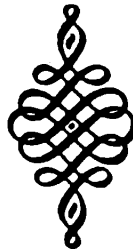


SIMON'S TOWN HISTORICAL SOCIETY

BULLETIN



PRICE TO
NON-MEMBERS
R5.00

VOL XVII NO.4
JULY 1993

C O N T E N T S

Index	page 121
List of Office Bearers/Subscription Rates.....	122
Chairman's Report	123
R.N. Expeditions to West & East Africa:	
Part II East Africa	128
Matthew Gregory Blake	141
Hot-Shot Cannon Ball Oven, Simon's Town	146
Flag Officers of the Cape	
Part IX	151
HMS TEVIOT	154
TINDALS, SEEDIES & KROOMEN	157
Cape Colonial Volunteer Corps	158

oooooooo000oooooooo

LIST OF OFFICE BEARERS

PRESIDENT	Admiral H.H. Biermann SSA SD OBE JP
VICE-PRESIDENTS	Vice-Admiral R.A. Edwards SSAS SM Professor Eric Axelson Dr. A.R. Davey Alderman G.J. Wilson JP
CHAIRMAN	G.B. Read CBE
VICE-CHAIRMAN	N.K. Farquharson
HON. SECRETARY	Cdre. D.K. Kinhead-Weekes SM
HON. TREASURER	H.A.C. Colgate
COMMITTEE MEMBERS	Mr. G. Brockman Miss M. Cartwright Mr. J.O.M. Wilkinson Mr. P. van Blommestein Mrs. C. Dilley (Curator) Mrs. A.E. Read (Friends Rep.) Cdr. W.M. Bisset (S.A. Navy Rep.)
HON. AUDITOR	Mr. E.H. Fry
EDITORIAL BOARD	Mr. G.B. Read (Editor), Dr. A.R. Davey, Mrs. A.E. Read.

This publication is for free circulation to members of the Society. The approval of the CHAIRMAN must be obtained for the reproduction of the whole or any part of any article appearing herein.

Exchange copies of other historical society publications will be welcome. **SPARE COPIES OF THIS BULLETIN & COPIES OF PREVIOUS BULLETINS MAY BE OBTAINED FROM THE HON. SECRETARY.** Articles dealing with matters of historical interest to Simon's Town and the surrounding area will be considered for publication.

SUBSCRIPTION RATES (due on 1st January each year) are:

SINGLE MEMBER or the 1st person of a family - R15.00 p.p.p.a.

ADDITIONAL FAMILY MEMBERS - R5.00 per person per annum.

Please address correspondence to: Hon. Secretary, P.O. Box 56, Simon's Town 7995 R.S.A. (TEL: 021-786-1195 MORNINGS ONLY).

ISSN 0037-5470

CHAIRMAN'S REPORT

PRESENTED BY THE CHAIRMAN MR. G.B. READ CBE AT THE 32ND ANNUAL GENERAL MEETING HELD IN THE LECTURE HALL, SIMON'S TOWN MUSEUM, ON THURSDAY 18TH MARCH 1993 AT 7.30 P.M.

The pattern of proceedings this year will generally speaking closely resemble those of 1992. The combined Annual General Meeting of the STHS and the Friends of the Museum will be followed by a small reception for Members and Guests hosted by myself and my wife. There will be no lecture as it is felt Members will be exposed to quite enough of these during the forthcoming year, and the proposed reception hopefully offers a very suitable occasion for Members to express their views on the Society's activities to the incoming committee. Please take full advantage of this opportunity!

As noted above Members again meet in their dual capacity as Members of the Society and Friends of the Museum. The rationale behind this concept is set out in the second paragraph of my 1992 Report so I will not go into all the detail once again but I would be happy to answer Members' questions on the subject during the Meeting or afterwards. However, mention of this subject serves to underline the importance of the Friends' organisation in the Society's and the Museum's affairs. One of the purposes of the Meeting to-night is to elect a new Friends' Representative to the Board of Trustees of the Museum following the appointment of the present Representative Mrs. Cherry Dilley as the new Curator of the Museum in succession to Mrs. Elizabeth Biggs. In order to ensure the maximum availability of candidates for election to the Committee of the Society, Item 7 of the Agenda i.e. Election of Office Bearers has been re-arranged so that the Friends' (i.e. Subscribers') representative will be elected first i.e. item 7a, and the Society officers will be elected after that i.e. item 7b.

Before I conclude this particular reference to the Friends I would like to pay great tribute to the outstanding work of Mrs. Cherry Dilley ever since the Friends' organisation came into being in 1981 in raising funds for the Museum. In actual fact she was engaged in similar activities, under a different title, well before that. An extraordinary contribution by any standards.

The past year seems to have flown by: an indication that the Society has been busily engaged in fruitful achievement which subsequent parts of the report will hopefully demonstrate! One of the outstanding features of the year to my mind, was our first real exposure to the changes which are likely to affect our activities with the coming of the New South Africa. As parts of this report will indicate the new Committee will have to give very serious thought (not that their predecessors have not done so in the past) to new policies in regard to the future of the Society, its aims, its membership, the level of future subscriptions etc.

The Society mourns the passing of Commodore Paul Dryden Dymond and Captain Jack Netterberg. Members will also be saddened to

hear that Alderman John Tyers (a former Mayor of Cape Town) and a great friend of our Society is very seriously ill in hospital.

I would like to highlight the more important topics which engaged our attention during the year.

HISTORIC MILE:

The Society continued its efforts to persuade property owners to improve or at least maintain the ambience, the historic character and at least an acceptable standard of visible manifestation in the Historic Mile. Two outstanding examples of improvement are of course the British Hotel building and Runciman's building and the owners are certainly to be congratulated on what has been achieved but on the other hand much remains to be done in the Mile. Of particular concern to the Society is the condition of Rennicks Cottage at the entrance to the Town and Dawoods building and an adjoining building opposite the Seven Seas Club. These buildings severely detract from the generally pleasing aspect of St Georges Street and have attracted most unfavourable comment from visitors to our Town. It is to be hoped a way can be found to induce the owners to do something to improve matters. A recent tragic fire at the Flagship Restaurant - our only Sir Herbert Baker building - regrettably seems to have caused severe damage to its inner and outer fabric. Other buildings not surprisingly are beginning to show their age as the severe recession bites into maintenance and refurbishment activities so essential for older buildings. Obviously the difficulties can only increase in the short to medium term and the main hope for a solution surely lies in the community's ability to devise a viable commercial or residential usage for these buildings for without increased prosperity in St Georges Street and its environs, improvement through refurbishment, restoration etc is not really possible. However, it is very heartening to see that in spite of current financial constraints the owners of Rectory House and of the USI Building are currently engaged in refurbishment. Some exciting plans for the redevelopment of Simon's Town station have recently been circulated for public comment.

50 YEAR RULE:

Members will recall the Society's concern in 1992 that Regulations concerning the demolition of buildings more than 50 years old had not been drawn up and promulgated so this left the National Monuments Council powerless to act. I am pleased to advise you that your Society in conjunction with others raised this matter with the Minister of National Education (at the time Adv. L. A. Pienaar) and new regulations were subsequently promulgated which effectively prohibit the demolition of such buildings unless the National Monuments Council issues an appropriate Demolition Permit. Just how long these regulations will remain effective remains to be seen but at least a precedent has been established which hopefully will contain the damage in so far as Simon's Town is concerned.

ENVIRONMENT:

It seems clear that the Environment Officer can only be expected to be effective in so far as Municipal Regulations permit. This is the particularly apposite as far as inappropriate signage

i.e. Oriental Take Aways is concerned.

The future Red Hill development still poses a problem but it seems that future planning must take account of its role as a catchment area for our present and future reservoirs and also as a nature reserve.

Peter van Blommestein who holds the STHS Environment Portfolio attended two Forums on False Bay which dealt with the quality of Water and Land Resources in and around the Bay. Members will be aware that because of the large increase in population on the Cape Flats the ecology is barely in balance and that a further increase in population not complemented by an improvement inter alia in waste treatment capabilities could upset the balance. Peter also attended a Captrust Assembly which discussed "Environmental Literacy In A Changing South Africa".

OLD BURYING GROUND:

Some progress has been achieved particularly in the Garden of Remembrance thanks to the efforts of Dr Arthur Davey one of our Vice Presidents and a member of the British War Graves Division of the National Monuments Council. In the civilian section of the O.B.G. Society Member Mrs. Dawn Raimondo has now completed the restoration of 6 Brewett family tombstones in the Dutch Reformed Church section with very commendable results. Elsewhere in the O.B.G. some further but limited restoration work has been completed, hampered as usual by a shortage of funds, but hopefully this work can be stepped up later this year when some further monies become available. This will be one of the first matters to which the incoming Committee should give its attention.

FINANCE:

The Treasurer will be giving a detailed report of the Society's present financial condition. Certain detailed changes have been introduced (which in previous years were really unnecessary) to enable the Committee to monitor more quickly the detailed short term financial position of the Society. From the Balance Sheet attached to the Agenda you will note the Society achieved a surplus of R2,300 for the year. In actual fact this figure should be about R4000 as payment for the printing of the January 1993 Bulletin was made towards the end of 1992. This of course will be reflected in the figures for 1993/94 provided inflation does not change everything completely!

MEMBERSHIP:

Membership numbers still trend to fluctuate quite widely. Last year they ranged between 820-780. This year between 780-740. Obviously the trend is downwards: probably a result of the present recession and the increasing pressure of inflation on fixed incomes. The recent increase in subscription from R8.00 per annum per person and R12.00 per annum for two adults sharing, influenced some members to resign but it is felt the Society should be prepared for this. Members will be interested to know the same thing is happening in the U.K. Such prestigious bodies as the National Maritime Museum, Greenwich and the Royal Naval Museum Portsmouth, have been obliged to cancel outings and overseas tours for lack of support.

BULLETIN & CHRONICLE:

There is every indication that costs will continue to rise i.e.

	1992 Actual	1993 Estimated
2 Bulletins	R7.53	R8.50
2 Chronicles	1.10	1.35
Postage	1.60	1.80
Total	R10.23	R 11.65

The above figures include Bulletin covers at R0.35 so they are understated, but Members will observe that even the new levels of subscriptions do not leave the Society with much of a margin to cover other expenses especially when one considers that one-third of the subscription goes to the Museum to cover the Friends' subscription. As highlighted in previous reports under no circumstances must we permit the production of too many Bulletins surplus to requirements.

PUBLIC RELATIONS TOURS:

The Society through the Friends' organisation put on 3 one-day Tours and a champagne Breakfast. A 4th Tour to the Observatory and other places of historical interest had to be postponed until this year and indeed it will take place on Saturday March 20th. Audrey Read conducted her usual monthly walks along the Historic Mile. I would particularly like to thank Shirley Jackson, Sue Kinkead-Weekes and Monica Thorne for their help on these walks.

SPRING TOUR:

A shorter 3 day and 2 night Spring Tour took a very enthusiastic Tour Party to Villiersdorp, Montagu and Worcester. The highlight of the weekend was an incredible tractor ride up the Langeberg on Mr. Neil Burger's farm Protea. One of Mr. Burger's sons Etienne actually drove one tractor and trailer and as the picture in the October 1992 Chronicle shows he had a redoubtable "front row" of members -Joey Laubscher, Helen Mathers and Olive Glover literally leading the way. Alf actually occupied the left hand seat whenever the party was on the move. In fact the "front row" seemed to spend quite a part of the journey either having their feet immersed in farm dams or dangling them over any available and/or adjacent precipice. Hopefully they enjoyed the view and happily the tractor brakes survived the ordeal as did they, as far as the Committee is aware!

Planning for the 1993 Spring Tour has begun and it is hoped we will be able to visit the Tulbagh/Ceres area. As usual of course affordable accommodation is one of the major problems the organisers have to solve. The dates of the Spring Tour are likely to be 2nd/3rd October.

PUBLICATIONS:

The Committee is giving thought to our next project. Curiously as far as one can make out there is no comprehensive account available of the History of the Simon's Town Dockyard. In most publications there is a vague reference to the Simon's Town Base and then everything seems to stop. Maybe this a part result of the years of "isolation". However, be that as it may, most publications over the last 30 years or so give more detailed treatment to minor bases/dockyards in the West Indies and the

Mediterranean and Far East than to Simon's Town. Somehow we think we must try to rectify this.

RESEARCH AND ORAL HISTORY:

The work continues but the new Committee must give further attention to these activities.

SIMON'S TOWN MUSEUM:

It was another successful and busy year for the Museum as the Curator's Report will reflect. It is also appropriate to pay great tribute to the work of Elizabeth Biggs during the decade or so of her Curatorship and particularly after the move to our "new" premises in the Residency. The whole activity of course has changed out of all recognition since the move from the Municipal complex and her successor Cherry Dilley has the daunting task "to take it from here".

