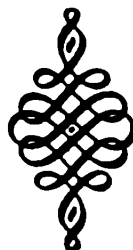




SIMON'S TOWN HISTORICAL SOCIETY

BULLETIN



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JANUARY 1991

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OBITUARY

VICE-ADMIRAL JAMES (FLAM) JOHNSON SSA SM DSC KStJ SAN (Rtd)
(1918 - 1990)

Vice-President Simon's Town Historical Society 1983-1990
Member 1962-1990

With the death of Vice-Admiral "Flam" Johnson on 2nd October 1990, the Society lost a Member and Vice-President who throughout his association with the STHS was always interested and concerned with the Society's affairs and more often than not actively engaged to a surprising degree in its activities in spite of a very busy life even in retirement.

Born in Benoni, he matriculated at Potchefstroom Boys High School and joined the SATS GENERAL BOTHA at Simon's Town in January 1933 just before his 15th birthday. In the course of his two years training 1933/4 he was promoted to Cadet Captain and gained First Class Extra Passes in Seamanship and Navigation. In 1935 he took up a cadetship with the P. & O. serving in liners carrying mail between the Indian subcontinent, the Far East and Australia. He was called up for naval training in 1937 and served in the battleship HMS NELSON and in HMS FEARLESS whilst the ships were stationed off the Spanish coast in an observer role during the Civil War. In 1939 following call up by the Admiralty he was appointed to HMS YORK (a cruiser) as Sub Lt. and was subsequently Assistant Navigator and Senior Watchkeeper. YORK was at Narvik during the Norwegian campaign, then on the Northern Patrol and after that with the Malta convoys. She was sunk off Crete in March 1941. After escaping from Crete in April 1941 he was appointed in command of HM Tug C307 operating off Tobruk and officially credited with the destruction of a JU87 in June 1941. It was while he was in command of HM Tug C307 engaged in towing ammunition barges into Tobruk during the siege that he acquired the nickname of "Vlambaard". It seems he sported a magnificent red beard which naturally attracted attention! Subsequently this became anglicised to "Flam" as the years passed. As if towing ammunition barges was not enough, in November 1941 he was appointed 1st Lt. of HMS TONELINE a tanker requisitioned by the Royal Navy to carry high octane petrol to the Tobruk garrison. Incredibly she completed 9 voyages during the siege! Returning to the UK for leave and a new appointment he was made 1st Lt HMS JED (a frigate). It was one of the first frigates to be commissioned and saw service as a unit of 1st Support Group Western Approaches Command and destroyed 3 U-boats in the North Atlantic. She was transferred to the East Indies on anti-submarine warfare duties as a unit of Force 65. Awarded the DSC in March 1944 he was appointed in command to HMS ROSEBAY and subsequently to HMS VERBENA in June 1945. On the cessation of hostilities he steamed VERBENA to England to pay off. In December 1945 he was appointed Actg. Lt. Commander in command HM TANK LANDING SHIP 416. In February 1946 whilst awaiting repatriation to South Africa he passed his Master Mariners Certificate 'Foreign Going' at Newcastle-on-Tyne and for the rest of his life he always maintained a close interest in Merchant Marine matters.

In 1946 he transferred to the S.A. Navy dropping a rank in doing so and then followed a series of appointments afloat and ashore leading to command of SAS TRANSVAAL, GOOD HOPE, BLOEMFONTEIN, and PRESIDENT PRETORIOUS. He was the Senior Naval Officer in the S.A. contingent attending the coronation of Queen Elizabeth II in 1953. Having commanded SAS TRANSVAAL on a voyage to Australia in 1951, as Senior Officer Afloat he commanded the 10th Frigate Squadron on a 2nd voyage to Australia and thence to the Argentine in 1967/68. In the meantime he had also held the appointments of O.C. Naval Gymnasium, Saldanha Bay, and Director of Personnel and he had graduated from the Royal Naval Staff College at Greenwich. He was appointed Chief of Naval Staff 1969 and Chief of the South African Navy from 1972 - 1977 when he retired.

He had a very active retirement. Among his more important activities he was a Cape Town City Councillor 1982-88, President of the St John Ambulance Society, Cape Town, a Knight of the Order of St John, President of the Teen Centre at Rondebosch and President of the False Bay and of the Zeekoevlei Yacht Clubs. He was Vice-President of the Navy League of South Africa, Vice-President of the Boy Scouts Cape Western Area, a Trustee of the South Africa Foundation. The list is almost endless. However, one honour of which he was particularly proud was his appointment as Honorary Colonel of the Cape Town Highlanders - one of South Africa's most famous Regiments.

The above record speaks for itself and it came as no surprise to the many Society members who attended "Flam's" funeral service to see the number of very distinguished people who came from far and near to pay their last respects. To his wife Joan and her family, the Society extends its deepest condolences and also mourns the loss of one of its most distinguished members.

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THE SIMON'S TOWN RAILWAY LINE

PART II

D.M. RHIND

Simon's Town Station opened for business on 1st December 1890 when the 10 kilometres of single track along the shore of Simon's Bay from Kalk Bay was completed. The track had taken 12 months to build, which was pretty good going bearing in mind that for a large part of the way the railway runs along a sea-wall which had to be specially built for it and that most of the masons and similar tradesmen were brought out from the United Kingdom for the job.

Apart from Kalk Bay at the beginning of the line and Simon's Town at the end of it there were no stations, but stopping places were provided at Fish Hoek and Glencairn where it was expected that there might be some passenger traffic in the future. Both these halts were on the beach just above the high tide level and

both were beset by drifting sand which continually covered the track.

When a platform was later installed at Fish Hoek it was built on trestles so that the sand could blow straight under it and not bank up against it and over the line. At Glencairn the station had to be moved further towards Simon's Town to a point off the beach and where the coastline was rocky instead of sandy.

If sand was a problem for the Railways at Fish Hoek and Glencairn, it was salt water which bothered the passengers at Simon's Town, where, when the southeaster blew, the spray from the waves covered passengers alighting from trains on the outer platform. This was aggravated by the fact that they had to walk the full length of the train before climbing down off the platform in front of the engine, crossing the lines, and then clamber up onto the other platform to gain the station buildings and the exit. In spite of continual protests and questions in Parliament, the Railways refused to install a passenger bridge and it was 36 years before a subway was constructed to link the two platforms. In the fullness of time other stations came into being along the line at Clovelly (between Kalk Bay and Fish Hoek) and at Sunny Cove (between Fish Hoek and Glencairn) and these all have a story of their own to tell.

Although the 10 km long line was single track (and still is beyond Fish Hoek) it is interesting that in the early days it generated a number of other lines, actual or proposed.

In the proposed-but-never-built category there was the suggestion made in one of the speeches on the Opening Day, that the line should be extended a further 7 kms to Miller's Point to promote tourist traffic. This was at a time when everybody travelled by train and a day at the seaside was very much the "in thing". Had the idea materialised it would have also have had the merit of taking the railway alongside or through Simon's Town dockyard and in retrospect it seems strange the railway should have stopped about a kilometre and a half short of this major source of traffic, but how could one possibly take a railway line through the Admiral's garden!!

The other proposed line was the 12 km long Kommetjie Railway which would have crossed the Peninsula from Fish Hoek to Kommetjie on the Atlantic coast where a residential area was being developed. The Authorising Act for this privately owned railway was passed by Parliament in 1903 but as with so many other projects at that time it fell victim to the financial stringency then prevailing in the wake of the Anglo-Boer War.

In the negotiations leading up to the Act, the Cape Government Railways were adamant that there should be no possibility of the Kommetjie Railway Company seeking running power over their lines or skimming off any of their traffic on the Cape Town to Simon's Town line. Although the Kommetjie Railway trains would have shared a common platform at Fish Hoek with the Cape Government Railways, passengers would have had to cross the platform to continue their journey in either direction.

Lines which were actually built and owed their existence directly or indirectly to the Kalk Bay/Simon's Town line, were surprisingly numerous. In 1896 a quarry, which for some years supplied the distinctive stone used for so many houses built in the area, was opened on Elsie's Peak and a trolley line was constructed from it down to the Fish Hoek Outspan where it could be loaded onto railway wagons.

From 1903 until 1930 there was a privately owned railway line that ran parallel to the CGR line back from Fish Hoek towards Kalk Bay and across the Silvermine Stream, when it turned inland for nearly a kilometre to the edge of Clovelly, then known as Mayville Village. The area was being developed by a Mr. L.J. Colyn who also opened a quarry nearby and laid a spur from this railway to carry away his stone. How long this line was actually used by Colyn is not known but the line as far as the Silvermine Stream (or another line on the same route) was used by the South African Railways during the 1920's for a special train which was used every Saturday night to clear the line at Fish Hoek and dump truck-loads of sand near the Silvermine Stream and well away from the main line.

Further along the line at Glencairn a spur was laid during the Anglo-Boer War from the vicinity of the original station and then inland for a short distance, more or less on the line of the present-day M6 Glencairn Freeway. This appears to have been a dual gauge track and was used, amongst other things, to enable rail-mounted heavy guns to be test-fired out to sea in False Bay.

It seems possible that this track was also used by the Salt River Cement Works Company which bought land here in 1901 for transporting sand to its works at Salt River. It was this sand which led to the establishment of a glass factory in 1902 on the same site and the indications are that this track was used to serve the new factory which was located some 200 metres from the old Glencairn station. The factory closed in 1905. [This factory is written up in Vol. XIV No. 2 of the Society Bulletin].

The naval considerations which probably finally moved the Cape Government, after years of delay, to complete the railway through to Simon's Town also caused the very considerable expansion of the harbour and naval dockyard between 1901 and 1910. In order to carry all the stone required for this work from the quarry on the hill above Simon's Town to the harbour site, the contractors constructed a railway line complete with the necessary inclines to overcome the gradients involved.

Now 100 years after the Simon's Town line was opened, the Railways keep trying, to the intense annoyance of the local residents, to close Clovelly station on one pretext or another; Fish Hoek has become a sizeable town but still does not permit the sale of liquor within its boundaries; Sunny Cove station, perched on its concrete-filled caissons, dozes above the waves; Glencairn has long since forgotten the excitement of the big guns or the glass works, while Simon's Town is still the end of the line and, though not the southernmost station in Africa, is certainly the southern end of Spoornet's electrified system.

Vernon White

Rear Admiral Sir George Cockburn 1815-1816

Rear Admiral Sir Pulteney Malcolm 1816

Rear Admiral Sir Robert Plampin 1817-1820

It is doubtful if many parents to-day would choose a naval career for their sons, still less send them to sea at the age of nine or ten, if the conditions and discipline in modern warships were the same as those which prevailed in ships of the Royal Navy during the 1790's. Such was the manner, however, in which those Flag Officers who were in the Cape between 1815 and 1820 started their naval careers.

The first of these was **REAR ADMIRAL SIR GEORGE COCKBURN KCB** who before becoming C-in-C Cape in 1815 was the Governor of St Helena, to which island he had escorted Napoleon into exile aboard his flagship the **NORTHUMBERLAND**. Born in 1772 George Cockburn entered the Royal Navy at the age of 9, when he went to sea as Captain's servant under the patronage of Admirals Hood and Rowley. His father Sir James Cockburn M.P. and his mother Augusta Anne Ayscough, followed the tradition of English upper class families by sending their sons into the Army, the Navy and the Church. George's eldest brother went into the Army and became a Major-General, whilst his younger brother William entered the Church and became Dean of York. George's brother-in-law to be was Sir Robert Peel.

George Cockburn was appointed 1st Lieutenant of the sloop **SPEEDY** in 1792 and in the same year was made her captain with the rank of Commander at the age of 20. Two years later he was promoted to acting-Captain, and at the age of 39 in 1811 was appointed a Rear Admiral. In the intervening years he saw a great deal of action at sea, and for distinguished service in the frigate **MINERVE** between 1796 and 1802, he was presented with a gold hilted sword by Admiral Nelson. Following the attack on Martinique in 1809 when he was second in command of the supporting naval squadron flying his Commodore's pennant in **POMPEE** he received the thanks of both English Houses of Parliament.

As Rear Admiral he was appointed C-in-C Cadiz and charged with the defence of that city, in which capacity he was made a Colonel of Marines in 1812. August 1814 saw him on the North American coast as Flag Officer in command of the naval squadron supporting the military landing at Chesapeake Bay under General Robert Ross. It is said that because of pressures brought to bear on him by Sir George Cockburn, the General ordered the burning down of Washington, including the original White House.

In the following year Cockburn was awarded the KCB and appointed C-in-C Cape of Good Hope, from whence he returned to England in 1816 to become a Lord of the Admiralty. His promotion to Vice-Admiral followed in 1819, and to full Admiral in 1837. In 1841 he became First Lord of the Admiralty which office he held

until 1846. He died at the age of 81 in 1853 after a very full and active life. His wife Mary was a cousin. Their only son James (born 1815) followed his father into the Royal Navy, eventually to become C-in-C SERINGAPATAM in 1864.

