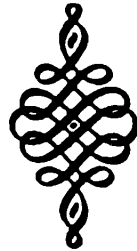


SIMON'S TOWN HISTORICAL SOCIETY

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The Society deeply mourns the passing of
GORDON JAMES WILSON J.P. Vice-President of the
Society and a past Chairman both of the Society
and the Museum. A full obituary will appear in
the July 1994 edition of the Bulletin.

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NATIONAL SEA RESCUE INSTITUTE (NSRI):
STATION 10 SIMON'S TOWN 1970-1992

Beryl Roberts

HISTORY:

The name of Miss Pattie Price (in her lifetime a keen member of the Simon's Town Historical Society) will always be associated with the NSRI base in Simon's Town, not only because she lived here for many years before she died in 1980, but because she was in effect the co-founder of the South African National Sea Rescue Institute.

In 1966 she wrote a strongly worded letter to the Cape Argus, following a fishing boat disaster off Still Bay which cost the lives of 17 men. In it she deplored the fact that South Africa, 20 years after the war, still had not established a civilian and volunteer lifeboat service run on the lines of the British National Lifeboat Institution. That she should feel very strongly on this issue was only to be expected, because she herself owed her own life to a British lifeboat, which in 1942 took her off a torpedoed ship in the English Channel. Subsequently she also became the organizing secretary of a Southern African fund which raised the money to replace three lifeboats lost in the evacuation of British forces from Dunkirk. Two of these boats were still in service off the British coast at the time of her death.

Her letter was drawn to the attention of the National Congress of Master Mariners by a former Table Bay Port Captain, John Payn, and a year later (May 29th 1967) saw the foundation of the National Sea Rescue Institute, a voluntary organisation whose primary aims are the saving of lives at sea and the promotion of all aspects of safety at sea and on inland waters. In 1974 the then State President, Mr. Jim Fouché, presented certificates to Miss Price and Captain Payn conferring life membership of the NSRI in recognition of their efforts to get the institute established.

The first base was established in 1967 at Three Anchor Bay (Cape Town) using a small inflatable rescue boat donated by the Society of Master Mariners - now there are 20 rescue stations around our coasts under the command of the Port Captain in each area. He co-ordinates the whole rescue, calling in additional aid from the Navy and the SAAF if necessary (See appendix for further detail on call-out procedures). There are also 3 bases on inland waters.

STATION 10 - SIMON'S TOWN BASE

In 1969 a steering committee was formed under the chairmanship of Commodore Dryden-Dymond SAN (Retd) to co-ordinate the establishment of a base at Simon's Town. This began operating in 1969 but was officially commissioned on Saturday 14 February 1970 with Commander Alan Boyle of the South African Navy as the first Station Commander. The rescue craft was a wooden 6-metre Ace craft which was sponsored by False Bay Round Table and appropriately named GUINIVERE when she was launched by Mrs. H.H.

Biermann in what seems to have been a splendid ceremony, complete with the South African navy band in attendance. It is worth noting at this point that the South African Navy and its dockyard have always provided the majority of the crews who have manned this station, while local businesses (Central Supply Store is a case in point) have also lent their support since inception.

Commander Alan Boyle had a great deal of experience in operating rescue craft, having been a member of the SAAF Air Sea Rescue Service which operated round our coast during the 2nd World War.

After the cessation of hostilities, he transferred to the South African Navy and so his considerable knowledge of rescue work was available to the NSRI when it became the main sea-rescue organization, even though he felt that the boats then available to the NSRI crews were not really big enough or powerful enough to carry out the difficult rescue work they were often called upon to do.

It was during his period as Commander that the Operational Programme for Simon's Town Base was formulated with its strict rules for operational procedures which ensured that any call-out is run on strictly professional lines, under the over-all command of the Port Captain of Cape Town whose jurisdiction extends from south of Saldanha Bay to Cape Agulhas. The Duty Roster for 1969 - 1970 lists the following names.

	"A" Crew	"B" Crew
Controller	J. Lilley	L. J. Parsons
Coxswain	D. Slabbert	R. Docherty
Crew	R. Horwill	D. Curtis
	H. van Wyk	D. Linklater
	L. Prinsloo	M. Lyness
	R. Herring	B. Stuurman
	E. Fry	H. Bollinger
	"C" Crew	"D" Crew
Controller	H. Newton	Lt. Cdr. N. Pretorious
Coxswain	Lt. Cdr. A. Rudman	A. Walter
Crew	Cdr. W. Joubert	M. Boyle
	P. Crathorne	J. Zonjee
	P. Tops	H. Griffiths
	C. Newton	L. Lilley

The first small boat-house, situated behind the Soldiers' and Sailors' Rest Room, was made available by the Simon's Town Municipality, whilst the boat itself was launched from the town slipway. Any rescue operation was co-ordinated by the Station's base controller who used a communication network belonging to the S.A. Marlin and Tuna Club on Jubilee Square.

GUINIVERE was in commission for four years and right from the start her crews were kept busy. Altogether she carried out 80 operations in the course of which she and her crew saved 10 lives, assisted 20 person to safety and recovered 12 boats.

A typical operation at this time was described by Commander

Boyle. Two men were reported missing by their wives when they failed to return at nightfall from a fishing expedition in a ski-boat launched from Buffels Bay (in False Bay). Station 10 was alerted and GUINIVERE was sent out. The Port Captain who co-ordinated the search, also called out the rescue boat from Bakoven (Station 2) near Cape Town. At daylight several tunny boats from Gordon's Bay (in False Bay) and Hout Bay (on the Atlantic coast) joined in the search and a Dakota aircraft was also asked to patrol the mouth of False Bay.

Continuing the search, another night came and went before the boat was spotted by the aircraft drifting off Cape Hangklip. GUINIVERE was refuelled and with the help of the Gordon's Bay boat (Station 9) the very tired, wet and cold fishermen were rescued.

1972

In 1972 Commander Boyle after receiving a Certificate for Meritorious Service stood down. His place as Station Commander was taken by Dennis Linklater and among his team was "Chops" Craig, now the longest serving member of Station 10. Other crew members at this time were Vic Jacka, Stuart Boyd, A. McGrath, N.A. Watt-Hayes, C. Visser, M. Henning and A. Fernandez, all experienced seamen who could act as Coxswain as the need arose. In addition the names of C. Hutchinson, G. Jarpen, F. Kotze, R. Hobden, J. Bruten, R. Roscoe, A. van Zyl, M. Linklater, F. Snyman, C. Sharpe, P. Armstrong, C. Stevens, T. Coone, A. Smit, H.G. du Plessis, A. Lawler, J. Esterhuizen, G. Arpin and M. Russel appear regularly in the station's incident reports during the 70s. It is worth noting at this period that an enormous amount of time was spent on training exercises, so that all the crew became very experienced and disciplined in their approach to rescue work. The fruit of such training is well illustrated in the following comment made by the Station Commander after one 17-hour mission:

"This crew have shown true spirit and determination. All they have had time for between calls was a shower and a quick bite. They had nothing further to eat until evening when sandwiches with the compliments of the Camel Rock Restaurant were given to them at Hout Bay. Despite the 17 hours at sea, they were still in high spirits."

This indeed was a very busy time for Station 10 and the logs of the period show that the new Station Commander and his stalwart crews were constantly called out on rescue missions. These varied from assisting fishing trawlers and ski-boats, rescuing fishermen who had been swept off rocks, helping swimmers in difficulty and regularly coming to the aid of yachts and dinghies unable to get back on moorings by themselves. Once Hobie Cats and Windsurfers became popular, the calls for help from this class of boat began to dominate the log of summer Seasons' call-outs.

However in 1973 GUINIVERE undertook what was to be her last big rescue mission, in the course of which she broke her back. It was a non-stop two day combined operation with the S.A. NAVY

the Royal Navy and the SAAF, all searching for 2 Buccaneer aircraft which had disappeared off the Cape while taking part in combined exercises with the Royal Navy and warships from the S.A. Navy. Conditions were bad and because of the small draught of GUINIVERE she was asked to search for debris in the breaker line near Danger Point (near Cape Agulhas). After two days of this everyone could see that she had suffered irreparable damage and she had to be "retired".

For a short while Station 10 had the use of Station 3's SNOOPY, but she was not strong enough for the work normally carried out from Station 10 and before long Distillers Corporation came to the rescue.