S.A. NAVY MUSEUM:

One of the most exciting developments in my view is the welcome arrival next door to the Residency in the West Dockyard of the S.A. Navy Museum - in the ground floor of the Mast House built in 1814. I know Commander Bisset has an enormous number of problems to surmount and at the moment progress is difficult and slow. But at least the Museum is in place in a very historic part of Simon's Town and it could be a focus of great interest to visitors to Simon's Town in future years. In fact if the S.A. Navy could steel itself to convert a little more of the West Dockyard into a heritage area designed to show what Navies past and present are really all about they might find it easier to convince the appropriate authorities to spend more money on a service which any nation neglects at its peril and South Africa "old" or "new" needs so desperately.

It remains to thank the Committee - Vice-Chairman Nigel Farquharson, Hon.Sec "D" Kinkead-Weekes, Hon.Treas.Cas Colgate, Margaret Cartwright, Joy Cobern (Joy wishes to retire from the Committee so she can devote more attention to the Fish Hoek Valley Historical Association of which she is Chairman), Jack Wilkinson, Peter van Blommestein, Liz Biggs, Cherry Dilley and Mac Bisset. The South African Navy have as usual been most co-operative: we welcome the new Head of the Navy Vice-Admiral R.C. Simpson Anderson and we wish him well in this very exacting post. I would also like to thank the Mayor, Deputy Mayor (who is an ex officio member of our Committee) and the Council and officials of the Simon's Town Municipality for their assistance. We wish the Mayor a speedy recovery from his present indisposition. I would also like to thank Sue Kinkead-Weekes for the many services she renders to this Society, which I suspect mainly go unnoticed.

Last year I mentioned that the emergence of the "new" South Africa would require the Society to depend more and more on its human resources. The way things seems to be going, I believe that in 3 to 4 years time we may well be faced with a situation in which by some means we will have to raise monies to cover all or most of the Museum's day-to-day running costs in addition of course to ours. QUITE A CHALLENGE! HERE'S TO 1993!

-----000-----

ROYAL NAVAL EXPEDITIONS TO WEST & EAST AFRICA

A. E. READ

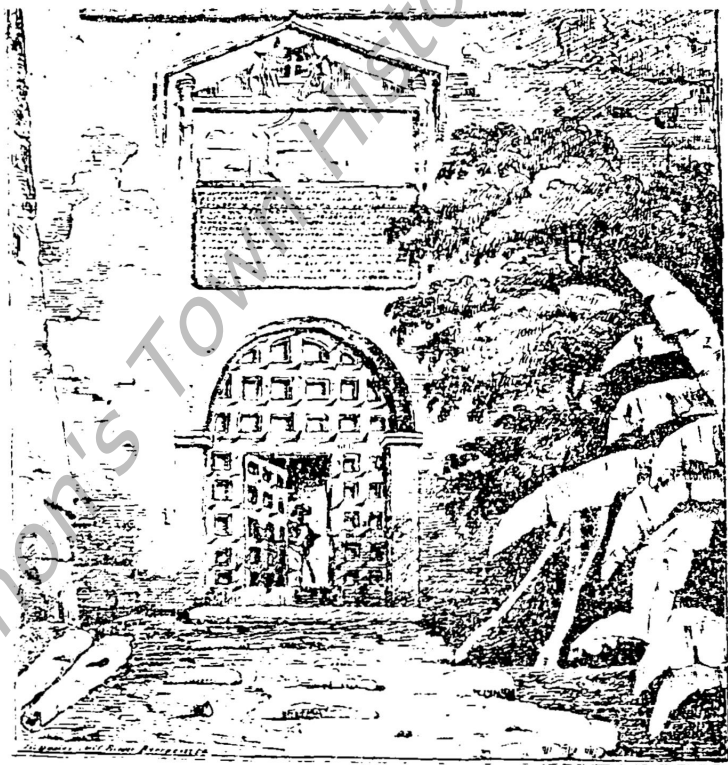
PART II - EAST COAST OF AFRICA

INTRODUCTION

- 1823-24 NON-PUNITIVE EXPEDITION - MAZRUIS PETITION FOR PROTECTION
- 1844 SALIENT POINTS REGARDING DEVELOPMENTS IN AFRICA
- 1860 HMS BRISK CAPTURES THE SLAVER "SUNNY SOUTH"
- 1875-76 REBELLION OF SLAVERS AGAINST BRITISH IMPORTED ANTI-SLAVERY LAWS IN MOMBASA AND KILWA
- 1885-98) WARS WITH ARAB SLAVERS IN NYASA/ZAMBEZI AREA
- 1893) EXPEDITION TO NYASALAND
- 1890 VITU EXPEDITION
- 1895 STORMING OF M'WELI
- 1896 BOMBARDMENT OF ZANZIBAR

INTRODUCTION:

The Sultan of Oman had laid siege to Mombasa in 1696 and after 33 months captured the Portuguese Fort there called Fort Jesus - sadly only a few days before a relief fleet arrived from Goa, a Portuguese enclave on the west coast of India south of Bombay. With this victory the Omanis held a 10 mile wide coastal strip which extended as far south as Cape Delgado.



Land Gate, Fort Jesus, drawn by J. G. Guller for Captain Owen's Admiralty chart of Mombasa, 1825.

(Illustration from "Owen of the African Survey")

Fort Jesus was typical of the many forts which were built by the Portuguese on the East Coast of Africa, the Persian Gulf and the Indian coasts. The architect of most of these forts was Philip II's architect, Jao Batista Caioto, who was also the architect of the church of Sao Vicente in Lisbon. He died in Goa in 1596 and Fort Jesus is considered to have been his greatest monument.

1823-34 MAZRUIS PETITION FOR PROTECTION:

By 1800 by far the greater part of the world was known but the precise position of the majority of land masses had not yet been fixed. Indeed the method of determining accurately one's position at sea was still remarkably recent. John Harrison (1693-1776) had only invented his famous clock or chronometer in 1764 and the Nautical Almanac and Astronomical Ephemeris was first published in 1767.

From the time of the 1st British Occupation of the Cape in 1795, the Royal Navy were engaged in surveying the coast of present day Namibia. In fact HMS STAR under Captain T. Alexander was engaged in this task from December 1795. It is perhaps not generally known that the famous Captain (later Admiral) Sir Home Riggs Popham had surveyed St Helena Bay while a Lieutenant in HMS NAUTILUS (Captain Thomas Bolden Thompson) in April 1786, and then continued the survey as far as Angra Pequena (Luderitz).

Captain Owen in HMS LEVEN together with Captain Vidal in HMS BARRACOUTA (and accompanied by HMS ALBATROSS) when commissioned by their Lordships in London to undertake their vast survey of the African coast, inadvertently became embroiled in politics whether they liked it or not.

On 3rd December 1823 Captain Vidal in BARRACOUTA with ALBATROSS arrived in Mombasa to undertake a survey of that coast line. The local Arabs (Mazruis) came to petition Vidal to authorise them to fly the Union Jack and to place Fort Jesus under British protection. Vidal felt himself unable to agree and after leaving a letter to this effect for Captain Owen who was due to arrive soon in HMS LEVEN, Captain Vidal left to continue surveying. When Captain Owen arrived on 7th February 1824 to his utter amazement, a home-made British flag was flying from the top of the fort. Between Vidal's departure and Owen's arrival the fort had been bombarded by the Omanis and when it failed to surrender they had blockaded the harbour area. Upon raising the British flag the Mazruis found the Omani bombardment ceased!

HMS LEVEN fired one of her guns and this was answered by the largest of the blockading arab dhows. Next thing the commander of the dhow rowed over to HMS LEVEN and offered to pilot the ship into the harbour area past the dangerous sandbanks!

Lt James (Johannes Jacobus) Reitz, 23 year old son of J.F. Reitz (1761-1824) of the Cape was on board LEVEN having joined the Royal Navy with the help of John Barrow. Reitz went ashore with an interpreter. He was greeted by a 5-gun salute and had discussions with the Mazruis. Captain Owen finally agreed to establish a British Protectorate in Mombasa, provided the

Mazruis would consent to the abolition of the slave trade and that trade with the interior would be permitted to British subjects only. "Mombasa" also included the island of Pemba, the city-states of Lamu and Pate islands (approx. 60 miles north of Mombasa and the coast south of Mombasa as far as the Pangani River (110 miles south of Mombasa).

Owen far exceeded his orders from the Admiralty. His was a scientific voyage to do a hydrographic survey of the East Coast of Africa - not a political voyage.

Lt Reitz remained behind when Owen sailed. With him was George Phillips (who was to act as Collector of Customs) and 4 seamen. What Reitz was supposed to do is not clear but he soon found he could not control the Mazruis with his small force. The protectorate survived only 29 months, was amazingly successful considering everything, and was only ended by the British themselves. Reitz is still remembered there by the area in Mombasa known as Port Reitz (adjacent to the present-day Oil Refinery harbour jetty).



Seyyid Said (1791-1856)
 Seyyid Said, Sultan of Oman, painting by George Southward copied
 from a portrait by artist of 3 Colours, L. S. N.

The Mazruis now wanted Captain Owen to help them have Zanzibar returned to them by the Omanis, but neither Owen nor the Sultan of Zanzibar (an Omani) were enthusiastic about this. Owen suggested that the Mazrui chief Mbarak should go, together with him, to the Governor of Mauritius and get his approval. So Mbarak and 13 of his followers sailed with Owen in HMS LEVEN on

13th February 1824. The voyage took 3 months as Owen wished to complete some survey work en route which took them via the Mozambique coast where they spent 3 weeks. Then contrary winds delayed them further. They then spent 8 weeks in Mauritius. Unfortunately Governor Farquhar whom Owen knew, had just been recalled to England and the new Governor (General Sir Lowry Cole) was not too interested. However, he was a fair man. Commodore Joseph Nourse, Commander-in-Chief of the Cape Station was then visiting Mauritius so he also became involved in the discussions.

Captain C.R. Moorsom of HMS ARIADNE then arrived unexpectedly in Mauritius after a visit to Mombasa. He was not in favour of the Mazrui as he knew that as soon as HMS LEVEN had left Reitz in Mombasa and departed, the remaining Mazruis had denied any obligations under their recent "treaty". Reitz was desperate. He could not control them to any great degree. After 2 weeks of debate and consideration, Governor Cole wrote to Lord Bathurst in England on 19th June that he was not sure that the Mazrui really understood what "cession" meant. Cole felt that the Royal Navy should maintain Captain Owen's Protectorate until a reply was received from London and suggested that a commercial agent be appointed for Mombasa

- (a) to administer justice and collect revenue and customs dues &
- (b) to help put down the slave traffic. Mombasa had won a temporary reprieve as it would take 9 months before Cole had a reply to his letter to London.

Mbarak was not pleased. Meantime "Governor" Reitz and a party of Mazruis set out after 10 weeks, on 4th May, to see something of the mainland beyond Mombasa Island. The local population liked Reitz as he was a good mixer and an extrovert. He exerted some semblance of law and order too by now. By 19th May the party was 5 miles from Pangani in the south. The going had been tough, there being much rain and lots of small rivers to be crossed. On 20th May Reitz fell ill with fever at Pangani. They re-embarked him and made for Mombasa to get help. However, he died outside Mombasa on 29th May 1824. The Mazrui buried him on the site of the altar in the ruins of the old Portuguese Cathedral. So loved was he that some of the principal people named their children after him. As we have already said he is commemorated by the Mombasa suburb of Port Reitz. (Sadly his father had passed away at the Cape the month before).

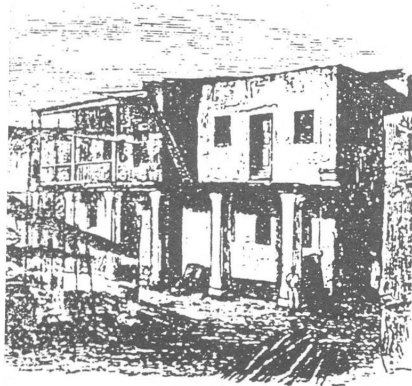
In October ALBATROSS and BARRACOUTA returned to Mombasa and as was customary in the Royal Navy, Reitz' belongings were offered for auction, together with those of Lt Philip Durnford, the promising young surveyor of the Zululand and Madagascar coasts who had died at sea in May 1824. LEVEN arrived 2 weeks later than ALBATROSS and BARRACOUTA in November 1824. Owen on this occasion was somewhat cool in attitude towards the Mazrui but he felt he had been right to offer protection to Mombasa as there HAD been a decrease in the slave trade.

To refresh one's memory about events concerning the slave trade one should remember the following. In 1788 Wilberforce had brought the abolition of slavery before Parliament. However, owing to the lucrative nature of slave trading, the traffic was

not abolished by Parliament until 1807. In 1811 a Bill was carried which made slave trading a felony punishable by transportation or hard labour. In 1824 the slave trade was declared to be piracy and became a capital offence.

