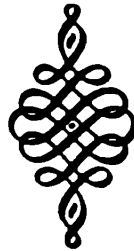




SIMON'S TOWN HISTORICAL SOCIETY

BULLETIN



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JANUARY 1990

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Wm. EDWARDS - THE RUNAWAY CONVICT

A.E. Read

William Edwards practised as an attorney in Cape Town during part of Lord Charles Somerset's tenure as Governor 1814 - 1826.

It seems most improbable that he really was a qualified attorney. However, those who wrote about his trial in 1824 for libelling Lord Charles Somerset described him as "an audacious lawyer not long arrived at the Cape: He seemed to have come from nowhere and his origin is a mystery."

A succession of extraordinary events occurred that resemble a sequence in a long-running play. It was one of a series of trials for libel and started thus. There arose a dispute between a Mr. Lancelot Cooke and Mr. Charles Blair (Collector of Customs) over the employment of a prize negro apprentice. Prize negro apprentices came under the Collector of Customs and the power he possessed over such valuable labour was not always exercised according to the letter. Cooke was aggrieved at being insulted by Blair in their disagreement wherein Mr. Cooke accused Blair of abusing his authority. Cooke gathered evidence against Blair and with the help of William Edwards drew up a memorandum for despatch to the Lords Commissioners of the Treasury in London through the Governor. Instead, Lord Charles sent it to the Fiscal who proceeded to prosecute Cooke and Edwards "for defamation of a public servant".

Great excitement was aroused by this. The public was not disappointed when Edwards opened by producing a list of 54 witnesses, including the Governor (whom he demanded should be called for the defence). Edwards proceeded to accuse the Fiscal of gross neglect and falsehood and the court itself to be incompetent to try the case. His insulting eloquence held the court and spectators spellbound. Eventually, goaded by the disrespect and violence of Edwards' language, the court asserted its authority and committed him to one month's imprisonment for contempt, but when the case was tried both he and Cooke were acquitted!

Lord Charles was no doubt aghast, for Edwards had been laying down the law and defying all authority. Unfortunately the Chief Justice, Sir Johannes Truter, the bulwark of the Government, was away in Swellendam on 3 months sick leave.

Edwards went further in arousing the ire of Lord Charles for he sent him, to quote Lord Charles "a letter of the foulest invective". The Fiscal had received a copy of this letter and forwarded it to England for the attention of Mr. Wm. Horton, to be brought to the attention of the British Parliament. Lord Charles felt that this action by the Fiscal would tend to make

Britain believe that the Cape Government was incompetent.

Edwards then wrote a second letter and Lord Charles sent copies of both on 23rd April 1824 to Mr. J.T. Bigge, Commissioner of Enquiry into affairs in the Colony, who was at that time visiting Graaff-Reinet with his co-investigator Major Colebrooke. Lord Charles had been at difference with the Colonial Secretary and the Inspector of Lands over his (Lord Charles) distribution of surplus land in the Eastern Cape to the 1820 Settlers. Lord Charles was not in the best of health, suffering from tension and nervous exhaustion, being continually harassed both by people at the Cape and by Sir Rufane Donkin in England, and here was Edwards at it again.

To make matters worse, the first independent press had made its appearance under Greig who was a Whig and therefore politically opposed to the views of Tory Lord Charles. It was the reporting of a libel case which led to the closing of the S.A. Commercial Advertiser four months later. It should be mentioned here that in Canada a hostile newspaper had been suppressed by the Government in 1820 and Sir Benjamin D'Urban (later Governor at the Cape) took similar action whilst in India in 1823 when James Silke Buckingham, editor of the Calcutta Journal, had also had his newspaper suppressed.

Edwards, who was so elated by being let off in his case, in which he was co-defendant with Cooke, became even more daring, arrogant and threatening towards the authorities. He finally wrote two disrespectful and insulting letters to the Governor himself. His great wish was to "meet on more equal terms before the Parliament of our country (Britain) where I can assert and you hear my complaints." Lord Charles remitted these letters to the Fiscal and Edwards was arraigned before the Court of Justice for libellous writings "tending to villify the High Authority and Dignity of His Excellency The Governor as well as his function as representing His Majesty the King as in that of Judge of the High Court of Judicature."

Once again Edwards brought out a long list of witnesses, at the head of which was the Governor himself. From the list it was evident that he intended to hold the court to ridicule. The trial began before 2 Judges, Messrs Brøslar and Borchers, on 4th May 1824. The Court listened dazed to Edwards' scandalous insults and outrageous accusations (including murder) against Lord Charles and other officials.

Edwards had also threatened Lord Charles that he "would wage war with an instrument whose point is dipped with gall". Lord Charles gave instructions to the Fiscal to call on Greig to give a surety of 10,000 Rd that he would adhere to his (Greig's) prospectus for printing his paper and warned him that tricks

were not to be reported until the Court had reached its conclusion. A proof of the 18th number of the paper was shown to the Fiscal on 4th May and although he did not approve of it entirely, he allowed it to be printed. Greig blotted his copybook by putting a postscript dated 5th May:

"His Majesty's Fiscal having assumed the Censorship of the South African Commercial Advertiser by an official order, sent to the Printing Office by messenger late in the evening before Publication, Demanding Proof Sheets of the paper for the next day and prohibiting its being struck off till we had received further directions thereon."

A few days later Greig posted up street-corner handbills. This and their accusations nettled the Fiscal who persuaded Lord Charles to agree to sealing the printing press and ordering Greig to leave the colony within 1 month. This left the publications The South African Journal, which appeared every two months, and the Government's own weekly. However, the Journal (Thomas Pringle) printed criticism and the Governor felt that he too had gone beyond the terms of his prospectus. There was a confrontation between Pringle and Fairbairn on one side and the Governor on the other. Somerset then relented against the despatch of Greig from the Colony, but Greig had decided to go to London and complain to Earl Bathurst.

The outcome of Edwards' trial was that he was sentenced to be transported for 7 years to New South Wales. Edwards was irrepressable and declared the heavier the sentence the better it would answer his purpose in the end. Edwards appealed and lost. Lord Charles, however, always thought that Col. Bird, his Colonial Secretary had egged on Edwards. Lord Charles felt "there must be a demon behind the curtain". Fortunately a letter came from London removing Col. Bird from office as a means of a solution to a situation which had become so bad between Bird and Lord Charles. Bird received a pension and passages to England.

This was no sooner arranged than posters appeared on street-corners alleging an improper relationship between Lord Charles and Dr. James Barry. Edwards was suspected but despite rewards of Rd. 21,000 being offered, the identity of the author remained hidden. Edwards was in prison awaiting transportation but had many visitors who could have assisted him.

Edwards was, however, about to be silenced and the final chapter in his life at the Cape, about to begin. He wrote to Lord Charles apologising and asking for the remission of his sentence but it was too late. On 17th September 1824, the convict transport MINERVA having arrived at Simon's Town, Edwards was placed in a cart together with the woman he had married in Cape Town, en route for Simon's Town. At Wynberg the party passed

the home of a retired mariner, Captain John Carnall, a friend of Edwards. Carnall came out to greet Edwards who then complained of feeling unwell. Compassionate, but unwise, the policeman fell for this ruse. Edwards escaped through a back window of the house and jumped onto a horse Carnall had saddled and ready. He galloped off but the horse soon became exhausted and Edwards was forced to abandon same. Edwards made his way furtively back to Carnall's house but was found there 2 days later. On being found he attempted to cut his throat but the police now took no more chances and hustled him off to Simon's Town to board MINERVA and so cease his escapades at the Cape which had kept Cape Town in a ferment of sensation and excitement for over a year.

This was not the end of him! A few weeks after his departure from Simon's Town, Lord Charles received news which confirmed his earlier suspicions that Edwards was "no good". It was discovered that Edwards was an escaped convict from New South Wales, where he had been transported for theft. He turns out actually to have been a man named Alexander Low Kay. He had married the daughter of an attorney at Chester in England by name of Edwards. He had been employed in Chester in a Prothonotary's office and after various misdeeds, went to London where he met up with sharpers and swindlers and after numerous scrapes, the stealing of a horse and gig, he was tried at Gloucester Assizes and transported to New South Wales. Because of his suspicions, Lord Charles had also sent (with MINERVA) a letter to Sir Thomas Brisbane, the Governor of New South Wales, asking for particulars of Edwards.

In 1827 the effect of the widespread publicity given the Edwards' case (for Greig had managed to persuade The Times of London to print something about it), continued to haunt Lord Charles. However, he did receive a letter from the King when he resigned as Governor of the Cape on 28th June 1827. It was written on the King's behalf by the new Secretary for State for the Colonies Viscount Goodrich, who said inter alia that His Majesty had appreciated the zeal....and although some events which have occurred there of late years may be regretted....His Majesty sees no ground to question the purity of the motives which guided your conduct....your Lordship must be entitled to consider yourself as absolved from all imputations touching your personal honour and character....."

Wm. Edwards, whose undoubted talents properly applied might have won him a place amongst free men, was unable to rid himself of the violent and perverse spirit that drove him. He was an incorrigible prisoner and after several clashes with authority, he contrived successfully to take his own life with a stolen pistol on the penal colony of Norfolk Island in 1829.

It reflects well on the Somerset family that although Lord

Charles and Col. C.C. Bird never settled their differences before Lord Charles died in February 1831, when Bird died in Bruges in Belgium aged 92 in 1836, members of the family crossed the Channel to attend his funeral.

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The Plantagenets in South Africa by A.K. Millar
Theal: Records Vol.19, 20, and 23

EXTRACTS FROM "THE DUTCH EAST-INDIANS: THEIR SAILORS, THEIR NAVIGATORS AND LIFE ON BOARD 1602 - 1795"

by C.R. Boxer: Being the E.G.R. Taylor Lecture for 1972 and The Society for Nautical Research's Annual Lecture for 1972.

((A note supplied by the English translator and editor of Stavorinus' VOYAGES))....."The Dutch manner of navigating is peculiar to themselves. They steer by the true compass, or rather endeavour to do so, by means of a small moveable central card, which they set to the meridian: and whenever they discover the variation has altered $2\frac{1}{2}$ degrees since the last adjustment, they again correct the central card. This is steering within a quarter of a point, without aiming at greater exactness. The officer of the watch, likewise, corrects the course for lee-way, by his own judgement, before it is marked down in the log-board. They heave no log. Their manner of computing their run, is by means of a measured distance of 40ft along the ship's side: they take notice of any remarkable patch of froth, when it is abreast of the foremost-end of the measured distance, and count half-seconds till the mark of froth is abreast of the after-end. With the number of half-seconds thus obtained, they divide the number 48, taking the product for the rate of sailing in geographical miles in one hour, or the number of Dutch miles in four hours. It is not usual to make any allowance to the sun's declination, on account of being on a different meridian from that for which the tables are calculated: they, in general, compute the numbers just as they are found in the table. From all this it is not difficult to conceive the reason why the Dutch are frequently above ten degrees out in their reckoning."