1974

The boat which Distillers sponsored was a new 6 metre "Robcraft" which was cherished by all the crews who sailed on her. "Chops" Craig speaks for them all when he says: "She was simply a wonderful boat".

SEVEN SEAS was officially commissioned and launched on 4 August 1974 by Mrs. Marais, the wife of the Public Relations Officer of Distillers Corporation, in the presence of numerous VIP's including John Wiley, then M.P. for Simon's Town, Chief of the S.A. Navy Vice-Admiral "Flam" Johnson and the Chairman of the NSRI Mr. Pat O'Sullivan. The ceremony was followed by a demonstration exercise and reception. SEVEN SEAS was in service for 8 years and during that time she undertook 450 operations, saved 36 lives, assisted 269 craft and went to the assistance of 544 people. It was at this time that "Chops" Craig became Senior Controller and Vic Jacka became Deputy Commander. A first for the station was the recruitment of three "Swans" from the S.A. Navy to help with radio procedure.

Shortly after SEVEN SEAS was taken into service, the Chief of the Navy's Commendation was presented to Station 10 in recognition of its outstanding work for the NSRI. Station 10's importance to the community was again recognised when SEVEN SEAS was given the honour of being the first boat down the newly built ski-boat slipway at Miller's Point. Dr Piet Koornhof who had opened the slipway, duly went to sea in SEVEN SEAS for a demonstration cruise.

1976

In the meantime the work of rescue went on. In one of many incidents in 1976 Stuart Boyd recalled the successful rescue by tow of the ski-boat CORAL after she had radioed that her windscreen had been smashed by a huge freak wave. Having given her position as 8 miles off Cape Point, she was eventually found in the early hours of the next morning, after an all-night search, sheltering behind a reef off Cape Hangklip! She was successfully towed back to Simon's Town by a very cold, wet and thoroughly exasperated rescue crew.

From 1976 onwards reports of assistance to Hobie Cats off Fish Hoek beach become almost a permanent feature in Station 10's Log

Books, as this kind of yacht gained increasing popularity as a relatively inexpensive form of sailing. For example on 30 November 1976 Station 10 towed in 8 Hobies and assisted 18 of their sailors!

This particular year ended on a high note when 4 lives were saved in two incidents, each involving a small dinghy being blown out to sea in strong winds.

1977

This year saw Station 10 and its intrepid crews (M.Styles, K.de Bruin, H.Taylor, A.May, R.Hobden, G.Knaggs, R.Walker, P.Brierly and A.Brown are new names in the log book) continue the good work of saving lives by assisting fishing vessels and small craft, as well as coming to the aid of rock fishermen and swimmers in difficulty. Another typical incident occurred in February of that year when the crew members risked their own lives attempting to rescue the occupants of a crayfisherman's boat overturned off Camel Rock, Scarborough (on the Atlantic coast).

Three swimmers were put into the water when the dinghy and a trapped body were sighted two metres below the surface. But their efforts at rescue were thwarted because the body had become entangled in the kelp. The heavy seas in the area of the kelp made it dangerous for RESCUE 10 and her swimmers and the body had to be abandoned for the time being. But the next day Station 10 returned to the scene when the S.A.Police called for their help. With the aid of police divers and four swimmers from Station 10, the partly submerged dinghy was brought to the surface and 3 bodies were recovered and brought ashore.

In between such "call-outs" all the members of the station took an enormous pride in maintaining SEVEN SEAS in tip-top condition, whilst constantly updating their equipment with the help of generous donors and their own fund-raising functions.

1978

In March 1978 they carried out an unusual mission when they joined in a joint operation with an Albatross aircraft of 27 Squadron. This particular exercise in co-operation resulted in the recovery of a small fishing boat with three men aboard who had spent a long night drifting in thick fog off Seal Island in False Bay after both their motors had cut out. This rescue was made more difficult because the men had not told their relatives where they were going fishing and nobody knew where they had left their trailer. It was eventually found at Simon's Town harbour.

Incidents like this highlighted the need for safety measures to be drawn up which would ensure that strict control be exercised by all ski-boat clubs and yacht-clubs over the launching of craft and the safety equipment to be carried, as well as stipulating that skippers would have to prove their competence by means of a test. The NSRI were in the forefront of the national campaign to implement these regulations and, since they

have been in force, the number of rescue missions has declined markedly.

But there will always be small boys who launch dinghies without permission, as happened at Seaforth Beach, Simon's Town, later in the year. The would-be "Round the World" sailors were brought back to safety after being spotted by an alert housewife, being blown out to sea beyond Ark Rock in False Bay.

Apart from operations to rescue craft, including vessels from Kalk Bay fishing fleet, often, it must be noted, because of the fickle weather conditions which prevail in the False Bay area, the crews of Station 10 have, since its inception, been called out on behalf of swimmers. Sometimes such a rescue takes on added dimensions.

1979

In September 1979 Station 10 had the unusual experience of being called upon to rescue the crew of a fellow station after Station 16's boat capsized in the middle of an operation to try to retrieve the body of a woman who had been swept out to sea while swimming off the Strandfontein Beach in False Bay. The crew had hung on to the hull of their overturned boat until SEVEN SEAS arrived. Station 10's swimmers then not only retrieved the body but also rescued the crew of Station 16 before beaching their boat safely.

It was during this month also that the Station received a very welcome donation of R1,000 from their sponsors, Distillers Corporation, towards much needed radio equipment. The NSRI as a voluntary organization depends on donations, legacies and the support of the general public to carry on their vital work. A great help is the fact that the oil companies supply fuel free of charge - in the case of Station 10 it is provided by Caltex.

1979 ended with an all out team effort in aid of the F.V. PRIVATEER of the Kalk Bay fishing fleet which had sprung a leak off Cape Point. SEVEN SEAS found her with 14 men aboard and safely escorted her back to her own harbour.

1980

In May 1980 Station 10 was claiming to be the busiest station of all the NSRI bases, having carried out 40 operations in the short space of 2 months. In total 74 people were assisted, 4 lives were saved and 35 boats towed or helped in some way.

It was also about this time that the need for a new boat-shed became urgent because of the distance from the slipway of the present one and the fact that the shed was really too small for the size of boat. For crews on standby (and new names included in the crew lists were those of A. Penz, K.Dellenbach and J.Buris) there was very little in the way of comfort, although a gift of an automatic vending machine to provide hot drinks, was greatly appreciated. The sponsor on this occasion was Mr. Alan Law, Managing Director of Solarch and Co.

It was during May that the Station was alerted late at night to the plight of a 13,4m. ketch MARICHEL which was in severe difficulties off Cape Point in gale force winds and driving rain, with a swell of between 4 - 5 metres. Despite the pitch darkness SEVEN SEAS and her crew found her and succeeded in taking her in tow and bringing her back to Simon's Town, although SEVEN SEAS was often in danger of broaching. Both the rescue team and the 8 people aboard the yacht were welcomed with hot soup provided by an anxious ground crew. It was a fitting end to yet another successful rescue mission.

1981

January 1981 saw SEVEN SEAS taking part in a co-ordinated rescue with Station 9, both boats being called by the Port Captain to try to effect a rescue of a stricken craft which had lost its rudder in heavy seas just off Betty's Bay near Cape Hangklip. Eventually the boat was taken in tow by the PEARL VAN RIET of Station 8 who headed for the not too distant port of Hermanus. SEVEN SEAS was low on fuel and having been at sea for over 6 hours in very bad conditions, decided in the interests of safety to make for Gordon's Bay on the east side of False Bay to hitch a tow home by road. Shortly afterwards SEVEN SEAS was again out in a North-westerly gale going to the aid of a yacht whose sails had blown out. It took 8 hours to tow it back to base and in that time SEVEN SEAS herself broached twice and almost came to grief.

In May 1981 there was an incident with a difference. This time two crew men from Station 10 took part in a helicopter rescue of a fisherman who had fallen from rocks at Rooikrans (near Cape Point) on to a ledge 15 metres above the beach and was badly hurt. SEVEN SEAS which was at sea on exercises, was soon at the scene and Stuart Boyd, the coxswain, and another crew member swam ashore and climbed up to the casualty to render him first aid. A stretcher was dropped by the Station's support team who had arrived in the Mobile by road, but after the man was safely strapped on, it was considered it would be safer to have the fisherman airlifted to hospital by helicopter.

