiralty.

In 1864 we find him as an Instructor at the Third School of Naval Architecture and Marine Engineering. This was housed in an uncomfortable building at the corner of Exhibition and Cromwell Roads, Kensington, London and the Principal was Rev. Dr. Joseph Woolley who taught religion and mathematics. Woolley had been Principal of the Second School which was established in 1848 and closed in 1853. The First School had been established in 1811 at the Naval College, Portsmouth, which was really too small a building.

When the Royal Naval College moved to what had been the old naval pensioners' hospital at Greenwich, it was with great relief of the staff and students that it was decided that the Third School should also move to the Greenwich premises. The Royal Corps of Constructors which came into being in 1883, was composed entirely of men who, though with a broad engineering and mathematical education, were primarily naval architects.

Due to the foresight and vigour of Wm. Froude, in the late 1860's a committee to study the problems of estimating the power required for steamships, was formed. This was chaired by Lord Dufferin. Wm. Froude carried out his experiments on the River Dart by testing models of 2 different shapes and 3 different sizes and was able to show that there were 2 components of resistance, one due to friction and the other to wavemaking and that these components obeyed different scaling laws.

On April 24th 1868, Wm. Froude wrote to Sir Edward Reed (Chief Constructor of the Navy) proposing that an experiment tank be built

and a two-year programme of work be carried out. After due deliberation, in February 1870, Their Lordships of the Admiralty approved an expenditure of £2,000 to build the world's first model experiment tank at Chelston Cross, Torquay and run it for 2 years. The tank was 250 ft long, 33 ft wide and 10 ft deep. It was completed in 1871. Everything was new. The carriage was pulled along the tank at a constant speed by a steam engine controlled by a governor of Froude's design. For this first tank he had to design his own resistance dynamometer and followed this in 1873 by his masterpiece, a propeller dynamometer to measure thrust, torque and rotational speed of model propellers. This dynamometer was made of wood, with brass wheels and driving bands made of leather boot laces. It continued to give valuable service till 1939 when its active life came to an end with tests of propellers for the fast minelayers. This machine and many other relics of the world's first ship tank are still to be seen in the Froude's Museum, Haslar, Gosport, Portsmouth. The ship models he used were made of 95% paraffin wax and 5% beeswax and stearin (ester of glycerol and stearic acid).

Wm Froude's recognition of the important part played by frictional resistance soon showed in the shape of ships as they got shorter and fatter, with less surface area and hence were more economical to run at the slow speeds of the era. He did great work on INFLEXIBLE and he introduced bilge keels to reduce the heavy rolling which troubled early mastless ships. His work on POLYPHEMUS, a torpedo-ram, foreshadowed the bulbous bow, and trials of various propellers on the fast cruiser IRIS developed techniques both for designing propellers and for the rigorous conduct of trials.

Wm Froude's principal assistant was his son Robert Edmund, who was paid the princely sum of Three Guineas a week but in addition the Admiralty lent Wm Froude an Assistant Constructor and some draughtsmen from Devonport Dockyard.

When Wm Froude died aged 68 he had established and developed a sound approach to hull form design, made a major contribution to the practical design of ships, developed new experiment techniques and trained men who were to spread the Froude tradition throughout the world.

Wm Froude was succeeded as Superintendent Admiralty Experiment Works, by his son Robert Edmund. Robert Edmund retired in 1919 after 40 years as Superintendent, and some 500 different designs of warship had been tested, representing 33 classes of battleships, 46 classes of cruisers, 61 classes of destroyers, 14 classes of submarines and at least 20 miscellaneous type. To the memory of the 2 Froudes, when the shipbuilding industry combined to build a tank at the National Physical Laboratory at Teddington near London in 1912, it was called the Froude tank.

References:

Simon's Town Museum Archives

"A Century of Naval Construction" By D.K. Brown RCNC - the history

of the Royal Corps of Naval Constructors - kindly lent by Captain Eric Hepden of Simon's Town, who was formerly Naval Constructor, Simon's Town Dockyard.