In February 1825 Owen was surveying the Seychelles and Reitz' successor, Emery, was having a hard time in Mombasa.

(Illustrations from "Owen of the African Survey")



Leven House, Mombasa, before and after restoration in 1878



Johannes Jacobus Reitz

Bathurst's reply to Governor Cole's letter arrived in Mauritius in June 1825. It was unfavourable but no one took any action on it. It was Emery, Reitz' successor, who for local reasons made changes. His position was precarious and when HMS HELICON (Captain Charles Dyke Acland) appeared in July 1825, Emery was virtually a prisoner of the Mazruis in Leven House, his official residence. Word reached Emery from a friendly Arab that the Mazrui were going to murder him when HELICON sailed and Acland and Emery decided quickly that discretion was the better part of valour, so, on 26th July the British flag came down, everyone embarked on HELICON and they sailed for Mauritius. Bathurst's reply had solved itself! Nourse's successor on the Cape Station, Commodore H.H. Christian wrote the epitaph of "Owen's Protectorate" in his opinion of the Mazrui "they have no just claim to any protection from me" !!

1844 SALIENT POINTS REGARDING DEVELOPMENT IN AFRICA. FIRST MISSIONARIES ARRIVE IN MOMBASA:

In 1844 the Church Missionary Society (CMS) established a settlement at Mombasa and began trying to bring Christianity to the area, which was predominantly Arab.

On 4th May 1873 Livingstone died at Lake Bangweolo and it took 8 months to march to the coast with his body. In the spring of 1874 a Lt Cameron and his party explored the area around Lake Tanganyika.

At the end of 1875 the CMS established a missionary settlement at Kisauni (formerly called Freretown after Sir Bartle Frere) on the mainland opposite Mombasa, for liberated slaves. This was considered British territory. By 1881 it consisted of 450 person of whom about 1/4 were children attending school. A branch station or settlement at Rabai had 600 inhabitants. The town of Mombasa by the way takes its name from a town of the same name in the Oman.

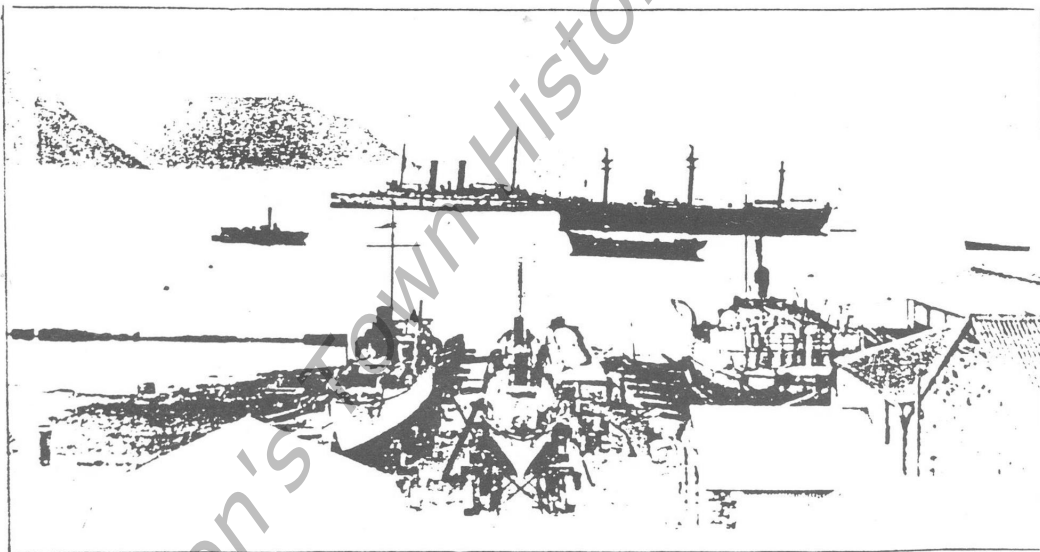
Mombasa revolted against Zanzibar in 1875 and this revolt was put down with British assistance. The main reason for the revolt was the introduction to the area by Britain of the anti-slavery laws. The Royal Navy based at Simon's Town "policed" the area and in fact continued to search Arab dhows until the mid 1950's when the Royal Navy withdrew from Simon's Town.

Meanwhile King Leopold of the Belgians had called a geographers conference in September 1876 to discuss exploration and civilization of Africa through development, commerce and the abolition of the slave trade. Six European nations attended and an International African Association was formed & Stanley (after 2 successive expeditions from the East Coast to Lake Tanganyika) went out to the Congo in 1879 as Commander-in Chief of the International African Association to open up the Congo River area and was responsible for forming the Association into the Congo Free State.

When the British Government learned that Stanley and Savorgnan de Brazza were opening up the Congo River, they began to realise that they might lose out unless they did something to support their British traders. Having ignored for 40 years Portugal's claim to the Congo River, the British now decided to acknowledge their claims. The British thought that Portugal could hold this territory on behalf of Great Britain and thus relieve her of the expense and political difficulties involved in holding it herself! There was even talk about buying out King Leopold's concession in the Congo and turning it into an English company.

To defeat these ideas the French and Belgians turned to the Germans who were only too pleased to drive a wedge between the two former allies. On the other hand the British needed Bismark's assistance with Egypt; without German support on the Debt Commission it was almost impossible to govern Egypt. The British dropped their ideas for the Congo on learning the plan was not supported by the Germans. By 1844 it seemed that the British were in retreat throughout West and Central Africa.

Since the abolition of slavery the Royal Navy had been very occupied with intercepting Arab dhows carrying slaves to the Middle East and also the apprehension of larger slave traders carrying slaves from East and West Africa to the Americas - both to the north and to the south.



BOATS ON THE PATENT SLIPWAY IN WEST DOCKYARD c. 1895 - 1898.

L. to R. Torpedo Boat 28 (or 29)

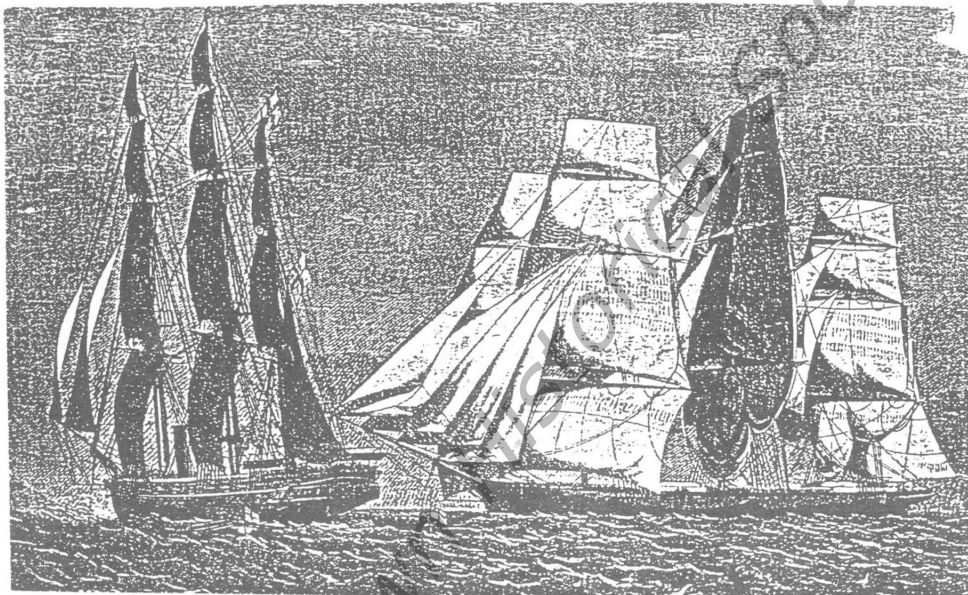
Centre Torpedo Boat 6 (or 15)

Right: Gunboat of "Griper" Class

HMS BRISK CAPTURES A SLAVER 1860:

HMS BRISK was the 4th ship of this name in the Royal Navy. She was built in 1851, 1087 tons, 250 hp = 7.35 knots and had 16 guns. Her captain was Commander Algernon Frederick Rous de Horsey (1827-1922) who on 9th April 1861 married at St Francis Church, Simon's Town, Caroline August Drew, daughter of then

Captain Drew. de Horsey later became an Admiral and in retirement was from 1913 - 1922 Governor of the Isle of Wight. Prior to her marriage Caroline had lived at Residence No. 44 West Dockyard.



HMS BRISK ON LEFT. SLAVER SUNNY SOUTH ON RIGHT. PHOTO TAKEN FROM ILLUSTRATED LONDON NEWS.

On 10th July 1860 HMS BRISK sailed from Table Bay for Simon's Bay with Admiral Keppel on board and a few days later on 16th she sailed for Mozambique with the Nile Exploration Party under the direction of Captains Speke and Grant. Her final destination was Zanzibar. It was in August 1860 that she captured the slaver SUNNY SOUTH of 800 tons, with 846 slaves on board, at the south end of the Comoro (Comores) Islands.

ZAMBEZI RIVER - GATEWAY TO MATABELELAND, MASHONALAND & NYASALAND:

Further to what has been said on page 134 the Portuguese showed new initiative in opening the Zambezi River as a route to

Central Africa, a move which forced London into negotiations over the control of the hinterland. Lord Salisbury ignored appeals from missionaries to declare a British Protectorate around Lake Nyasa, but he was insistent that the Portuguese should keep out of Matabeleland and Mashonaland. The missionaries and the African Lakes Company (in Nyasaland) which supported them were fighting a constant battle with Arab slave-traders on Lake Nyasa, but London remained unwilling to give any help. There was even talk of the Portuguese closing the Zambezi to British steamers, a state of affairs which would never have arisen 10 years before.

ZAMBEZI 1889:

Lord Salisbury was not averse, however, to the use of gun-boats to convey a gentle warning to the Portuguese that interference with the African Lakes Company's steamers would not be tolerated indefinitely. In 1889 the little survey ship STORK (a converted gun-boat) was sent to survey the mouth of the Zambezi. When the Portuguese warships in the river threatened to open fire STORK's commander sounded "Action Stations". With her two 6-pounders manned, and the boatswain brandishing an enormous axe on the forecabin, she steamed on, while the Portuguese commodore contented himself with firing a round of blank charges!

ZAMBEZI 1890:

In 1890 a more determined effort was made to keep the Zambezi open. The British Government had tired of negotiating with the Portuguese, and ordered the building of 2 stern-wheel gunboats, the MOSQUITO and HERALD, to patrol the Zambezi. In view of the probable reaction of the Portuguese authorities a covering force was collected at Zanzibar. When the 2 stern-wheelers were finally ready two composite gunboats PIGEON and REDBREAST were ordered to cross the bar first. The principal difficulty was that the Portuguese had never made available any charts of the river mouth, and REDBREAST's navigator was forced to rely on the sketchy survey done by STORK the year before. At times the 2 gun-boats were wedged in the channel, and finally PIGEON ultimately forced her way through and became the first BRITISH warship to sail on the Zambezi. This exploit had little more than prestige value, as seagoing gun-boats drew far too much water to go any higher up river, but the point had been made, and Portugal acknowledged the African Lakes Company's rights.

LIWONDI - FEBRUARY/MARCH 1893:

Lt. Commander G.S.Q. Carr RN, two other officers and 34 men of HMS HERALD AND HMS MOSQUITO made an expedition up the Shire River in order to rescue H.M. Commissioner Mr. H.H. Johnston who had been arrested by Chief Liwondi.

LAKE NYASA - NOVEMBER 1893:

Two small boats called ADVENTURE and PIONEER were manned by the Royal Navy. They had been built at Jarrow-on-Tyne and sent out to Africa in sections. They were hauled over 20 miles of virgin country to the edge of Lake Nyasa where they were reassembled. The object of all this trouble was to punish Chief Makaujira, who lived then in an almost unknown and inaccessible region. The Navy were accompanied by 100 Sikh troops. Quite a number of the naval personnel had already served in the Egyptian and Sudanese campaigns prior to this so were used to these tough conditions.