July 18, 1981 saw the formal opening of the new and long-awaited boat-house of Station 10, which was appropriately named the "Pattie Price Boat-House" in memory of the public-spirited lady who had helped to found the NSRI, who had died the previous year. The ceremony was performed by Mrs. J. Ferris, wife of Commodore J.C. Ferris, then Naval Officer in Command of the Cape. This building is big enough to accommodate two boats and the station's 4-wheel drive vehicle. The cost was kept very low through the generosity of the suppliers of the materials and the fact that most of the finishing work was carried out by the crewmen themselves. An exclusive slipway ensures that delays in launching are now kept to a minimum. It was at this function that Mr. Denis Fletcher, Chairman and Managing Director of Caltex Oil Co., confirmed their commitment to the work of the NSRI by announcing that they had decided to double their annual contribution to the running costs of the Station.

The ceremony concluded with Captain Bluett, Chairman of the

NSRI's Operations Committee presenting 10-year Service Awards to John Craig (Controller); Stuart Boyd (Senior Coxswain); Vic Jacka (Deputy Station Commander) and Dennis Linklater (Station Commander). This was hardly completed before SEVEN SEAS had to be launched to go to the aid of a Hobie Cat in trouble!

The same year saw one of the few occasions when SEVEN SEAS herself had to be rescued. The NSRI station had received a call that a blue-hulled fishing boat had capsized off Sunrise Beach at Muizenberg, but when they reached the spot, they found it was a blue-hulled paddle-ski. As the crew were attempting to fix a tow, SEVEN SEAS was swamped by a huge wave which filled both engines with water. An anchor was put down while the crew attempted to clean and restart the engines. Heavy surf, loss of engine power and a dragging anchor meant that an open boat like SEVEN SEAS faced the real danger of sinking. A navy vessel was sent to their aid and a crewman from Rescue 10 swam out to it with a tow line and the boat was brought safely home.

1982

This was not the best year for Station 10. In January they lost a valued crewman when Petty Officer Robin Bulterman was tragically drowned in the sinking of SAS PRESIDENT KRUGER, and then disaster struck when their incredibly seaworthy and virtually unsinkable SEVEN SEAS was badly holed while attempting to assist a ski-boat off Cape Point. After they had reached it and attached a tow line, a much bigger ski-boat ESPERANZA came to help. In the attempted transfer of the tow, the casualty, which was by now almost completely submerged, hit the NSRI boat and holed her underneath. SEVEN SEAS limped home and despite efforts to repair her, it was decided, after inspection, that it would be safer to retire her.

She was one of the last open rescue craft to patrol the Cape coast and was held in great affection by the crews of Station 10 despite the fact that in gales and winter weather they often froze even in their wet suits. Manning her in such conditions was often hazardous in the extreme, but in her nearly 10 years of service her intrepid crews saved 36 lives, and assisted 580 people in a remarkable tally of 459 operations during which she towed 269 craft to safety.

On 14 August 1982 her replacement, CALTEX STAR was launched by Mrs. D.G. Fletcher, the wife of the Chairman and Managing Director of the Caltex Oil Co. who by now had officially "adopted" Station 10. It is an 8 metre craft powered by two Volvo Penta 145 hp inboard-outboard engines and is capable of a maximum speed of 40 knots in calm water and 2-25 knots under rescue conditions. Her range from 500 litre tanks is 500 nautical miles, making her ideally suited for extended rescue operations. Her flying bridge gives greatly increased visibility while her cabin is invaluable for giving shelter to those rescued. In addition to donating the boat and providing the fuel, Caltex also provided much-needed equipment for the new boat-house. The following year (1983) they also presented Station 10 with a new red 4 x 4 Toyota LDV which has greatly expedited launching and towing operations.

In October 1982 Dennis Linklater received the NSRI's Certificate for Meritorious Service for his development work in regard to the highly successful rescue boat CALTEX STAR. As he held high professional certification in radio electronics, CALTEX STAR boasted the most sophisticated equipment available at the time in this field, including a pair of 29SS Band Radios which were donated by the S.A. Mutual Employers Fund. It was largely due to his initiative and drive that the fine new boathouse was built, complete with air-conditioning donated by the ever generous Caltex organisation.

Meanwhile, the work of saving lives went on. December 1982 saw Station 10 saving yet another swimmer from being drowned when they rescued a young man who had got into difficulties and had been swept out to sea off Kalk Bay Point. There was also an interesting incident when a yacht named PHANTOM radioed that she was not able to recover her anchor following a power failure. Three crewmen from Station 10 were put aboard and six people eventually hauled up the anchor plus an old ship's staircase!

It is perhaps worth mentioning at this point that CALTEX STAR (which is still in service) was now as popular with her crews as SEVEN SEAS. "Handles like a dream and takes all that is thrown at her" was the accolade bestowed by the Station Commander.

1983

In 1983, having been Station Commander for 11 years, Dennis Linklater decided that the time had come for him to retire and to mark the occasion he was given Honorary Life Membership of the Institute as a well merited reward for his 11 years as Commander, during which he developed Station 10 to a high degree of efficiency for which it is so well known. As an ex-Navy man he was a fine seaman and expert small boat handler and he personally participated in many rescue missions. On one occasion he remained at sea for 17 hours in adverse conditions during an operation in which two lives were saved. For this he was awarded the NSRI's highest award for operational duty - "The Distinguished Service Certificate". He was also commended in 1978 in an encyclopaedia of sea rescue, "Life Boats of the World", for his endurance at sea. Sadly, he died in 1984 at the early age of 52, only a year after he retired and his passing was noted in numerous publications, all paying high tribute to a much loved, brave and very resourceful man.

Vic Jacka who is still currently Station Commander, was the man chosen to succeed Dennis Linklater when he retired. He is also an experienced naval man and having been a coxswain as well as Deputy Station Commander, was well qualified to take over the helm.

Among crewmen listed at this time are R.de Beer, A.Brown, J. Burles, B.van der Berg, C. Cook, C.Dees, S.Forbes, B.Fussell, K.Harlock, S.Horsborough, J.Pollock, J.Pretorious, A.Styles and K. Werkman with Coxswains D. Roberts, S.Boyd and V.Jacka now with years of experience behind them. V.Jacka is, of course, also Station Commander while the Controller is given as W.J. Dellenbergh. The Station's Mobile was manned by "Chops"

Craig.

1984

Early in 1984 the arrival of a Waverider semi-rigid inflatable gave the station a much-needed extra facility, especially for fast response for a call-out to give assistance to small craft like Hobie Cats and windsurfers. The generous response of the public to the work of the NSRI is well illustrated in the donations which led to the acquisition of this boat. It was designed, built and donated by Mr. Mel Stephens. The two 30hp engines were donated by Mr. G. Hawkins of Yamaha and the trailer was given by Barry Peterson of Central Garage, Simon's Town. It was launched on 31 March and, later, in response to a donation of R15,000 was named RAYFORD EVANS in memory of the much-loved son of Mrs. I. Evans.

In March of that year an unusual incident occurred at Gordon's Bay when a freak wave swept four people off the harbour wall whilst watching the launch of Station 9's new Waverider. Station 10 had been invited and their crew were fortunately in wet suits and able to effect an immediate rescue. 1984's log frequently reports close co-operation between Stations 8 (Hout Bay), 9 (Gordon's Bay), 10 (Simon's Town) and the Cape Point Lighthouse (Penguin) in effecting search and rescue of vessels missing in the area between Hout Bay and Betty's Bay.

1985

1985 saw Station 10 again doing the honours by giving a reception to thank Caltex for yet another generous donation to the work of the NSRI. The occasion was the presentation of a new red Toyota LDV to the Station Commander W/O Vic Jacka. A number of dignitaries were present including Mr. Dennis Fletcher the M.D. of Caltex, Admiral H.H. Biermann and the Mayor of Simon's Town Mr. H. Dilley. A good way to celebrate the 15th anniversary of the Station.

But celebrations notwithstanding, the work of rescue continues to be of prime importance and perhaps this is a good time to note that nearly all of the crews remember having to leave their Christmas dinners at one time or another in order to go out on yet another rescue operation. Too often during the holiday season these calls turn out to be a false alarm - the result of flares being let off for entertainment.