[Considering that van Hogendorp who went to Java with van Braam's naval squadron in 1783, alleged that the chief navigating officer in the flagship firmly believed that the sun revolved round the earth, that God created each new moon separately, and that it was impossible to find the longitude at sea and a blasphemous impiety to try to do so, it is remarkable that van Riebeeck in 1652 hit Table Bay so accurately. EDITOR]

From the same source there is an interesting paragraph on the

Roaring Forties:

"One innovation in the navigation of the Indian Ocean which the Dutch did introduce, and which was embodied (in slightly varying forms) in the sailing directions for outward-bound Indiamen, was Hendrik Brouwer's discovery of the 'roaring forties' route in 1611. Six years later the use of this route was officially authorised by the Heeren XVII and confirmed by the printed sailing directions of 1654 as follows: "Having passed the Cape of Good Hope, you must steer due east between 36 and 42 southern latitude, for 850 (Dutch) miles". These sailing directions estimated that the islands of St Paul and Amsterdam were situated in about 38 southern latitude 'according to the navigator's reckoning', and they warned the navigator that the real distance between the Cape of Good Hope and the 'Land of Eendracht' or the west coast of Australia, was much shorter in actual fact than was indicated by the official charts. After passing the islands of St Paul and Amsterdam, and on reaching the region of the south-east trade winds, the Indiamen then steered a northerly course for the Straits of Sunda. A peculiar feature of many of the Dutch East-India Company's charts from about 1654 onwards was the so-called "Wagenweg" or "Karrepad" (literally 'wagon-way' or 'cart-track'). This was demarcated by two lines running from Cape Verde Islands to the Equator representing a waterway about 300 miles wide, within whose limits the Indiamen were supposed to navigate, in order to avoid the real or imagined dangers of taking too easterly or westerly a course." [Also, to go too near the bulge of Africa, meant that the ships could be pushed too near to the Guinea coast to be able to obtain enough wind and this then prolonged the voyage considerably. EDITOR]

PROVISIONING OF V.O.C. SHIPS

C.R.Boxer (Extract from his Lecture to The Society for Nautical Research 1962)

"Originally the Dutch East-Indiamen were provisioned for a round voyage of 20 or 30 months, but after the settlement of the Cape of Good Hope as a refreshment and victualling station, both outward and homeward bound Indiamen were usually provisioned for a 9 months' voyage. The surplus provisions from the outward-bound ships were either issued to the sailors as rations during their stay in Batavia, or used on the homeward voyage. This was undoubtedly one of the causes of the heavy mortality aboard Dutch East-Indiamen, as was noted by one passenger Edward Barlow, on his homeward voyage as a Prisoner-of-War aboard the BURCHT VAN LEIDEN in 1674. The Dutch sailors, he wrote, became 'very sickly through means of their bad provisions, and have no other drink but water, drinking much water, and the rice being of a waterish nature, bred a kind of dropsical disease, which swelled them up with water and in a short time killed many of

their men in their ships. It is a very rife disease among them, when long without fresh victuals and their ships making long passages.

Our English ships commonly make shorter passages and are better provided with provisions, having for the most part bread, and our salt provisions not so old, few of our men dying on our homeward voyages: but many of their men die, both going out and coming home in their ships: and their men are kept three and five years in the Indies before they can come home again, going from one ship to another in the country, which trade from one place to another, their conditions being so made before they go out of Holland, so that a third part of those that go out never come home again, most part of them dying of this water, which killeth many, and also of the flukes (dysentery) which sweepeth many away in their outward bound ships when they come into a hot country.'

"With the exception of certain passengers, senior officers, and ship's boys, all the men on board a Dutch East-Indiaman were divided into two or three divisions, called respectively by the names of Prince-, Count Maurits-, and Count Ernst- division (Kwartier) after some early 17th century princes of the House of Orange-Naessau. It would seem that three divisions were more usual on the outward voyage, when there were more men aboard, and two on the homeward run. The soldiers on board were supposed to take their turn in standing watch and in executing all the sailors' work, 'in order to make them equally proficient in both the sea and the land service', but in practice they often seemed to have been excused. Each division was on watch-keeping duty for a period of 4 hours, and was responsible for nursing its own sick and for the daily cleaning of the ship in rotation. The senior officers, merchants, and passengers, ate at the skipper's table in the great cabin, while everyone else aboard ate in messes of seven, eight or nine men apiece. Each man acted as orderly to his mess in weekly rotation, when his duties were to fetch the food from the galley, to wash down the eating-board and the utensils, and to keep the place clean. The soldiers and crew ate with wooden spoons from wooden dishes on bare boards, but the privileged individuals who ate at the skipper's table were provided with tin dishes and spoons, linen napkins and a tablecloth. Weather permitting, three hot meals were served daily, at 8 a.m., noon, and 6 p.m. The cook and his messmates ate last of all, standing watch while the rest of the crew were at their meals."

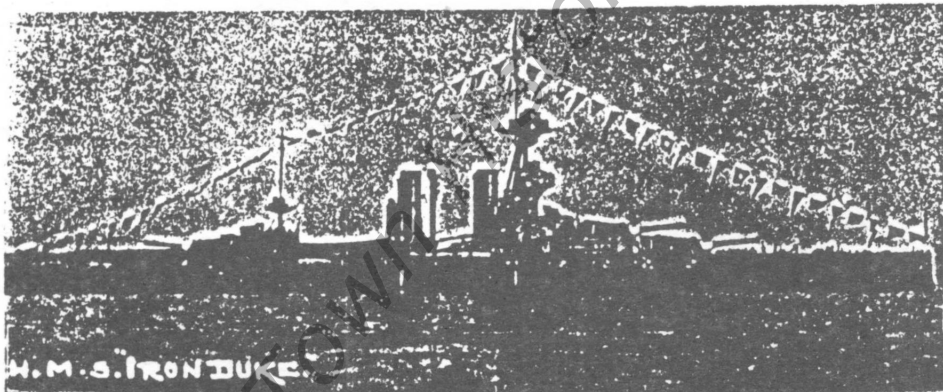
"The rations issued to the crew seem to have varied widely at different periods and even between ships of the different chambers. From records we know what was issued between 1639 and 1687 from Nicolaus de Graaff, who recalls on his 5 voyages 'each mess gets every morning a full dish (bak) of hot groats, cooked with prunes and covered with butter or some other fat; at midday they get a dish of white peas and a dish of stockfish,

with butter and mustard; save on Sundays and Thursdays when they get a midday dish of grey peas and a dish of meat or bacon. Each man gets 4 lbs of bread (usually biscuit) weekly, and a can of beer daily, as long as this lasts. They are also supplied with as much olive-oil, vinegar, butter, French and Spanish brandy as they need to keep themselves reasonably healthy and fit."

EVOLUTION - "COAL SHIP"

Lt. Cdr F. Windsor, RN (Rtd)

HMS MARLBOROUGH, the Battleship in which I served as a Boy 1st Class and later as Ordinary Seaman, was one of the IRON DUKE class of Battleships built in 1912. She was a coal burning ship with 8 x 13.5 inch guns in 4 turrets and 5 x 6 inch guns either side in casements.



HMS MARLBOROUGH's motto was "S'vat en Guerre" "We go to War" and the crest was the head of Marlborough. Coaling ship could be carried out in one of several ways: collier, baskets or gantry.

In the case of the Collier, this was done when away from one's Home Port and the Collier would rendezvous and secure alongside. The coal would then be manually bagged in the hold of the Collier and hoisted by crane and emptied on deck alongside the bunker holes, where it would then be shovelled down. In the bunkers Stokers would then spread it evenly in the bunkers.

With the Gantry method, which usually took place at the Home

Ports of Chatham, Portsmouth and Devonport, the ship would secure under the Gantry, coal would be dropped on deck. It would then be dealt with as above for the Collier

At Gibraltar where the ship would be secured alongside the Mole, local labour (Spaniards, nicknamed "Rock Scorpions" by the sailors) would be employed to bag up the coal from railway trucks and carry it on board.

The amount of coal usually embarked was 2,500 tons and "Coal Ship" was always treated as an evolution, that is, completed as quickly as possible and it was always timed and kept with the object of improving that time at each subsequent coal ship. Everybody took part, Officers and men, even the Chaplain, being allocated to various jobs, which one kept for every coal ship evolution. The only person exempt was the Captain, however, he did not escape the side effects of coaling ship as coal dust found its way throughout the ship and the Captain's quarters were not sacrosanct.

The Ship's Company would be called at 5 a.m. and having breakfasted would be fallen in for evolutions at 6 a.m. whereupon the order would be given "Ship's Company, Coal Ship 2,500 tons, Carry on!" The Hands would then proceed to their stations and, with a short break for lunch would carry on working until all the coal had been brought onboard and stowed below. Lime Juice would be served to all whilst the work was in progress.

On completion of coaling, which might be during the 1st or 2nd Dog Watch or sometimes even later, the Hands would be fallen-in and told of the time it had taken to coal ship, with a bouquet or a brickbat being handed out. The order would then be given to "Clean Ship" which would entail scrubbing decks and washing paintwork to rid the ship of all coal dust. It could be well after midnight before one crawled into one's hammock having finally showered and got all the dust out of one's nose, ears etc.

The author (marked 'X') coaling ship 1929 HMS MARLBOROUGH.
The headgear was known as a "Blue Bundle Handkerchief"



BEFORE THE FORMATION OF A SOUTH AFRICAN NAVY.

A. E. Read

In the mid-1800's some unfortunate British statesman made the following remark: "Beyond the very limited extent of territory required for the security of the Cape of Good Hope as a naval station, the British Crown and nation has no interest whatever in maintaining any territorial dominion in Africa." Who made the remark is something lost in the mists of time, however, Lord Grey, the Colonial Secretary at the time of the Convention of Bloemfontein in 1854, was no Chamberlain. The so-called "policy of scuttle" of the Government in which he served found a whole-hearted supporter in him, but at least it may be remembered to his credit that the importance of the Cape of Good Hope as a controlling point in the world's ocean-borne traffic was clear to him.

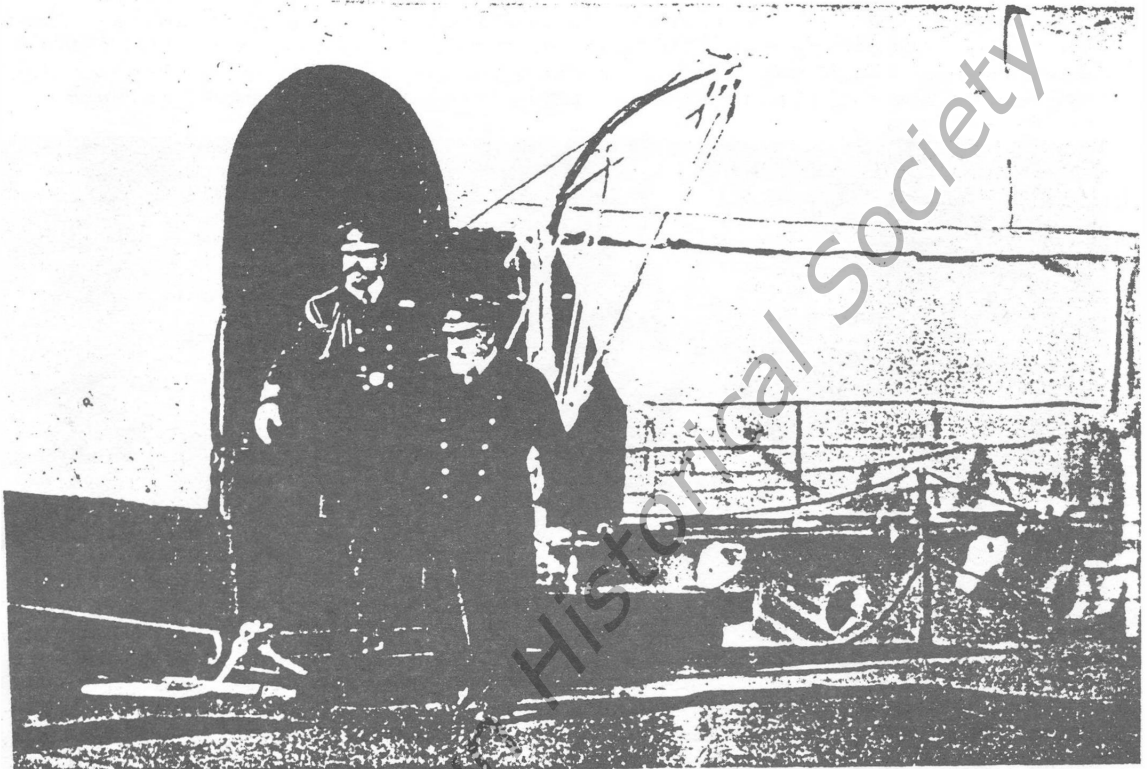
The Cape of Good Hope Station was a Rear-Admiral's command as early as 1836, and ranked among the five foreign service stations that were separately recorded in the Navy Lists of that time. It remained a flag-command until 1967. The Union of South Africa, as you know, came into being on 31st May, 1910 and prior to that Union the two principal British colonies, Natal and the Cape Colony, were not wealthy enough to maintain squadrons of their own, though sea spirit and appreciation of the importance of naval protection were not lacking in either.