REAR ADMIRAL SIR PULTENEY MALCOLM GCB GCMG succeeded Sir George and his naval career was equally distinguished. He was born in 1768, the 3rd of ten sons, his father being General Malcolm of Burnfoot, Dumfries, Scotland and his mother Margaret, sister of Admiral Sir Thomas Pasley. With an uncle as a senior officer in the Royal Navy it is not surprising that Pulteney Malcolm should have been sent to sea at the age of 10 to join his uncle's ship **SYBIL**. Three of Pulteney's brothers were also in the Royal Navy, George who died as a Lieutenant in San Diego in 1794, Charles the youngest who was knighted and became a Vice-Admiral of the Blue, and Sir James Malcolm KCB a Colonel of Marines.

Pulteney Malcolm who was appointed a Commander at 26, was Captain of **FOX** (32 guns), and 8 other Royal Naval ships during his career: **SUFFOLK, VICTORIOUS, KENT, RENOWN, DONEGAL** and **ROYAL OAK** (all 74 guns), **ROYAL SOVEREIGN** (100) and **SAN JOSEF** (110). Whilst in command of the **DONEGAL** he served under Nelson in the West Indies, and in the **KENT** was Captain of the Fleet under Lord Keith (formerly Admiral Elphinstone, the first of our Flag Officers at the Cape). As a Captain in command of **FOX** in January 1798, Pulteney Malcolm was involved in an episode which would have done justice to a C.S. Forester or Alexander Kent novel. It had been planned to send an expeditionary force to attack the Spanish in Manila, under Arthur Wellesley of the 33rd Regiment, who was later to become Viscount Wellington. The attack was, however, postponed, and it was decided instead to send a small naval force to penetrate Manila harbour to determine the strength of the Spanish fleet, its state of readiness for sea and if it posed a possible threat to India. Accordingly **SYBILL** (48 guns) under the command of Captain Edward Cooke, a nephew of Admiral Sir Sydney Smith, and **FOX** under the command of Captain Malcolm, sailed into Manila Bay disguised as French frigates. As they entered harbour a boat from the shore intercepted the **FOX** which was boarded by a party of Spanish officers. Saying their ships were from a French squadron and in need of water and supplies, Malcolm who spoke fluent Spanish entertained the Spaniards in his quarters and was joined by Cooke who spoke French like a local. Having ascertained that the Spanish ships in Manila were in no fit state for sea service, and were no threat to the English, Malcolm and Cooke brought the party to an end by informing the Spanish officers they were now prisoners-of-war of the English. The English ships then seized three Spanish gunboats, after which they courteously landed their uninvited guests before leaving harbour.

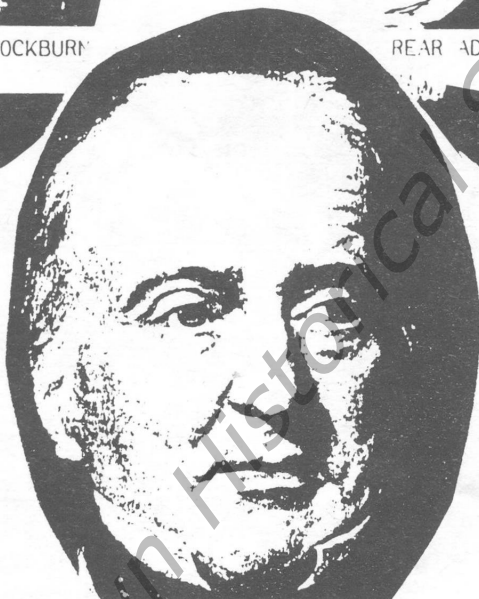
Like Cockburn, Malcolm was made a Colonel of Marines in 1812 and awarded a KCB in 1815. As a Vice-Admiral he was C-in-C Mediterranean in 1821, again from 1828 to 1831 when he was awarded the GCMG, and for a 3rd time during 1833-34 when he received the GCB. He became a full Admiral in October 1837, sadly to die in 1838 aged 70.



REAR ADMIRAL SIR GEORGE COCKBURN
1815-1816



REAR ADMIRAL SIR ROBERT PLAMPIN
1817-1820



REAR ADMIRAL SIR PULTENEY MALCOLM
1816

In succession to Sir Pulteney Malcolm, **REAR ADMIRAL SIR ROBERT PLAMPIN** was appointed C-in-C Cape of Good Hope, flying his flag in **CONQUEROR** (Flag Capt. J. Davis RN). Robert Plampin was born in 1762 in Cadacre Hall, the family home in Suffdk for over 200 years. When he was 13 his father John Plampin arranged through a family friend Captain Francis Banks RN, for Robert to enter the Royal Navy and join **RENOWN** under Banks' command on the North America station. Due to the untimely death of his patron, Plampin left the **RENOWN** in January 1778, to return in **CHATHAM** to England, from where he was reappointed to **PANTHER** in Gibraltar. Two years later he joined **SANDWICH** under Sir George Rodney, in which ship he saw a great deal of action at sea. Because of his abilities Robert Plampin was appointed an acting Lieutenant in July 1780, and confirmed in his rank in 1781.

Following the declaration of peace, Robert Plampin, like many other naval officers of his time, was placed on half pay, but making the most of his enforced retirement he went to live in

France in 1786 to learn French, then to Holland for a year to learn Dutch. His mastery of these two languages were to stand him in good stead for when he was appointed 2nd Lieutenant in BRUNSWICK in 1790 under Admiral Sir Hyde Parker, his fluency in Dutch led to his command of a squadron of gunboats equipping in Rotterdam for the defence of Willemstad against the French. He was subsequently appointed to PRINCESS ROYAL in 1793 and became interpreter to Rear Admiral Samuel Goodall, and then to Lord Hood who promoted him a Commander with an accompanying gift of a gold medal and chain.

Between 1794 and 1806 Plampin served in 9 different ships in the Mediterranean, the West and East Indies (under Sir John Duckworth and under Nelson). As a result of a fever he was invalided the service in 1806, but on his recovery was given command of CORAGEOUS in 1809 when he saw action in the Walcheren expedition. His next appointment was command of OCEAN in which he served for two years in the Mediterranean off Toulon, under the order of Sir Edward Pellew. Plampin was made a Rear Admiral in June 1814, and held the appointment at the Cape from 1817 to 1820. As C-in-C Ireland in 1825 he was promoted to Vice-Admiral. He died 9 years later in Florence at the age of 72 and his body was returned to England for burial in Wanstead, Sussex.

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"KING JOHN" (JOHN OSMOND) PART II

0. Pryce Lewis

Thwarted in his attempt to establish a dockyard on the eastern side of Cole Point, Osmond turned his attention to the western side where Alexander Tennant, a wealthy merchant in Cape Town, possessed the estate known as "CONSTANTIA". In 1807 the would-be dockyard owner purchased a part of that estate, a strip of land adjoining a beach which possessed ship-building rights. The beach he used for the repair of ships; the land he tilled. The purchase included two buildings, one of these the house now known as "Albertyn's Cottage" built in 1801 by Tennant, the other by J.P. Kirsten in 1802 (18). In 1809, Osmond acquired a further part of the same estate more or less in the centre of the Cole Point peninsula adjoining and inland of the tilled land. (19)

Until 1809 Osmond relied on J.M. Endres from time to time for assistance in the performance of the ship-yard's activities. The affair of the Spanish ship RAPARADORE is one such. The incident illustrates some sides of Osmond's character.

RAPARADORE was to be hove down for cleaning and caulking below water. Osmond was employed to do the job. The cargo and movables of necessity had to be transhipped to another vessel. None was available and the owners decided to sell the ship. The new owners, probably in ignorance, ignored Osmond's prior

involvement, and employed carpenters from Cape Town. They proved to be incompetent. The owners thereupon approached Osmond who took offence at being passed over. He declined the commission. (20)

Osmond had left certain blocks and tackle aboard the ship. (21). He would have reclaimed them himself but with business to attend to in Cape Town, left it to Endres who failed to obtain the necessary permit required to bring objects ashore. Endres was prosecuted. The Court of Justice in trying the case would not accept the accused's plea that he was not responsible because the goods were Osmond's (22). We may be sure that any claim by Endres on Osmond would have been instantly repudiated. He was not the man to pay for the mistakes of others.

In June 1808, a minor incident, that is, the temporary storage aboard a ship owned by Osmond of part of a cargo carried by BRUNSWICK appears to suggest that it was part of Osmond's business as a shipwright to acquire vessels from time to time. In this case the when, why and wherefore of the vessel's acquisition is unknown. Three years later it is certain that he owned PASSAPHAË for use as a source of timber and other valuable materials. PASSAPHAË and the earlier vessel used to store BRUNSWICK's cargo may have been one and the same (23).

All was not plain sailing at the dockyard. There must have been many cases of pilfering. An example refers to a night in March 1808 when the jib boom, 50 feet long, from the wrecked ship BATO, was removed from in front of Osmond's warehouse. He reported the loss to the Deputy Fiscal alleging that he was sure it had been "mistakenly" taken aboard HMS OTTER. He was particularly concerned about its removal because it was not his sole property but that of the consortium mentioned in Part I hereof. The mistake was acknowledged and the jib boom returned. Osmond was a model of honesty in business however hard a bargain he drove (24).

The work done by the Cole Point dockyard was of high quality and expeditious. In 1809, four prizes of war, TANGBAR, PEGGY, CERES and DAENDILS, (400, 300, 300 and 230 tons respectively), lay at Simon's Bay in bad condition. The Government wished to have them put in seaworthy condition and fitted out as troop transports. Enquiry made of the shipwright elicited an extraordinary estimate of three weeks for the job to be completed. The Vice-Admiral advising the Governor on the matter, stated that Osmond was fully competent as a shipwright to undertake the inspection and repairs, but recommended that proper persons inspect the rigging, sails, anchors, cables and stores (25). With these exceptions the contract was awarded to Osmond on the 19th October. Three days later the Governor expressed "satisfaction with the zeal and activity manifested in this service" (26).

In the same year, ISABELLA, a schooner owned by J.M. Endres was sold in execution of his effects to the proprietors of the whale fishery at Kalk Bay. Early in 1811 she came up for re-sale. The Government considered her purchase but wished Osmond to submit a survey. On 6th February his report recommending

purchase was sent to the Colonial Secretary. The recommendation was accepted and he was instructed to fit her out preparatory to being taken to sea shortly. The Colonial Secretary appears to have had a personal interest in that event for he asked the Deputy Port Captain to report on the state of the preparation. Osmond informed him that the boat had not sailed but that the top-masts were being got up and the ballast was in process of being put aboard. At that the shipwright was told to stop the loading of ballast and to load with the Colonial Secretary's timber instead (27). ISABELLA was to enter Osmond's orbit a few years later.

Osmond's expertise was much sought after by the authorities. In March 1811 he assisted the Admiral in arriving at the estimated costs of new buildings in the Naval Dockyard (28). Again in December 1812, his opinion was sought on the prospect of refloating the Portuguese slave-ship ELIZABETH stranded near to the North Battery (29). A short while before he was commissioned to repair the damaged stern-post of the ARCHDUKE CHARLES. This ship required that she be lightened and brought ashore. She carried some 200 convicts, male and female, bound for New South Wales. Temporary housing ashore was required, a provision which Osmond fulfilled by accommodating the unfortunates in the two buildings on his dockyard property. For this service alone he received Rds 200 at a rate of Rds 50 for ten days (30). There were 145 males and 54 females. Exactly how those numbers were accommodated in the two buildings is beyond imagination.

On 17th April 1814, the Inspector of Public Buildings, L.M. Thibault, submitted a general plan of Simon's Town with recommendations for its orderly development. In making his survey he discovered that the two buildings, Albertyn's Cottage, and that built by Kirsten mentioned above, encroached on Government property. These he stated were built by Osmond (31).

Osmond, in the following July, addressed a Memorial to the Governor on the subject of these buildings. He denied any awareness of encroachment and expressed the belief that the persons who erected the buildings were likewise unaware of the encroachment. He noted that he was in possession of documents which show that Kirsten was certainly working in the dark when he bought the land in 1801 for he did not take transfer until 1812, while Tennant had left the building of Albertyn's Cottage to servants. In the light of these considerations he pleaded for the incorporation into his ownership of a strip of land included between the boundary of his land to a line drawn between the extreme points of the encroaching buildings (32). As the land requested had no value to Osmond his request was granted (33).

Nothing is known of the dockyard's work on private ships because the firm's books have not survived. Yet it is obvious that such work must have been plentiful and profitable. Such Government contracts involving ships as were concluded are discovered through official letter books of the period. There were not many and after 1811 when ISABELLA required repairs only one case appears in the correspondence.

In 1819 ISABELLA was lost. On hearing the news Osmond bought the French schooner LA SYLPHE, condemned by Vice-Admiralty Court on a charge of slave dealing. In April, he fitted her out completely and offered her to the Government as a replacement of the lost vessel. He obtained Rds 16,112. 5shs. (at the time about £1,611.4 d sterling) for the boat (34). There is nothing like striking the iron while it is hot.