In July 1985 Station 10 saved 3 men from certain death when they launched a rubber duck in bad conditions at Strandfontein, having been warned not to do so by the Beach Constable. The boat then capsized and the men were rescued by Station 10's swimmers. Despite their ordeal, the men were quite rightly fined by the Beach Constable when they were brought ashore.

During 1985 there were a number of calls for assistance from the ski-boat club at Miller's Point (in False Bay) and the control there thanked the NSRI for their timely assistance on more than one occasion when boats capsized and the fishermen suffered hypothermia. The crew of Station 10 under the guidance of Dr.

van Wyk of the Metro Ambulance Service had all taken the Basic First Aid courses in December 1984 which was then updated to an Advanced First Aid Course, so they were well qualified to render immediate first aid to such casualties.

1986

The 1986 summer season saw the usual crop of Hobie, windsurfer and swimming rescues, as well as calls by various kinds of craft for assistance. There is also the first mention in the log of a rescue carried out by RAYFORD EVANS of a crayfish dinghy off Klein Slangkop Point (on the Atlantic coast) after having been towed to the beach there by the Mobile which had now been fitted with sand tyres.

In March a yacht named GALLANT was in dire trouble 10 kms off Cape Point and was towed in, and in May the crew of CALTEX STAR effected a superb rescue when following compass bearings in nil visibility they found a yacht off Cape Point and guided it back into False Bay. Later in the year acting as a rescue service for an organized swim from Glencairn Beach to Gordon's Bay both CALTEX STAR and RAYFORD EVANS picked up a number of swimmers suffering from cramp, exhaustion and cold. The Station Commander commented that perhaps more control was needed from the organizers to prevent swimmers from attempting such a swim if not fully fit.

The year ended on a high note with the presentation of a much needed spare Volvo engine for CALTEX STAR. It was donated by Mrs. V.N.Strawbridge of the St James Retirement Complex who also gives an annual donation in support of Station 10.

1987

In the summer holiday season of 1987 there were as many as three call-outs in any one day as Hobies, rubber ducks, windsurfers and swimmers on boogie boards all came to grief in one way or another. One small yacht was taken in tow off Glencairn Beach and the occupants proved to have no life jackets, flares or a radio!

A diver called for help because his companion had been missing for two hours. The NSRI found the missing man happily diving round the corner, totally unaware that he had caused a problem. The log book reports succinctly:- "The first diver gave his friend a clout for causing a panic!"

In March 1987 Caltex again showed their support for Station 10 by providing the crews with a television and video machine which can be used for training purposes as well as for week-end recreation, when the crews are on stand-by. Dennis Fletcher the Chairman of Caltex, handed over the gift to Pat O'Sullivan, Chairman of the NSRI, who in turn handed it over to Vic Jacka, Station Commander.

In July of 1987 a big rescue operation was launched following a report to the Port Captain that a yacht named JULUKA had sent out a Mayday call before sinking in False Bay, off Strandfontein.

Both Station 16 and Station 10 responded immediately and searched in thick mist throughout the night together with a police patrol who searched the beach, but by first light nothing had been found. The search was only abandoned at noon when Commander Alan Hollman of the NSRI came to the conclusion that the whole incident was a hoax and issued a strongly worded statement condemning the culprits.

In October CALTEX STAR proved once again Rescue 10's uncanny ability to be in the right place at the right time. A visitor from Station 22, a Dr. Langsberg, was aboard during a training exercise when they were alerted by Station 9 that a young man had been attacked by a shark while spear fishing near Seal Island. They raced to the spot and transferred the doctor to Station 9's boat to attend to the victim who was almost unconscious through loss of blood. The doctor then stayed with the victim until he was safely in the trauma unit of Tygerberg Hospital. This prompt medical attention undoubtedly saved the young man's life.

1988

The 1987/88 summer season produced the usual call-outs from holiday-makers who found themselves in difficulties while sailing Hobies, dinghies, windsurfers and rubber tubes in a far from friendly sea. Early in the year two of the Kalk Bay fishing fleet had to be taken in tow, which was unusual in that the members of this fleet help each other more often than not.

In February Station 10 was called out by the Port Captain to go to the aid of a yacht drifting rudderless off Cape Point. The weather was so bad that when taken in tow, the tow actually broke 4 times before they reached Simon's Town safely. March 12 saw both CALTEX STAR and RAYFORD EVANS monitoring the annual Glencairn Swim and again the log comments: "It is the same story, with far too many inexperienced long distance swimmers needing help".

February also produced one of the biggest co-ordinated search and rescue operations for a while, when the Port Captain enlisted the help of Stations 8, 9 and 10 as well as the SAAF. The emergency was caused by a South-east gale which was causing havoc in a fleet of yachts who were taking part in the Agulhas Diaz Race. a Durban yacht named SEANUTS with a 2-man crew aboard, also reported that she had been knocked down and badly damaged in the same 60 knot gale, giving her position as "somewhere in False Bay!" POLYSIUS one of the racing yachts was found and taken in tow by Rescue 10 off Cape Point where she was drifting dangerously after losing her rudder. She was towed back to Simon's Town. At the same time Station 9 was towing back another of the gale's victims. This was the yacht TANGO whose engines had been flooded by heavy seas.

Meanwhile a sea and air search which began at 9.41 p.m. on Saturday 6 February was finally and reluctantly called off on the morning of 9 February when the tired aircrews reported that they had seen no trace of the blue and white yacht which had reported the knock-down in the huge gale-whipped seas off the

Peninsula. The story has a happy ending however, for 5 days later the disabled yacht was found and the crew rescued by alert sailors on an Argentinian freighter 300 miles south of the last reported position of the yacht, which was "somewhere" in False Bay! On 23 February the crew of Rescue 10 also spent a long and fruitless night searching in thick fog for WINDSONG, a ski-boat which had reported that she was lost in nil visibility off Cape Point. In actual fact when daylight dawned and the fog lifted she was found in False Bay in no danger whatsoever!

In May the NSRI, Court Helicopters and the Navy were all involved after two dramatic crashes in an offshore power-boat event held off Fish Hoek. The leading boat sank leaving its two pilots drifting in the sea for twenty minutes in the company of a shark before they were picked up. The crew of the other catamaran ST ELMOS were thrown into the water when their boat nose-dived and broke in two. They clung to the submerged hull for more than 4 hours drifting in the current to almost as far as Cape Point and were only rescued when their whistles were heard in the darkness by the crew of Rescue 10 who then picked them up and brought them back to base.

Before the end of the year there was another drama when a freak wave south of Cape Point overturned the Kalk Bay fishing vessel NORSE MAID. Nine of the men clung to the upturned hull while two others clung to a plank. They were spotted and rescued by the ski-boat PUFFIN who called the NSRI and Station 10's CALTEX STAR picked up the rest of the crew from the hull.

1989

1989 was the year when Station 10 achieved a notable first in that in addition to continuing their normal work of search and rescue, they found time to establish their fast reaction ambulance, the first station to do so. This facility not only gives improved medical attention to any casualty who needs it after being rescued at sea, but also provides a very valuable service to the local community by being available to the public for emergency medical assistance of all kinds. The service was initially manned by 6 crewmen who, encouraged by Dr. A. MacMahon (Director Emergency Medical Services of Metro) took and passed the Basic Ambulanceman's Course. These were Vic Jacka, D. Roberts, E. Selk, K. Lourens, C. Craig and V. Jones.

The Station's Mobile which is sponsored by Caltex, was converted and fitted out for its new role by Metrol Ambulance Services and "Chops" Craig, one of the founder members of Station 10, was chosen to head the new unit. Among the many skills he has acquired since taking over, he can now add that of obstetrics for it was not very long after this new service had begun that he was called upon to help deliver a baby girl in the Mobile, after having been called out by the Metro Ambulance Service.

The worth of this fine new facility was graphically illustrated when a diver was seriously hurt by a passing ski-boat. The Mobile was the first to reach him and "Chops" Craig administered first aid to the badly injured man (his left leg was broken and his right leg barely existed) in very difficult conditions.

When a doctor arrived it was decided that the only hope of saving the man was to airlift him to Wynberg Military Hospital. Without the fast response provided by the NSRI mobile, the man would have undoubtedly died from massive blood loss.