VITU (or WITU) - 7-13TH AUGUST 1893:

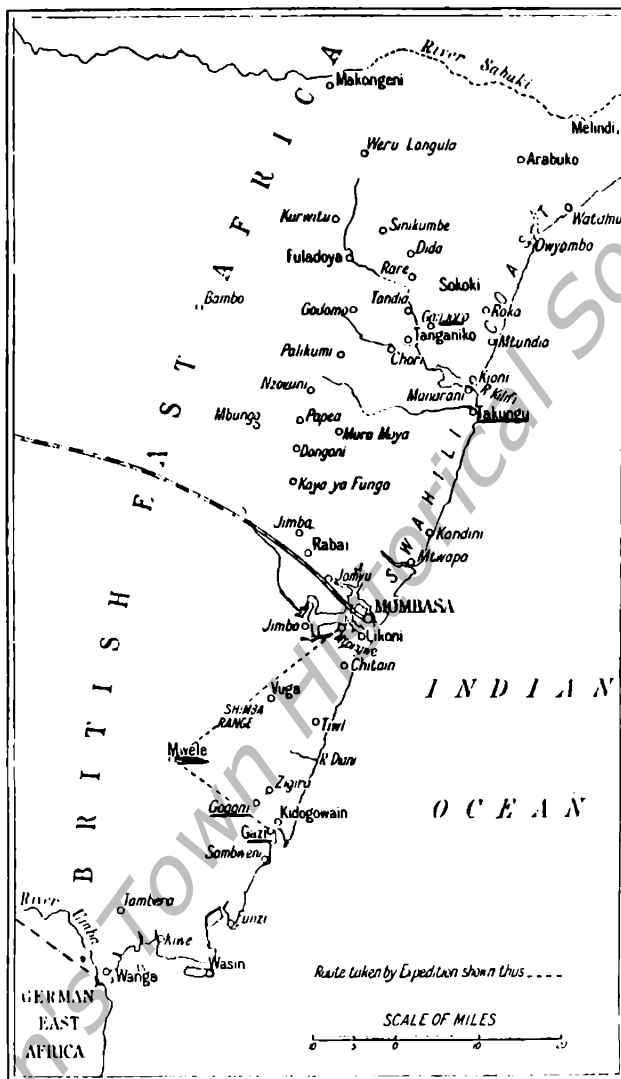
An expedition under Captain G.R. Lindley R.N., landed at Lamu Island north of Mombasa on the Kenya coast to punish the Sultan of Vitu. On this occasion some native troops from the West India Regiment and some members of the Niger Constabulary were added to the force of 10 officers, 226 seamen and 36 marines who had come from HMS BLANCHE, HMS SPARROW and HMS SWALLOW.

STORMING OF M'WELI 1895-96:

In February 1895 Salim-bin-Hamis, Chief of Takaungu (on the Kenyan coast 30 miles north of Mombasa, adjacent to the present day village of Mnarani) died. On his death his son Rashid-bin-Salim was appointed successor by the British East Africa Company but a kinsman Mubarak-bin-Rashid (in future referred to as MBR) refused to recognise this and set up as rival with the aid of a younger brother called Aziz. They seized guns and ammunition and entrenched themselves behind a fortified stockade in nearby Gongoro (inland and slightly north-west) up the Kilifi River. Twelve hundred slaves prepared to fight for him and he had lots of local support from chiefs in the coast strip right down to the Tanganyika border, principal of which chief was M'barak. The British Consul-General supported Rashid and ordered the usurper to surrender. An expedition of 310 bluejackets, 50 marines and 54 Nubians (Sudanese) with 164 Zanzibar regular troops went to Gongoro and burned it down. The usurper fled and sought refuge with M'barak, Chief at Gazi, 30 miles south of Mombasa. The two sides parleyed without reaching a conclusion. M'barak told the Consul-General (Hardinge) and General Mathews to come to Gazi and he would hand over MBR.

Meantime Admiral Rawson who had recently taken over as C-IN-C Simon's Town, set sail in his flagship ST GEORGE for his annual East Coast cruise. En route they stopped at Delagoa Bay to attend the opening of the new railway line to the interior. Hearing of the trouble in East Africa they set sail immediately for there. There were 309 men from ST GEORGE and PHOEBE under Admiral Rawson plus 70 Sudanese troops. As the force neared Gazi, on the coast, a messenger met them to say that MBR had fled inland to Mweli which is 16 miles north-west of Gazi, in the Shimba Hills, on the summit of a high hill. Some troops stayed to guard Gazi and on 27th February the greater part of

the force returned to Mombasa having left a maxim gun mounted on a roof of a dwelling outside the walls. From here they had a fine view of the surrounding countryside.



MAP TO ILLUSTRATE OPERATIONS AGAINST M'BARUK
at MWELI

On 12th August the main body of troops took 5 days to march the 30 miles south to rejoin the expedition. It was done under great hardship for there was no water available in this inhospitable and semi-desert country. The expedition now consisted of 220 sailors, 84 marines, 60 Sudanese, 50 Zanzibaris and 700 porters. Admiral Rawson was in overall command.

They arrived at Mweli on 17th August. They opened fire with a 7-pounder and with rockets. No reply was received. The

Sudanese then attacked the stockade from the left supported by men of the ST GEORGE under Captain Egerton. Meanwhile, the Marines, Zanzibaris and men of PHOEBE under Captain MacGill and 1 maxim gun advanced and charged through the forest to link up with Egerton's force. There was short resistance. A rebel leader Zahran-bin-Rashid was shot dead by the Sudanese as they stormed. Others fled into the forest. The expedition stayed on for 3 days destroying the stockades - 49 in number. There were 12-foot high earth trenches and internal earthworks, with loopholes for rifles. They cleared the forest surrounding the village and razed all the houses to the ground.

On 21st August the expedition returned to Gazi on the coast and embarked to return to Mombasa by sea. Unfortunately Chief M'barak rallied his forces and kept up guerilla attacks for several months before being driven south into Tanganyika.

Admiral Rawson returned to South Africa and urged fortifications for Port Elizabeth and East London be built, having seen how vulnerable all the ports were to attacks. He also wrote to the Admiralty in London saying that even Cape Town had no good defence system. He urged the Admiralty to acquire land at Kilindini (the port of Mombasa) and make a suitable harbour for which Rawson was awarded £1,000 to spend on the acquisition of the necessary land.

BOMBARDMENT OF ZANZIBAR - AUGUST 1896:

On 14 th August the Commander-in-Chief set out on his annual cruise up the East Coast. On 26th August off Zanzibar, considerable surprise was caused by seeing a steam-cutter (manned and armed) approaching ST GEORGE. This was the Sultan of Zanzibar's steam-cutter GLASGOW. In the harbour nothing seemed unusual except that while the ensigns of the ships in harbour were flying at half-mast, the red Arab flag was flying from the top of the staff on the Palace tower.

Soon the state of affairs was made clear. Sultan Mohammed bin Shwain had died the previous day and his nephew Sayed Khalid ben Barghash had attempted a coup d'etat. Being 'in the know' early on he had seized the Palace before the Consular authorities could interfere and had proclaimed himself Sultan. His claim was not recognised by the British Government who had announced Hamid bin Mohammed bin Said as heir apparent. Sayed Khalid's claim carried some weight and put the Consul in a predicament for most of the Zanzibari army had deserted to join Khalid and arms had been distributed to the mob. Khalid repeated his claim to the other European Consuls, who all replied that they would recognise him as Sultan if the British did so.

The first British reaction was to fortify the English Club, and then as an afterthought to defend the British Agency. In harbour at the time were the cruiser PHILOMEL and the gun-boat THRUSH which landed every man they could spare. Later that morning another gun-boat arrived from Aden, and it began to look as if the situation might be retrieved. THRUSH was warped across the harbour so that her guns could bear on the palace as

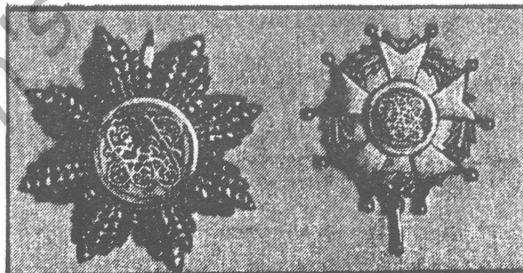
a prelude to negotiations. No further action was taken that day, but as the sun set the Sultan's steam-cutter GLASGOW (now in rebel hands) fired a salute. Next morning the deadlock continued. The cruiser RACoon had also now arrived. By nightfall the 5 warships were moored in line with every available gun trained on the palace.

With the arrival of the flagship ST GEORGE the pace of events had already quickened on shore, for Rear-Admiral Sir Harry Rawson was a man of action. With his black beard and stocky figure he looked every inch a sailor, and was a veteran of African coastal warfare. Next morning the Admiral gave Khalid a last warning that he had 2 hours to strike his colours. While foreign vessels got clear of the harbour and the British warships went to action stations a number of armed dhows mustered near the GLASGOW. Clearly Khalid felt confident enough to fight and on the face of it his preponderance in artillery gave him the advantage.

The palace clock struck 9 a.m. and a 4-inch gun on THRUSH's forecastle belched smoke. Within seconds the sound of gunfire rolled around the harbour as RACoon and SPARROW joined in. The GLASGOW fired a few shots but this only drew the fire of the 3 cruisers and she was quickly silenced. The bombardment lasted a mere 37 minutes, the time it took Khalid to strike his flag. GLASGOW, a wooden ship, was a burning wreck, and the warships' shellfire had destroyed the palace and sunk several dhows.

By 11.30 a.m. the British ships were firing a 21-gun salute in honour of the new Sultan Sayid Hamoud Hamid bin Mohammed bin Said and the National Anthems were played by the ship's band. Shekh Khalid escaped to the shelter of the German Consulate and they refused to give him up. He had obviously decided they could assist him to escape to nearby German-owned Tanganyika.

Mrs. Rawson and Miss Rawson saw the bombardment from HMS ST GEORGE as did an excited 8-year old Wyatt Rawson. Wyatt received a gold watch from the newly installed Sultan. The ladies received a gold necklace and a pendant star each. The Admiral received a gold mounted sword and the award of the 1st Class Brilliant Star of Zanzibar and was promoted to The Order of Hamoudieh.



THE SULTAN'S AWARDS TO ADMIRAL RAWSON

(For more details of Admiral Rawson's awards see Part I of this article in the previous edition of the Bulletin - January 1993)

We are constantly reminded of the part the Royal Navy played on the East Coast of Africa by several plaques on the wall inside St Francis Church, Simon's Town e.g.:

"JAMES RICHARD DACRES Commander aged 34

GEORGE JOHN LOCH Lieutenant aged 24

H.M.S. NIMROD

DIED MOZAMBIQUE 14 FEBRUARY 1848 of
illness at Quilimane"

"HMS LYRA Captain Oldfield

Alfred Downer A.B. Aged 24

Francis Gamer A.B. Aged 23

David Lewis A.B. Aged 19

N.B. Angoza, Angoxa, Angoche

are all given in

Nelson's Encyclopaedia

1910. It is a small

port half-way between

Quelimane & Mozambique

Island.

murdered at ANGOZA 25 August 1858

Wm. HOOKEY aged 25 Gunner acci-
dentally shot on the quarterdeck
10/11/1858

JOHN B. SWIKE aged 23 Actg. Paymaster, drowned on the bar
of the Kongoni River 2/6/1860 "

The history of these events underlines the importance of Simon's
Town in the great chain of naval and supply bases of the British
Empire.

Bibliography:

Send a Gunboat by Preston and Major

Biography of Admiral Rawson by his son

British Battles and Medals by Major L.L. Gordon

Captain Owen of the African Survey by E.H. Burrows

By Command of their Lordships by Jill Kinahan

Everymans Encyclopaedias

Encyclopaedia Britannica 9th Edition Vol. I, 16 & 23.

The Royal Navy & the Slave Trade by Lloyd

oooooooo000oooooooo

MATTHEW GREGORY BLAKE - Government Resident Simon's Town

M.R.D. Langley OBE MVO

Matthew Gregory Blake was the last Government Resident in
Simon's Town, a post which was abolished on 31 December 1827.
He was born in Jamaica circa 1780. His father, Nicholas Allen
Blake, a barrister-at-law (1) was a Jamaican planter (2) of
Irish descent. His mother Anna, was one of five children of a
wealthy Jamaican landowner, William Lewis (3).

Blake's parents separated in about 1789, when Anna Blake became
involved with her brother-in-law Robert Sewell, then Attorney-
General of Jamaica (4); she lived with him until his death in
England in 1828, shortly before her own demise (5). Signifi-
cantly, Nicholas Allen Blake drew up a will in 1789 naming his
son, Matthew Gregory, as an heir, but making no mention of his

wife Anna (6). Robert Sewell vacated his Jamaican office in 1795, returning to England to become Agent for Jamaica for the next 11 years (7). In 1796 he became one of two M.P.'s for Grampound, a "pocket borough" in Cornwall (8). Matthew Blake probably spent much of his boyhood in England, since he occasionally visited two of his maternal aunts then living there. He is mentioned in this and other respects in the biography of his cousin Matthew Gregory ("Monk") Lewis, an author, Playwright, M.P., and a prominent socialite during the Regency period (9). He possibly saw little if anything of his mother. His aunts Elizabeth and Mary were married in Jamaica on 8 April 1783, in a joint wedding, to two British Army officers respectively named Robert Brownrigg and John Whitelocke (10). Brownrigg became a Lieutenant General in 1808 and was a long-time Military Secretary to the Duke of York, Commander-in-Chief of the British Army (11). Whitelocke too served on the Staff of the Duke of York as Inspector-General of the Recruiting Service. He was later promoted Lt. General upon his appointment as Commander of the British forces which unsuccessfully attacked Buenos Ayres in 1807. He was cashiered in 1808 because the defeat of the expedition was attributed to his incompetence. (12).