LIFTING DOCK - EXHIBITION OF ITS CAPABILITIES

A few days after Lord Charles Somerset had once more taken up the reins of office in 1823, Lord Charles and his suite saw an interesting demonstration - the first public exhibition in South Africa of a lifting dock: Quoting a report in the Gazette: "The public was highly gratified on Monday last in witnessing the successful experiment made by Mr. J. Marshall of his newly invented Lifting Dock for the purpose of raising ships of any dimensions for inspection and repairs. A four-oared boat and crew were lifted out of the water in a few minutes by means of pumps and when the crew of HMS HYPERION's barge stepped aboard the boat as it rested on the machine clear of the water it took their weight as well without shifting its position. Lord Charles, Captain Lillicrap of the HYPERION and others present all expressed their confidence in the usefulness of the invention."

THEY PASSED THIS WAY: THEODORE HOOK

A. E. Read

Hook was a matchless punter and hoaxer who in England was on the edge of the Prince Regent's entourage.

Hook visited the Cape in 1818 after being appointed Treasurer at Mauritius at £2,000 per annum. He stayed at the Cape for a few months and stimulated and amused Cape society. They called him the greatest punster, improvisator and practical joker of the age. Before he was 14 years of age, Hook had staged successful comic operas at Drury Lane in London. When 20 he pulled off the famous "Berners Street hoax" of which the Lord Mayor of London, the Duke of Gloucester, and the Governor of the Bank of England as well as thousands of humbler citizens of London, were the victims. They were all drawn to call at a humble dwelling by skilfully worded missives, each appropriate to the recipient. It was Hook's talents as an amateur entertainer and raconteur which gained him an entree to the Prince Regent's circle where Lord Charles Somerset first encountered him.

The Prince Regent had assisted him to gain his appointment as Treasurer of Mauritius. It was a kindness which proved his undoing. Hook was deceived by his subordinates and found himself called to book for a big deficit. He was placed under arrest and despatched under escort to England, but bad weather drove the ship into harbour at Simon's Town for repairs. Hook made friends with his escort and landed at the Cape, to all appearances a free man, and when he was

renewing his acquaintance with Lord Charles, the Governor remarked politely "I hope you are not going home for your health Mr. Hook". The punster could not forego the opportunity. "Why" he replied "I am sorry to say they do think there's something wrong with the chest". He dined with Lord Charles at Government House and having been furnished with their names and peculiarities in advance, was able to give a sample of his talent. For each guest he made up a verse which had them in fits of laughter. He tactfully omitted his host, upon which Lord Charles demanded Hook not to pass him over! Hook obliged by singing:

"When we come to a Governor
Silence is best
So we'll tip him a Summerset (somersault)
and pass to the rest."

Young Mrs Sarah Eaton from England who was visiting relatives at the Cape in 1818 wrote in her journal that Hook entered into life at Simon's Town so as to be quite the life and soul of it his greater powers of entertainment being a strong inducement to the inhabitants to overlook the stigma he laboured under.

Later, on his return to England he took on the job of Editor of the well-known Tory Journal "John Bull" and provided light relief for many with his crazy dialogue between "Mr Dandy and Mr. Box" and "Mr. Dandy on the Box".

References:

Plantagenets in South Africa by A.K. Millar
The Journals of Sarah Eaton

FROM THE CAPE TOWN GAZETTE & AFRICAN ADVERTISER No.533 of 30th March 1816.

"The undersigned intending to return to England is desirous of disposing of the whole of his Estates and Property in the Colony by Private Contract - the terms will be most favourable to purchasers as the whole of the Purchase Money may remain on Mortgage at least 10 years under good Security - Any Estate not sold by the end of the present year will be let on lease for a term of not less than 7 years. Among this Property are a considerable number of most eligible building plots in Simon's Town and seven of the Best Building lots facing the new market in Cape Town.

The moveable property will not be disposed of until after the Farms, houses etc. of which timely notice will be given. Apply to the undersigned in Simon's Town and for Cape Town properties to G.F.Geyer of 80 Loop Street.

J. OSMOND

SIMON'S TOWN 27/3/1816"