This new service was, of course, an addition to Station 10's main task, which remained that of assisting craft and saving lives at sea. The year produced its usual crop of casualties of all kinds - dinghies, yachts, swimmers, fishermen, ski-boats and fishing vessels which were all given assistance when asked to do so. This is an important proviso, because the NSRI does not police the water in any way. The crews only respond to requests for assistance or on the orders of the Port Captain. An example of how this policy works was seen in April 1989 when a team from the Argus newspaper spotted a fishing vessel firing flares off Muizenberg and alerted the police who then called on Station 10 for help in towing the vessel back to Kalk Bay. In December of the same year Station 10 was again called out on a similar mission for one of the Kalk Bay fleet.

1990

The log of 1990's Christmas season again lists the usual litany of mishaps to dinghies, windsurfers, Hobie Cats, rubber ducks and ski-boards. An incident with the latter during the course of the year drew forth a very exasperated comment from the Station Commander about the lack of discipline exercised by the owners of these boards. But with the increase in the price of diesel and the stricter controls being enforced by yacht-clubs and ski-clubs on their members, the number of call-outs from this type of craft is steadily diminishing.

A typical incident to illustrate the foolhardiness of some boat owners was recorded in February 1990. At 03.57 Station 10 received a call from worried relatives of two men who had gone out in a dinghy at 10.00 to test motors which were suspect. They carried neither flares nor life-jackets. After a search they were found safely in the harbour but confessed to being too afraid to swim ashore in the dark! They were taken to shore and the crew of Station 10 went thankfully back to bed!

February also is the month when the "Glencairn Big Swim" takes place and in 1990 Station 10, as always, responded to the organizer's request to provide a rescue service. Station 10 had a very busy day the following month, when on 25 March a ski-boat overturned and sank at Miller's Point. The crew when rescued were found to have hypothermia and internal injuries and Station 10's fast response unit was called to give medical aid and transport them to hospital. At the same time CALTEX STAR was on her way to rescue a woman who had got into difficulties swimming at Buffelsbaai near Cape Point. She was then airlifted to hospital by the John Rolfe helicopter.

April 5, 1990 was a red letter day for the Station when the Mayor, Councillor Mrs. Holderness, presented Station Commander Vic Jacka with a very handsome framed certificate naming Station 10 as Simon's Town's "Citizen of the Year". This was in recognition of NSRI's contribution during 1989-1990 to the safety of

the community and those who use the area for sport and recreation.

June 1990 saw Station 10 receiving a very welcome donation of R500 from a film company for help in making the TV series "Just Nuisance", and the Trust Bank in Fish Hoek also gave a R500 donation to Station 10. Colin Dees gratefully received the cheque on the NSRI's behalf. Another donation of R100 was received in the same month from the organizers of the Power Boat Race after Station 10 had assisted two of their boats which were in trouble.

1990 was a year in which, thankfully, there were no really dramatic incidents reported, but the crews were always on standby and when not busy with minor call-outs, were constantly occupied with training exercises and maintenance. In December they were called out in heavy seas to give aid to a ski-boat which had broken down off Cape Point, but sensibly withdrew to save damage to their own boat when a bigger vessel managed to reach the victim and take it in tow.

1991

The log for 1991 notes amid all the successful rescues, one of the few occasions when CALTEX STAR was unable to assist a boat in trouble. She had been called out to the Kalk Bay trawler GAY ADVENTURER which had capsized. She managed to right her, but then CALTEX STAR lost power and another of Kalk Bay's fishing fleet had to be called to tow her in. GAY JANE another of Kalk Bay's fishing fleet reported in the same month that one of her crew had fallen overboard. CALTEX STAR sped to the rescue but when the man was retrieved he was found to be dead and they then brought back the body to hand it over to the police. Later, in August, they had the same sad duty to perform when they retrieved the body of a rock angler who had fallen from the rocks at Smitswinkel Bay.

October 1991 was a big occasion for the Hobie Fleet from Fish Hoek when the Hobie 100 Championships were held there. Station 10 was on standby for the event and rescued three sailors. The December log also reported that two crew men had fallen from a catamaran. The Station Commander noted rescue was made easy on this occasion because "for a change, they were wearing life-jackets! "

There was yet another presentation before the end of the year when Captain Bluett, Chairman of NSRI presented Vic Jacka, Station Commander, with a print of a Gabriel de Jonge painting of Cape Point for the base's 20th anniversary, and not to be outdone, Fish Hoek Women's Association held a street collection for the base and raised the sum of R1614, which was a record for a Fish Hoek street collection. In gratitude the Station entertained a representative party of the ladies to tea in the boat-house.

1992

The rescue base in Simon's Town again started the year well

when they received a cheque from Caltex for R17,000 - an increase of R2000 in their annual donation. The Station Commander expressed his thanks and spoke for all when he said how much the NSRI has appreciated the wonderful support Caltex has given over the years to the Station and its crews.

In February, during the usual busy holiday season of dinghy, hobie and windsurfer rescues, the Station's Mobile saved another life when they revived a swimming casualty on the beach at Muizenberg. In May a yacht from False Bay yacht club had the misfortune to break a mast with the consequent loss of sails and rigging overboard. RAYFORD EVANS took out crew to assist in tidying up and escorted GRYPHON back to her moorings. Later in the year another yacht LADY JANE also had to be rescued in similar fashion and, despite the efforts of the crew of the Mobile to revive him, a scuba diver drowned in False Bay.

On 4 June Station Commander Vic Jacka presented 10 year service awards to Sean Horsborough and Wayne Lombard and a 10 year Service Award to Johan Lourens. 14 crewmen gained certificates for a familiarisation course on the Volvo Penta AQ145A engine, while Russell Wright received his First Aid Badge. These awards again stress the enormous amount of effort all crews put into constantly upgrading their qualifications as NSRI volunteers.

Such dedication to duty is in marked contrast to the thoughtless and irresponsible behaviour of those people who throughout the years have let off flares for entertainment or worse still, made hoax calls. These unforgivable practices draw stern comment from the NSRI crews on duty who resent the waste of time, money and effort caused by such stupidity. But in 1992, the Jubilee year of the NSRI, it is preferable to remember the great and sometimes heroic service which the crews of Station 10 have offered to all those who have called on them for help since 1970. Anyone who reads this brief history of the Station will, hopefully, feel a huge sense of pride in their achievement and continue to give the NSRI and its crews all the support they need to carry on their lifesaving mission of search and rescue.

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APPENDIX 1

COLIN DEES DESCRIBES THE CONTROLLER'S ROLE

Guidelines exist as to the qualifications and responsibilities of a controller, but the interpretation varies from station to station and even within crews at the same station, depending to some degree on the personality of the individual.

I have a key to the boat-house which I open up on my duty crew week-end. I switch on and tune radios and report by land line to Port Control Cape Town and NOIC Simon's Town that we are standing by in the event of an emergency. I see that our three flags are hoisted and then complete duty crew attendance record. I read through correspondence, instructions from H.Q. etc. and pass on the information to the duty coxswain. As I see it, the control room is my main responsibility and I make sure that all is in order in the event of a call-out. I am winchman for

launching and recovering CALTEX STAR and RAYFORD EVANS.

When my crew is at sea, either at exercise or in an emergency call-out, I generally find myself in sole command of the station with all this implies. I keep the radio log and complete the crew log books on their return to station. During an emergency call-out I plot the rescue vessels' courses, pass information to those concerned and liaise with neighbouring rescue units. I also inform crew members' wives, mothers and sweethearts of the situation and probable return time.

In the event of a casualty requiring medical treatment, I inform False Bay Hospital of the facts and contact Metro for an ambulance. Before the rescue vessels return I see that there is hot water in the bath for washing wet suits, the wherewithal for making hot drinks for the crew and rescued persons and that the hose is connected for flushing of engines and washing down the craft.

Finally I debrief the coxswain, complete the ops reports and notify Port Control and NOIC of the events. There are of course, many other duties of a less exacting nature concerning visitors to the station, hospitality, rubbish removal and cleanliness of the boat-house. I also go out on exercise (and once on a call-out) when I can, swapping duties with the navigator of the rescue vessel. This is valuable in assessing the difference between and difficulties of the two duties.

APPENDIX 2

ROLE OF THE PORT CAPTAIN IN SEARCH AND RESCUE OPERATIONS (by Captain Bill Damerell)

Up to the time of the inception of the NSRI, the role of "Search and Rescue" was performed by the Port Captains of the various ports using harbour craft etc. The terms of reference were stated in a manual of instructions which gave areas for which each port was responsible. This manual was called P.E.C.S.A.R. as it was drafted by the Permanent Committee for Search and Rescue and was written by the Nautical Advisor who was the head of all Marine staff.