An employer of labour and a man of known influence, Osmond must surely have been approached frequently by those in need of a job. One such instance is the case of T.B. Wools, who was insolvent. It seems that either he had had experience as a lighthouse keeper or had conceived his suitability for that duty, for in August 1821 he asked Osmond to recommend him to the Government in that capacity. He also offered Osmond a vessel for sale hoping that the Government would buy it. Wools had the Mouille Point Lighthouse in mind not realising that the structure would not be completed until 1824. Osmond transmitted Wools' application to the Colonial Secretary (35). Wools did not get the job. He remained in Simon's Town for the remainder of his life.

On 5th December of the same year Osmond was asked by the Government for his opinion on the feasibility of what in his report is described as "an ingenious contrivance, a lifting dock" devised by a Mr. Marshall. The enquiry was general, there was no suggestion that such a mechanism if considered satisfactory would be installed at Simon's Town. Yet, Osmond must surely have weighed that possibility and its effect on his business before making his reply. He avoided all mention of its usefulness or of its practicability concentrating on the certainty of its non-payability in the Colony. "It will die a natural death" he wrote (36).

In 1829, pressure by Commodore Charles M. Schomberg and Sir Lowry Cole on the Colonial Secretary in London, led to the decision to re-establish the Cole Point Battery on Government ground behind the mound at the end of the Point where the gravestone of the Postholder Adriaan de Neys stood. Access to the site was impeded by Osmond's ground used as tillage. An approach road along the eastern boundary of that ground would have been circuitous and exposed to enemy fire. In a report prepared by Lieutenant Hope, the officer responsible for constructing the Battery, he recommended a more direct route from the Main Road which involved crossing Osmond's land. He suggested compensation in cash or land. Osmond chose the latter. When this arrangement was agreed Osmond obtained the land fronting onto Steenbras Bay which he had been denied in 1806 (37).

It is typical of the man that instead of employing a land surveyor to measure the configuration of his possessions as they now stood at Cole Point, he undertook the survey himself and made a drawing dated 10th September 1832, which he declared to be accurate to within a foot or two. On submission to the Surveyor-General, it was accepted without question. On 1st March 1832, all of the ground shown on the drawing was granted in freehold to the shipwright (38). For some years Osmond left

the working of the dockyard to others as his sons had all died and there were no grand-children old enough to carry on the business. On 1st May 1845, at the age of 75 years he sold the entire property to John Bryant who held it for three years. When Bryant died the land was subdivided. The new surveys revealed considerable inaccuracies in Osmond's measurements (39).

THE WHARF:

Related to the work of the Dockyard but concerned with specific operations on land, was Osmond's connection with the maintenance of the wharf. An essential element in the working of the naval establishment, its structural soundness particularly where the watering of ships and the embarkation and debarkation of troops were concerned was a matter demanding constant vigilance.

Situated opposite to the watering place (now approximately on the centre-line of St George's Street at the intersection of Chapel Street) the landward end comprised a stone structure whose three arches were designed to allow the free passage of water. Apart from the inevitable silting of sand, this part of the wharf was comparatively trouble free. The seaward end was, however, a timber structure, supported on timber piles, sheathed in copper because few timbers are capable of withstanding for very long the action of waves, the vicissitudes of climate and the infestations of living organisms, without such protection. The wharf's deck, composed of timber planks of yellow-wood approximately 100 mm thick had no such defence and depended on the suitability of the timber for such usage, the maturity of the tree from which it was cut, the seasoning, its exposure to sun and rain, humidity and the attack of organisms, not to mention wear and tear due to the rough usage most likely in such a situation. Yellow-wood, even if of the most enduring species of that timber, proved to require frequent replacement and repair as Osmond's connection with the reparation of the wharf proved. It is probable that while Officer in Charge, Constructive Department, Osmond was called upon for that purpose. His experience at that time and his continual observation of the state of the structure during the execution of his own business as a shipwright made him an obvious choice as consultant when the Government required advice on that subject. He is first heard of in that role in 1808, not long after the founding of his dockyard.

In January 1807, Caspar Claasen Dekenah contracted to repair the wharf. Subsequent events seem to show that there was a specification of materials to be used and work to be done at a fixed price. One year later, in January 1808, Osmond and the Deputy Fiscal, Buissine, on the orders of the Government reported on the completed work. The report is terse in the extreme, stating merely that the work had been completed in accordance with the specification. No comment was made on the quality of the work although the signatories pointed to repairs extra to the contract at the watering place end of the wharf.

Dekenah thereupon presented a detailed account, demanding a sum considerably more than the contract price. In addition he

claimed payment for the extra and unauthorised work. A dispute having arisen between the Government and the contractor, L.M. Thibault, then engaged on surveying land at Simon's Bay, was instructed to make a detailed examination of Dekenah's repairs and price of materials used. In his report of August 1808, he found the job had been excessively dear and beyond what the contractor should have been granted even if it had been (which it was not) a masterpiece of construction. He considered that Dekenah should be perfectly satisfied with the contract price for all he had done including the extra work. Content or not, that was all he got (*0). Only two years later, the Deputy Port Captain Mr. Wm. Bridekirk, reported that the wharf was in an insecure condition and a danger if troops were to be embarked. He said that in order to avoid accidents he had as a matter of urgency employed Osmond to render it temporarily safe at a cost of Rds.174.3shs. He added that Osmond had told him that the repairs would serve perfectly for the winter but a general repair was essential. He considered a survey by professional people to be required (*1). His advice was neglected as will become clear.

It will be recalled that while, in February 1811, Osmond was making a survey of ISABELLA, Bridekirk enquired of his progress in that connection. In his written answer, Osmond included a lengthy commentary on the condition of the wharf. He wrote "I have not been on the wharf for some time till within these few days and suspect that it entirely forgot. The yellow-wood planks must be all taken out before the winter season commences or great inconvenience will be experienced in landing shipping (sic) water. [In loading water for shipping into small boats] I don't wish to have anything to do with it but if was asked to put it in repair I would do it rather than see it in its present state." Having said that, he proceeded to a complete description of the methods he would adopt and the cost of the work. Teak planks, 4 inches thick, were to be taken out of PASSAPHAÉ a vessel, probably a wreck, in his possession and laid in replacement of the yellow-wood. The trunk conveying water to the wharf from the watering place was to be covered with teak boards. All included the work was estimated to cost Rds 1500.

"Whoever does it" he wrote "it ought to be done by the middle of April as it cannot be done in the winter season". He had examined the piles. They would last, in his opinion, for another two years but should it be considered advisable to put in any new ones before that, all that was needed was a temporary removal of a few planks. For one who wanted nothing to do with the job, he had made a very thorough examination and estimate of the cost. (*2). The letter concludes "In case there should be embarking troops again for India or any other place this winter, as is most unlikely, you and myself (sic) shall have the fag---don't let the wharf escape your memory". What a nuisance earning one's living can become.

A mere 12 days later on 28th February, the reluctant contractor found his disclaimer to have fallen on deaf ears for then he was instructed to get on with the job. The work was completed within 7 weeks (*3). An account rendered on 17th July was accompanied by a note to the Colonial Secretary expressing

regret at the news of His Excellency, the Governor's, departure [The Earl of Caledon]. He sent his good wishes (45).

Osmond's perception of the inadequacies of yellow-wood in the circumstances and its replacement by teak stands to his credit for no further maintenance was required for eight years. It is a passing thought that the suitability of teak may have occurred to Osmond through his possession of that material in PASSAPHAË. A year or two before he used teak for the building of a store on his farm at Buffels Bay, doubtless derived from the same source.

Osmond's last recorded work on the wharf lasted from 1st February to 22nd July 1819, when he supervised repair operations for which no details are available (45).

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Notes and references:

18. STHS Bulletin, Vol.VII, No.3, Jan.1973. H.C. Willis: "Cole Point and Foreshore, S.T."
19. Ibid.
20. CJ. 3241
21. 1/SMT 11/1, No.4
22. As 20 above.
23. SMT 10/2/111
24. SMT 10/2/93 (jibboom)
25. C0.4827/162
26. Theal: Records of the Cape Colony, Vol.VII/209
27. C0.31/6 and C0.58/36
28. As 26 above: Vol.VII/20
29. C0.43/18
30. C0.43/11
31. Historical Simon's Town : pps.32-33
32. SMT 10/6/203 and C0.3900/31
33. SMT 11/4/127
34. GH 23/5/32
35. C0.145/49
36. C0.145/74
37. STHS Bulletin, Vol.VII, No.3, pps.90-92
38. Ibid
39. Ibid
40. C0 13/6
41. SMT 11/2/52
42. C0 31/6
43. C0 4829/113
44. C0 31/10
45. C0 29/27

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DR. ARTHUR DAVEY

The Chairman is pleased to announce that Dr. Arthur Davey has consented to become a Vice-President of the Society. Due to a shortage of space in this issue we are unable to give you details of Dr. Davey's career. This will appear in our July 1991 issue of the Bulletin.

ARTISTS IN SIMON'S TOWN THROUGH THE YEARS

E.A. BIGGS

PART II

Introduction:

Most of the artists painting at the Cape of Good Hope in the early and mid-19th century were from Britain and lived at the Cape for brief periods, thus not having much effect on the art of the Colony. There were a few artists of the period who contributed to the art world; among them were T.W. Bowler, J.T. Baines and Johan Schonegevel, all of whom made South Africa their home.

The names of Bowler and Baines are often linked together but two men more unlike it would be difficult to imagine: the one a stay-at-home art teacher, painting water-colours of the scenery of his own vicinity; the other, an adventurous traveller, sketching new places and new people and scenes of action in peace and war and making oil paintings from his sketches.

The work of the artists of the middle of the 19th century was largely of a reproductive and illustrative nature in a pre-photographic age. Their work is collected more for the history they record than for the quality of the painting. Baines and Bowler stand out as the two most important artists of the time, both for their prolific and superior ability.

THOMAS WILLIAM BOWLER (1812-1869)

Bowler was born in Hertfordshire, England, on 9/12/1812 of humble origins. His grandmother was the housekeeper to Dr. John Lee, an amateur astronomer. Through Dr. Lee, Bowler was introduced to the Maclear family in 1833 and he accompanied them to the Cape as a servant-cum-valet in 1834 when Thomas Maclear was appointed Astronomer Royal at the Royal Observatory in Cape Town. Bowler learnt the rudiments of astronomical observations but he quarrelled with Maclear and was dismissed from his employ in 1835. He took up an appointment as tutor to the children of Lieut. R.T. Wolfe, commandant of Robben Island. After Bowler's marriage in 1838, he left Robben Island and set up as a "professor of drawings & landscape painter" - the entry appearing under his name for the first time in the Cape of Good Hope Directory for 1839.

The earliest of the Bowler prints date from 1842 when he lithographed HMS SOUTHAMPTON lying off Port Natal. By 1844 Bowler was making a fair income through teaching and publishing a series of pictures of scenes and views of Cape Town.

In 1852 Bowler was living in Wynberg where his home was a meeting place for art and music lovers of Cape Town. He taught at SACS and Bishops and was exhibiting his paintings. The first Fine Arts Exhibition in Cape Town was held in 1851 and Bowler received a gold medal for a painting. He disposed of 15 paintings through a lottery known as an "art union" - the first ever held in the Cape.

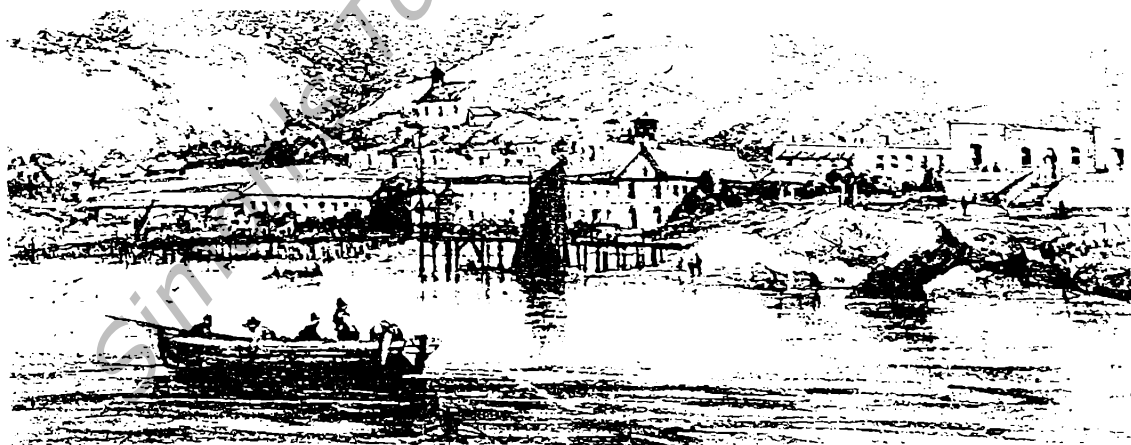
Bowler returned to England in 1854 and he studied under J.D. Harding, a well-known water-colourist and lithographer. On his return to Cape Town, Bowler introduced Harding's teaching method in his own school which he opened in April 1861. Much of Bowler's better work belongs to this period after his formal training.