The home authorities encouraged the development of the harbour at Cape Town at considerable expense in the middle of the 19th century and importance was lent to the completion of the enterprise by the inauguration of the breakwater and docks by the Duke of Edinburgh in 1870. At the beginning of the present century the Simon's Town Naval Yard was considerably enlarged and improved at the cost of the Imperial Government, but certain sums were voted by the Union Government as special contributions towards the cost.

It was in 1897 that South Africa first came forward to help the British Navy. Sir Gordon Sprigg (Prime Minister of the Cape Colony) offered to present the cost of a first-class battleship, an offer equivalent in those days to a sum of about £900,000. The proposal did not meet with unanimous approval in the Colony and it was withdrawn. In the following year, the Cape Parliament passed the Cape Navy Contribution Act, under which the Colony contributed £30,000 a year towards expenditure in connection with the Royal Navy. The contribution was unhampered by conditions of any sort. At the same time Natal offered to provide (and for some years did provide) 12,000 tons of coal annually, free of charge, for the use of ships of the Royal Navy.

These contributions continued until after the Colonial Conference of 1902. Then the Cape Government passed the Navy Contribution Increase Act by which the annual sum to be contributed to the cost of the British Navy was raised to £50,000, and at the same time

Natal undertook to provide £35,000 a year in place of the gift of coal. The annual cost of maintaining the Cape Squadron was then about £278,000. The Admiralty marked their appreciation of the Cape Colony's gift by naming a new armoured cruiser HMS GOOD HOPE. She was originally called HMS AFRICA.



KING EDWARD AND PRINCE LOUIS OF BATTENBERG INSPECTING THE "GOOD HOPE."

The name HMS NATAL was given to an armoured cruiser built in 1904. The GOOD HOPE's maiden voyage was to South Africa, carrying Mr. Joe Chamberlain for his series of conferences on the settlement of the country after the Boer War. The NATAL never visited any South African port. The GOOD HOPE was lost in the battle of Coronel (off the coast of Chile) on 1st November 1914, when she was flagship of Rear-Admiral Sir Christopher Cradock. The NATAL was destroyed by an accidental internal explosion in harbour on 30th December 1915.

At the Imperial Conference of 1907, Dr. Smartt stated that it was the intention of the Cape Government to introduce a Bill whereby their naval volunteers would be at the disposal of the British Admiralty "should a period of danger arise." And he asked that a small training ship might be placed at their disposal. Mr. Moore, the representative of Natal, made a similar request, pointing out that the Natal Naval Brigade was in danger of dying of inanition. Mr. Moore also threw out a suggestion, possibly the first of its kind, that "when the time comes to increase their contribution he

hoped the Admiralty would allow them to make it in the form of men and material rather than in a cold lump sum." The idea of a South African Navy was born.

The important Imperial Defence Conference of 1909 found the delegates from South Africa in a position of some difficulty. The Union was being formed but was not in existence, and the future Government could not be committed to a course of action. The delegates were obliged to ask, therefore, to be allowed to come to no decision.



TROPHY PRESENTED BY WOMEN OF CAPE COLONY TO THE "GOOD HOPE."

Even when the Union had come into being and was represented by its own delegates at the Conference of 1911, its Government was too hampered with internal questions to undertake any naval action. Nevertheless, public opinion in the various states of the Union was forming on the subject. General Botha made a speech at Frederikstad in August 1912, which contained a very plain hint. He declared that the Union must be prepared to take an adequate share in the defence of the £90,000,000 which represented South African sea-borne trade. Mr. Hull, the ex-minister of Finance, made several speeches during the autumn in the same vein, and the Volkstem, which represented inland Dutch opinion came out bluntly with the advocacy of "the principal of the South African Navy". Also Smuts indicated his personal preference for a contribution of ships rather than money.

These speeches were believed to herald an announcement of a South African ship-building programme. None was ever actually made

public, but it was unofficially intimated (the Times of 18th November 1912) that Ministers favoured a proposal for 6 light cruisers to be built at the expense of the Union Government in British yards to Admiralty designs, the manning of these ships to be entrusted to the Royal Navy entirely, with the proviso that the ships should be stationed permanently in South African waters except in time of war, when they would pass under the general strategic disposition of the Imperial forces for use wherever they could be of most service.



CUPS AND TROPHIES PRESENTED TO THE "GOOD HOPE" IN SOUTH AFRICAN PORTS.

This policy of the "Kleine Vlootje" or little fleet, failed to mature mainly owing to the partial paralysis of Government business by internal political trouble. It was not abandoned by General Botha and most of his colleagues, however, as was clear in the debate on the Naval contribution in March 1913, when the House of Assembly unanimously passed the following resolution:

"That the House recognizes the importance of full and careful consideration being given to the question of naval defence in South Africa, and it accordingly requests the Government, in consultation with the Imperial Government, to ascertain what provision should be made for such defence and thereafter to submit proposals to the House."

At that time South Africa had contributed a total of £939,567 to the Imperial Navy in the course of the years that the Cape Colony and Natal Contributions had been in force. General Botha, dealing with this point, said: "I do not see what advantage there is for this

country in making an annual contribution. I think that if we follow in the footsteps of other Dominions with long experience we shall do much better. These other Dominions have decided not to make contributions to the Navy. I want our people to realize the importance of our sea-borne traffic... The value of our sea-borne trade is something like £100,000,000 and is increasing day by day. It requires the attention of every man in South Africa. I want the people of this country to realize that if they are to be responsible for the protection of this country, they must expect to be made equally responsible for the protection of their sea-borne trade... It is not only our trade that passes along that route, but the trade of other Dominions as well. In these circumstances the British Empire cannot, and does not, expect us to do everything in these waters."

Finally he came to this concrete suggestion: "Possibly we might wish to have a small navy in our own waters, and if we could go on those lines I think we should see good effects....."

The action of the other Dominions to which General Botha referred was strikingly demonstrated to South Africans in September that year when two ships of the Australian Unit, HMS AUSTRALIA and HMS SYDNEY, called at Cape Town on their way from the Home yards where they were built, to their service station. Rear-Admiral Patey and officers of the two ships were entertained at a banquet at the House of Assembly, and several significant speeches were made by men whose views could not by any stretch of language be called imperialistic. Sir Frederic de Waal, the Administrator of the Cape, said:

"If to-morrow there were no British Navy the liberty of Canada and Australia would be in danger, and the liberty of South Africa would be even more so....."

There was, however, no development prior to the beginning of the Great War. Public opinion was ripening. Obstacles were being removed. The very fact that the Governor General's speech at the opening of the Union Parliament in the spring of 1914 contained no reference to co-operation by South Africa with the Imperial Government in respect to naval defence was inferential evidence that the matter was in train. The War came, however, and found the four-year-old Dominion without any formulated naval plan.

Reference*

The Imperial British Navy by H.C. Ferraby.

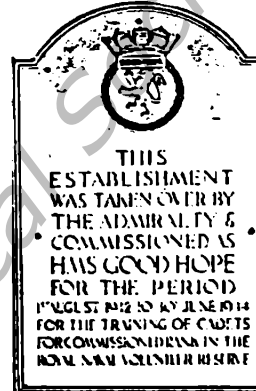
ANOTHER HMS GOOD HOPE

We are grateful to Mr John Duffel-Canham who once served in the Royal Navy and to South African Navy News of April 1987 for the following - Editor.

At the foot of the previous page is a photograph of Hotel Minhetti, Seaview, Port Elizabeth. The Brass plate in the foyer indicates:

"This establishment was taken over by the Admiralty and commissioned as HMS GOOD HOPE for the period 1/8/1942 to 30/6/1944 for the training of Cadets for Commissioned Rank in the Royal Naval Volunteer Reserve"

The Cadets did not live in the hotel, which was reserved for Instructing Officers and administrative staff, but were accommodated in bungalows below the hotel on the seaward side.



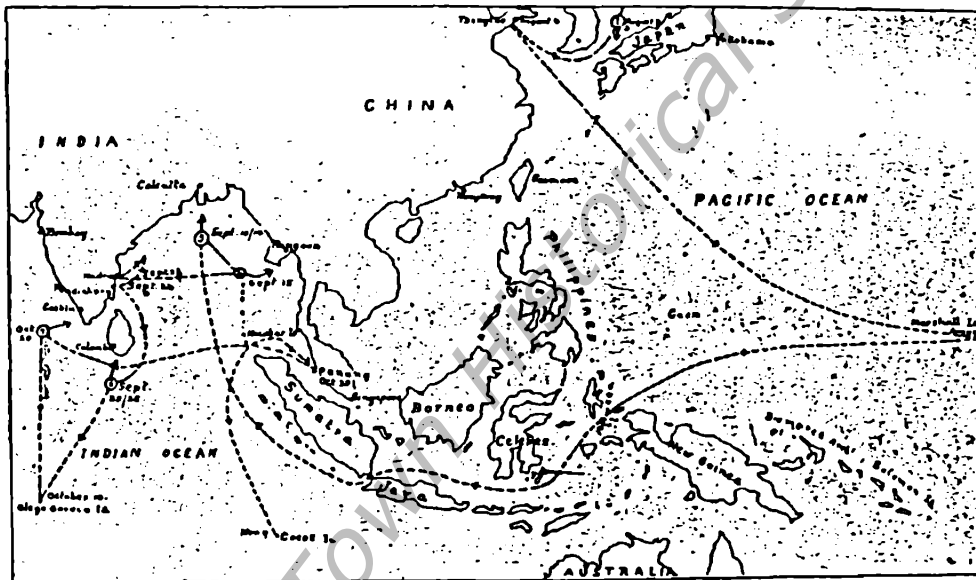
The Society would be pleased to have further information regarding this establishment together with any names of participating Cadets. Editor.

THE EARLY MONTHS OF WORLD WAR I

Kenneth Fawcett, whose personal diary forms the basis of this short article, died in January 1986 in Durban, in his 92nd year. He joined the Royal Navy as a cadet in May 1907 at the same time as H.R.H. Prince Edward, who subsequently became King Edward VIII. They remained on friendly terms for all their lives and Kenneth Fawcett's son Nigel, who has kindly given the Simon's Town Museum extracts from his father's diary insofar as they concern our specific area of interest, has in his possession correspondence exchanged between the two men from their cadet days until after the abdication. Kenneth Fawcett passed out of the Royal Naval College, Dartmouth, in 1911 and served throughout the 1st World War, notably in the destroyer MYSTIC at Jutland. He later specialised in Signals but retired in 1921 due to gun deafness brought on by his war service. He joined his father's shipbroking firm in London and later managed a liner agency in Shanghai in China. He joined the firm of John T. Rennie in Durban in 1937 and finally retired as a senior partner. He re-joined the Royal Navy in 1939 and after a short spell at sea and on the staff in Freetown, West Africa, he became Officer Commanding, S.A. Naval Forces Reserve in Durban. He

was also President of the Navy League during the War.