With the founding of the NSRI in 1967 it was decided that the Port Captain was the obvious person to be in control of rescue since the Port Captain's office is on duty 24 hours a day and 365 days a year. All marine casualties, even minor ones such as a young person being blown out to sea on a tube from the beach, are reported to the Port Captain's office and he takes the necessary steps from there. The seriousness of the casualty is evaluated; it may be small and in this case can be handled by the NSRI in the area.

Should a very large casualty be reported, then all kinds of organizations are called in - the Air Force, Navy, Police, Dept. of Transport, Boat Clubs etc. "Search and Rescue" is a combined effort where a number of organizations have to play a part. The Air Force and civilian aircraft are nearly always called out for a sea search, and they are directed by their own Commanding Officers. They in turn may request that the Navy be called out

as well. A classic example of a combined operation was the sinking of the cruise-liner OCEANUS.

Basically the Port Captain's responsibility is to "find" the casualty and arrange for the rescue of the souls on board. In large casualties, the Dept. of Transport (Maritime Division) take over in regard to pollution, and salvage companies carry out the salvage as directed by the owner and any insurance company involved.

To-day the NSRI service can be put into operation in a matter of seconds, as a result of one phone call from the Port Captain to the appropriate NSRI base commander. He can then, in turn, instantly alert his stand-by crews by means of an emergency call button which they all carry when on stand-by.

APPENDIX 3

STUART BOYD'S ACCOUNT OF HIS LONGEST OPERATION 5 MAY 1975

- 11.30 Mr. Marais reported sighting of flare 3 mls off Camel Rock, Scarborough (on the Atlantic coast)
- 12.00 R10 SEVEN SEAS left for Hout Bay by road
- 13.10 Boat launched at Hout Bay harbour. Steering course for Slangkop Light.
- 14.00 Commenced search off Scarborough
- 14.35 Unknown trawler in area signalled our boat to keep clear as he was trawling. On signalling our identity he signalled that a flare had been sighted in that area.
- 14.40 Set course 264° and searched area 9 miles out to sea.
- 15.50 Returned to base and refuelled.
- 17.00 Toyota and trailer returned to base. SEVEN SEAS moored in Hout Bay harbour to await first light to recommence search.
- 6 May 1975
- 06.30 Boat left H.B. Harbour, set course for Scarborough.
- 07.30 Visibility very poor due to heavy rain and thick mist. Made zig-zag search from Slangkop Light to Cape Point Light between one and three miles from coastline.
- 09.00 Returned to base to refuel
- 12.00 Phone message received from Lt. Grundling, Simon's Town Police that Cape Point Reserve rangers had sighted what appeared to be a partly submerged boat 100 metres off-shore in Schuster Bay area, Scarborough.
- 12.05 Coxswain took station vehicle and collected 4 crewmen.
- 12.10 Left Controller at Station and proceeded with shore party crew, diving equipment and lifeline.
- 12.25 Arrived by road to join SAP, and game rangers, but sight of submerged boat had been lost, though shore party found three fresh eggs floating ashore in a container!
- 12.30 Left strongest swimming crew member with SAP. Shore Party returned to base.
- 13.00 R.10 launched and proceeded at speed to Scarborough.
- 14.00 Arrived and commenced search of area 2 miles offshore of shore party. Nothing seen. Station Commander arrived and took control of shore party and a helicopter also joined in the search.

17.20 Abandoned the search and set course for Hout Bay.
 17.50 Arrived Hout Bay harbour and commenced to load the
 boat onto the trailer.
 19.00 Left Hout Bay harbour and returned to Simon's Town by
 road.
 20.00 Arrived base
 22.00 Refuelled R10 with 60 lts. both engines. Stood down.

APPENDIX 4

THE IMPORTANCE OF THE SUPPORTING ROLE OF WIVES, FAMILIES AND SWEETHEARTS

From the beginning Station 10's crews have had great support from their wives, families and sweethearts. In the early days when the first boat-house had little in the way of comfort to offer the men on duty, the wives and girlfriends regularly made hot soup and sandwiches at home and then took them down to the boat-house to await the return of the rescue boat. Having something to do, at least made the long, nail-biting hours pass a little more quickly, while they waited for the phone call from the Controller to say that their menfolk were back at the Station.

Again, whenever the Station has had cause for a celebration, it has always been the wives and girlfriends who have buckled-to and made all the refreshments for the parties and have done all the washing-up afterwards! But apart from practical help like this, perhaps their greatest achievement lies in the simple fact that without their unstinted and overwhelming support for the voluntary and often extremely dangerous work that their husbands and lovers have chosen to do, the NSRI could not possibly function.

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ACKNOWLEDGEMENTS

There are a number of people without whose help this short history of the NSRI base in Simon's Town would never have been completed.

I would particularly like to thank Vic Jacka and "Chops" Craig, the present Station Commander and his Deputy, who have been unfailingly cheerful and marvellously encouraging whenever I have asked them to produce logs, find scrap books, identify pictures and personalities or just sit down and remember call-outs that happened 20 years ago!

Commander Boyle, a previous Station Commander was also enormously helpful in recalling the very early days of the station and indeed the very beginnings of the National Sea Rescue Institution as we know it today.

Stuart Boyd was one of Station 10's most experienced coxswains. He is also a marvellous story-teller with a wonderful memory. The reason I have been able to recount in such graphic detail some of the very dangerous missions which the crews of Station

10 carried out over the years, is largely because he was happy to tell me about them. I have included one of his logs as an appendix to illustrate the fine spirit of the crews of the NSRI.

Captain Bill Damerell provided the appendix on the role of the Port Captain in the work of the NSRI and the present Port Captain Bill Shewell, was also kind enough to spare the time to answer my questions.

The staff of the NSRI base in Cape Town also helped to check facts from time to time and ensured that the rescue figures quoted are correct.

The Curator of the Simon's Town Museum, Cherry Dilley, whose brainchild this is, also gave me the file on Pattie Price which provided essential knowledge about how the NSRI came to be founded.

Finally, but by no means least, a huge thank you to all the men who have served on Station 10 since its inception. They have provided me with an inspiring story and I have enjoyed writing it so that others might share it.

MARTIN CAROLES STEMMERT: COACHMAN TO NINE ADMIRALS

A. E. READ

Martin Caroles Stemmert (or Stemmet) (1862-1932) joined the Royal Navy as a Domestic 3rd Class, Cape Town in 1889. Although carried on the books of various H.M. Ships, he was settled with his wife and two children in a cottage in the gardens of Admiralty House, Simon's Town, abutting Waterfall Road. This cottage appears to have given way to road widening. It was probably situated on the lower side of the building where Hoosen the plumber now lives. (see Dockyard Works Dept. Book No. 67 - page 158). His main duties as Coachman were enjoyed by nine successive Commanders-in-Chief from 1889-1909. They were:

1889 - 1890	Rear Admiral	R. Wells
1890 - 1892	Rear Admiral	H. Nicholson
1892 - 1895	Rear Admiral	F.G.D. Bedford
1895 - 1898	Rear Admiral	Sir H. Rawson
1898 - 1901	Rear Admiral	Sir R.H. Harris
1901 - 1904	Rear Admiral	Sir A.W. Moore
1904 - 1907	Rear Admiral	Sir J. Durnford
1907 - 1908	Vice-Admiral	Sir E.S. Poe
1908 - 1909	Vice-Admiral	Sir G. le C. Egerton

Martin Stemmert was discharged from the Navy in 1911. He died in Harris Avenue, Simon's Town of Cardiac disease on 6th March 1932 and was buried in the Anglican section of Dido Valley Cemetery on 8th March 1932 (burial No. 1749). His grave number is J12.

During his service in the Royal Navy he received the Queen's South African Medal for Service in the Boer War 1899-1902 (HMS

DORIS) and Naval Long Service and Good Conduct Medal (HMS CRESCENT). His medals were put up for sale by Christies of London on 24 July 1990. It is from their catalogue that we obtained our information and the photograph of Martin Stemmert which appears below. It was seldom that South Africans of a domestic status were inducted into the Royal Navy on the Simon's Town station.