Bowler travelled extensively in the Cape, visiting Knysna and George in 1857 and the Eastern Cape and Kaffraria in 1858 and again in 1861/2, and Swellendam in 1859. In 1860 his reputation spread to England when two of his water-colours were hung in the Royal Academy, London, and several of his sketches had been used by the "Illustrated London News". Bowler travelled to Mauritius in December 1865 but the album of pictures he hoped to produce was never published.

Bowler experienced financial problems and in 1868 he returned to England after re-visiting Mauritius where he contracted malaria. He died of bronchitis in London on 24th October 1869.

Bowler was a quick-tempered man with an aggressive nature, shown by his many public quarrels. He was renowned for his artistic ability and his art teaching - he numbered Abraham de Smidt and Daniel Krynauw among his pupils. Although he did not found an indigenous school of art, his teaching was an improvement on any previous teaching in the Colony.

Bowler's art was typical of the picturesque school of topographical artists of whom Turner is the best example. Much of Bowler's work is a statement of clichés but he had impeccable taste. His sketch books, housed in the Library of Parliament show a high degree of freshness and originality not found in his other work except his seascapes, which show his ability and love for the sea. The magnificent Cape Peninsula fascinated him and many of his works incorporate the scenes of the Cape - Table Bay, the mountain as well as the buildings and churches of Cape Town.



View of Storehouses/Church in West Dockyard and on the right of picture The Residency which is now the Simon's Town Museum. (Bowler)

The famous "Bowler Prints" were skilfully produced in London by the famous lithographers of the day - Day & Haghe and M. & N. Hanhart - as tinted lithographs and sold in albums, sets and a few as separate prints. There were 55 lithographic plates - 9 issued separately between 1843 and 1867, 4 larger plates were published together in 1844 and 42 plates in 3 albums were issued in 1854, 1865 and 1866. Eight less elaborate prints were issued in 1855. Details are as follows:

- 1844 4 views of Cape Town. Day & Haghe, T. Picken lithographer
- 1854 S.A. Sketches; a series of 10 of the most interesting views at the Cape of Good Hope. Day & Son. Various lithographers
- 1855 The African sketchbook. Set of 8 untinted lithographs drawn on stone by Bowler
- 1865 The Kaffir Wars and the British settlers in South Africa (20). Descriptive letterpress by W.R. Thomson. Day & Son
- 1866 Pictorial album of Cape Town (12). Historical and descriptive sketches by W.R. Thomson. W.L. Walton lithographer. M. & N. Hanhart

Bowler was a competent draughtsman. His original paintings are infinitely superior to his prints.

As a pictorial historian Bowler made his greatest contribution recording events such as the arrival of Prince Alfred (1860); the anti-convict meeting on the Parade (1849); the 1st agricultural show at Caledon; the arrival of the 1st mailship BOSPHORUS and the activities of the famous Confederate raider ALABAMA, all these Bowler recorded with clarity and skill.

JOHAN MARTHINUS CARSTENS SCHONEGEVEL (1819-1871)

Johan was born in Cape Town in 1819, the son of Pieter Carstens Schonegevel, principal of the Dutch Grammar School. He lived at 10 Shortmarket Street, Cape Town. He was apprenticed to the Government printer and became a qualified compositor. He also taught himself lithography. In 1845 he set up as an independent printer and lithographer and in 1849 he produced a rare lithograph (of which he was possibly the artist) of the anti-convict meeting held at the Commercial Building on the Parade. He also made a print of Simon's Town [see next page].

Between 1856 and 1870 he is listed as an "artist, lithographer and letterpress printer" and offered lessons in music and art in which he was also self-taught. He printed and lithographed one of the earliest pieces of music in South Africa. In 1856 he printed a Malay catechism with Arabic letters but Afrikaans wording.

Schonegevel seems to have been a person of some importance in the artistic and cultural life of the Cape in the 1850's.

PRODUCTION OF AFRICANA PRINTS:

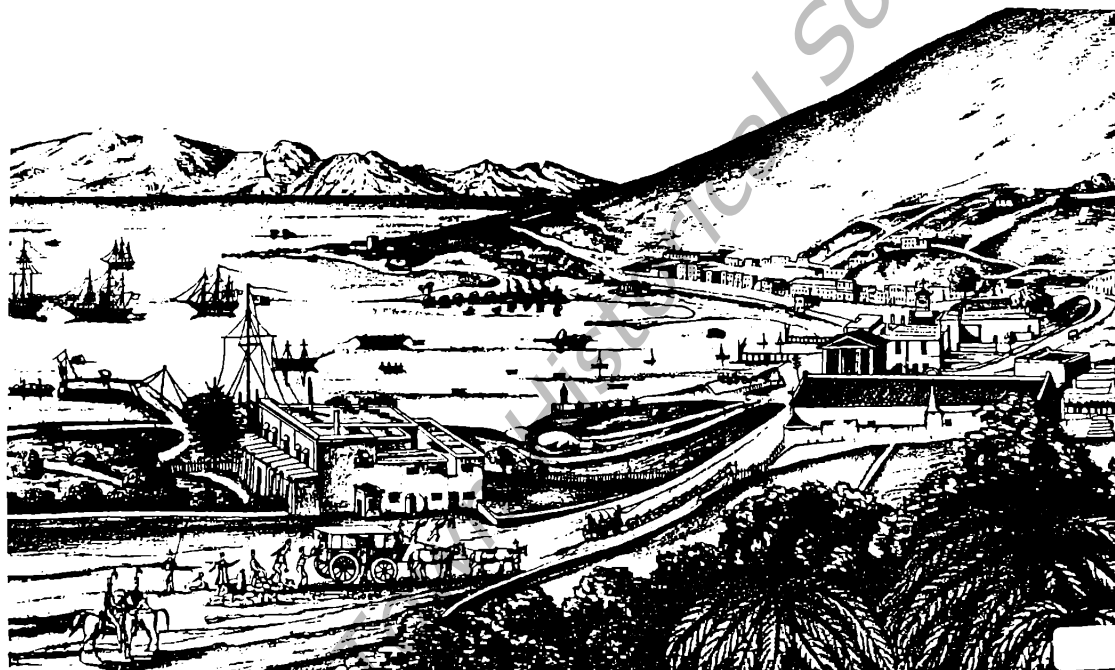
There were three basic processes:

Intaglio: cutting of the image in reverse into the metal surface, usually steel or copper e.g. etching or engraving

with engraving tools. Reproduced on paper under heavy pressure with the ink retained in the grooves. Copper plate, mezzotint, steel engraving. Can be etched with acid (etching, aquatint)

Relief: reverse process - the image is left standing out and thus becomes the printing surface - letterpress type face or on wood

Planographic: printing from a flat surface using no tools but a chemical reaction - **lithography** invented c1795 in Germany and its aim is reproduction in large quantities.



Schonegeval's view of Simon's Town with Admiralty House in the foreground and showing the arrival of the mail-coach. In the right foreground is the property "Studland", behind that St Francis Church and The Residency.

LITHOGRAPHY as a method of printing is based on the antipathy between grease and water - the fact that oil and water do not mix. The picture was drawn on the stone by a lithographic artist who was specially qualified to "interpret" an original painting into the medium of the "stone print". A greasy crayon or ink was used - crayon on a textured stone and ink on a specially smoothed stone. The picture, as in all printing processes, was drawn in reverse. The stone was then treated with a solution of gum arabic and mild acid to strengthen the ink and make the portion of the stone not covered by the ink more retentive to water. It was then thoroughly dampened with water which was absorbed by the unprotected stone, and

rejected by the parts drawn with crayon or ink. The reverse then followed and the stone was covered with a roller containing printing ink which only adhered to the drawn marks and rejected by the unmarked surface, which had retained enough water to achieve this rejection. A sheet of dampened paper was placed over the stone, positioned accurately using a lithographic printing press.

The initial printing colour was black but for contrast other colours were added e.g. double-tinted - tints of bluff and blue added (black as the initial colour was not considered a tint). Extra tints were drawn on to separate stones. The final print obtained by printing each stone in turn on the sheet of paper in such a way as to ensure the accurate positioning of the colour in relation to the black "in register".

The colour could be added by hand to achieve a brighter colour - not possible to say whether the addition was done contemporaneously or at a later date. Highlights were often scraped out on the tinted stones to make them show white, but more frequently touched by hand with china white.

Lithography is both an art and a printing process. The lithographer who drew on the stone was an artist - sometimes the artist himself drew the picture on the stone but more often it was done by another artist copying the original - thus interpreting the original and, at times, altering the original.

The work of the lithographic artist was completed by the lithographic printers - often the publishers - Day & Son; M. & N. Hanhart. A good deal of the success depended on the skill of the printer. The finished print was therefore the joint effort of the artist, lithographic artist and the printer, with the main credit going to the original artist who created the composition. Modern lithography is basically a similar process with zinc replacing stone and photography the lithographic artist - it is now a technical process and not an artistic one.

T.W. Bowler
artist

W.L. Walton Lith.
copied on to stone

Day & Son
Printer

The number of impression was almost limitless from one stone. Limitations were placed by financial considerations as it was not possible to sell large editions.

Chromolithography: separate stones used for each colour but the colour was the positive colour and the portions of the picture required to be in colour were drawn in detail on separate stones in the required colours.

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GENERAL INSTRUCTIONS FOR THE SQUADRON AT THE CAPE 1884:

When a ball is hoisted at the crosstrees of the Naval Yard Flag-staff, all boats from Her Majesty's ships may land and embark officers and men at the camber. The men are to be marched to and from the gates, and no straggling in the yard is to be permitted. The ball will only be hoisted during working hours.

PART I

Preliminary planning for the Celebrations to mark the Centenary of the events described in D.H. Rhind's article "The Simon's Town Railway Line" [Part I appeared in the July 1990 edition of the Bulletin and Part II precedes this article] began back in August 1986 when the Chairman of our Society (STHS) wrote to the Railway Society of South Africa - Western Cape Branch (RSSA) to propose that in conjunction with the Museum (STM) considerations should be given to the form these Celebrations might take. The response from the RSSA was very positive and preliminary contacts continued throughout 1987. In early 1988 the Chairman contacted what was then South African Transport Services who subsequently also responded positively, and offered to appoint a representative to the Railway Centenary Committee (RCC).

The RCC met formally for the first time on 17th July 1988. From this and many subsequent meetings emerged the final plan in the form of an Information Package which was the basic document available to the organizers, the hosts, the official guests, the press etc. In the course of 1989 the RCC was enlarged and finally consisted of Mr. G.B. Read (STHS), Mrs E.A. Biggs (STM), Mr. N.M. Schluter (RSSA), Mr. R. Field (SATS) (subsequently replaced by Mr. B. Lotter of Spoornet) and Mr. N.K. Farquharson (S.T. Publicity Association).

Perhaps a mention of some of the more important areas covered by the Plan i.e. the Information Package and some comments as to what actually happened will be of interest to readers:

1. TRAIN: This was arranged and managed by the Cape Western Railway Preservation Trust (CWRPT) the arm of RSSA (Western Cape Branch) concerned with steam preservation etc. Mr. Ian Gilmour of the CWRPT was the Train Manager.

1.1 MAKE-UP OF TRAIN: Just 2 weeks before the day Spoornet suddenly agreed to send a Class 24 Steam Locomotive No. 3632 (nickname "Tootsie") based at Voorbaai which hauled 2 Lounge Cars 697 and 797 and 7 wooden carriages marshalled as follows: Loco, 5488, 697, 797, 5909, 5931, 5924, 4900, 5908 and 5489 - capacity 588 passengers.

1.2 SPOORNET TRAIN CREW: This consisted of Line Inspector P. Burger, Driver A. Strydom, Fireman D. Bosman, Guard N. Ferreira and Assistant Inspector P. Pieterse. The latter postponed an operation to his ear so he could come with the train!

1.3 SPECIALLY INVITED GUESTS who travelled in the two lounge cars were:

The Administrator of the Cape Mr. K. Meiring & Mrs. Meiring
The M.P. for Simon's Town Mr. J. Momberg and Mrs. Momberg
The Mayor of Simon's Town Councillor N. Holderness and Cdre.
V. Holderness

The Mayoress of Simon's Town Mrs. C. Dilley
The Mayor and Mayoress of Cape Town Alderman G. Oliver and
Mrs. J. Stern

The Mayor and Mayoress of Fish Hoek Councillor M.H. Townley-
Johnson and Mrs. E. Lamprecht

Director Commuter Corporation Mr. J.P. Radyn and Mrs. Radyn

The Regional Manager of Spoornet Western Cape Mr. L.J. du Toit
and Mrs du Toit
Captain R. Meyers, Naval Officer in Command, Simon's Town Base
and Mrs. Meyers

The Chairman of the Board of Trustees, Simon's Town Museum,
Alderman G.J. Wilson and Mrs. Wilson

The Chairman of the Simon's Town Historical Society Mr. G.B.
Read

The National Chairman of the Railway Society of S.A. Mr. L.
Smuts and Mrs. Smuts

Mr. G. Orpen and Mr. H. Orpen, Railway Society of S.A.
Chairman, Railway Society of South Africa Western Cape Branch
Mr. M. Robinson

Mr. & Mrs. N.W. Schluter, RSSA & CWRPT Trustee
Mr. Bruce Just, STHS Cameraman.