Kenneth Fawcett, then an Actg. Sub Lt in HMS MINOTAUR on the China Station was in harbour on 28th July 1914 (we think Shanghai) when preparations for war were being made. Ships coaled and landed their surplus gear and made for Hong Kong. Precautions had to be taken for if war broke out it was known that the German gunboat GEIER was at Flores, east of Java, and that the German cruiser EMDEN and 4 colliers were in the seas south of Hong Kong. No feeling of excitement was felt although the ship was at Action Stations, because news from the United Kingdom was lacking and the area they had to cover to find any German ships was so huge, they were probably seeking the proverbial needle in a haystack! Then they heard that the SCHARNHORST and 2 other German ships were in the vicinity of Fiji.



MAP OF THE "EMDEN'S" CRUISE

MINOTAUR proceeded to Singapore, patrolling on the way. While doing this, news was received that the KONIGSBERG had sunk the CITY OF WINCHESTER in the Gulf of Aden and had also been seen off Madagascar. The EMDEN meanwhile was making a nuisance of herself in the Bay of Bengal. On 25th August MINOTAUR heard that HMS PEGASUS had been caught while coaling at Zanzibar and had been sunk. Gloom settled over the ship's company of MINOTAUR as they heard later the same day of the severe loss suffered by the torpedoing in the North Sea of ABOUKIR, CRESSY and HOGUE.

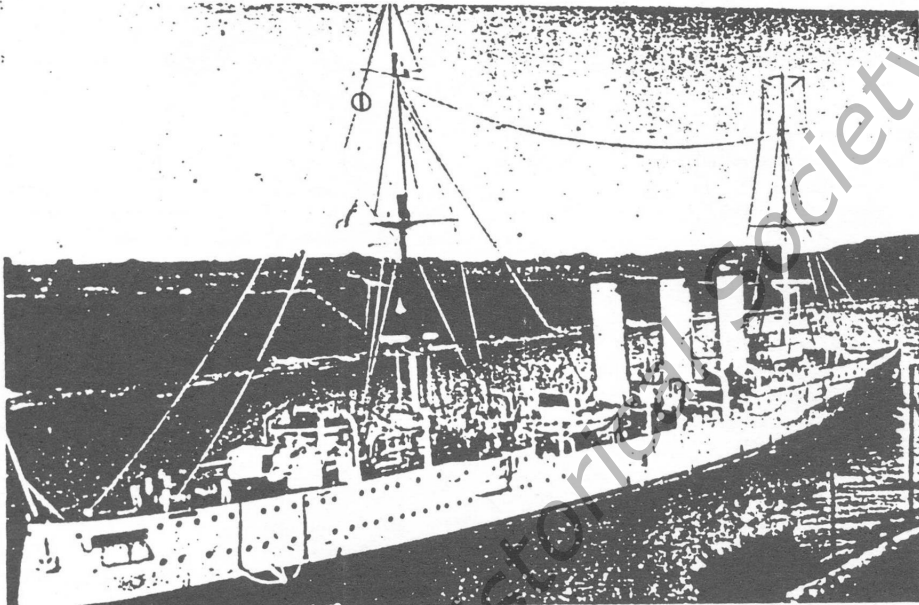
MINOTAUR went down to Fremantle, coaled and left for Tasmania. There she heard that SCHARNHORST and GNEISNAU were in the Society Islands. She was intending to leave after two days but had trouble with her steering gear. This was fixed and they left for Wellington, New Zealand. They arrived there safely and heard of the rebellion in South Africa. Two days later they set sail for Hobart in Tasmania on convoy escort duty in rather inclement weather. They were escorting 10 troopships and this made progress difficult because of the various assorted speeds of the ships. They were pleased to hear that a German gunboat had been sunk; another the COMET had surrendered in New Guinea and the GEIER had arrived and interned herself at Honolulu. Then came bad news; HAWKE was lost. They arrived safely with their charges at Hobart on the 21st September. The troops went ashore for exercise and went on a route march while the various ships coaled and oiled and left the next day. Coaling and oiling was always a problem in those days. The 8 or 9 German cruisers at large in the Atlantic, Pacific and Indian Oceans were searched for by upwards of 70 British, Australian, Japanese, French and Russian cruisers apart from armed merchantmen. As an instance of the amount of coal required by these vessels, an extract from the log of the BRISTOL, which was chasing the KARLSRUHE and the DRESDEN, over a period of twenty months, shows she steamed some 58,361 miles, consuming 27,839 tons of coal in that time. MINOTAUR arrived at King George's Sound on October 28th and learnt that they were to pick up another 26 transports (Australian this time) and the HMSAS SYDNEY was to form part of the escort as the Japanese cruiser NISSHIN was now unable to join them. 1st November saw them formed up - 38 ships plus escorts.

On 6th November news arrived of the engagement off Valparaiso between the German and British fleets and the sinking of the MONMOUTH. Orders came from the Admiralty for MINOTAUR to proceed at 12½ knots to Mauritius so she detached herself and MELBOURNE took over command of the escort. They were to coal there and proceed to the Cape. Not long after these orders were received, an urgent wireless message from Cocos Islands reported "a strange cruiser coming in SOS". Then shortly after, SYDNEY reported she had sighted the EMDEN and at 9.45 a.m. she was in action. The ships spread out hoping that they might intercept the EMDEN. Two hours later they heard that the EMDEN had beached herself to avoid sinking. After this diversion MINOTAUR set off again for Mauritius. The Admiralty thought the German squadron was heading for the Cape.

On 11th November they heard that the KONIGSBERG had been located in the Rufiji delta. MINOTAUR arrived at Simon's Town on 27th November in thick fog. She found the following ships in harbour - HYACINTH (flagship), ALBANY, WEYMOUTH, DARTMOUTH, ASTRAEA, ARMADALE CASTLE. All day on 27th November they took on badly needed coal from the collier ALLALINE, taking on 1,200 tons.

On 1st December at 7 p.m. Admiral King-Hall hoisted his flag in MINOTAUR and she left for Cape Town in company with ALBION, WEYMOUTH, ASTRAEA and HYACINTH and arrived in Luderitz on the 10th and as there was a German plane in the vicinity they fitted up Maxims as high-angle guns in case the plane appeared to strafe them. The

Admiral transferred his flag back to the HYACINTH on the 11th and MINOTAUR left Luderitz and set sail for St. Helena, eventually arriving off Spithead on 3rd January, after an uneventful voyage.



THE GERMAN CRUISER "EMDEN."

EDITOR'S NOTE: Although the Emden's activities never impinged directly on Simon's Town, they did influence MINOTAUR's progress and a few details about its short but somewhat colourful forays in the opening months of World War I are of interest.

HMSAS SYDNEY (Captain John C.T. Glossop) engaged the EMDEN off the Cocos-Keeling Islands on 9th November 1914. The despatch describing the action was the first despatch of the Royal Australian Navy to be published and appears in full in Appendix III p.261 of "The Imperial British Navy" by H.C. Ferraby. This was the first action between a Dominion ship and an enemy and is described in full in the same book. HMSAS SYDNEY was built in 1913, a Light Cruiser of 5,600 tons displacement. It was a sister ship of MELBOURNE (built 1913), BRISBANE (built 1915) and ADELAIDE (laid down in January 1916).

"SON OF A GUN" : In the days when women were allowed in ships, if a child was born he was called a Son of the Gun. An old description of such is "he was begotten in the galley and born under a gun. Every hair was a rope yarn, every finger a fish-hook, every tooth a marlin spike and his blood - right good Stockholm tar". He would be christened TOM BOWLINE or BILL BACKSTAY or some such name. Tom Bowline himself was a famous character who died of wounds in 1790 and was buried at Haslar, Hants. He went ashore only once in 17 years.

FLAG OFFICERS OF THE CAPE 1795 -1957

Vernon White

PART III Captain G.L.Losack 1798 - 1799

Vice-Admiral Sir Roger Curtis 1799 - 1803

Captain Sir Home Riggs Popham 1805-1806

Rear Admiral George Murray 1806 -1807

Readers should refer back to Part II in our previous issue before reading on, then the article will have more continuity. EDITOR.

Following the untimely death of Rear Admiral Sir Hugh Christian in Wynberg in November 1798, whilst serving as C-in-C Cape of Good Hope, the senior Naval Captain CAPTAIN G.L. LOSACK RN OF HMS JUPITER, assumed command of the Station.

On the 30th November 1798 he wrote to Sir Evan Nepean, Secretary of the Admiralty "Sir, it is with much regret that I acquaint you for the information of my Lords Commissioners of the Admiralty of the death of Rear Admiral Sir Hugh Cloberry Christian KB, the late C-in-C of this station. He died on the 23rd instant and was buried in the Church [EDITOR: the Dutch Reformed Church at the corner of Adderley and Bureau Streets, Cape Town] on the following day with all honours due to his rank, much regretted by the whole squadron as well as every person that had his confidence or acquaintance. Every argument and persuasion was made use of to induce him to retire from business and go into the country some time before his death, when there was every reason to cherish the hope he might recover and I believe it is the general opinion that had he taken the advice of the Faculty and his friends in time, his health might have been restored but his zeal and anxiety for the public service was paramount to every other consideration, and although latterly he was aware of his dissolution, he could not be prevailed upon to quit the duties of his station to the last moment of his existence. In consequence of the death of Sir Hugh the command of H.M. Squadron devolves to me as Senior Captain on this station".

Ten days before Captain Losack's letter was sent off to Sir Evan, the Governor of the Cape of Good Hope, Earl Macartney had departed for England in HMS STATELY and in his stead Major General Francis Dundas as acting Lieutenant Governor, wrote on the 2nd December 1798 to the Rt. Hon. Henry Dundas, Secretary of State for War in England: "Sir, the death of Rear Admiral Sir Hugh Christian, who died at Wynberg on the morning of 23rd November, where he had gone a few days before on account of ill health, has induced Captain Losack, the Senior Naval Officer of this Station, to despatch the ECHO (Transport) to Europe with the intelligence of that melancholy event..." In the Christian family legend, Ewan Christian, a Midshipman and nephew of Sir Hugh, together with the latter's Flag Lieutenant, returned to England on the ECHO. They were given despatches with strict instructions that these were not to fall into enemy hands, consequently when the ECHO was attacked on her way back

to England, they followed their instructions to the letter and threw the despatches overboard. The mail from Captain Losack was no doubt safely received by the Admiralty, as was the Lieutenant Governor's letter.

Captain Losack remained in command at the Cape in the rank of Commodore, until 1799, when **VICE-ADMIRAL SIR ROGER CURTIS, Bart.**, GCB Admiral of the Red, was appointed C-in-C. Admiral Curtis flew his flag in HMS JUPITER, and Captain Losack became his Flag Captain.

Seventeen years before Admiral Curtis arrived in the Cape as C-in-C, he played a part in a piece of naval history touching on the family of his predecessor Sir Hugh Christian. It was in 1782 that Roger Curtis was appointed as one of eleven Post Captains who formed the Naval Court Martial in Portsmouth, to try the remainder of the mutineers of HMS BOUNTY who had been captured and returned to England for trial, suffering shipwreck on the way. It was Lt Fletcher Christian RN, mate of HMS BOUNTY and a distant relative of Sir Hugh who had supported the mutineers, and subsequently navigated the BOUNTY for them.

Roger Curtis attained Post Rank in 1777, and as Captain of the frigate HMS BRILLIANT he received the honour of a knighthood for distinguished conduct at the siege of Gibraltar, in particular the destruction of the floating batteries in 1783. For his subsequent heroism, on 1st June 1794, whilst serving as Captain in QUEEN CHARLOTTE (100 guns) he was awarded a Baronetcy and presented with a gold chain and medal.