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ADMIRAL KEPPEL'S NEPHEW; HENRY STEPHENSON

One frequently sees in naval records that boys of 7 joined the Royal Navy. Here below is the extract from a letter by Mrs. Ann Greenhill of Saltash, Cornwall, a great-great niece of Admiral Sir Henry Keppel, which explains how this sometimes happened.

"Young Harry Stephenson, although on board ST JEAN D'ACRE in the Baltic in 1854, was there unofficially. Keppel was specific when he wrote (in "A Sailor's Life under Four Sovereigns") "Harry, too young to enter the Navy, stowed away and remained with me". He joined the Navy properly in 1855, aged 12 1/2.

Harry breakfasted with his uncle but dined with the midshipmen and was taught spelling by the chaplain. His "little cot is now hung up in the cockpit". Keppel was "confident that nothing does a boy more good than to see different foreign towns" and sent him ashore at Stockholm, Danzig and Copenhagen (with the dogg Tipps and his uncle's laundry).

Keppel's letters to Harry's parents give lively glimpses of life on board. "(he) plays at leapfrog and sling the monkey every evening....no longer condescends to bathe in a tub but plunges overboard every morning.....is very active, the Admiral sent him on a message as a sort of flying ADC".

Picnics were arranged on rocky Baltic islands and at the destruction of the Russian fortress of Bomarsund Harry "gave Thompson the slip and was found coolly looking at the advancing sharpshooters who were popping their Minie rifles from behind large stones".

How dull life at home must have seemed while he was waiting to join the Royal Navy officially - EDITOR !!!

KALISCH: KALIS: KALLIS: KALES FAMILY - THREE GENERATIONS.

D. RAIMONDO

On 24 February 1840 Joseph Kalisch, Lime Maker, resident at Wildschutsbrand, married in the Dutch Reformed Church, Wynberg, Hermina Botha of the same abode. Attached to the marriage certificate is an Original Declaration.

"We Joseph Kalisch and Hermina Botha do severally, solemnly, sincerely and truly declare that on the 15th day of July in the year 1805 or thereabout, at Swellendam we the said Joseph Kalisch and Hermina Botha intermarried with each other, and that we have had issue of the said marriage 11 children and no more, namely SAARTJE 29 years, ANTHONY 27 years, JOSEPH 25 years, GERT 23 years, FRANS 21 years, BERTJE 17 years, HANNIE 12 years, HERMINA and 2 without names as infants deceased.....
Thus declared in my presence FAURE V.D.M. "

At the time of his formal marriage Joseph must have been 87 years old as his Death Notice states that he died on the 17th April 1859 at the age of 106 years. He was born in Hungary circa 1753. Joseph and Hermina - also called Wilhelmina in some documents - moved from Swellendam to Caledon and Somerset West and finally settled at Widschutsbrand at the back of Red Hill. Joseph bought land which he called "George Valley" or "George Vale" situate in Smith Winkle Valley, District of Simon's Town. According to their joint will of 1 October 1850, the survivor was to remain in possession of the Estate. However, after Joseph's death the property was not transferred into Hermina's name, and after her death in 1863 the estate had to be divided amongst all the children according to the Will of 1850. The heirs were not willing to mortgage the land or come to any other arrangement whereby the expenses of administration could be paid, so the property was auctioned on 27 November 1897 and sold to Thomas Johnson Anderson for £300.

On 6 October 1891 two of Joseph and Hermina's sons Joseph Gabriel and George John, bought land measuring 1360 morgen 268 sq roods granted to Gerhardus Hurter in 1817 and called Olifantsbosch. This property remained in the Kalis family until 1943 when it was bought by the Government of South Africa. It is now incorporated into the Cape Point Nature Reserve where the foundations of the Kalis homestead and four of five family graves are still to be seen.

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Mrs. Raimondo has presented a copy of her research papers to the Simon's Town Museum.

FLAG OFFICERS OF THE CAPE

V. WHITE

PART X	Rear Admiral B. Reynolds	1845 - 1849
	Commodore C. Wyvill	1849 - 1852
	Commodore C. Talbot	1852 - 1854
	Commodore H.D.G. Trotter	1854 - 1857

REAR ADMIRAL BARRINGTON REYNOLDS CB succeeded Admiral Dacres and remained for 4 years as C-in-C Cape flying his flag in HMS SOUTHAMPTON (CAPT. N. CORT RN). Like his predecessor he entered the Royal Navy as a 1st Class Volunteer in 1795, joining his father's ship HMS DRIAD, the year in which Admiral Jervis took command of the Mediterranean Fleet, and shortly before Lord Keith captured the Cape of Good Hope.

Barrington Reynolds served as a Midshipman with his father Captain Robert Carthew Reynolds in two other vessels, but was shipwrecked in 1797 and taken prisoner of war. He was released on parole and rejoined his father in August 1800 in the ORION (74 GUNS) and was promoted to Lieutenant a year later. Barrington's elder brother Commander R.C. Reynolds died in 1804. As a Lieutenant Barrington Reynolds fought in many actions at sea and distinguished himself with great valour. During October 1810 he was confirmed in the rank of Commander and in 1811 he was appointed Commandant of the town of Cherison in the East Indies. After a short spell ashore Barrington was promoted to Captain and given command of the frigate SIR FRANCIS DRAKE but in September 1811 poor health forced him to return to England. On his return he learned of the death of his father, by then a Rear Admiral who perished in HMS ST GEORGE (98 guns) whilst on his way home from the Baltic.

In June 1832 Reynolds married Elizabeth Anne 3rd daughter of William Dick of Forfar in Scotland, and of Richmond, Surrey. He was awarded the CB in 1838 and in 1840 was in action in the Mediterranean at the bombardment of Acre, and later in Alexandria.

Whilst Admirals had been appointed Commanders-in-Chief at the Cape from 1831 (Rear Admiral F. Warren) up to 1849 (Rear Admiral B. Reynolds), officers of Commodore's rank were in charge of the Cape Station for the next 8 years when in 1857 it became the Cape of Good Hope and West Africa Station.

1849 saw the collapse of the revolutionary movements in Europe, followed by an era of comparative peace. The Great Exhibition was held in Hyde Park, London in 1851, the first submarine Telegraph cable was laid between Dover and Calais, and in 1852 the Independence of the Transvaal was recognised by Great Britain.

The first Commodore to become Commander-in-Chief after Rear Admiral Barrington Reynolds was **Commodore Christopher Wyvill** who flew his broad pendant in HMS CASTOR (36 guns). The son of the Rev. Christopher Wyvill of Yorkshire, the young Christopher joined the Royal Navy as a 1st Class Volunteer on board HMS TRIBUNE (36 guns) on 25th October 1805, four days after the

Battle of Trafalgar. As a Midshipman in 1806 he saw action in the Mediterranean and later as a Lieutenant in 1814. He was promoted to Commander in July 1824 becoming a Post Captain in 1832. Whilst on passage in HMS DARTMOUTH (42 guns) to join his own ship HMS CAMELION in 1827, he averted a serious fire on board the DARTMOUTH, caused by ratings who had clandestinely opened a cask of rum. This accidentally caught fire and at considerable risk to himself he plugged the cask and flung it overboard. Whilst serving in HMS CAMELION he saw action in the Eastern Mediterranean. Between 1840 and 1847 he commanded HMS CLEOPATRA (26 guns) on the North American Station, in the West Indies and on the Cape Station.

In May 1849 he was appointed Commodore in charge of the Cape to succeed Rear Admiral Reynolds. In that year on the 19th September, the Transport NEPTUNE carrying convicts from England arrived in Simon's Bay, under instructions from the Secretary of the Colonies Earl Grey to land the convicts at the Cape, in the same way as convicts had been landed in Australia. There was a tremendous outcry in the Cape when the facts became known, and the ship was totally boycotted being unable to purchase any supplies. Sir Harry Smith, the Governor of the Cape, agreed not to allow any convicts to land in Simon's Town until further word was received from Earl Grey in London, but meanwhile the level of provisions aboard NEPTUNE became extremely low. Finally Commodore Wyvill as the C-in-C of the Naval Base decided to take desperate steps to relieve the plight of those on board NEPTUNE and organised a cattle raid one night, driving the stolen animals into the grounds of Admiralty House in Simon's Town. This created further tension amongst the colonists and Sir Harry was obliged to threaten martial law. Eventually word was received from London that the NEPTUNE and her cargo of convicts was to proceed to Australia, and she sailed on 13th February 1850. The ship's surgeon Dr. James Deas aged 37, worn out looking after his charges asked at Simon's Town to be relieved of his duties but this was refused. However he died from fatigue and is buried in the Simon's Town Old Burying Ground.