1.4 OTHER PASSENGERS WHO ALSO TRAVELLED: There were 160 members
of SANLAM, some 65 members of Shell South Africa, some 130
members of the General Public and 97 Members of the Simon's Town
Historical Society (who travelled in carriage 5909 - see Part II
of this article).

1.5 TIME TABLE: The Official Time Table was:

	Train 11953	Train No. 11954
Cape Town dep.	10.30	Simon's Town Dep. 1635
Wynberg "	10.56	Wynberg " 1720
Simon's Town arr.	11.40	Cape Town arr. 1750

This was well maintained. The Commemorative train left
Platform 24 at 10.30 and arrived in Simon's Town 11.40. Along
the way it created considerable interest among Saturday morning
shoppers in the southern suburbs. Judging by reports received
afterwards "Tootsie's" haunting whistle was heard by a great
number of people. Had the decision to provide a steam loco been
taken earlier, the train would have been fully booked.
Hopefully further discussions will be held with Spoornet in 1991
about the possibility of positioning 1 or 2 steam locomotives in
this region as it seems to be the only one without steam
capability of some kind.

1.6 UNVEILING OF COMMEMORATIVE PLAQUE: After the Mayor and
Mayoress of Simon's Town had greeted the Specially Invited
Guests, Mr. J.P. Radyn, a Director of the Commuter Corporation
unveiled a Commemorative Plaque (specially made in the Spoornet
Workshops) on the Station to mark the Opening Ceremony 100 years
ago performed by Cecil John Rhodes. At the conclusion of the
brief ceremony, the Senior Staff Band of the S.A. Navy which had
been waiting at the Station, then marched to Jubilee Square led
by the Bandmaster Warrant Officer Brian Smith. Many of the
train passengers marched behind them and as a considerable
number wore period costume, the centre of Simon's Town presented
a very colourful spectacle on what was fortunately a most
beautiful day. Once on the Square, the Director of Music S.A.
NAVY LT. Cdr. M. Oldham took over the conducting of the Band
which played for some 20 minutes or so to the delight of the
crowd and in particular of one over enthusiastic local reveller
who had to be gently led away before she disrupted the
proceedings. It was very appropriate to have a Navy Band present
as 100 years before another Navy Band (from HMS RALEIGH) had
literally played an equally important part in the proceedings on
the Opening Day.

2.0 OFFICIAL LUNCHEON: The Specially Invited Guests who had

travelled on the train arrived promptly at the Warriors Room in the Civic Centre at 12.30 after a short scenic coach tour of Simon's Town during which Mrs. S. Meyers provided an interesting commentary happily unfazed by a City Tramways microphone which did not work! The "Butler" Nigel Farquharson met the coach and showed the Guests to the entrance while Alf Glover and Bob Evans greeted the public guests at the other entrance.

They were joined by the Deputy Mayor Councillor C. Sanderoff and Mrs. Sanderoff, Councillor M. Kramer and Mrs. Kramer, Councillor Mrs. P. van Eck and Dr. Cridland, Councillor P. Dodd and Mrs. Dodd, Admiral H.H. Biermann (President of the STHS) and Mrs. Biermann, Mr. C. Chevallier (Town Clerk), Mr. N. McLaughlin (Town Treasurer) and Mrs. McLaughlin and Mr. I. Atwell (Town Engineer) and Mrs. Atwell. After a brief reception the whole party moved to the Main Hall next door and sat down to Luncheon at 1300 just as their predecessors had done 100 years ago though of course at a different venue i.e. the British Hotel, still standing in St Georges Street but not currently in use as an hotel. Notable absentees were the 160 members of SANLAM who because of their large number had lunch at the Glencairn Hotel.

A Trio from the Navy Band was in attendance and provided some delightful music. The Menu consisted of

Smoked Salmon Avocado Mousse and Dill Sauce

or

Asparagus Mousse

Brown Bread and Butter

Cold Chicken Breasts with Summer Fruits

Cold Roast Sirloin of Beef with Mustard and Horseradish

Whole Bake Line Fish with Mussel & Cucumber garnish

Selection of Salads

Pavlovas with fruit cream & strawberry caelis
chocolates and mints

The caterers were Star Caterers of Noordhoek.

At the conclusion of the Main course, Mr. J.P. Radyn on behalf of the Commuter Corporation delivered a very interesting address well spiced with humour, on the history of the line, its extension from Kalk Bay, the Opening Day 100 years ago and subsequent important developments since then. Perhaps some of his most interesting remarks were those which dealt with the problems railways face to-day, particularly the Commuter Corporation, through competition from the motor car, the combi taxi etc. Nevertheless to-day every 24 hours sees 160 trains carry over 110,000 passengers along southern suburbs lines whilst 500 goods trains move over the system annually. Throughout South Africa the Comuter Corporation transports 2.5 million passengers daily. As a logical consequence of the Government's objective and policy to deregulate and commercialise transport in the Republic of South Africa, the Commuter Corporation had been established on 1st April 1990. Mr. Radyn left his audience in no doubt as to the size of the problems the Commuter Corporation faces, mindful of its

principle aim to strive for financial independence by the provision of cost effective and client-orientated transport to the South African Commuter public. He concluded by expressing the hope such would be the growth in popularity of the Cape Town /Simon's Town line over the next 100 years that this would merit even bigger bicentenary celebrations!!

In reply the Mayor thanked Mr. Radyn and all his colleagues in the Railways who had helped in making the celebration a success and expressed the hope that all present had enjoyed their visit to Simon's Town and would come again as often as possible.

3.0 AFTERNOON ENTERTAINMENT: After lunch a number of the Specially Invited Guests with further commitments that day, left by car. For those who remained behind with the intention of returning on the train, there was much to do. There were boat trips round Simon's Bay, Guided Bus Tours round the Town operated by the Friends of the Museum (These were not a success due possibly to lack of advance publicity), the Simon's Town Museum was open throughout the day with an exhibition of early railway photographs provided by Malcolm Coburn and a display of model trains by RSSA. In addition to a large number of visitors from the general public the Museum also received a visit from 40 members of the Von Prophalow Society (see Part II). There was a One-Day Art Exhibition by local artists in the Marlin and Tuna Club. There was a Publicity Association Information Bureau positioned on Jubilee Square.

4.0 DEPARTURE OF TRAIN: "Tootsie" and the Train departed for Cape Town at 1635 and it was with great regret that we heard her whistle for the last time that day as she disappeared round the bend to Glencairn. One can only hope we will see and hear her again before too long! It was quite a memorable day!

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SIMON'S TOWN RAILWAY CENTENARY CELEBRATIONS PART II

SIMON'S TOWN HISTORICAL SOCIETY MEMBERS DAY 1st December 1990.

For many members resident in Simon's Town the day really began with the departure of commuter train No. 0181 at 0905 from Simon's Town Station for Cape Town. As a considerable number wore period costume it was quite a colourful scene which ordinary travellers obviously found somewhat strange at 9 a.m. on a Saturday morning judging by the expressions on their faces. Anyway, everyone somehow squeezed themselves into the first carriage and were joined as the journey progressed by some more members particularly at Fish Hoek, more startled commuters and our cameraman Bruce Just at Kalk Bay.

On arrival at Cape Town Station the party found its way to Platform 24 where members of the Cape Western Railway Preservation Trust showed the main party to Carriage No. 5909, the carriage allocated specially to the Society. Members

unable to book seats in this carriage were allocated seats elsewhere on the train. Many took advantage to view Class 24 Steam locomotive No. 3632 "Tootsie" specially brought down at short notice from Voorbaai (Mossel Bay) for the occasion. With a few resounding toots from her whistle "Tootsie" departed just after 10.30. The following members travelled with her:

Mr & Mrs. Barrett	Mrs. M. Brink
Mr & Mrs. Burns	Mr & Mrs D.C. Campbell
Mr. R. Campbell	Misses J. & M. Cartwright
Mr & Mrs. Colgate	Mr & Mrs Collet
Mrs. Coupe and friend	Mr & Mrs Crompton
Miss Darling	Mr & Mrs. Dodd & grandson
Mr & Mrs Fawcett	Mr & Mrs Gates and sister
Mrs Griffin	Mr & Mrs Hale
Mr & Mrs Hare	Mr Herriman and friend
Mrs Hutchings and Nicole	Mrs Hutchison
Mrs Hoets and son	Mr & Mrs Holmes
Mrs Jackson and friend	Mrs Doreen Jones
Mr & Mrs Kilpatrick	Miss Mary Lamb
Capt & Mrs. Laver & family	Mr & Mrs Leslie
Dr. Loxton & daughter	Mr & Mrs Luck
Mr & Mrs Main	Mr & Mrs Marshall
Mr & Mrs Mason	Mrs O. Meyer
Mr & Mrs McCarthy & friends	Mr & Mrs Orford and friends
Mr & Mrs T. Pellatt	Mr & Mrs Putterill
Capt & Mrs Reaper	Mr & Mrs R. Simons
Mr & Mrs P. Starling	Mr & Mrs J. Weight
Mr. D. Willet	Mrs. Wiley
Cdre & Mrs Wise	Capt & Mrs Wilson
Mr & Mrs v. Blommestein	Miss M. v. Blommestein & friend
Mrs. Jo Young	Mr Bill Wright & friend (from Port Elizabeth Historical Society)

also there in adjoining carriages were:

Delene Stamper and friends, Elaine Forster, Dr. James Walton, Mrs. P. Oberholser and Dr. & Mrs. Ings and family. The atmosphere inside carriage No. 5909 was truly celebratory, aided by seemingly inexhaustible supplies of champagne. The noise level had to be heard to be believed as the video film of the members taken during the journey certainly records. Whatever else may have happened, most members seemed to have enjoyed themselves and quite a few complained the journey was too short!

After arrival in Simon's Town and after witnessing the plaque unveiling ceremony some members marched behind the Senior Staff Band of the South African Navy to Jubilee Square, listened to a short recital by the Band on the Square and then walked back to the Museum to join the rest of the Society's Intrepid Railway Travellers for a Picnic Buffet Lunch in the courtyard behind the Museum, provided by Audrey and an "A Team" consisting of Sue Kinkead-Weekes, Olive Glover, Audre Evans, Clodagh Baker, Joy Strange and Monica Thorne.

Because of the number involved i.e. 120, two sittings 12.30 and 1315 had to be organised. For some curious reason the first sitting drank mostly fruit juice and coffee: the second sitting partook of rather different refreshments. Entrance tickets

were checked by Dennis Kinkead-Weeks and John Hale.

The wonderful displays in the Museum of Malcolm Coburn's early Railway photographs and model trains kindly loaned by the Railway Society members attracted a large number of visitors including some 40 members of the Von Propthalow Society led by Chairman Professor Peter Spargo and Hon. Secretary Fred Pohl (also a member of the STHS). Incidentally their Society Coat of Arms bears the inscription "History is not dry"! Apart from visiting Simon's Town and the Museum their objective was to meet Members of the Society with the medium term aim of interesting the STHS in a re-enactment of the Battle of Muizenberg in 1995! Any volunteers? After the luncheon tables had been cleared they and some of the Members had time to have a glass of wine before it was time for those travelling back to Cape Town to leave for the Station.

Several Members have suggested that further outings of this kind should be organised. It may not be generally appreciated that such an occasion involves a tremendous amount of work: as you will note from elsewhere the initial planning began some 4 years ago and the RSSA and ourselves only knew two weeks before the day that we could have a steam engine! Nevertheless the RSSA and STHS take the point and will monitor possible future opportunities which may come to their attention.

RAILWAY CENTENARY SOUVENIRS: For those Members who would like a souvenir of their journey on 1st December 1990, the Museum shop still has a small supply of tumblers (R4.50), small glasses (R2.50) and glass ashtrays (R4.50) all suitably inscribed. + R1.50 p & p. per article. Only a limited number were produced so these should become collectors items fairly soon.