It was rumoured that Sir Roger was prone to sea sickness, and whilst he was C-in-C in the Cape it was said that he preferred to travel overland from Simon's Town to Naval Headquarters in Cape Town when he was obliged to do so, rather than round Cape Point by sea. The truth of the matter is that rounding the Cape by sea left a ship at the mercy of the winds, which could leave her at sea for many days. In the event Sir Roger instructed the Naval Storekeeper in Simon's Town in a memo written on 12th November 1801 to provide a wagon for his overland travels.

"Order to Naval Storekeeper: By Sir Roger Curtis, Baronet, Vice-Admiral of the Red and Commander-in-Chief of His Majesty's Ships and Vessels employed and to be employed at the Cape of Good Hope and seas adjacent. Whereas I think it expedient to remove from Simon's Town to Cape Town for the better carrying on of His Majesty's service, you are hereby required and directed to convey me and my Secretary to Cape Town accordingly."

Sir Roger's secretary W.P. Wallis was doubtless exercising his literary talents when he wrote that order.

In 1803 following the signing of the Treaty of Amiens, the British withdrew from the Cape, when Admiral Curtis returned to England to assume command of the Channel Fleet. He died a Full Admiral of the

Red, on 14th November 1816. Roger Curtis was married to Sarah, youngest daughter of M. Brady, Esq. of Gatcombe House, Hants, a house of present day media interest, being the home of Princess Anne. Sarah gave birth to several sons, who like their father also served in the Royal Navy.

It was whilst Sir Roger was serving in QUEEN CHARLOTTE in June 1795 that his eldest son Lucius entered the Royal Navy and served in his father's flagship in the Channel. Lucius also served with his father as a Midshipman and Lieutenant in HMS PRINCE (98 guns) and HMS LANCASTER (64 guns) both flagships of Sir Roger, the latter on the Cape Station.

In 1809 Lucius was appointed Captain of the MAGICIENNE which was destroyed in action off Mauritius. In June 1811 Lucius Curtis married Mary (the eldest daughter of Moses Greenham of East Cosham, Hants, who bore him 3 daughters and 4 sons, the oldest two serving in the Royal Navy). In 1815 Lucius was awarded the CB and in 1843 he became Admiral Superintendent of Malta in HMS CEYLON, as a Rear Admiral of the Red. During this time his son Roger born in 1812, became his Flag Lieutenant.

In 1804 Henry Dundas, who had become First Lord of the Admiralty, developed an ambitious scheme for liberating the Spanish and Portuguese colonies in South America, and for retaking the Cape of Good Hope. His intention was to establish a vast triangle from South America to India, as a field for British Trade and Industry, with Britain at its apex. Captain Sir Home Riggs Popham, KM, RN an intimate friend of Henry Dundas was provisionally appointed in 1804 to command an expedition to retake the Cape of Good Hope, as a preliminary to invading South America. This scheme lapsed, but in the latter half of 1805 Captain Popham, with the rank of Commodore and flying his flag in HMS DIADEM (Captain M. Downman RN) was despatched with a military force under Major General Sir David Baird, to recapture the Cape.

The British force comprising 6,700 troops and a fleet of 61 ships sailed into Table Bay where the troops were landed near Blaauwberg Strand. General Janssens, the local Dutch Commander only had a force of 2,000 Burghers, and a mixed bag of regular troops, with Hottentot and Malay Gunners, who were no match for the British. Half of the local force retreated to Cape Town and signed their capitulation in a cottage at Papendorp (to-day Woodstock). The remainder of the force under General Janssens retreated to the Hottentots Holland, where eventually they also capitulated.

The re-occupation of the Cape by the British was a relief to Merchantmen sailing round the Cape to and from India and the East Indies. In October 1803 a Captain Shaw of the East Indies Company was instructed to return to England from Madras in his ship the MATILDA, with a number of French troops taken as prisoners of war in Pondicherry. During the voyage home he was obliged to sail into Table Bay for provisions and water, at which time the Dutch were in

occupation of the Cape. The Rules of War ensured safe conduct for his ship, but General Janssens required Captain Shaw, in exchange for food and water, to embark the crew of an English whaling vessel the MARY, captured earlier by the Dutch.

Captain Shaw employed the extra hands in victualling his ship, but after dark on 4th February 1804, the MARY'S crew rowed across Table Bay to their own ship which was lying unmanned, and sailed off into the night. General Janssens was not pleased with the unfortunate and innocent Captain Shaw, who was jailed in the Castle together with his crew, for 3 months until the Governor of St. Helena effected their release.

In January 1806 with the British once again established in the Cape, Commodore Popham decided, on his own initiative, to continue with the rest of Henry Dundas' plan. The Lords Commissioners of the Admiralty had intended for Popham's fleet to sail for India, but the Commodore sailed instead for the River Plate with a force of 1,000 soldiers from the Cape Garrison under Brigadier General (later Lord) Beresford, leaving Major General Sir David Baird in the Cape as acting Naval Commissioner.

The South American venture proved a failure and one of the British Commanders, Brigadier General Auchmuty, was court-martialled and cashiered on his return to England. Commodore Popham was also court-martialled for leaving the Cape without orders, but received only a reprimand. It would appear that his friendship with the First Lord of the Admiralty was of particular value. As a recompense for his Naval Court Martial, the Commodore received a sword from the City of London as a token of regard for "trying to open up new markets"!

Sir Home Popham had an active if not an over-distinguished career in the Royal Navy. He was born in Gibraltar in 1762, and spent the early part of his naval service surveying the coast of Africa and the East Indies, for which he received the official thanks of the Government and the East Indies Company. In 1798 he commanded the naval force, which with troops under Major General Coote, attacked the Bruges Canal. The following year 1799, he was engaged in operations in Holland, and two years later in 1801 was in action in the Red Sea and in the Egyptian operations. Sir Home was elected an M.P. for Yarmouth in 1802, and remained a Parliamentarian until 1805 when he returned to active service in command of the naval force despatched to recapture the Cape.

On his return to England after the South American affair, Sir Home was in action with the Scheldt expedition in 1812. Between 1817 and 1820 he was C-in-C Jamaica as a Rear Admiral, flying his flag in HMS SYBILLE. His two sons also served in the Royal Navy, the eldest of whom, William, was his Flag Captain in 1819. Admiral Popham, who died in Cheltenham, England in September 1820 after 40 years devoted service in the Royal Navy, will be best remembered as the inventor of a code of signals adopted in the R.N.

He was succeeded as C-in-C Cape in 1806 by REAR ADMIRAL GEORGE MURRAY flying his flag in HMS POLYPHEMUS (Captain P. Heywood) and who only remained in the Cape until 1807, when he was appointed Commander-in-Chief of the naval operations against Buenos Aires. Admiral Murray was a product of a fighting navy, who was reared under sail and baptised in action, of which he saw plenty under Howe, Jervis and Nelson.

He entered the Navy at the age of 11, his name being recorded on the books of HMS NIGER under Captain Francis Banks in the Mediterranean. Two years later in 1772, he was on the Newfoundland station in PANTHER, carrying the broad pennant of Commodore Shuldham. Space does not permit a full chronicle of the various actions in which George Murray took part during his naval career, but he was engaged in fighting in the West Indies, the Channel, the East Indies, the Bay of Biscay, the Baltic and the Mediterranean. In 1778 he was 1st Lieutenant of ARETHUSA, which was lost on the Breton coast whilst chasing a French frigate close inshore, when Murray became a prisoner of war. He made use of his time as a prisoner by learning French, and studying the organisation of the French Navy, which was to stand him in good stead.



COMMODORE SIR HOME POPHAM
1805 - 1806



REAR ADMIRAL SIR GEORGE MURRAY
1806 - 1807

He was a free man at the beginning of 1781, when he joined the MONMOUTH (Capt. James Alms RN) which was in action off Port Praya, and in Saldahna Bay where they captured a number of Dutch merchant ships, and then in the East Indies. 1793 saw him back in the Channel in NYMPHE, in action off Guernsey and Lorient. Four years later he was in command of COLOSSUS (74 guns) which took part in the battle of Cape St Vincent. COLOSSUS then joined Nelson and the

Mediterranean Fleet off Naples, and was placed under orders for home in 1798. Sir William Hamilton took the opportunity of sending in her a large part of his valuable collection. Unfortunately the COLLOSSUS was driven ashore on the rocks off the Scilly Isles as she drew near to England, with the total loss of her valuable freight but happily with no loss of life. Captain Murray was acquitted of all blame by the Naval Court of Enquiry, which examined the cause of the loss.

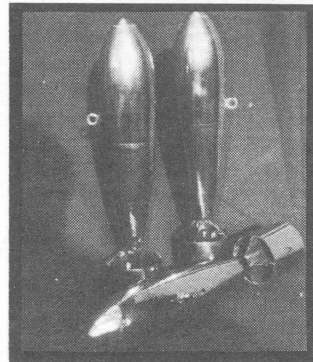
In 1801 Murray was in command of the EDGAR (74 guns) which was part of the fleet sent to the Baltic under Sir Hyde Parker. The EDGAR was then chosen by Nelson to form part of his squadron for the attack on Copenhagen, in which the EDGAR was in the van as lead-ship. Captain Murray then commanded a squadron of 7 line-of-battle ships off Bornholm, subsequently rejoining the fleet under Nelson. With the renewal of hostilities in 1803 Nelson invited Murray to become Captain of the Mediterranean Fleet, which he accepted and was promoted Rear-Admiral in 1805 during the long and arduous blockade off Toulon.

After his appointment in 1807 as C-in-C in South America, Murray was promoted to Vice-Admiral in October 1809, and was nominated a KCB in January 1815. Admiral Murray died suddenly in Chichester at the age of 60 on 28th February 1819.

References: Theal, O'Byrne, Dictionary of National Biography and help from the Naval Museum, Portsmouth which is gratefully acknowledged. EDITOR

It is wonderful how even in the days of war a sense of humour surfaces as this little tale relates. The information came from the Curator of the SAAF Museum at Ysterplaat which we recently visited.

In 1940 a seaplane (probably a WALRUS) from a visiting Royal Navy cruiser, landed at Youngsfield with 8 or 10 8½ pound practice smoke bombs under its wings. The pilot was promptly "accused" of armed intrusion on a friendly base and the bombs confiscated as "spoils of War", whereafter they were distributed amongst the armament instructors of the SAAF's Air Armament School at Youngsfield, "for instructional purposes". Most of them found their ways to various homes as souvenirs.



We thank Mr. Bussio, the Curator, for this little snippet and permission to take the photograph.

JOHAN HENDRIK LODEWYK SCHUMANN 1862 -1945
Boer P.O.W. Simon's Town circa 1900

A.E. Read

Johan Hendrik Lodewyk Schumann was born at Aberdeen, Cape Colony and was of German and Dutch descent. He was a naturalised burgher of the S.A. Republic. He was commandeered in September 1899, taken prisoner at Elandslaagte, Natal on 21st October 1899. He was sent to Ladismith, thence to Pietermaritzburg, thence to Durban. By s.s. PUTIALA he arrived at Simon's Town, was transferred to PENELOPE, then the MANILA, then the CATALONIA all holding Boer prisoners, then to Bellevue Camp, Simon's Town (the site of the Golf Course to-day). He was later taken to Cape Town on board s.s. LAKE ERIE and finally arrived in St. Helena in April 1900 where he was imprisoned again.