M.G. Blake was appointed a Cornet on 20 February 1796, having been granted a free commission (13). This favour was doubtless due to his uncle, General Brownrigg, and also possibly to his maternal uncle Matthew Lewis, who was Under Secretary for War from the later 1770's to the early 1800's (14). Blake was promoted Lieutenant in the 11th Regiment of (Light) Dragoons on 4 May 1800 (15). He later transferred to the 93rd Regiment (Argyle & Sutherland Highlanders) (16) with whom he landed at Saldahna Bay on 6 January 1806. The battalion took part in the Battle of Blaauwberg Strand and then moved to Cape Town. Soon afterwards Blake, by then a Captain, was seconded to Army Headquarters in Cape Town as an Assistant Quartermaster General (17). In 1808 he was appointed Assistant Adjutant General, a post he was to hold until 1813, when he became Deputy Adjutant General. He was then a Brevet Major and he was listed as an officer of the Cape Corps (18).

On 8 April 1811 Blake married Maria Carolina Munnik of Constantia (19). The following year he bought "Contrahof" (3 morgen) on the Zwart River. He sold the property to T.B. Woolls about 5 years later and bought a house at the more prestigious address of 4 Grave (now Parliament) Street in 1816. Three years later the family moved to 8 Church Square (20).

The Blake's eldest child, Maria Carolina, was born on 26 July 1811. The next child Matthew John, was born on 6 October 1813. In November 1816 a second son, Charles, was born but he died on 23 December. A third son, Robert Bissett Blake, was baptised 8 December 1818 (21). Apparently he did not survive his parents.

During the period 1 January to 5 July 1820, Major Blake was registered as having 2 white servants and 13 slaves (22). One of his servants was John Edward Bell. In November 1816, Blake was fined for ill-treating Bell (23). Another of Blake's servants was James Bradshaw, who had been discharged from the

Royal Garrison Company in September 1817. Bradshaw was charged in 1818 for leaving the service of his employer; in this trial he was ordered to return to his service or to serve a prison sentence. In August 1819 he was charged for being disrespectful towards his master, Major Blake (24).

On 16 December 1814, Blake was appointed temporary Colonial Paymaster, at a salary of £1,000 p.a. vice Edmund Byng, who had gone on retirement leave (25). Captain Thomas Sheridan was later selected to succeed Byng, but before taking over the post on 15 June 1815 he served under Blake for a short time as Assistant Adjutant General (26). Sheridan, son of Richard Brinsley Sheridan, the dramatist, owed his appointment to his father's political influence in London, notably exercised through his friendship with the Prince Regent (27). Thomas Sheridan did not survive long, for he died on 12 September 1817. He was eventually replaced by M.S.J. McCarthy, who had been transferred to the Cape from Mauritius as Deputy Paymaster General (28).

Blake was put on 1/2 pay from the Cape Regiment on 28 September 1817 in the rank of Lieutenant Colonel (29). At the end of March 1820 he was appointed to act as Inspector of Lands and Woods during the absence on leave of the incumbent, C.D'Escury (30). This was a Colonial Government post and it remains to be determined whether Blake had by then relinquished his military appointment as D.A.G. However, the temporary posting ended on 30 September 1820. It may be noted that D'Escury, a one-time favourite of the Governor's, was to become an enemy of Lord Charles Somerset. He had provided Sir Rufane Donkin with information from official sources which Donkin made public in London in a campaign to vilify Somerset. D'Escury's action was regarded by the British Government as so serious a breach of trust as to justify his dismissal from the Service (31).

On 15 April 1825 Blake was appointed temporary Government Resident at Simon's Town, vice Lt. Col. Hugh Scott, who left with his regiment (the 6th) for Bombay (32). Blake's posting was to last a mere 6 weeks, for he was relieved on 3 June by the Governor's son Lt. Col. Henry Somerset. Shortly afterwards, however, Somerset returned to the frontier as military commandant and Blake replaced him substantively on 14 July (33). In addition to his appointment as Resident, Blake was made Commandant of the Simon's Town Military District. His aggregate income was £615 p.a., made up of £225 salary as Resident, an army major's pay, a military allowance of 7/2d per day, and an allowance for forage for 3 horses (34). In addition he enjoyed occupancy of the Commandant's house, which was later called Oatlands (35).

Although the formal office of Commandant was abolished at the end of 1827, Blake remained the senior military officer in the Simon's Town district until about 1830, when he apparently moved to Wynberg. He later undertook work in connection with the emancipation of slaves, who were officially freed on 1 December 1834. On 12 November 1836 Blake was appointed Resident Justice of the Peace in Simon's Town in succession to Christiaan Michiel Lind, who had resigned because of age and infirmity. The salary

of the post was £150 p.a. but at the beginning of 1843 a house rental allowance of £50 p.a. was added to the salary (36).

Blake retired from the British Army on 28 June 1838, the date upon which he was promoted to the rank of Colonel. The relevant entry in the Army List described him as an officer of the Canadian Fencibles (37). This connection with Canada has not been authenticated: it first came to the writer's notice years ago during enquiries in London and led him up a blind alley. The mystery of Blake's "disappearance from ken" was eventually solved in Cape Town by chancing upon his name in Peter Philip's "British Residents at the Cape, 1795-1819".

At the beginning of 1847, Blake was granted a year's leave from his post as Resident Justice of the Peace on the grounds of ill health. During his absence Mr. Pinney, the Sub-Controller of Customs in Simon's Town, undertook to act as Resident Justice of the Peace, gratuitously (38). Since Blake did not return to duty on 1 January 1848, he was pensioned off at the rate of £37.10/- p.a. (39). He was then living in Higgs Street (now Oxford Road) in Wynberg (40).

We know little of Blake's private life. His marriage appears to have been stable and his family life happy. In an age when social status and nepotism played no small part in advancement in military and civil careers, he may have suffered some disadvantage in his middle years as any influence he had in London had disappeared about 1810. There is little doubt that he had private means, since we know that he was his father's principal heir. The fact that in 1813 he was a landowner employing 2 English servants and that he owned 13 slaves and a number of



domestic animals gives a measure of his financial standing. But he may have had to eat into his capital in later years. The cost of living had been climbing consistently for some years at the Cape, causing much hardship amongst the inhabitants. For example, writing to the Colonial Office in London in September 1827, the Colonial Secretary, Sir Richard Plaskett, complained that his financial standing was in a sorry state. He said that he had been better off in his previous situation in Malta with a mere half of his Cape salary, adding that he had spent £5,000 - all he possessed - on his house in Cape Town (41).

Col. Blake died at his residence in Wynberg on 5 October 1855 (42). His widow, Maria, died in Wynberg on 29 December 1867 (43). Their surviving children were Maria Caroline, wife of Captain Marcus Freeman Brownrigg RN (probably a cousin) and Matthew John Blake, one-time Usher of the Black Rod in the Cape Legislative Council.

References:

1. Oliver V.L., *Caribbeana* 111 (Genealogical Society Library, London)
2. Cundall, Frank, *Historic Jamaica* (London, Institute for Jamaica 1915), p.353
3. William Lewis' Will, proved London 16 May 1774, P.C.C
4. *Historic Jamaica and The Gentleman's Magazine*, London
5. Robert Sewell's Will, proved London 14 May 1828, and Sewell family papers.
6. Lawrence-Archer, *Monumental Inscriptions of the British West Indies*, Gen.Soc.London, pp.30 et seq.
7. Penson L.M., *The Colonial Agents of the B.W.I., U.L.P* 1924
8. *Names of Members Returned to Serve in Parliament 1696-1876, Part II*, Parliamentary Office
9. Baron-Wilson, M. *The Life & Correspondence of M.G. Lewis*. Published by Bohn 1839.
10. *Monumental Inscriptions of the British West Indies*.
11. *Dict. of Nat. Biog. & The Life & Correspondence of M.G. Lewis*.
12. War Office Original Correspondence No.43, P.R.O. and Trial at Large of Gen. Whitelocke, 1808.
13. *Army List 1800*
14. *Royal Kalender (Annual Register); Court & City Register; Riders Merlin; The Pilot* (23 May 1812).
15. *Army List 1804*.
16. *Army List 1811*.
17. *American Court Calendar 1808*, and *Army List*.
18. *Army List*
19. Philip P, *British Residents at the Cape 1795-1819*, David Philip, Cape Town 1981, p.31.
20. *Ibid* 21. *Ibid* 22 - 26 *Ibid*
27. Aspinall A, *Correspondence of George, Prince of Wales, 1770-1812*, (Cassell, 1971)
28. Philip, *British Residents at the Cape* p.244
29. *Army List 1838* 30. Philip, pp.95-96
31. Miller, A.K., *Plantagenet in South Africa*, Cape Town 1969.
32. Brock BB & BG, *Historical Simon's Town, Balkema*
33. *Ibid*.
34. *Schedule of Services of & Appointments held by M.G. Blake in Simon's Town- G.H.28/41, Enclosure to Despatch No.43 of 1848 d/d 31.12.1847. Colonial Office, Cape.*

35. Note entitled The Residence of C.M. Lind, Resident Magistrate, Simon's Town Historical Society records.
 36. Schedule of Services etc. M.G. Blake, Despatch 43/1848.
 37. Army List 1845.
 38. Historical Simon's Town 39. Cape Almanac 1848 40. Ibid
 41. Philip P.H. The Vicissitudes of the early British Settlers at the Cape. Quarterly Bulletin S.A. Library, Vol. 40. No. 4
 42. Death Certificate M.G. Blake, Cape Archives.
 43. Death Certificate Mrs. Blake, Cape Archives.

oooooooo000oooooooo

THE "HOT-SHOT-CANNON-BALL OVEN" SIMON'S TOWN (So-Called)

Ute A. Seemann.

In 1934 during road improvements a structure was unearthed at the Main Road (Queen's Road) at the south west corner of the Old Cemetery wall (1). The cemetery had been established in 1813 (2). This location is also in the vicinity of the former South Battery and Martello Tower about 100 m downslope. The structure was thought to be a hot-shot-cannon ball oven. Sometime thereafter an archlike superstructure was erected over the supposed "base" of the so-called oven.

In the 1960's (this is a guess) further roadwork was carried out and the pavement in front of the structure was tarred for the second time. The embankment between it and the cemetery wall was landscaped. At the same time the arch over the structure was repaired and it was probably then that the chimney was added. A plaque placed on the front of the arch proclaims it to be a "hot-shot-furnace".

HISTORICAL BACKGROUND:

In 1992 the writer, in the course of conducting research for her MSc thesis in archaeology on "Forts and Fortifications in the Cape Peninsula, 1780-1830" came across the controversy surrounding this "oven" in Simon's Town (3). As we had excavated two hot-shot-cannon-ball ovens at the Hout Bay West Fort and Fort Klein Gibraltar, also in Hout Bay, we were in the position to establish the authenticity of the claim.

The South Battery in Simon's Town was built in 1793 under the direction of Lt. L.M. Thibault, the fortifications engineer (4). It was then called the Boetselaar Battery. By September of that year the major part of the construction was completed. It could mount five 24-pounder cannons (fig.1).

This battery, as well as the many others erected along the shores of the Cape Peninsula during 1793-1795, was provided with hot-shot-cannon-ball ovens (5). These were all built to standard specifications: about 2m by 2m square, between 0,5m and 1,0m high with a V shaped opening to let the hot cannon balls roll into a basket for transport to the guns (6). The foundations were of dressed stone, the side walls of bricks. The

en's platform, on which the cannon balls were heated, was
ned at about waist high level with red bricks, manufactured at
e Cape. The superstructure consisted of a simple arch, built
th yellow Dutch klinkers to withstand the heat. The oven was
osed at the back. Both excavated ovens were plastered on the
tside with lime plaster, burnt from shells collected on the
aches. There was no flue or chimney (7). No ovens were
ilt, as far as it is known, later than September 1795.