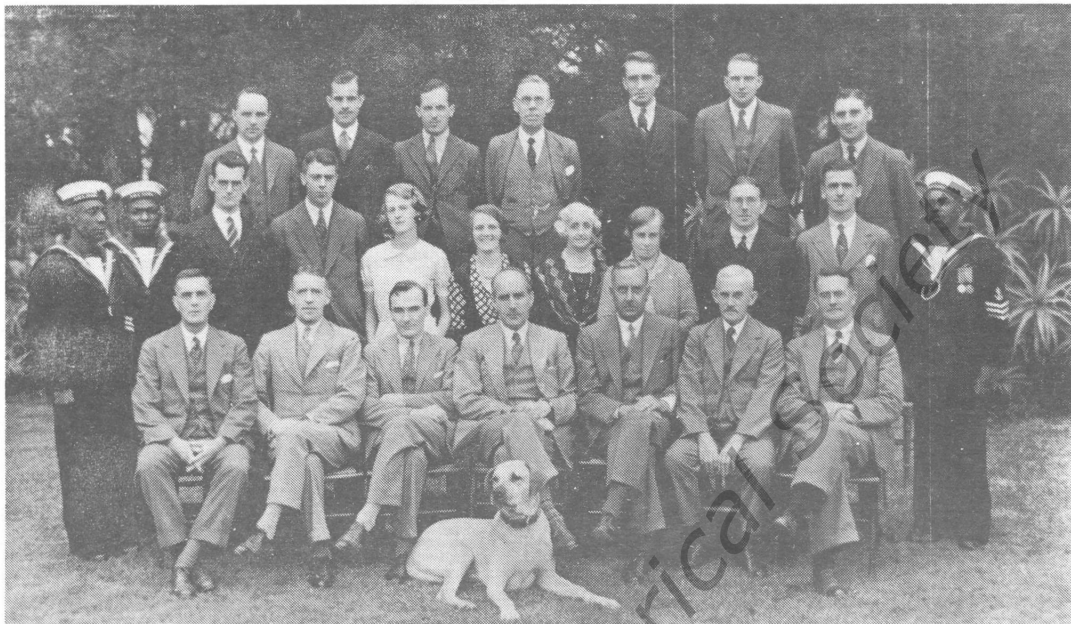
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KROOMEN AT THE ROYAL OBSERVATORY, CAPE.

Betty Davis, Bill Davis, Peggy Shand & Dorothy Fisher (nee Davis).

Arthur Davey's article, "The Kroomen of Simon's Town" (Vol. XVI No. 2 July 1990), reminded us of our association with the Kroomen who worked as labourers at the Royal Observatory during the period 1920-1957 when our late father, Leslie Thomson Davis was on the staff, at what is now the South African Astronomical Observatory.

We remember our father telling us that some of the Kroomen had deserted their ship whilst in Simon's Town and gone into hiding until its departure. On giving themselves up they were subsequently pardoned and employed as labourers in the dockyard. We remember the names of 5 of them, viz. Jim Thomas, Sierra Leone, Bestman, Peasoup and Palm Tree, who were seconded for service at the Royal Observatory.



STAFF OF THE ROYAL OBSERVATORY 1933

On the left: Kroomen Bestman & Sierra Leone. On the Right: Krooman Jim Thomas
Centre Front: H.M. Astronomer Dr (later Sir) Harold Spencer-Jones and on the
left of Jim Thomas is the authors' father Leslie Thomson Davis

Jim Thomas lived in what was then known as the "Kroo Quarters" in the grounds of the Royal Observatory, together with his Coloured wife and raised a family with whom we played as children. Bestman also took a Coloured wife but lived outside the Observatory.

Their jobs were varied and included newspaper deliveries to the dozen or so staff houses in the grounds, daily collection of mail from the local Post Office, cleaning of the office buildings, maintenance of the gardens and grounds, including the tennis court, the daily raising and lowering of the Union Jack from the flag-staff on top of the main building etc, as well as ferrying staff and us school children in a handcart through the floodwaters of the Liesbeeck River when it regularly overflowed the approach road to the Observatory in the wet winters before it was later canalized.

On a visit to the Observatory in 1961, Peggy Shand and Bill Davis received a warm welcome from an ageing Bestman, the last surviving Krooman, who had known them since childhood.

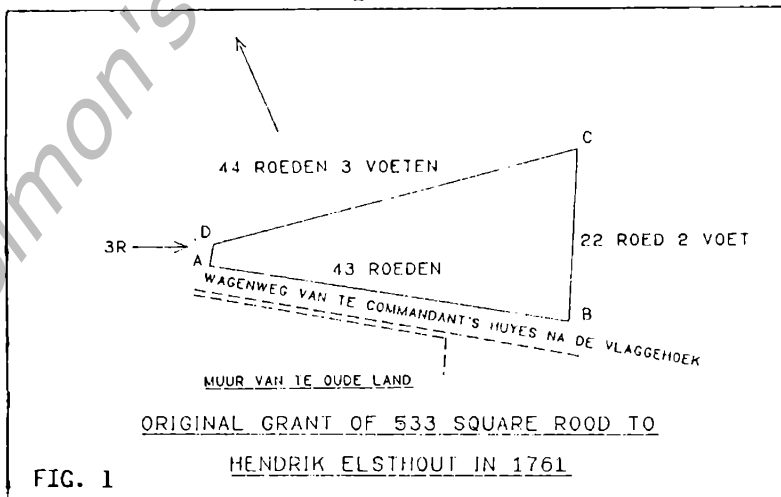
The naval uniforms the Kroomen were wearing in the above photograph were supplied up to the time the class was abolished when they then had the option of repatriation to West Africa or taking local discharge and remaining in service here as civilians. It is interesting to note that their cap tallies are those of HMS FLORA and not HMS AFRIKANDER which in 1933 was the name of the Stone Frigate at Simon's Town.

Extracts from D. Caywood's research

Albertyn Cottage, as it is now incorrectly designated, was, according to a subsequent owner (John Osmond), built by Alexander Tennant in the year 1801 on the western side of a slight promontory which is now known as Cole Point. The site on which the dwelling stands was then a rock strewn beach which was reasonably well protected from the south-easterly gales. The site commanded a magnificent view of Simon's Bay and was part of a grant of freehold land that was first made to Hendrik Elshout (or Elsthout) on 2nd February 1761 - almost 230 years ago.

John Osmond claimed in correspondence with the Government that the dwelling was built in 1801 but no evidence can be found to substantiate his claim. Land Registry records show that the "recorded" owner of the land in 1806 was Henry Jean Roselt and that he had purchased the land in 1799. [Elshout had earlier owned the adjoining property on the southern side "Constantia" - now a S.A. Navy building known as Osvlo Building. Roselt had purchased this in 1799 from Munnik and the building on Constantia appears on Kerstiman's map of 1799. A full account of this can be found in Vol.XVI No.1 January 1990 p.29 EDITOR]

It could be that Tennant, who later bought this portion of the land, may have leased the property from Roselt until he (Tennant) purchased it in 1806. It seems unlikely that Roselt would have built this type of house when he already had "Constantia" which lies so close. History has always credited the building of the cottage as being between 1799 and 1801. Tennant certainly had warehousing facilities on adjoining land as the Disposition of John Moore and Henry Fellers dated 14th July 1801 makes mention of the fact that they had examined the "warehouses of Alexander Tennant and J.P. Kirsten" Tennant then went on to own "Constantia" and this has led to some of the confusion. Tennant arrived at the Cape in September 1796 from Ayrshire and in 1797 purchased a house in Strand Street, Cape Town which he sold in 1799. In 1800 he and his new wife were resident at 16 Berg Street, Cape Town, when in October 1800 he bought the house and garden "Zonnebloem" at Wynberg.



The 1749 grant was first granted to Hendrik Veerson (or Fehrson). During 1757 it passed to Hendrik Elshout. At the time the property is simply described as being "North of the strand, East of the flagpole, South near the mountain and West near the land of Widow Rossouw (Christine Diemer of Goede Gift). In the Old Cape Freehold Registers the 1761 property was looked upon as being an "Annex" to "Constantia".

When the property was being auctioned in January 1801 the advertisement mentions that it will be sold in "one parcel or in seven, according as will suit".

It seems as though Tennant bought six parts of the land measuring 133 sq. rods 102 sq. ft 72 sq. ins. but the centre portion of the 1761 grant measuring 84 sq. rods 135 sq. ft was sold to John Osmond on 23rd February 1810, although Osmond claims to have bought it in 1807. It is upon this portion of land that the cottage has been built. No proof of this purchase could be found but it was certainly re-granted to him in 1833.

Why Tennant built the cottage remains a matter of conjecture. He had the house on "Constantia" and his permanent home "Zonnebloem" at Wynberg. Was this speculative building? We are reminded by Lewcock in his book "Early 19th Century Architecture in S. Africa....." that new arrivals between 1799 and 1803 were often forced to build for themselves "...the home they preferred was uncompromisingly English".

The irregular quadrilateral shaped original grant of land on which the dwelling stood amounted to 533 sq. rods, the base of the figure representing this area ran parallel and adjacent to the "Wagenweg van te Commandant's Huys na de Vlaggerhoek", now St. Georges Street, to a point that roughly divides the new Magistrate's Court from the Police Station. (See Fig. 2). It can be seen that the boundary passed through the actual dwelling itself.

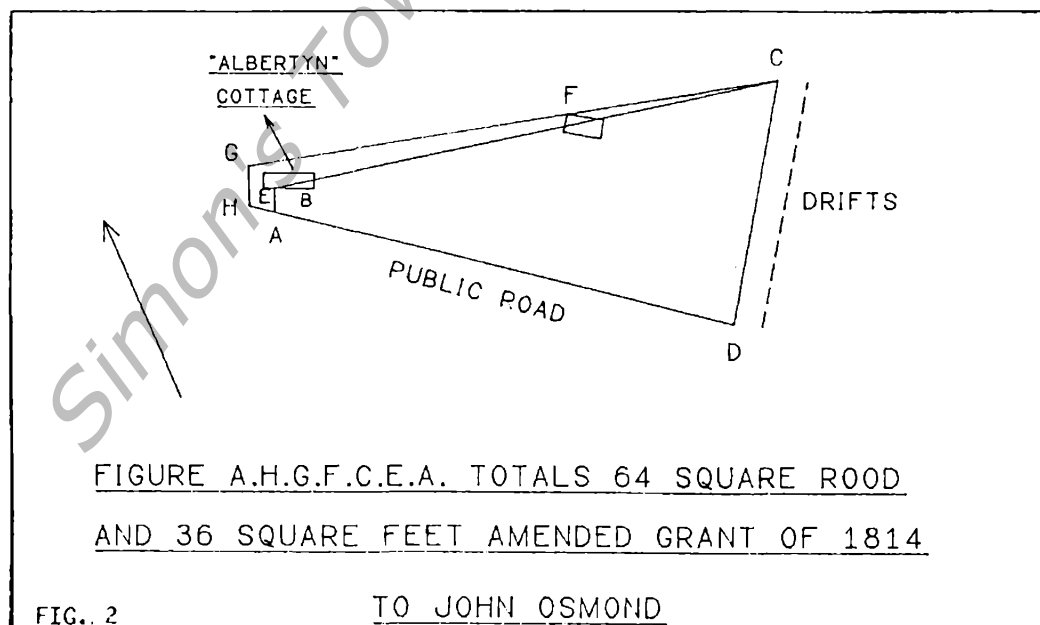
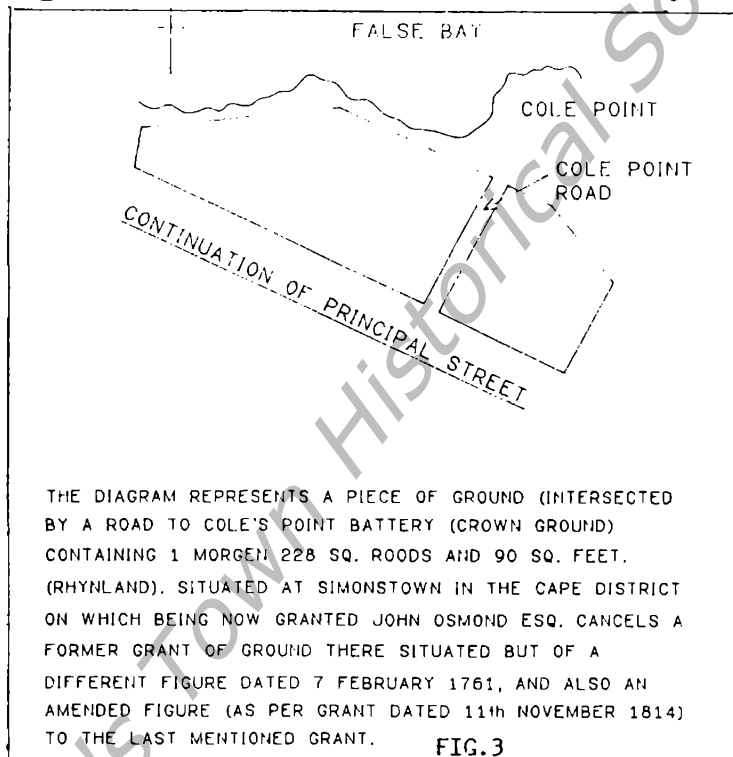


FIG. 2

Details of John Osmond's origins and his life here can be found in the July 1990 Bulletin and in Part II of his life story in this Bulletin.

At this stage it should be mentioned that before the 1761 grant of land had been made it had been proposed by the surveyor C.D. Wentzel that a battery be erected on the knoll that was later to be known as Cole Point. The proposal came to nothing. Later Governor Cole allocated funds for the erection of two new batteries and the updating and renovation of the existing batteries. One of the new batteries was to be placed at Cole Point. The Point itself was still Government land but the 1761 grant had left it without an access road so it was necessary for the Governor to look at the land grants again and to negotiate in order to gain suitable access to the new battery.