Schumann had been employed as a teacher in Calitzdorp, Cape, in 1881 and then moved round quite frequently judging by the birthplaces of his seven children. He had lost his job for volunteering to fight for the Republic and for openly accusing Rhodes of plotting the downfall of the Republic and the organisation of the Jameson Raid. He then obtained a position in the Johannesburg Post Office from 1st May 1896, & obtained his naturalisation papers. Due to his religious and cultural upbringing he was able to develop inner resources and so to contend with the hardships of imprisonment more easily than a large number of his fellow inmates. This led him to express his feelings in prose and verse in English and Nederlands. His musical compositions and writings reflected the experiences as a Boer prisoner. They are considered to be the work of a remarkably gifted man.

He wrote 29 pages on "Elandslaagte and after - escapes and escapades" in beautiful English. He had friends in the right places and after they had arrived in Simon's Town after a stormy passage, weary, hungry and dejected with their clothes filthy and beyond repair, he appealed to J.H. Hofmeyr for help. Hofmeyr visited him on the prison ship, asked for a list of requirements and in no time several cases arrived. Schumann was appointed 'Quartermaster Sergeant POW' and presented each man with a pair of canvas shoes, cap, shirt, trousers and jacket.

While at Bellevue, Schumann turned to music-making to help alleviate the boredom and monotony of camp life. He ordered an organ from Byrne and Co in Cape Town which he kept in his tent. He practised and composed as for example the words and music of "How long, O Lord!" in March 1900. This was based on Psalm 13 and the words reflect his despondency and his close relationship to God. The organ was left behind when they were suddenly ordered to get ready for deportation to St. Helena. Schumann arranged for the organ to be cared for and delivered to a certain person, but alas "the organ was spirited away somehow and I had to pay Byrne and Company £40. I was moreover done down for about £108 that was my share of a musical publication arranged between a man.....and myself. During the voyage to St. Helena he composed "Come back, as of old" and "The

Boer prisoner's prayer" the words of the latter being written by Lt. Kyle of the Cape Garrison Artillery. This is significant for it shows that there was social mixing among the officers and ranks and between Boer and Briton. His composition "They will miss me" was sung for the first time at a concert at Deadwood Camp, St Helena on 5th November 1900.

He was a practical musician, able to write spontaneously and fluently. Of significance is the artistry of his magnificent song-books which emulate Victorian engraved sheet music. The precision and care he put into the preparation of his books must have taken hours. They were all handwritten and as good as printed music. There are 22 songs in the 3 volumes compiled during his captivity on St. Helena. The attractive front covers vary in design, with the headings shadowed with curls and flowers. Written in beautiful copperplate script, the titles "Memento" or "Souvenir of the Captivity at St Helena of Transvaal Prisoners of War by J.H.L. Schumann, Jnr" have curlicue decorations intertwined with ribbons and banners. The Transvaal coat of arms is magnificently drawn at the bottom of one of the covers. Many of his song-books were bought by fellow prisoners whose families still have copies. Of interest is the fact that one collection includes the song "Separation" which was dedicated to C.F. Mijnhardt, a fellow prisoner and father of well-known actor Siegfried Mynhardt.

Schumann had contact with publishers in Europe as we see from the Camp newspaper set up in June 1901 called DE KRUIJSGEVANGENE and which was printed by B. Grant of the "Guardian" newspaper, Jamestown, St Helena. Schumann advertised that his songs were awaited from Europe. Schumann also assisted in the editorship of the camp newspaper. He also wrote and published in 1902 an in-depth pamphlet in two sections, on historical anecdotes of the island and in the second part the story of life in the two camps, Deadwood and Broadbottom, on the Island.

Schumann arrived back in South Africa on 7th July 1902 and settled in Fordsburg, Johannesburg, where he resumed his literary work and was Editor of DE TRANSVALER-ZUIDAFRIKA, the official organ of the National Party, Johannesburg. He also found time to put forward his strong beliefs and awareness of God in a book of 52 pages in Nederlands called "Antichrist en de wederkomst van Christus; zijnde een antwoord op mev. Brandt's Millenium" in which he criticised Mrs. Brandt van Warmelo's interpretation of the Scriptures. The book also dealt with the second coming of Christ according to the Bible.

Schumann died at his house in St. Bride's Avenue, Johannesburg on 7th April, 1945. In 1983 a fitting honour to this journalist, composer and author was given in Bloemfontein, when a choir sang Schumann's song "Bede van den krijgsgevangenen Boer" during the unveiling of "The Exile" a monument dedicated to the memory of 577 prisoners of war who either died in the overseas camps or en route.

Ref: S.A. Library, Vol. 43 No. 1 September 1988

THE PROPERTY "CONSTANTIA" SIMON'S TOWN
(now known as 'Osvlo' building)

from an investigation by Sub Lt J.P. van Wyk SAN

Sub Lt van Wyk was asked to establish as near as possible, the true historical facts of the origins of the building known to-day as OSVLO, with a view to finding a substantiable name with the appropriate historic connotation.

The left-hand section of this row of buildings known as HOSPITAL TERRACE was erected between 1813 and 1815 as a British Naval Hospital for use when the Royal Navy transferred its Headquarters from Cape Town to Simon's Town in 1814. These are today residences for naval officers and retain many of their original features including beautiful flooring.

In this article we are mainly concerned with the right-hand section of the building, which was formerly the residence of the Chief of the Dockyard Police and the Police Club in British times.

On a general inspection of the building it becomes clear that architecture from as many as three different time periods is evident. The main entrance, as well as the immediate approach is clearly of Cape Dutch architecture from a period prior to 1815. The boundary wall, that was built by the British in 1817, at some places was erected partly on a much older wall. The contrast between the building methods used in the old wall and the more recent one, as well as materials used, is quite significant. The original wall was probably erected during the latter half of the 18th century. What is also very significant is the remarkable similarity between the layout of the ground floor of OSVLO building and that of the house Groot Constantia. All this indicates that there must have been a building, probably a house, standing on the site before 1813-1815 which was then converted and added to by the British in order to serve them as a Naval Hospital.

The property was first granted in October 1749 by Governor Hendrik Swellengrebel to Burgher Hendrik Veersen (or Fehrsen) and was one of the oldest grants in the history of Simon's Town. It covered 1 morgen and 280 sq rods and 45 sq ft. We know it was adjacent to the property of Widow Rosseau to the west and the Signalling post (Flagstaff) to the east. On the property of the widow Rosseau was later built "Goede Gif" about which we have written previously.

Fehrsen sold in 1757 to Elsthout for 4,400 gulden.
1762 Elsthout sold to Jacobus van Reenen for 7,000 gulden
1784 van Reenen sold to Arnoldus Munnik for 18,000 gulden
1799 Munnik sold the property to John Henry Roselt for 60,000 gulden. Roselt was the Wardmaster for in 1799 Simon's Town was constituted a separate Ward. This is a significant price for it

indicates that between 1784 and 1799 a house must have been erected on the land for even if the normal rate of appreciation of the value of property at that time is taken into consideration, the price is still approx. 32,000 gulden too high. This would be the price for the improvements i.e. a house, on the property, erected during this period. We definitely know that on Kerstiman's map of 1799, the same year in which Roselt bought the property from Munnik and the same year he was appointed Wardmaster, that the house and outbuildings, very much in its present form is shown. We also know from a letter written by Mr. Buissinne in 1808 that widow Roselt was granted permission to lodge three officers, each in his own room, at her house, therefore it can be concluded that her house must have been fairly sizeable.

We are fairly sure that the house was almost certainly built by Munnik during the period 1784 to 1799 but even more conclusive evidence was found in the form of various paintings showing Simon's Town during this period. In a drawing, done by an unknown artist in 1785, relatively small, cottage-like structures are shown in the position where the estate CONSTANTIA must have been. These are unclassified drawings and prints in the South African Reference Library. In a painting done in 1789 by Frederici named "View of Anchorage in Simon's Bay", the house is already shown as a double story, flat roofed structure, with the smaller and probably older outbuildings. Confronted with conclusive evidence that the building was erected between 1785 and 1789 whilst owned by Munnik and considering contemporary building construction methods, it is possible to date the building with even greater accuracy.

A building of this nature and magnitude, when the limitations of the late 18th century methods are taken into account, would take approximately two years to complete. Hence, a reasonable conclusion may be drawn that the building was erected between 1786 and 1788. It remained like this, probably only with the addition of certain outbuildings, up to 1813, when it was sold by Christiaan Michiel Lind to the Naval Commissioner Vice-Admiral George Dundas, to be converted into a Naval Hospital.

For the record it is worth noting the names of others who owned the building and the dates of purchase/sale.

1802 on 3rd February Roselt sold the estate to Alexander Tennant who shortly afterwards went bankrupt. (On part of the estate he had erected Albertyne Cottage which is one of the earliest examples of an English Country Cottage) Tennant's estate was subdivided into 12 lots on one of which Bay View House was erected.

1803 Roselt bought back from the estate his original house now standing on 324 sq rods 65 sq ft for 34,200 gulden. 1806 saw him appointed Deputy Fiscal at the time of the 2nd British Occupation. He died in 1807 at the age of 42.

1809 his executors sold the property on his widow's behalf to Mr. C.M. Lind who was at that time clerk to the Notary Public Mr. Johannes Hendricus Brand. Lind paid 45,000 gulden.

1813 Lind sold the property as we have said to Admiral Dundas for 75,000 gulden

Thibault's map of Simon's Town, drawn in 1815, shows the complete complex, including the three houses to the east, more or less in the form we know it to-day. This means that any alterations had been completed since the purchase of the property. As we have said, the boundary wall in front and to the east side of the building was completed by 1817. It is important to note that in 1872 the first operation to be performed in South Africa, using Lord Lister's antiseptic method, was performed in this building during the amputation of an arm and a leg.

An 1890 map of Simon's Town shows the Naval Hospital linked to the adjacent houses by a subsequent addition. It was used as an hospital until 1901 when the new Royal Naval Hospital (to-day known as Cable Hill) was built. It was then used as a club for the Dockyard Police downstairs while the Chief Constable lived upstairs. In 1957 with the hand-over of the Dockyard to South Africa, the building was converted to be used for offices for the Under Secretary, Naval Affairs. From this, the present name OSVLO was derived. It stands for "ONDERSEKRETARIS, VLOOTSACE".