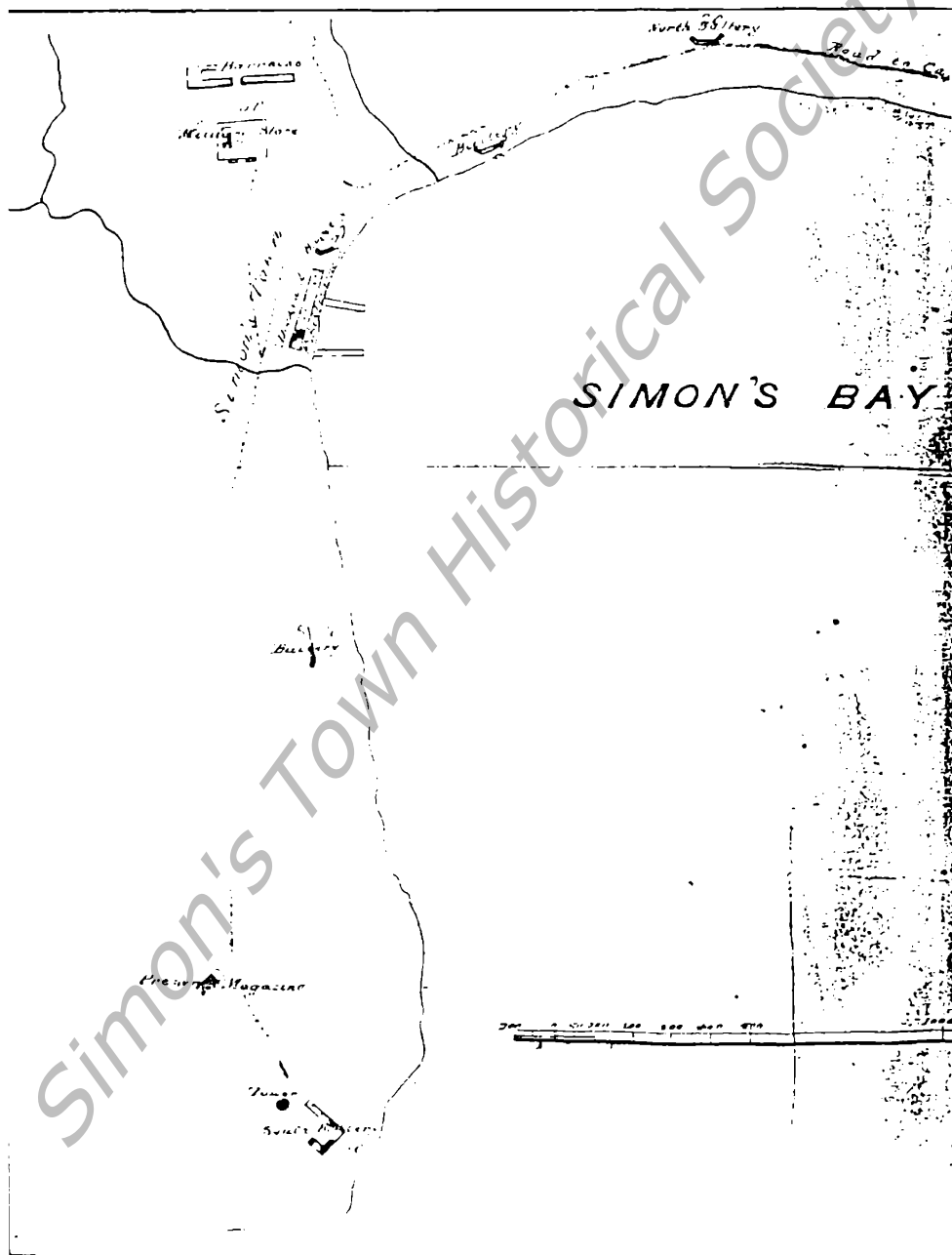


Fig. 1. Plan of Simon's Town, 1862. (Cape Archives M2/767)

THE ARCHAEOLOGICAL INVESTIGATION

The so-called hot-shot-furnace is situated between the pavement and the old cemetery wall near the corner of Runciman Drive and Queen's Road (Fig 2). About 100 m downslope towards the sea are the remains of the Boetselaar Battery, and the Martello Tower. The Municipality of Simon's Town's council workers kindly removed the two tar layers of the pavement at a distance of about 0,5m from the "oven" (for a fee). They were supervised by an assistant archaeologist. The excavation was conducted according to standard archaeological methods and documented by a drawing (Fig.3) and photography. No grid system was needed.

It was found that there had been an excavation at some time in the past along both exposed side walls. We were able to expose the left hand wall (looking at the structure) to a depth of about 1 m. This wall carries on below into the rockery on the side of the "oven". The ground around the whole structure has been disturbed and loosely filled in with boulders and sand.

A trench was put across the walls and underneath the arch. This trench was dug down to about 1m. The right hand side wall was then exposed. The walls were built from semi-dressed stone and "dry-packed" i.e. no plaster filled the gaps between layers. The left hand wall is wider than the right hand wall. The wall joining these two is as substantial as the left hand wall.

Half of the modern front walling, closing the "oven" was removed, to be able to inspect the interior. It was found that the superstructure, the arch and the chimney were built from modern bricks and plastered with modern cement. The back of the "oven" is open. The front wall of the "oven" is built of semi-dressed stone, in the same manner as the side walls. This original wall protrudes about 0,4 m above the present day pavement level. In front of this wall, about 0,2m towards the pavement a one-course modern brick wall had been erected. Its top is situated about 0,5 m. below present street level. The only artefact found at the site, a ca 80mm long square copper nail with square head, was found in front of this brick wall.

DISCUSSION:

From the archaeological evidence it can be stated with some degree of confidence that the remains of the walls unearthed beneath the "oven" are not those of a hot-shot-cannon-ball oven. The building materials used and the size and position of the walls point more to the remains of a barn, stable, magazine (?) or even a dwelling.

The right hand wall is more narrow than the left hand wall. It might have been an inner wall, dividing two rooms. The modern (ca end of the 19th century) one-course brick wall cannot be explained at the moment. Further archaeological investigation would have to be conducted. Due to restriction in time we were also unable to excavate down to the foundations of the walls, which would have been desirable.

There was no trace of a platform, which would have been necessary for an oven.

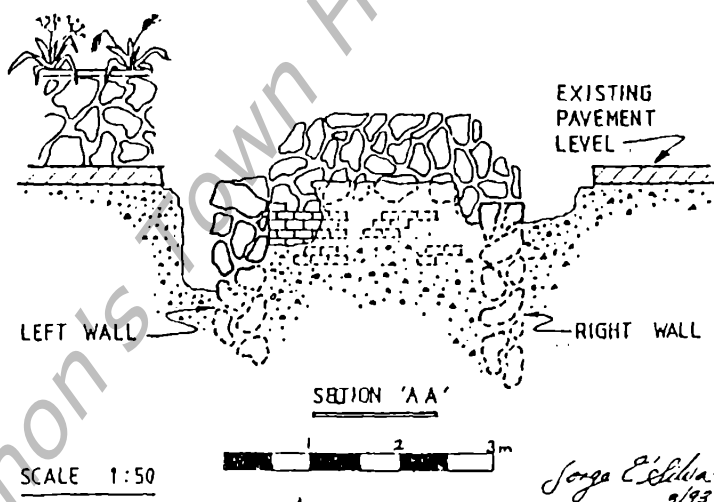
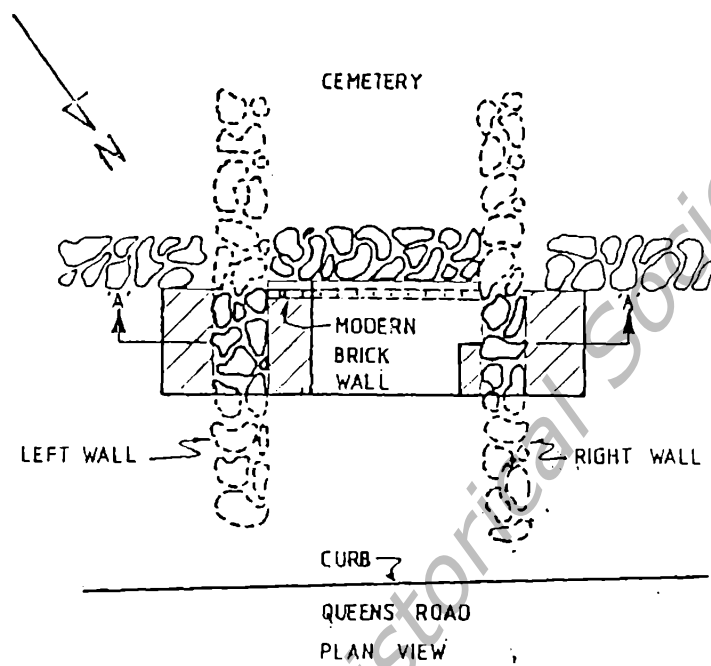


Fig. 3 Plan of the excavated features, 1993.

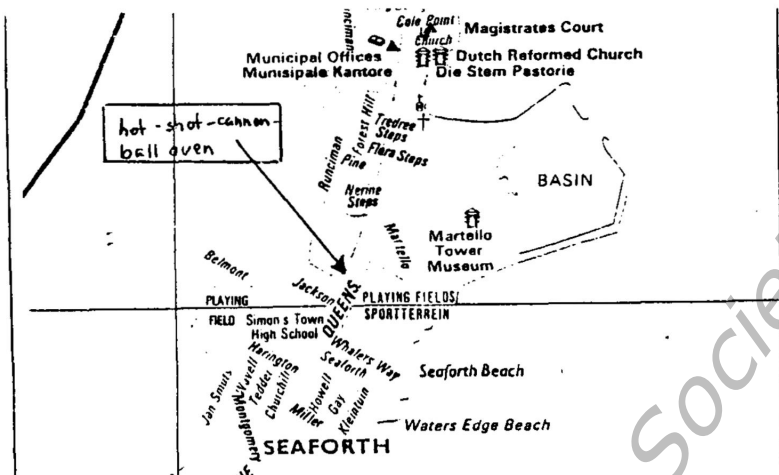


Fig. 2. Plan of Simon's Town, 1990.

RECOMMENDATION:

With the partial exposure of the foundations, on which the superstructure of the so-called "hot-shot-furnace" was reconstructed it could be shown that there was never such an oven at this particular place. The hot-shot-cannon-ball ovens were usually built near or just outside the batteries, about 10m away from the guns. The remains of such an oven might be in the built-up area around the Martello Tower, but not as far away as Queen's Road. From an archaeological/historical point of view the oven's superstructure can be dismantled. It is of no value to the historian. Unfortunately Simon's Town has lost one of its myths, but new and interesting questions have arisen.

The remains of the walls below ground are of great historical interest. They seem to date from the late 18th century, probably from the Dutch period. Further archival and archaeological work needs to be done to solve the question what this building was, who built and lived in it. The selection of the cemetery site puts 1813 as the latest time for the occupation of the building. To preserve the remains for the present and until such time as further work can be done at the site it is only necessary to seal the area with tar. We would be interested to conduct a further investigation, should the Simon's Town Council and Museum want to do so.

ACKNOWLEDGEMENTS:

Many thanks go to my assistants Hennie Prince, who did the photography, Jorge E'Silva, who drew the site plan and Ethel Seidel; the Municipality of Simon's Town for allowing us to embark on this excavation and the Simon's Town Museum and Historical Society to support our work.

REFERENCES:

1. Brock, B.B. and Brock B.G. (Eds) Historical Simon's Town.
2. Plaque on the cemetery gates in Runciman Drive, Simon's Town
3. Brock, B.B. *ibid*
4. Nel H.F. (1972) Die Britse verowering van die Kaap in 1795. Archives Year Book for S.A. History, vol2, 1972, p.182-183.

5. Cape Archives, VC.75, Lt. P.W. Marnitz "Narrative of the surrender of the Cape of Good Hope to the English" 1796.
6. Seeman, U.A. Hot-shot-cannon-ball ovens at the Cape. In press.
7. Ewart J (1970), James Ewart's Journal, covering his stay at the Cape of Good Hope (1811-1814), Cape Town, C. Struik. A hot-shot-cannon-ball oven is depicted in a drawing of the interior of Fort Knokke.

oooooooo000oooooooo

FLAG OFFICERS OF THE CAPE

V. WHITE

PART IX Rear Admiral J. Percy 1841-1844
 Rear Admiral J.R. Dacres 1844-1845

THE HON. JOSCELINE PERCY, 4th son of Algenon the 1st Earl of Beverley and Isabella, the second daughter of Peter Burrell Esq. of Bechenden in Kent, joined the Royal Navy in February 1797 at the age of thirteen. Those were stirring times for a Naval Cadet and in that month a British fleet of 15 ships of the line off Cape St Vincent, under the command of Admiral Sir John Jervis, defeated a Spanish fleet of 27 ships of the line commanded by Admiral Don Jose de Cordova. Little did Percy realise on joining the Navy that 6 years later in 1803 he would be appointed a Midshipman in HMS VICTORY, the flagship of Vice Admiral Sir Horatio Nelson who twice achieved fame for acting without orders. Firstly as a Commodore at the Battle of Cape St Vincent, secondly at the Battle of Copenhagen. Meanwhile Josceline Percy was promoted to acting Lieutenant in HMS MEDUSA and confirmed in that rank in December 1804, when he was appointed to HMS DIADEM (64 guns) the flagship of Commodore Sir Home Riggs Popham.