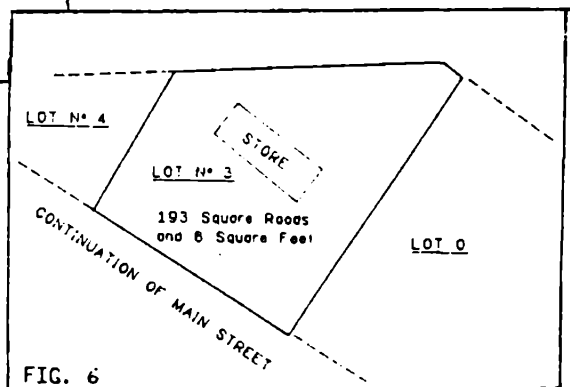
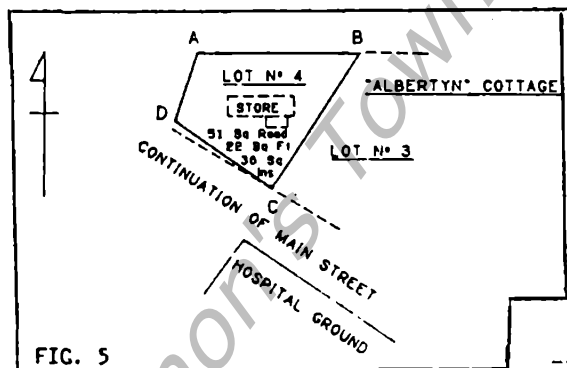
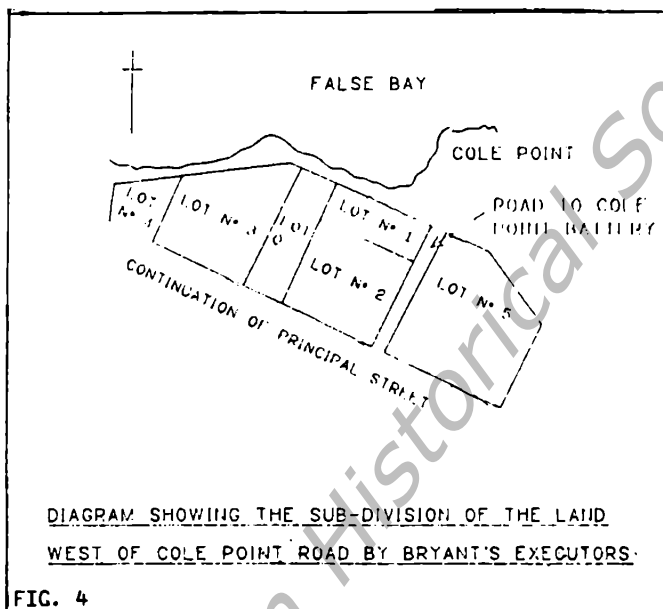


It was decided that the grants of 1761 and 1814 would be cancelled and the area re-arranged. This meant dividing the land into two portions. On St David's Day 1833 Osmond was granted 1 morgan 228 sq. rood and 90 sq. ft. and mention is made of the 1761 grant "a former grant made to Hendrik Elshout (now Mr. Osmond's property)", so Osmond's ownership was officially acknowledged. Osmond had measured the property himself and in his hand a notation states "the whole of the above measurements are by Mr. Hoper (Shaw?) and very correct, only within fractions of feet. Measured by me: Signed J. Osmond 20th September 1832."

In 1845 Osmond sold his business to J. Bryant and Partner. The land sold totalled 1 morgan 165 sq roods 103 sq ft 18 sq ins. For some reason the executors of the estate did not notice an error in the amount of land when selling off Bryant's estate in

1848 but nothing was done to correct this until 1854.

The land where "Albertyn Cottage" stands was Lot 4 of the land sold by Bryant's estate. The old "Stables" (one time False Bay Yacht Club Clubroom) was Lot 3. On the transfer diagrams of 1848 both buildings are described as "stores". The present lean-to type kitchen is not shown in Mary Brenton's water-colour of 1816 but is clearly visible in Christopher Webb Smith's watercolour circa 1838.



Simon's Town Historical Society

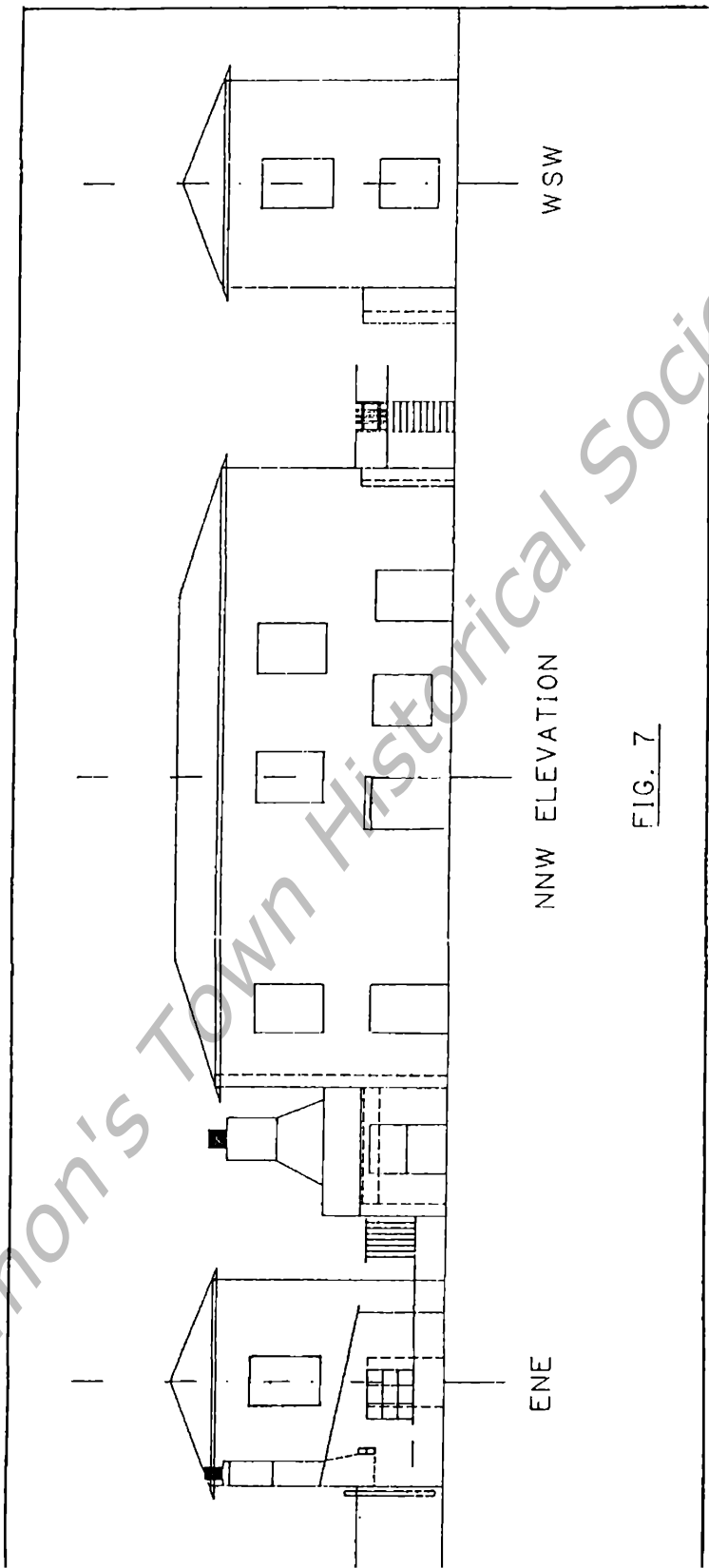


FIG. 7

In view of the aforementioned two paintings it is safe to say that the kitchen was added between 1816 and 1838. The internal structural alterations and additions, which played havoc with the external appearance of the dwelling (as we shall see later) may have been carried out at the same time, although it is feasible they may have been carried out as early as 1807/08. The internal dimensions of the kitchen are 13' long x 9' wide. Across the width of the kitchen, bridging the two walls, is a beam that stands 5'9" from the ground. Above, the masonry slopes inwards to funnel the smoke into the base of the chimney - which is now blanked off and no longer in use. The outlet of the chimney was originally square in cross-section, but this has been capped and a sewer pipe let into the centre of the capping to act as a chimney pot. Later still it gained an H-shaped galvanised chimney cowl that makes the whole chimney look quite ridiculous.

Six-inch wide tongue and grooved boards form the lining of the kitchen roof, the boards, which have seen better days, may even be the original covering; the outside of which could have been covered in tarred or painted canvas, evidence of this may remain under the inner corrugated iron roof. I say inner, because there are two corrugated iron roofs on the kitchen - separated by battens - the last covering seems to be quite recent.

A metal framed window is fitted into the eastern wall, the bottom of which is level with the ground outside. The ground at the side of the kitchen has been terraced to that height. At right angles to the window and parallel to the back of the kitchen wall, corrugated iron sheets, acting as shuttering, support the still higher ground that extends behind the cottage in a east-west direction to form a convex mound, the centre of which (i.e. the highest point) is approx. at the 2nd floor level. An idea of the heights at either end can be seen in Fig. 7 above.

The kitchen door is an uninteresting, horizontally split, "stable" type door of inferior quality. Fear of fire prevented many Cape homes from having an internal kitchen. something, however, remains within the cottage which resembles a chimney, situated in the south-western corner of the structure, a stone or concrete-like oblong section, 12 1/2" x 10" extends snugly in the corner of the room. It passes upwards through the second floor ceiling into the loft, and downwards, penetrating the second storey floor or ground floor ceiling, to extend a few inches into the room below. It is at present blanked off, but probing tests have revealed that it is hollow in the centre. Assuming that it is a chimney, its position would certainly ensure good dissipation of heat but not as effectively as it would, had it been projected outside into the cooling air. It probably coupled with the cast iron chimney pipe from a wood burning stove or similar type of heater in the room below. It looks "additional".

The rear wall of the cottage is "bowed" inwards about 4" at the south-western corner end, i.e. between the window and the corner of the building. I thought it was part of a reinforcing or shoring system to give added support, but as the section is not continued through to the ground floor this idea has been

discarded in favour of it being a part of a chimney system that was added at some date.

It is impossible to determine from Mary Brenton's watercolour what type of roof is depicted, due to the lack of detail. The artist's representation could well be that of the customary 18th century flat tiled roof. It could equally be a low-pitched type roof that was much favoured by the English settlers. Knowing that 1799-1801 was rather early for this type of roof in the Cape, although such a roof covered the Town Theatre and that dated from 1800, the same as the Simon's Town dwelling approx. I thought at first that the present low-pitched, hipped type roof was perhaps a later modification and that the cottage may have started life with a flat roof. I checked with the Curator of the Africana Museum where the original painting is housed and she informed me that the roof was flat. However subsequent examination of the actual roof itself convinced me that the present roof was intended by design. The ceiling boards are 6" wide and approx. 1" thick, tongue and grooved with scribing. The roof has shallow projecting wooden eaves, the soffits of which are boarded in to act as a cornice, there is no evidence remaining of the original guttering; that would also have been made of wood, tarred or lined with copper or zinc. Modern cast-iron gutters have replaced these.

It is a matter of conjecture as to what type of covering was first used to cover the roof. Reed thatch, indeed thatch of any kind would have been out of the question because the roof is too shallow, thatch demands a high-pitched roof. In any case thatch was not in keeping with the style of the cottage - but stone slating was! A low pitched roof was a definite requirement when using stone slating for roof covering, it being necessary to reduce the drag on the securing pegs, or anchors, in order to prevent/minimise the heavy stone slating from breaking away. This method was used quite frequently in the Eastern Cape later and much later there was a move afoot to use Robben Island slate in much the same way.