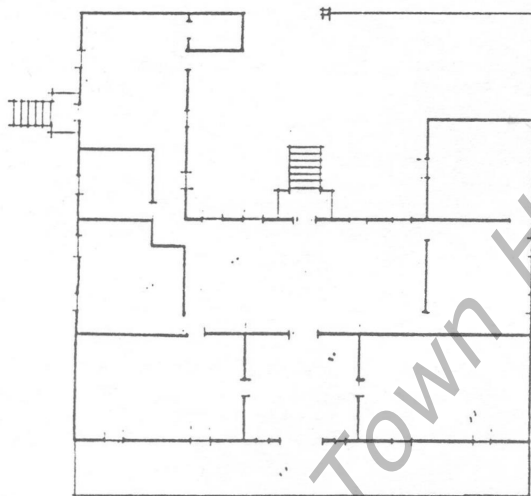


DIAGRAM OF FLOOR LAYOUT 'GROOT CONSTANTIA'

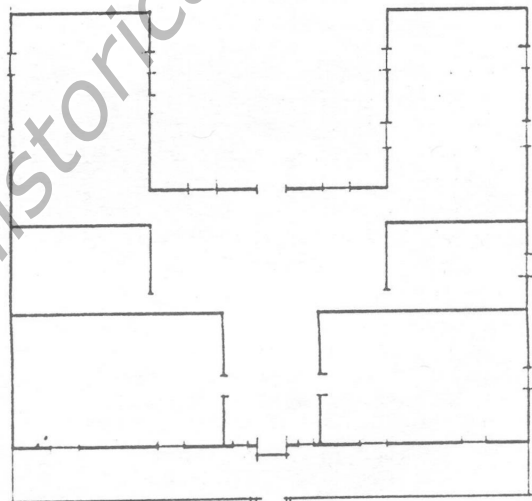
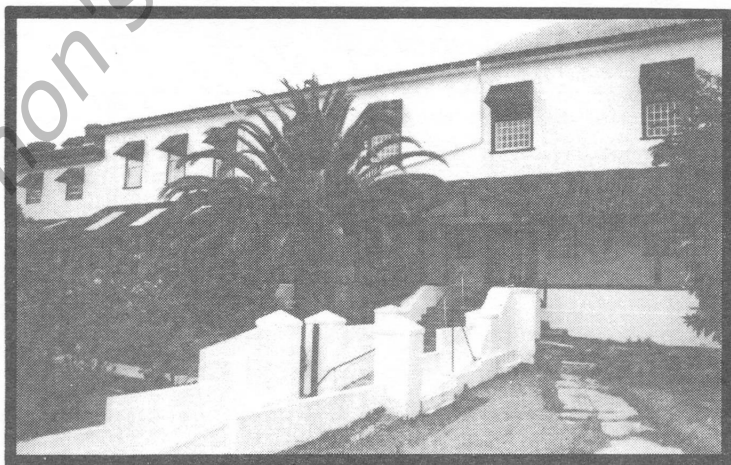


DIAGRAM OF FLOOR LAYOUT 'OSVLO' BUILDING



EDGAR WALLACE : "WRIT IN BARRACKS", London, Methuen, 1900.

The Museum has recently been presented with a first edition of the above by Mrs. Wendy Pomeroy and we reproduce below one of Wallace's poems from the book.

THE NAVAL BRIGADE

When you're pickin' your men for a fight,
When choosin' the corps that'll serve,
It's only quite proper an' right
To fix upon muscle an' nerve,
An' so, to your heavy Dragoons ---
Your Granny-dear Guards an' their band ---
To your Sappers with bridgin' pontoons,
You can buckle the Lower Deck Hand!

(The Lower Deck Hand
Doesn't want any band;
He's grit, an' he's sand
Is the Lower Deck Hand.)

His march is a go-as-you-please;
He most keeps step with hisself!
For his boots ain't conducive to ease,
Bein' mostly kept packed on a shelf!
Tho' he isn't so span or so spic ---
Tho' his marchin' ain't what you'd call grand
He gets to the front just as quick
Does the elegant Lower Deck Hand!

(The Lower Deck Hand
Wasn't reared in the Strand;
But he's good to command,
Is the Lower Deck Hand.)

You may swear by the Jolly marines,
'Per marey, per tarey' they fight ---
Not speakin' for them in their 'teens ---
I don't mind admittin' your right.
But all that the Joey has got,
As I'd have all the world understand,
He's learnt - well, -he's learnt quite a lot
From his tooter - the Lower Deck Hand!

(The Lower Deck Hand
Is a mine that's unpanned;
An' he's yours to command,
Is the Lower Deck Hand.)

He doesn't shape well at Reviews,
I've known him to spit in the ranks;
But we've never been asked to excuse
A fault, when he's guarding the flanks.
An' when there's a break in the square
Or a place where the Line-cannot stand,
I'll tell you the chap to put there -
'Jack Mullow' - the Lower Deck Hand.

(The Lower Deck Hand
Will die as he'll stand;
He's tempered an' tan'd,
Is the Lower Deck Hand.)

When you're hemmed in a tight little hole,
By a greatly outnumbering foe,
It's a matter of stokin' an' coal'
How far we're away from the foe.
When the Infantry's needin' some aid,
When the 'tillery gets under-man'd,-
Make way for the Naval Brigade! --
His Highness the Lower Deck Hand!

(The Lower Deck Hand
With his guns he can land,
An' he'll kick up some sand,
Will the Lower Deck Hand.)

From the days of sail we arrived at our present "skyscraper"! Originally a "skyscraper" or "sky-raker" was any sail above the fore main or mizzen royal. It was so high that it was only natural that architects borrowed the term to describe a 10-story building built in Chicago in 1884 and the 1st structure to be called a skyscraper.



THE OLD "SOUTH-EASTER"

F.P.Chapman's File 49 p. 124/5

Rudyard Kipling in one of his stories "Steam Tactics" in "TRAFFICS AND DISCOVERIES" describes a trip in his old steam-driven motor car with his friends Petty Officer Emmanuel Pycroft and Engine Room Artificer Henry Salt Hinchcliffe. Hinchcliffe tries to drive the vehicle, but finding the task of driving a steam car not quite so easy as he expected exclaims:-

"She's a terror. She's a whistlin' lunatic. I'd sooner run the old South-Easter at Simon's Town than her!"

What was the "South-Easter" which Mr. Hinchcliffe had found so difficult to run?

Well, before the present Dockyard Basin at Simon's Town was built, all naval vessels lay at permanent moorings, or at anchor, in the Bay, and communication with the shore was normally maintained by each ship's own boats, which were for the most part undecked rowing or sailing boats. The prevailing summer wind from the south, commonly known as the "South-Easter" sometimes blows with great violence and raises a nasty sea, which can be dangerous for small boats, as inscriptions on several grave-stones in the local cemetery to the memory of those drowned owing to their boats capsizing will testify.

When conditions in the Bay became too bad for the ordinary ships boats to operate, a signal was hoisted and special boats, maintained by the Dockyard for the purpose, were brought into operation. In view of this special duty these boats came to be known as "South-Easterns". Records of 4 of these "South-Easterns" appear in the "Register of Yard Craft, Simon's Town" started by Staff Commander Rowe in 1883 and maintained thereafter with varying degrees of precision until 1909.

The first recorded, which cannot however be the one in question, is entitled "No. 11 Wood. Sailing Boat. S.E." Concerning her the Foreman of the Yard reported on 7th January 1895 "This boat has been used solely by the Flagship for many years and of late has become very dilapidated. During the prevailing S.E. winds she has been damaged to such an extent as to be unsafe for use and past repair for service afloat without excessive expenditure on her. It is recommended she be condemned and sold as firewood". This recommendation was approved, and so ended the last of the sailing "South-Easterns", if indeed there were any boats so called before her. The other 3 mentioned were all Steam Pinnaces:-

No. 157 Flagship's S.E. Boat. Left behind by RALEIGH in 1895

No. 287 MONARCH's S.E. boat. 40ft steam pinnacle left behind by ST. GEORGE in 1897, built up and strengthened for work in Simon's Bay

No. 322 Flagship's S.E. Received from England 16/8/1904

There are further records of these boats in the "Slipping Book",

started in August 1864 and continuing without a break until October 1934. The first recorded slipping of RALEIGH's S.P.157 is on 27th September 1896 and they continue at regular intervals until 26th August 1904 when it was broken up, but gives no date; it probably was August 1904 when No.322 had arrived.

The first record of No.287 being slipped is on 12th March 1895, when she is described as "Steam Cutter 287 ST GEORGE". On 5th December 1901 she had become "287 Steam Pinnacle MONARCH South-Easter" and the last entry is her launching on 5th November 1908. In the Slipping Book there are records of "No.322 Steam cutter THRUSH" in November 1893, 1894 and 1895 only. This may have been the same boat as No.322 received from England in 1904, after which entries recording her slipping continue at regular intervals until 5th February 1915. She is first referred to specifically as a "South-Easter" in September 1908.

Mr. L.C. Gay, M.P. remembered the last of the South-Easterns well, and described her as a very old steam boat about 40 - 45 ft long and decked all over somewhat larger than a naval pinnacle and too big to be hoisted on board ship. She was very narrow and her sides were well padded with vertical and horizontal pieces of timber faced with rope fenders. Her engines were real antiques on their last legs held together by the proverbial pieces of wire. Her skipper was a man named Billy Warne who was well known for the strength of his voice and his insistence on prompt obedience to his orders.

There seems to be no evidence as to the period when Mr. Hinchcliffe was in Simon's Town, but it would seem that he was here for some considerable time; probably a whole commission. It may have been at the same time as Mr. Pyecroft, which was shortly after the end of the Boer War at the beginning of this century, as appears from the story of "Mrs. Bathurst". If this assumption is correct, his South-Easter was probably No. 157, which at that time would be between 15 and 20 years old and becoming a little tricky and unreliable in her ways.

Mr. Gay's recollections on the other hand are more recent and probably apply to No.322. If in fact this boat was originally the THRUSH's steam cutter, she would be well over 20 years old in 1915.

FANNY BARNATO (nee Boes)

It was very rewarding to the Editorial staff shortly after the previous issue of the Bulletin was published, to receive a letter of commendation from the grand-daughter of Fanny and Barnie Barnato. Mrs. Diana Barnato Walker was kind enough to write from England to say how much she had enjoyed the article and felt that it had been well researched.

Erratum: In the References at the end of the article the author should be Stanley Jackson - not Fletcher. Apologies - EDITOR.

CIVIL DEFENCE.

THOSE WILLING TO
VOLUNTEER FOR CIVIL
DEFENCE SERVICE IN THE
SIMONSTOWN MUNICIPAL
AREA (AREA 21) ARE
ASKED TO REGISTER
THEIR NAMES AT THE
MUNICIPAL OFFICE
IMMEDIATELY.

Lewis G. Gay

Municipal Office, AREA COMMANDANT.
Simonstown
18th June, 1940.

SIMON'S TOWN MUNICIPALITY.

Mayor's Parlour,
Municipal Buildings,
SIMON'S TOWN,
10th June, 1941.

GOVERNOR GENERAL'S NATIONAL FUND

and

BRITAIN'S BOMBED CITIES RELIEF FUND.

A PUBLIC MEETING, in order to organise local support on behalf of the above War Funds, will be held at THE PHOENIX HALL, on WEDNESDAY EVENING, the 16th JUNE, 1941, at 8 o'clock.

Chairman:

HIS MRSKIP THE MAYOR (Councillor L.C. GAY).

Speaker:

Mr. B. K. LON G, J.P.,
(Chairman, Britain's Bombed Cities Relief Fund).

-----oo0oo-----

It is our opportunity to help those who are fighting for us.

Think of London, Coventry, Bristol, Portsmouth, Plymouth and then think of our danger free everyday life. Compare THEIR CHILDREN AND YOURS.

YOUR HELP IS NECESSARY TO WIN THE WAR.

Please make a point of being present and bringing your friends with you.

ALL ARE WELCOME.

RED TIDE

From: An article from Vol.IV No.2 SAGITTARIUS - Magazine of the South African Museum - by Gary C. Williams. Permission given to reproduce by the Editor Caroline Voget.

Often in summer one may observe extensive areas of our coastal water that are markedly discoloured as if a vast quantity of rust-orange paint had been dumped into the sea. This is the phenomenon popularly known as 'red tide'. The phrase is actually a misnomer since it has nothing to do with tidal fluctuations - 'red water' is a more apt description.