Readers will recall that Sir Home Riggs Popham RN with the rank of Commodore and flying his broad pendant in HMS DIADEM (Captain M. Downman RN) was dispatched from England in 1805 with a military force under Maj.Gen. Sir David Baird to recapture the Cape. From HMS DIADEM Lieutenant Percy was sent to Simon's Bay to take possession of a Dutch 68 the BATO but found her a total wreck, whereupon he rejoined his ship. In January 1806 the month in which his former Admiral Lord Nelson was buried in St Pauls Cathedral, Lieutenant Percy was promoted to Commander and in December of that year he received further promotion to Post Rank. From 1806-1841 Captain Percy held various appointments being awarded the C.B. in September 1831. His promotion to Flag Rank came in November 1841 when he was appointed C-in-C of the Cape of Good Hope where he flew his flag in HMS WINCHESTER (Captain C. Eden RN).

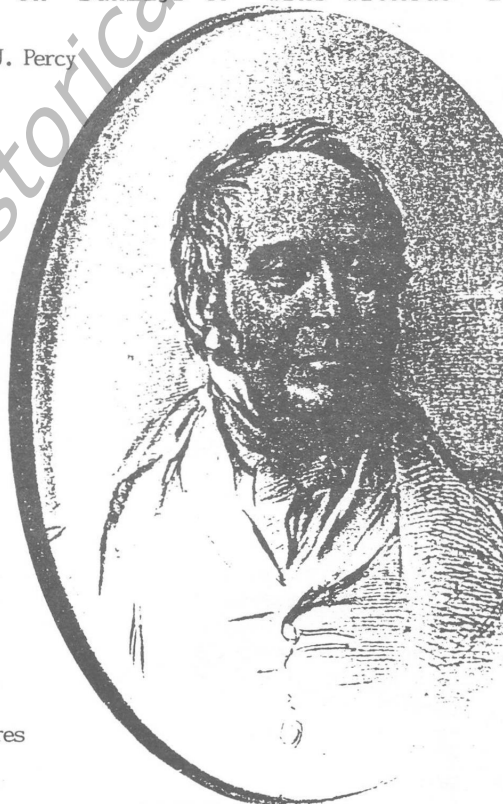
In December 1820 Josceline Percy married the 3rd daughter of Morton Wallhouse of Staffordshire, Sophia Elizabeth, who bore

him a son and 3 daughters. Sadly their only son died in Simon's Town in June 1845 at the age of 20. His grave OBG 73 is in the Old Burying Ground at Seaforth. The same year in which the Percys married two farm labourers Henry and Simon Peck from Salisbury in England arrived at the Cape where they built an Inn on the road between Cape Town and Simon's Town. The Inn, a single storey thatched building which came to be known as Farmer Peck's was for some 30 years on the site where the Grand Hotel (now Cinnabar building) stood in Muizenberg. The Inn sign, a crude painting of a shepherd, a few buildings and the spire of what was believed to be Salisbury Cathedral was said to have been painted in 1828 by an officer from HMS TWEED, at the request of the commanding officer Lord John Churchill, whilst the vessel was based on Simon's Town. Sophia Louisa Percy, a daughter of Rear-Admiral Josceline Percy, later Mrs. Bagot, wrote in her memoirs "Links with the Past" of the excellent breakfasts at Farmer Peck's taken when riding from Cape Town and referred affectionately to Henry Peck as an old rogue whom she believed had been a famous smuggler in his time. In truth the Peck brothers had on several occasions been fined in the Simon's Town court for selling liquor on Sundays or wine without a liquor licence.

Left: The Hon. J. Percy



Right:
J.R. Dacres



During Rear-Admiral Percy's appointment as C-in-C he temporarily brought to an end the argument as to where a lighthouse should be placed in the approaches to Simon's Bay, at Noah's Ark, Miller's Point or Roman Rock. The latter although always exposed above the sea was a navigational hazard, and indeed it was hit by the French frigate PENELOPE in October 1788. Much

was said but little done to overcome the problem until 1842 when Admiral Percy had a lightship moored a cable's length to the north of Roman Rock. The vessel was bright red, and the ship's revolving light shone from sunset to sunrise, however, the south easterly and strong seas created problems. The light had to be lowered in rough weather, and on occasions the ship broke loose from her moorings. Eventually after many difficulties a light was erected on Roman Rock and by 1861 it was functioning.

Admiral Percy was succeeded as C-in-C Cape in 1844 by **REAR ADMIRAL JAMES RICHARD DACRES**, the son of Vice Admiral James Richard Dacres (1749-1810) a Vice Admiral of the Red. James Dacres came from a naval family, his uncle being Vice Admiral Sir Richard Dacres GCM, and his first cousin Captain S.C. Dacres RN. His mother was Eleanor Blanford Pearce of Cambridge, England.

In 1796 the young James Richard Dacres joined the Royal Navy as a 1st Class Volunteer in his father's ship HMS SCEPTRE, a year before Josceline Percy joined the Royal Navy. The name Gentlemen Volunteers as they were correctly known was changed to "Naval Cadets" in 1843, the name gentlemen having a particular connotation in the Royal Navy. In the times of the Tudor and Stuart Kings and Queens, court favourites, who were eager to earn prize money, were appointed to command the sovereign's ships without having to climb the promotion ladder. It was Samuel Pepys, as Secretary of the Admiralty in the 17th century who discouraged this method of command in the Navy by requiring Gentlemen Captains to remain on board their ships until given official leave of absence, and by also requiring them to forward their ships logs punctually every month to the Navy Office. These restrictions caused court favourites to look for alternative means of acquiring wealth rather than through prize monies and the practise of gaining naval commands through well placed persons gradually ceased.

On 18th June 1812, the United States of America declared war on Great Britain, when Captain Dacres found himself in command of HMS GUERRIERE (48 guns). On 19th August HMS GEURRIERE went into action against U.S.S. CONSTITUTION (Captain Isaac Hull USN) which defeated and destroyed the British frigate, her Commander being shot in the back. Captain Dacres was court marshalled for the loss of the GEURRIERE but acquitted, receiving a gratuity for his wounds. It is said that much of the British shot failed to penetrate the ironsides of the USS CONSTITUTION, which went on to capture the frigate JAVA and two smaller British ships, the CYANE (32 guns) and the LEVANT (20 guns).

Oliver Wendell Holmes in his poem "old ironsides" aroused much public sentiment in preserving the U.S.S. CONSTITUTION, which to this day is still open to visitors in the US Navy Yard in Boston where she was built and launched in 1797. The 5th HMS VICTORY, preserved at Portsmouth, was laid down in Chatham Dockyard in 1759.

The Peace of Ghent on 14th December 1814 concluded the Anglo-American War, and in the following year 1815 the Congress of Vienna closed the era of the Napoleonic Wars. Between 1814

and

1818 Captain Dacres served on the Newfoundland Station and in the Mediterranean. In 1838 he was promoted to Flag Rank and became C-in-C Cape in August 1844 in HMS PRESIDENT (50 guns) his Flag Captain being Captain W.P. Stanley RN. During the period of his command Naval Officers stationed in the Cape wore a red cross on their headdress above the crown, as a mark of respect to the Admiral whose ancestors had taken their name D'Acre in the Holy Land during the Crusades. In 1846 the military post on the Fish River was named Fort Dacres after the Admiral. Adjacent to Fort Dacres was Fort Albert on Waterloo Bay, the latter being named not after the famous Battle of Waterloo but after the schooner of that name which brought the first cargo to the bay in July 1846.

In April 1810 Captain Dacres as he then was married Arabella Boyd the sister of Sir Adolphus Dalrymple Bart and the sister-in-law of Vice Admiral Sir John Chambers White KCB. She died in 1828 leaving her husband, a son Commander J.R. Dacres RN who was Captain of HMS NIMROD in Simon's Town in 1846-47, and two daughters.

Sadly Commander Dacres referred to above died of fever whilst NIMROD was at Quelimane on the Mozambique coast. This was on 14th February 1848 by which time he had been promoted to Captain. There is a memorial plaque in St Francis Church, Simon's Town.

oooooooo000oooooooo

HMS TEVIOT - THE HAPPY BUT RATHER ILL-FATED CRUISE

MARTIN WRIGHT

HMS TEVIOT (Lt.Cdr. A.S. 'Tubby' Bowyer) was a "River" class frigate, recommissioned and manned with a mainly South African crew at Cape Town on 10 June 1945. According to Janes Fighting Ships of that time, she carried a crew of between 120 and 140, had a displacement of 1445 tons and a length of 306 feet.

Sometime in April or May 1945 I had found myself in a fairly long queue at HMSAS BONAVENTURE 1, better known as "Bon One", a scaley transit depot at the Cape Town docks. I had just finished a gunnery course and had answered a call on the tannoy for volunteers to complete a Royal Naval draft. I just made it as number 18 in a total requirement for that number.

K222 looked big and impressive when we joined the rest of the South Africans already on board. The mess-decks were spacious and relatively comfortable, especially when compared with the little converted whalers and trawlers we were used to. As I remember it, many of the whalers and trawlers were being returned to their respective owners and that is why the SANF

were able to make the personnel available to man the RN frigate. Later in August 1945 HMS SWALE, a sister ship, was similarly recommissioned. In both cases some specialised RN personnel, such a senior radar and asdic operators etc. were retained.

Refitting included the fitting of two 40 mm Bofors cannons on the bridge sponsons and I eventually ended up as layer on the starboard gun. After carrying out short commissioning trials TEVIOT left to join the British East Indies fleet, based at Colombo in Ceylon (now Sri Lanka).

The start of the voyage was very rough. Somewhere between Durban and Diego Suarez in Madagascar, the ship endured a bad storm and many on board became violently ill. The passageways and gangways were very slippery. They were slippery again some time later in the Indian ocean when the refrigerator electrics packed-up and we had the unpleasant duty of ditching half-rotten carcasses of beef and lamb. Back to salt pork from the barrels! The ship crossed the line on 1 July 1945 on Longitude 74 E, arriving in Colombo a short while after that.

Working-up trials with the BEI fleet followed; as I remember, the crew received generous shore leave and lots of work. The ship was also repainted to Pacific ocean camouflage colours, TEVIOT worked-up well but shook-down even faster.

We then proceeded to patrol duties on the ten-degree channel in the Andaman Sea. The lower-deck story was that we were to act as a "beacon ship" for the impending air assault on Singapore, a likely buzz because the easterly end of the patrol was not too far from Penang. In any event, the assault on Singapore was not necessary because the Japanese surrendered on 2nd September, 1945.

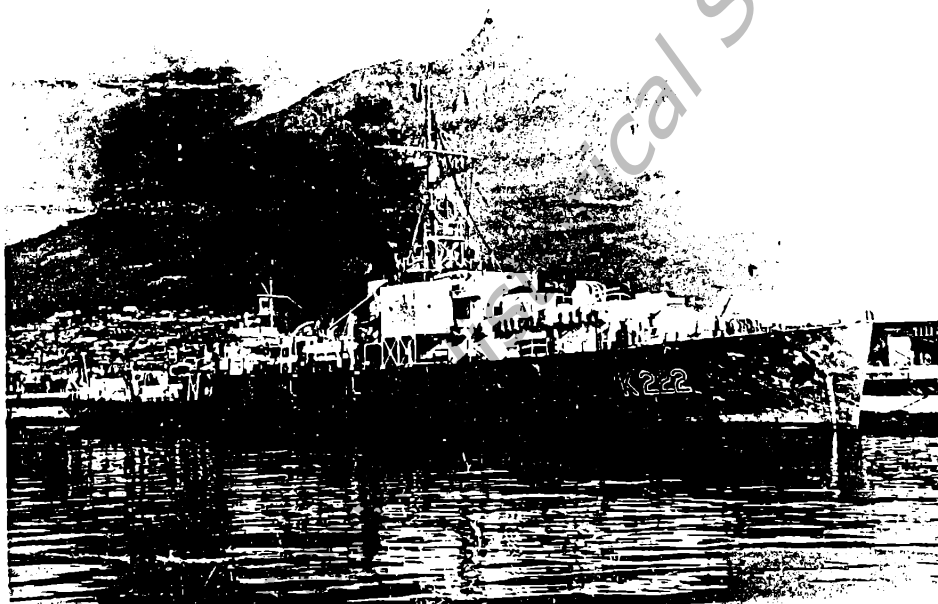
The period in the ten-degree channel was a happy one. There was no shortage of reasonable graze, we operated on the RN "peggy" system in the messes and the ratings in Mess 11 showed great ingenuity when preparing meals. Menus ranged from vetkoekies, irish stew, sardines on toast and lots and lots of eggs, onions and potatoes with meat thrown in. Cockroaches too!