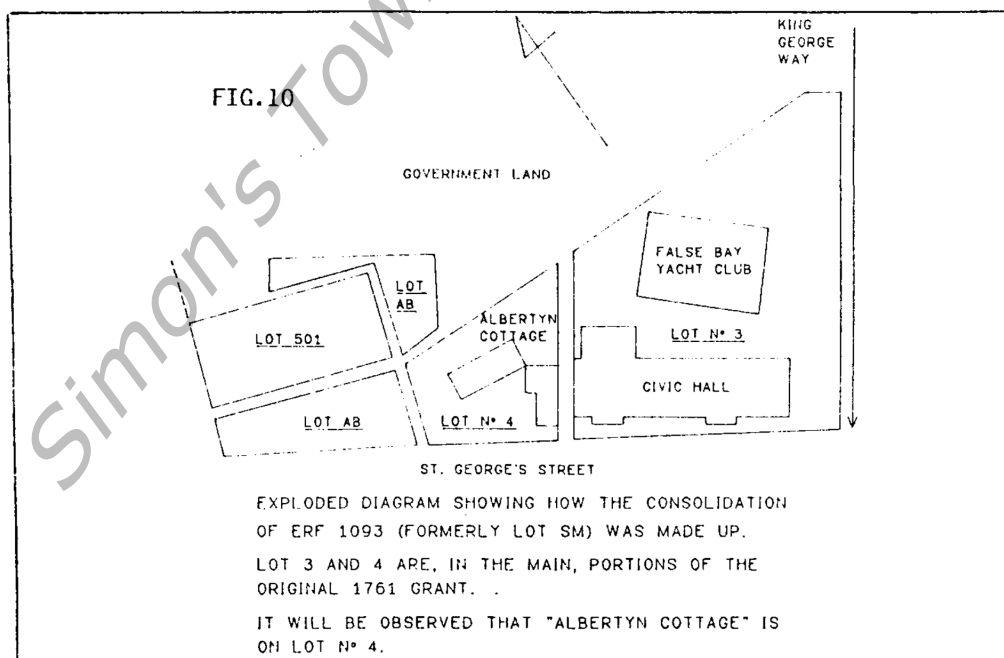
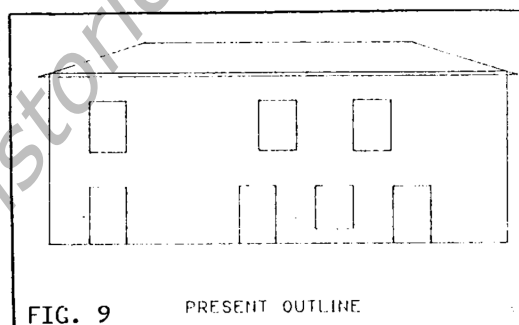
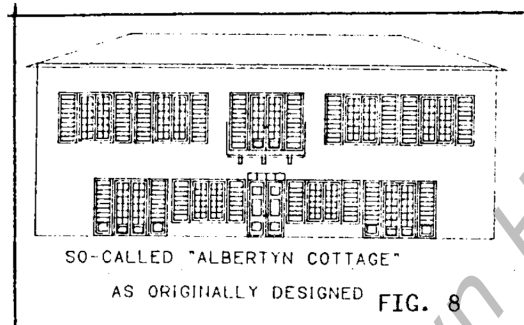
18" square Robben Island slate slabs had long been used on the flat roofed houses of the Cape; these slabs were unsuitable for a pitched roof. A thinner slate was produced on the island to meet this need. It came in 2 sizes 18" x 6" and 12" x 6". It was about 1" thick. Even the smaller of the two was very heavy and most unweildly, and like stone slating, added considerably to building costs. Reports indicate that these roofs were not as efficient as one would expect, constant maintenance being required to maintain the waterproofing integrity of the covering.

Flush boards, tarred on both sides, covered with tarred or painted canvas, would have been the most likely material used to cover the roof at the time it was built. Perhaps later shingles were used then imported Welsh slate, each slab a precise 1/4" thick slate which was very easy to handle and readily obtainable from about 1830 onwards.

Mr. Daniel Vaughan Vaughan, related through marriage to the Albertyns who occupied the cottage c.1925, often spent week-ends

there. He recalls the grey slate roof of the cottage - he remembers the striking greyness of it when viewed from St Georges Street. From Lewcock's book we know that small quantities of slates were imported during 1816 - 15 years after the completion of the cottage. A special consignment was imported for the roof of the Drostdy at Bathurst in 1827 and in 1829 a substantial shipment was brought in for the Military in Cape Town. From about 1830 imported slates were available to the general public.

The present roof covering is galvanised corrugated iron sheeting which first made its appearance in South Africa in 1850 but did not find its way to the old cottage until 80 or so years later. The front door is teak and was originally a fine pair of doors, split vertically, having 3 panels in each. It is of English design. The 2 halves of the door have been battened together to form a single door. The joinery was good, as it was with the windows, but the English practice of setting the windows back about 4" from the wall face has not been followed. Although it is known to have been practiced elsewhere in the Cape on properties dating from 1800, the window frames of the cottage are flush with the wall face as was the Dutch practice.



Whilst on the subject of windows, one would have expected to find the double-sliding sash window of English origin in the "English" type cottage but this is not the case. Instead we have the small casement windows that are found in most of the early Cape houses, and of course french casements. The 2nd storey windows are also casements, although the centre one was a french casement window at one time (see fig. 10). The upper and lower west end windows are both sash windows, recently installed by the Simon's Town Municipality (the upper one off-centre about 4"). Although they are the type of windows that one would expect to find in such a cottage, they are, nevertheless, alien and not in keeping with the original windows that they replaced. It is interesting to find that the window pane sizes of the old casement windows conform to the known sizes used during the 1st British Occupation i.e. 7" x 9".

The rectangular fanlight and ventilator, (which is designed to open) over the front door is similar, although somewhat squatter, to a type identified in an early Grahamstown dwelling of a slightly later period.

Wall construction seems to have been the rubble masonry and clay method. The walls are very thick and vary from 24" at the eastern to 20" at the western end of the building. The thickness narrows somewhat above the 1st floor level and is most evident in the area of the present staircase.

Upon examination one can see that there is something radically wrong with the proportions of this dwelling. Beauty is the result of right proportions. This interesting English style dwelling, once beautiful and well proportioned, lost its pleasing symmetry sometime in the early 19th century when it underwent internal structural alterations and additions that, paradoxically, affected the external appearance of the cottage quite considerably. The incongruous and dis-proportioned result of this work is what we see today.

All external signs that a balcony existed have long disappeared, although evidence of its existence is still clearly discernable from the inside of the cottage. The french casement window has been replaced with a modern casement type window of the same dimensions as the other two on that storey (originally 5). The new additional stone/brickwork required when fitting the smaller type casement window is clearly visible from the interior too.

Mr. Eric Vertue wrote to Prof. Oberholster of the National Monuments Council on 29th June 1978 describing the cottage and commenting in particular on the odd placement of the windows. It is important that we comment on this report in order to rectify several errors contained therein.

The door is not in the centre of the building, it is off-centre by approximately 3 feet towards the east. It does not have 2 windows at either side of the front door, just one to the west, and that is certainly not a sash window, but is a casement window. There are two other french casement-type windows on the ground floor, the eastern one is 5" lower than the western one, and is not symmetrically placed, having been erected during the

internal alterations mentioned earlier. The 2nd storey windows are symmetrically placed; there is no doubt that the second storey had 5 windows (4 casement and 1 french casement). The french casement opened on to a balcony over the front door. The window to the east of the centre window has been removed and the space filled in, the outline is clearly discernable from the outside of the cottage. This is also the case with the extreme west window which has suffered similar treatment in the past. Internally the only indication that a window was positioned here is the audible difference one detects when tapping the wall. A shutter catch remains in the outer surface of the wall of the adjacent window. The hinged shutter positions can be seen on the windows of the upper rooms, indeed one window still has its hinges attached.

We return now to the ground floor. If we replace the main entrance to the centre of the building where it was originally intended to be and an additional casement window is replaced on its immediate east, to balance the existing window on its western side and the far eastern "entrance" brought towards the centre to balance a similar entrance on the western side, symmetry is achieved. Much internal change took place with permanent stone walls being built and this necessitated the change to the above windows/doors and sadly defaced the outside charm of the building.

The ground floor wooden floors are at three different levels, differing by perhaps $1\frac{1}{2}$ " - 2". The floor at the western end of the building is probably the original level. There is a doorway on the west wall (below a casement window on the 2nd storey) which connects with the later added "lean to" kitchen. The architrave moulding around the door, together with the skirting board, suggests that the doorway was incorporated in the original design.

It seems likely that the original building was constructed from a builder's "pattern book" that set out the correct proportions in a general design for a particular "style" of dwelling place. Such books were available it seems from about the middle of the 18th century.

An interesting point is that when Casparus "Cappie" Albertyn ran a cartage and haulage business from the "Stables" on Lot 3 which comprises 193 sq.roods 8 sq.ft., he housed 75 dray horses in the building. The correct name of the stables is "ALBERTYN'S STABLES" but the name should not be applied to the cottage. The National Monuments Council were erroneously led to believe that Albertyn owned the cottage and the Deed of Transfer No.4996/1923 dated 26th June 1923 which is quoted in the Government Gazette Notice 1852 of 31st August 1979, declaring it a National Monument is the deed for the adjacent Lot 3! The notice also states there are 80 sq ft. where as there are 8 sq. ft!!

When Albertyn occupied part of the cottage it was known as "The Auld Hoos(e)". This Albertyn was Nicholas Albertyn, son of Casparus, and joint tenant of J.R. Black who owned the property until the Simon's Town Municipality took on the role of owner and landlord in 1930. It is not known when the cottage was

sub-divided but it does seem to have housed 2 families for many years.

Two further pieces of land lay to the west of Lot 4 (namely Lot 501 held by the S.T.M. under Deed of Transfer 5267 dated 27th June 1930 and Lot AB held by S.T.M. under a Crown Grant No. 69/1948 dated 17th June 1948). Together with Lots 3 and 4 the 4 properties were consolidated after resurvey. S.T.M. applied for a Certificate of Amended Title of Consolidated and were successful. This was to be known as Lot SM of 49286 sq. ft. Certificate of Amended Title of Consolidation No. 5364/1950 was issued and it was later re-designated Erf. 1093.

On 21st April 1950 the S.T.M. began fragmenting Lot SM once again. On that date 11500 sq.ft (Erf 1116) was transferred to Buffalo Building Ltd. This is the Royal Antediluvian Order of Buffaloes, which had been meeting in the Warriors Room. They intended to build on the site and this was their company for arranging and controlling the project. This never got off the ground and the land was transferred back to the Municipality on 21st July 1952.

On 16th June 1959 5954 sq.ft of this land was transferred to the Trustees of the South African Naval Club (Seven Seas Club). This is Erf 1117 formerly Portion 1 (a portion of portion 1 of Lot SM - later Erf 1093) for the erection of a Clubhouse and garden. Sadly the construction of the clubhouse blotted out the westerly prospect of the cottage completely, pressing it further into the already forlorn and obscure background, but this was minor when you compare it to that created by the Civic Hall (Sailors' and Soldiers' Rest Room).

This cottage was saved from demolition by the action of the Simon's Town Historical Society. Councillor A.T. Brennan (then a member of the S.T.H.S. Committee) wrote on 1st June to the Mayor challenging the "demolition" interpretation of the Council Resolution. That and the Society's intensified campaign led to the Council at their meeting on 8th June reviewing the situation and unanimously rescinding the former resolution to demolish the cottage. The National Monuments Council were informed of the decision by letter dated 22nd June 1971.

The Society was asked by the Municipality to submit proposals for the future use of the cottage. Among the many proposals was one that it be leased to the False Bay Yacht Club. Still nothing had been decided by 9th May 1972, except that 5 days before Christmas 1971, the sitting tenant Mrs. Charlotte Emily Inman (widow and formerly the Manageress of the Central Hotel) had her rent raised from R8.50 per month to R18.50 per month!

At their meeting held on 27th June 1972 Council decided that when Mrs Inman vacated the cottage they would not re-let it "until the Council has taken a further decision". This obviously had something to do with the Yacht Club's letter of 22nd June wherein they made known their wish to rent the cottage. This was agreed in principle at the July Council meeting. On 8th March 1973 the Council minutes recorded that the cottage would be leased to the False Bay Yacht Club for a

period of 5 years at a nominal sum. They had the use of the cottage for many years.

Hopefully now that a concerted effort is being made to beautify the sea-front and town area, the area round the cottage will be upgraded - it sadly needs it.

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We are grateful to the Simon's Town Museum for the loan of a copy of Mr. D. Caywood's report on his research into Albertyn Cottage. It is from this that we have taken our information and diagrams etc.

ADMIRALS OF THE RED, THE WHITE & THE BLUE:

In the reign of Charles I arose the red, white and blue ensigns by the divisions of a fleet into three squadrons, the centre carrying a red flag, the van a blue flag, and the rear a white flag, each flag having in the left hand upper corner the St George's Cross.

A small blue and white flag distinguished the ship of the vice and rear-admirals, while the admiral in command of the whole in the centre carried the Union Flag at the main. It was not until the reign of Queen Anne that one hear the Union Flag being referred to as the Union "Jack". Gradually the Union Jack in the corner of the ensign came into use for the different squadrons, a practice continued to modern times.

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NAVAL SURGEONS:

Surgeons were warranted to ships by the Navy Board having qualified by examination at the Barber-Surgeons' (from 1745 Surgeons') Company. From 1796 - 1806 they were both examined and appointed by the Sick and Hurt Board, from 1806 - 1816 by the Transport Board, from 1817 - 1832 by the Victualling Board, and thereafter by the Admiralty. They were the only medical officers of individual ships, and almost the only ones for the whole Navy, but Physicians were appointed to the naval hospitals and to large squadrons, and Dispensers (apothecaries) to naval hospitals and hospital ships. The Surgeon was assisted by one or more Surgeon's Mates, inferior officers warranted by the Navy Board from candidates who had served a regular apprenticeship to a surgeon or apothecary. The Surgeons were next after Masters in the rise to gentility and commissioned rank. In 1808 they became "warrant officers of wardroom rank", for most practical purposes on a par with commissioned officers.

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