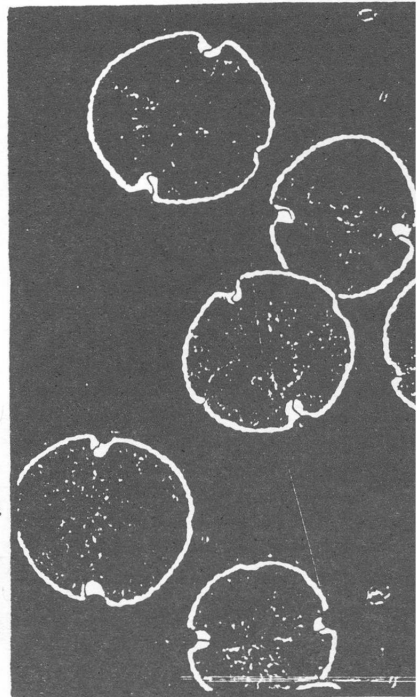
A red tide can be described as a rapid and massive population explosion of certain reddish-coloured marine dinoflagellates, which can discolour large localized areas of the sea in coastal regions, often with harmful effects on sea life and the consumers of sea life. Rapid cell division of dinoflagellates may lead to concentrations of red tide organisms that can reach as high as 60 million cells per litre of sea water.

Dinoflagellates (also known as 'whirling whips') are minute one-celled organisms having two whiplike flagella by which they move. They share characteristics of both plants and animals. Many species have stiff cellulose plates, which form a wall and give the organism the appearance of an ancient helmet or coat of armour. More than 1,000 species are known worldwide in marine as well as freshwater habitats, and many are of major importance in the plankton of coastal areas. Several kinds of dinoflagellates can cause a red tide including certain species of GLENODINIUM, GYMNODINIUM and GONYAULAX.

Complex combinations of environmental factors can generate 'blooms' or rapid population growths of certain marine dinoflagellates. These may include: increased levels of nutrients and certain trace metals in the sea water, sewage runoff and other marine pollution, the meeting of two bodies of water with different physical characteristics, ocean salinity and warm sea temperatures, and duration and intensity of sunlight.

At least three harmful effects can result from red tides: oxygen depletion of surface waters leading to mass mortality of larger invertebrates and fish; ingestion of toxic dinoflagellates by shellfish that concentrate the neurotoxins in their tissues, often leading to paralytic poisoning of their predators; and

RIGHT: Drawing of several red tide dinoflagellates. Each cell is approx. two hundredths of a millimetre in length.



liberation of neurotoxins into the seawater by the dinoflagellates creating poisoned water, often resulting in skin irritation to swimmers and surfers.

Paralytic shellfish poisoning (PSP) is often associated with red tides. Filter-feeding invertebrates (such as clams, mussels and oysters) extract the toxic dinoflagellates from the sea water as food. There is apparently no lethal effect on the shellfish, but they accumulate the toxins, which may remain in their tissues for several months. When the shellfish are eaten by mammals such as humans, dogs, cats, or rodents, numbness and paralysis can result in body extremities (lips, tongue, and fingertips in humans). Death may result through respiratory failure. The dinoflagellate toxins are similar to the "curare" group of poisons obtained from several tropical plants. Many such neurotoxins act to interfere with sodium ion movement in mammalian nerve cells.

Red tides occur mainly in temperate regions of middle latitudes (not at the poles or in the tropics) where during summer there exists a combination of long light duration, warm temperatures, and upwelled water that is rich in nutrients. Red tides have been recorded from South Africa, Peru, Japan and North America. Locally, red tides occur along the Cape west coast where conditions are occasionally optimal for rapid population growth. In March 1989, a particularly severe red tide at Betty's Bay caused mass deaths of large invertebrates including perlemoen, alikreukel, and crayfish as a result of deoxygenation of the seawater. The responsible organism has been identified as *GYMNODINIUM NAGASAKIENSE*.

Red tides can also occur in upper beach tidal pools left by a high spring tide. Within a few days, optimal conditions can create a tidal pool filled with blood-red water. The next high spring tide that occurs two weeks later will clean out the tidal pools and the process can be repeated when conditions are again right.

The effects of a severe red tide on the marine life of a particular area may be devastating and can last for many years. Particular care about eating shellfish should be taken by visitors who are unfamiliar with conditions prevailing at the time of their visit to the Cape coast.

----- SCREW-PROPELLORS vs PADDLES:

In April 1990 it will be 150 years since the screw-propeller won its victory over the paddle. It was between April 2nd and 16th 1845 that Francis Pettit Smith finally convinced the Admiralty that screws could beat paddles hollow. The final test was a tug-of-war between the *RATTLER* (screw) and *ALECTO* (paddles). They were tied stern to stern and the *RATTLER* romped home at 2 1/2 knots. Smith got a knighthood 26 years later when he was in rather poor circumstances and was a curator at the Patents Office. He made nothing out of his revolutionary invention. He first drove a screw model across the Welsh Harp at Hendon, London (now a lake used extensively for sailing) and a year later steamed down the Thames in a 10-ton boat and got to Folkestone and back. A reluctant Admiralty was gradually convinced, especially when Smith went as far as Portugal in a 237-ton boat at 10 knots. But it needed the tug-of-war to knock out all doubters.

OPERATIONS OF THE GRAF SPEE - GERMAN POCKET BATTLESHIP
1939-45 WAR

Just over 50 years ago on 26th September, 1939, the German Naval Staff ordered the pocket battleships GRAF SPEE and DEUTSCHLAND to leave their waiting areas and commence hostilities against British Merchant Shipping. DEUTSCHLAND operated in the area between the Azores and the North American coast and by October 15th had sunk 3 merchant ships. Requiring repairs and a general refit she then returned to Germany arriving at Gotenhafen on 13th November 1939.

GRAF SPEE operated in the South Atlantic between St Helena and the Brazilian coast and by October 22 had sunk 5 merchant ships. Hunted by British cruisers, she headed towards the South African waters, rounded the Cape of Good Hope on 3rd November, and entered the Indian Ocean. She sank a small Shell tanker off Portuguese East Africa on 15th November and then returned once more to her former operating area in the South Atlantic, meeting her supply ship, the ALTMARK, en route. GRAF SPEE then transferred prisoners, refuelled, and carried out mainor repairs. She began hostilities again on 2nd December and sank 3 more merchant ships before she was finally caught and trapped at Montevideo, and finally scuttled, after 84 days of continuous sea service. In all she sank 9 merchant ships, totalling 50,000 tons.

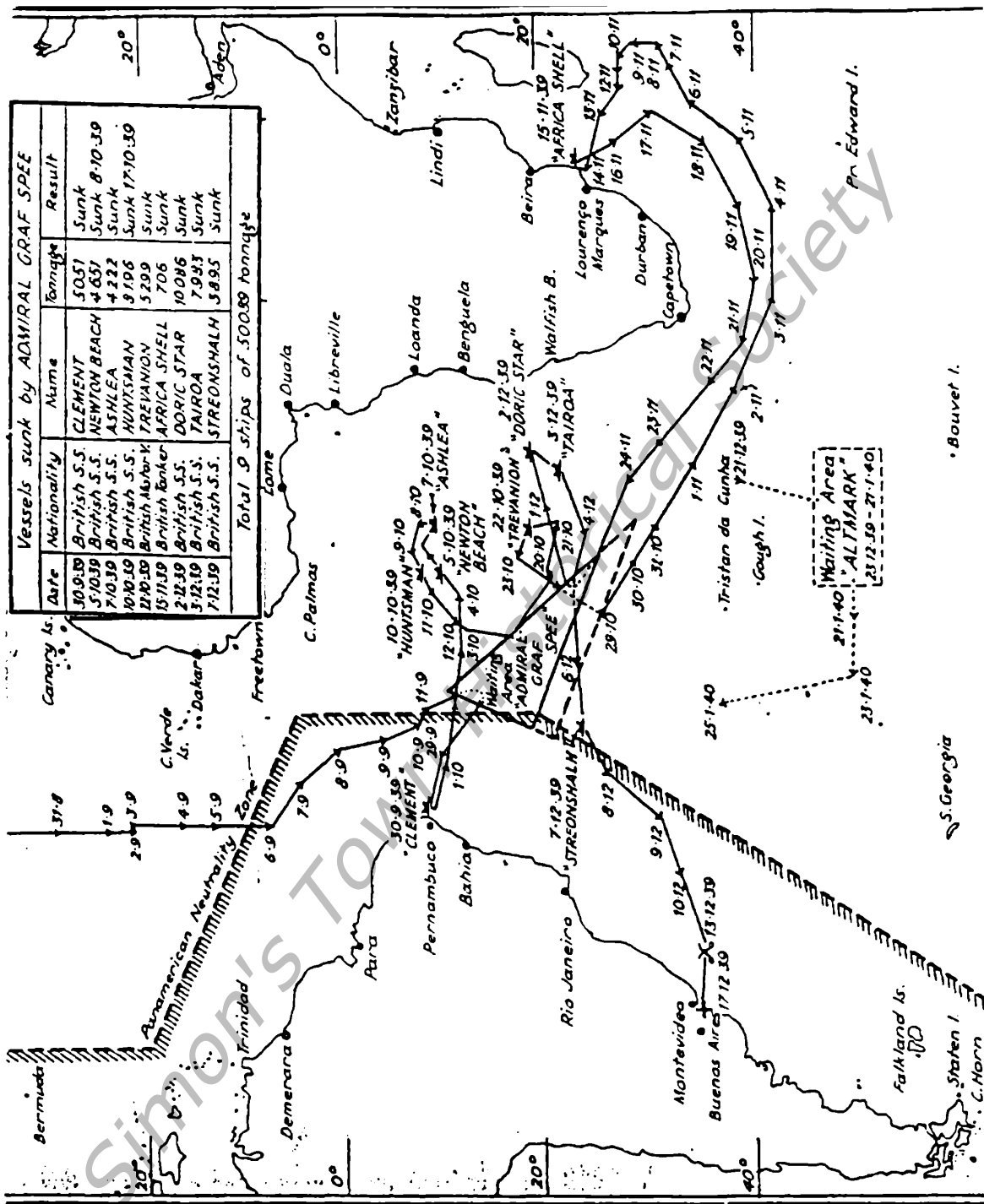
Please see next page for detailed map of Graf Spee's activities.



Admiral 1805



Seaman
1805



HMS PANDORA - PANDORA's BOX

HMS PANDORA left England in August 1790 (Captain Edward Edwards) to search for the BOUNTY mutineers. She set out via Cape Horn and not via Simon's Bay, en route to Tahiti. She reached Matavai on 23rd March, 1791. Having searched several islands without finding anyone she finally rounded up several of the mutineers who were still alive, several having died of various causes before PANDORA arrived.

These mutineers were put on board PANDORA in a "box" measuring 18ft x 11ft. They were shackled to its wooden sides and to the deck. They existed under appalling conditions. Sadly PANDORA was wrecked on the Great Barrier Reef on 28th August 1791. Some of the mutineers were freed before the vessel heeled over but others went down with the ship before their shackles could be cut loose.

The survivors came to the Cape on a Dutch vessel from Coupang in Batavia and here transhipped to HMS GORGON which was homeward bound from a round-the-world cruise. HMS GORGON reached Spithead on 18th June 1792 delivering her prisoners to HMS HECTOR where they were detained whilst awaiting court-martial.

References:

"Voyage Round the World in Gorgon - Man of War" published 1795
by John Parker and his wife Anne. A copy is in the S.A.
Library in Cape Town

Captain Bligh and his mutinees p.123 : Simon's Town Museum
Library.

From: The South African Commercial Advertiser Saturday 25th
April 1829 (page 1 column 2)

"Mr. John Osmond Jnr. duly qualified by the Board of Orphan Masters, will dispose by Public Auction, for exportation, on the 7th May next at the CUSTOM HOUSE Simon's Town, for account of the Estate of the late CHARLES MACKAY 2,303 lbs of Elephants Teeth and 1,780 lbs of Hippotamus' teeth, the greatest part of a superior quality.

J. J. L. SMUTS

SECRETARY, ORPHAN CHAMBER

24th April 1829

SEA : from the Greek SEIO (to be tossed about)
OCEAN: also from the Greek OKEANOS (river that encircled the earth).