After the surrender, we were ordered to Rangoon, I suppose to reprovision. Again the mess-decks had a story: we were then going to sail to Surabaya to help the Dutch who had a problem in the Dutch East Indies/Indonesia with insurrections from the local population.

If true, that became a pipe dream. On the way up the Irrawaddy river, on the way to our anchorage at Rangoon, we struck the submerged wreck of a Japanese gunboat and all hell broke loose. We were at harbour stations at the time and I remember one seaman running for the stern of the ship, ready to dive off. He was wearing only black naval leather boots, without laces, and blue shorts. Oh yes, and a sailors cap (Entering harbour!). He was restrained, but I must admit that the collision with the wreck produced a frightening crash.

My memory reminds me that the stem underwater was badly bent and

that there was a hole 12 ft x 2 ft ripped lower down the bottom of the ship. In any case watertight doors were closed by quick-thinking members of the crew, and panic station were subdued. Wardrom booze was rescued by a human chain and more than a few bottles of gin ended up in unknown crevices, to be rescued by the crew at later dates. Signals were sent to shore and eventually barges towing teak beams about 6" square, arrived on the scene. These were manhandled below deck to reinforce the now false bottom of the for'ard part of the ship. Various crew members dived into the filthy Irrawaddy to help manhandle the beams aboard. "Saving reservoirs" were built around the affected watertight doors in the danger flats and watches were set to bail and squeegee the water seeping through. All in the ship worked together.



HMS TEVIOT DUNCAN DOCK, CAPE TOWN, MARCH 1945

The cause of the accident was never really known to the lower deck. Some said that the wreck was visible at low water and we had sailed up in a high tide. Others said that the visible buoy was a wreck buoy and that we had passed it on the wrong side. Others had more weird explanations. I must say that I recollect that the round buoy was painted a dirty green with the letters "---CK" in white paint visible. Whatever the cause, the CO was required to attend a Court of Enquiry and the side watch worked overtime piping the CO off- and on-board. I was the CO's skimmer driver and so had quite a few extra trips ashore. The mess-decks eventually heard that the skipper had been exonerated of all blame.

After that, jury-rigged covers were organised around the damaged

for'ard sections and having enjoyed a fair amount of liberty in Rangoon we set sail for Trincomalee in Ceylon. This must have been in October, because I remember that I celebrated my 18th birthday in Rangoon on 30th September 1945. On the way down from the "pool" in the Irrawaddy, the top of the ship's masts broke the HT wires spanning the river. Because of the high tide they said.

The voyage to Trincomalee was uneventful although I think that all on board were a bit scared of possible bad weather. I think that we were told that all weather forecasts were favourable before we left. The leaks had to be manned and bailed out at all times. We booked into the floating drydock at Trincomalee on arrival. The dockyard repaired the damage and all hands chipped rust, painted ship, kept watches, swam, went to rest camps and caught the liberty boats as often as permitted.

HMS TEVIOT arrived back in Durban on 21st December 1945, the crew divided into two sections for leave purposes, the ship paid-off and the frigate was handed back to the Royal Navy.

oooooooo000oooooooo

TINDALS, SEEDIES AND KROOMEN

ARTHUR DAVEY

On 28 April 1905 Mackeodi (or possibly Mackoordie), Head Tindal on the flagship HMS CRESCENT, died in the Naval Hospital at Simon's Town at the age of 40. He is commemorated in the Roll of Honour of the Garden of Remembrance, Seaforth, together with 10 other crew members who died between 1904 and 1906 during the commission at the Cape of this cruiser. His rank has an unfamiliar ring, so an explanation may be helpful.

When the Royal Navy's commitment to the suppression of the seaborne slave trade moved away from West African to East African waters in the 1860s, the Admiralty extended the employment of Kroomen on naval vessels to ships taking part in anti-slavery patrols on the East Coast. There was no doubt about it - these black sailors, recruited in Sierra Leone, gave sterling service. However, when their contracts expired, usually after two years, there were logistical difficulties in arranging their repatriation to the other side of the continent. In its wisdom, and to the regret of many commanding officers, the Admiralty decreed in 1870 that Kroomen should no longer be employed on the east coast. Their replacements were to be Seedies, that is East African Muslims of the coasts between Mombasa and Aden. Zanzibar was the place of their engagement and discharge.

In 1903 the naval establishment at Simon's Bay provided for 78 Kroomen, a figure that was reduced to 37 by 1908. It had become difficult to recruit Kroomen. There were various reasons for

this, such as rates of pay that had become less attractive, their preference for employment in the equatorial region and instability in the Kru homeland which fell within the ramshackle state of Liberia. In 1903 the Vice-Admiral at Simon's Town proposed that no more Kroomen be recruited and that Seedies be brought in to the Cape station in their place. Station Orders were revised so that ranks of Kroomen and Seedies became practically interchangeable.

The ranks of the East African men were Tindal (or Head of Seedies), 2nd Tindal and Seedie, the equivalents of Head Krooman, 2nd Head Krooman and Krooman. As Head Tindal on a cruiser, Macksodi would have had the status of a 1st Class Petty Officer (Queen's Regulations and Admiralty Instructions...1893, p.897). On the evidence of the only casualty in this class at the Cape to have been located in Admiralty records, that of Macksodi himself, it can be deduced that few East Africans were actually employed in our waters after 1903. Kroomen continued to hold a special place and indeed when the CRESCENT steamed to the Cape in 1904 to take up flagship duty she put in at Freetown and took twelve Kroomen on board. There was a similar shipment of a further 12 in SIRIUS in 1906 - for transhipment to PELORUS, which was bound for Simon's Town.

In 1935 about a century after their first arrival here, there were still serving Kroomen at Simon's Town, but by then there were new categories at the Dockyard under the label "South African (Bantu) Natives", namely Head Induna, Induna, Second Induna and Bantu, corresponding to the grades of Chief Petty Officer, Petty Officer, Able Seaman and Ordinary Seaman.

References:

R. Howell, The Royal Navy & the Slave Trade, London 1987
M.E. Donoghue, The Log of HMS CRESCENT, London 1907
E.E. Higham, Across a Continent in a Man-of-War. Being the Log of the Commission of HMS PELORUS 1906-1909, London 1909
Station Orders, Cape of Good Hope, Cape Town 1903 and 1908
Africa Station Order Book, Vice-Admiral F.L. Tottenham, Simon's Town 1935.

oooooooo000oooooooo

CAPE COLONIAL VOLUNTEER CORPS

THE SIMON'S TOWN ARTILLERY (1857-1861)
THE SIMON'S TOWN RANGERS (1862-1866)
WYNBERG 6 SIMON'S TOWN CAVALRY (1857-1861)

Most towns in the Cape had a volunteer corps between 1856 and 1866. There were also groups like the Scotch Volunteer Rifle Corps (1859-1866).

SIMON'S TOWN ARTILLERY (1857-1861)

This was raised probably in July 1857, resulting from a meeting held on 6 July (Cape Argus 8/8/1857) to form a Corps to act with the Wynberg and Simon's Town Cavalry. The exact date of raising has not been established, but the Corps appears in the

Governor's List (Cape Argus 23/9/1857) as 19 strong on 9 September and with Lt H.M. Anderson as Commanding Officer and Fleetwood Churchill as Surgeon. Departure of the regulars to India in August caused great activity at gun drill (Cape Monitor 15/8/1857). One officer and 10 men attended a Review at Stellenbosch on 7 October (Cape Monitor 10/10/1857) and the previous month they attended a field day with the Wynberg Cavalry and the Cape Royal Rifles (Cape Argus 15/9/1857). By December they had a uniform (Cape Argus 30/12/1857).

They attended a Review at Claremont on 30 March 1859 (Cape Monitor) and the funeral of Lt D. Reid of the Bengal Engineers in June (Cape Argus). On 31 December 1859 the Corps was 20 strong under Lt G.R. Budge (Blue Book). On 30 March 1860 they were at a review (Cape Argus). On 24 July they fired a salute for the visit of Prince Alfred to Simon's Town (Cape Argus) and in September they fired a Royal salute in the absence of the Regulars (Cape Argus). They were disbanded in 1861.

SIMON'S TOWN RANGERS (1862-1866):

A move to form the Corps was made in January 1862 (Cape Monitor) and in February it was reported as strong, having taken in the members of the disbanded Artillery and the Wynberg and Simon's Town Cavalry (Cape Monitor). Government approval was forthcoming and officers appointed were: Capt. G.W. Browning; 1st Lt P.D. Martin and 2nd Lt E. L'E. Disney (Cape Monitor). Tenders were called for for the uniform. Long Enfield Rifles were ordered (Cape Argus 3/2/1862).

Services of the Corps were accepted on 3 February 1862 and the uniform was approved as a dark grey tunic with waist belt; peg-top trousers with leggings; Garibaldi felt hat with feather, and the usual cap and ammunition pouches (Cape Argus).

The Corps attended a Review at Stellenbosch on 8 October under Disney. Disney was promoted to Lt vice Martin and R.E. Aston M.D. as 2nd Lt. vice Disney on 18 November 1862. Captain Browning, Lts. Disney and R.E. Aston (or Orton) with Surgeon Churchill and 50 other ranks were its strength on 31 December 1862 according to the Blue Book. They paraded in May 1863 for the Prince of Wales's marriage celebrations (Cape Argus) and attended a review at Stellenbosch on 7 October 1864. It received a fair report in that year from the Imperial inspecting officer. At the end of 1865 its strength was 39 and the acting officer commanding was Lt. J.B. Morris. It was disbanded in 1866.

WYNBERG & SIMON'S TOWN CAVALRY (1857-1861):

Members were enrolled on 30 June 1857; regulations approved 14 July 1857; strength on 9 September 1857 was 30. The officers were Capt. Rudolph Cloete; Lt Alex van Breda; Lt Patrick Dugald Martin; Adj. Daniel Cloete; Quarter Master Johan George Rathfelder (Cape Argus 23/9/1857).

The first muster took place on 15 July 1857 at Rathfelder's Inn (later the Eaton Convalescent Home at Diep River/Plumstead) where the Corps was drilled on foot by Adjutant Rennie of the Cape Royal Rifles. The next parade was a mounted parade. At the 2nd parade at Rathfelder's on 21 July, 15 men appeared in

uniform; black jacket braided on the chest, twist shoulder-knots, half red collar, red cuffs; Oxford mixture pantaloons with red stripe down the sides; belt and black cap embroidered with the letters W.S.R.C.C. In the case of the officers, the stripes on the pantaloons and the shoulder-knots were of gold lace. The uniforms were made by Wilson of Short-market Street, Cape Town (Cape Monitor). On 14 August 1857, 16 of the Corps, dressed in green (1) joined the Cape Royal Rifles at a Review on the Grand Parade. The low numbers were due to incomplete supply of uniforms. Three officers and 22 men attended a Review at Stellenbosch on 7 October 1857 and in December some attended a concert at Simon's Town dressed in their uniforms.

In February 1858 the Corps was called out to assist in the search for Kaffir prisoners who had escaped from Amsterdam battery (near the present entrance to the old docks in Cape Town). They travelled via Constantia Nek, Hout Bay and Camps Bay on 5 February and then to Cape Town. On 30 March they attended a Review at Cape Town and the funeral of Lt. D. Reid of the Bengal Engineers at Simon's Town. In September it was announced that the Corps would be remodelled as mounted rifles and there would be a fresh election of officers (Cape Argus 20/9/1859). The Corps attended a Review on 7 October 1859 and on 24 July 1860, the Corps paraded at Simon's Town for Prince Alfred and acted as his escort on the following day. However by 9/9/1860 the Cape Argus reported the Corps as being very weak and inactive. They attended a Shoot on 23 November 1860 and in that December their strength stood at 24 with the same officers still as in 1857. They appear to have been disbanded in 1861.

- (1) The Cape Monitor reported that they wore green uniforms but a source states that the difference between rifle-green and black is very slight.

N.B. A very full description of Cape Colonial Volunteer Corps appeared in the Military History Journal Vol.2 No.4, of December 1972 and Vol.2, No. 5 of June 1973, should any member be interested in fuller details.

We are grateful to Cdr. W.M. Bisset of the South African Naval Museum for drawing our attention to the above articles.

oooooooo000oooooooo

From: Grow Lovely, Growing Old by Lawrence Green (p.217)

" A queer spectacle in Simon's Bay in 1800 was the hulk which had been HMS HOPE. She was in such unseaworthy condition that she was sold to a speculator. This enterprising man brought her close to the beach, provided a bridge and let the officers' quarters as dwellings and the rest of the ship as store-rooms"