Charles Talbot who followed Commodore Wyvill as C-in-C Cape, was born in November 1801, the second son of the Rev. Charles Talbot DD, the Dean of Darwin. He was a grandson of Charles, the 1st Lord Talbot who became Lord High Chancellor of England. Charles Talbot was the nephew of Henry, 5th Duke of Beaufort, his mother having been Lady Elizabeth Somerset.

In 1808 the "Academy" at Portsmouth for young gentlemen wishing to enter the Royal Navy as officers, was superseded by the R.N. College, to which establishment young Charles went in August 1815. Two years later in December 1817 he joined HMS PROMETHEUS (Captain Moorsom RN) as a volunteer and became an acting Lieutenant in 1822. He was promoted Commander in 1827, the year in which a combined British, French and Russian Fleet under Admiral Sir Edward Codrington defeated a combined Turco-Egyptian fleet at the Battle of Navarino. In 1831 Commander Talbot was instrumental in rescuing their Majesties of Portugal and members of their household after an insurrection in Rio de Janeiro, and saw to the embarkation of their Majesty's effects to Europe.

Thirteen years later he was to become the Senior Naval Officer in Rio (in 1844). He left in August 1844 for China via the Cape of Good Hope. From the Cape he was ordered by Rear Admiral Jocelyn Percy (the then C-in-C) to convey a treasure to Port Jackson in Van Diemens Land, which voyage he accomplished in 33 days. From there he was instructed to proceed to Hong Kong, covering a total of 27,699 nautical miles in 181 days!



COMMODORE CHARLES TALBOT 1852 - 1854

In August 1845 he was given command by Rear Admiral Cochrane (the 10th Earl of Dundonald) of a force of 530 officers, seamen and marines in Borneo, where they saw much action in Walloodoo Bay, and where Captain Talbot acted with considerable bravery. He was promoted to Commodore and took charge of the Cape Station between 1852 and 1854. It is interesting to note that whilst at the Cape, Commander Talbot like his predecessor Commodore Wyvill had cause to complain to the Government at the lack of proper water supplies to HM ships based on Simon's Town. He went further by writing to the Admiralty complaining of the serious inconvenience experienced by the Navy in this regard and likewise the inconvenience experienced by the citizens of Simon's Town!!!

Commodore Talbot married Charlotte Georgiana, the widow of Lt. Col. Stapleton and daughter of Major General Sir William Ponsonby KCB in December 1838, their offspring being a son and two daughters.

Between 1854 and 1857 **Commodore Henry D.G. Trotter** was C-in-C Cape flying his broad pendant in HMS CASTOR. Unfortunately there is in the Society files no written record of Commodore Trotter's naval career, but a letter written by Emma Rutherfordord, who married the Rev. Andrew Murray and went as a bride to Bleomfontein in 1856 sheds some light on the characters of the Commodore and his wife.

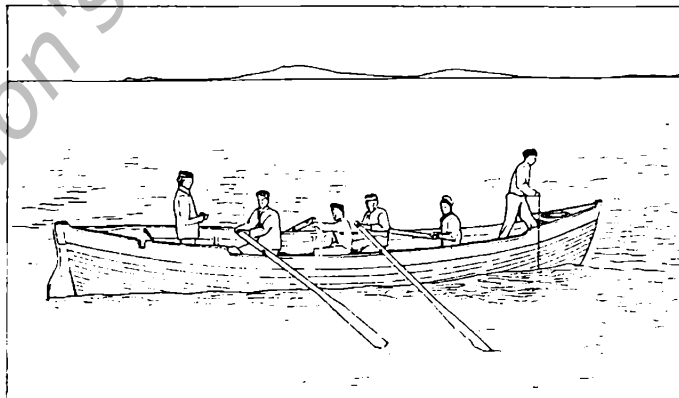
"Mrs Trotter is such a disagreeable, consequential selfish woman. Her niece Fanny Lysaght a remarkably nice Irish girl, affectionate, simple and rather reserved is rather frightened of her. Fanny feels bound to study her whims and fancies, yet feels how disagreeable they make her uncle's house to strangers and visitors." "....at a dinner Party at Admiralty House on 5 April 1855 20 to 30 people present, Mrs. Trotter was more gracious than usual being quite in her element with the French Officers."

"....Commodore Trotter is interesting himself very much in Black Town, which was begun by Sir Jahleel Brenton at Simon's Town. It is a portion of land and cottages given to the negroes whom he took (when here many years ago) in some slave ships. He tried to induce them to cultivate their lands, etc. but since then they have been much neglected. The Commodore is re-erecting their houses, encouraging them to educate and clothe their children for they are in a very degraded condition..."

"...HYDRA, FROLIC, GRECIAN, RATTLER, PENELOPE and CASTOR present in the Bay...." "...PENELOPE and CASTOR had Russian prisoners on board, among them Prince Michaeloff. All the Russians are very musical and the officers sing and play nicely".

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BELOW - sounding the depth by whaler under oars. The officer in the stern (left hand side) holds a sextant, used for position fixing by horizontal sextant angles.



HMS BIRKENHEAD

A. E. READ

On 25 August 1993 a very moving ceremony took place in the Garden of Remembrance of the Old Burying Ground, Simon's Town, when the remains of three known casualties of the BIRKENHEAD disaster of 26 February 1852, were re-interred.

So much has been written already of the disaster that it would be superfluous to repeat an account of it here.

The bodies concerned had been buried in the first place on privately owned land near Danger Point and the owners of that land were very happy for the British War Graves Committee of the S.A. National Monuments Council to proceed to find a more appropriate spot for re-interment. This was handled by their local representative Major Anthony Gordon who held talks with the Simon's Town Municipality and the Simon's Town Historical Society.

Those attending included:

Rev. W.D. Buhler, Chaplain, S.A. Navy who read the burial service.

Mr. Donald Coombe (British Consul) and Mrs. Doreen Coombe

Ms. J. Deacon, Archaeologist, National Monuments Council

Major Anthony Gordon, British War Graves Committee

Dr. Arthur Davey, British War Graves Committee

Three Officers of the S.A. Navy* Captain R. Myers (& Mrs. Myers)
Commander Bisset, Curator S.A. Navy Museum and his Marine
Archaeologist)

Mr. G.B. Read, Chairman Simon's Town Historical Society & Mrs.
A.E. Read

Mr. N.K. Farquharson, Vice-Chairman of the Historical Society

Mrs. C. Dilley, Curator, Simon's Town Museum.

134 members of the Military contingent aboard BIRKENHEAD survived the sinking and these comprised 5 officers who came from the 91st Regt., 43rd Foot, 73rd Regt., 12th Lancers and the Staff Surgeon, plus:

18 soldiers from the	2nd Regt	13 soldiers from the	6th Regt
20 "	" 12th Regt	14 "	" " 43rd Regt
1 "	" 45th Regt	11 "	" " 60th Rifles
17 "	" 73rd Regt	14 "	" " 74th Regt
6 "	" 91st Regt	2 "	" " 12th Lanc.

+ 7 wives and 13 children

This number includes those who were left behind for various reasons at Simon's Bay - her point of departure.

Included among the naval survivors were:

William Culhane (Asst. Surgeon) C.R. Renwick (Asst. Engineer 1st Class) Benjamin Barber (asst. Engineer 1st Class) R.B. Richards (Masters Asst) G.W. Hire (Clerk) and John Archbold (Gunner 3rd Class).

Sadly there are no complete records available in the archives in England to confirm the names of all the men who formed the crew, nor the exact number involved, as the ship's later Muster

Roll books and log were lost when she went down). However, there was one additional recorded note of sadness. According to the Hospital Register at Kew, Private Terence Gleeson of the 2nd Regt (aged 22) who was numbered among the survivors, died in the Naval Hospital at Simon's Town on 17 March 1852, only 20 days after the calamity at Danger Point.

The table below from "Drums of the Birkenhead" 2nd edition by David Bevan shows how he arrived at the numbers after very careful checking.

	Depart Cork	Arrive Simon's Bay	Dis- embarked	Embarked at Simon's Bay	On board at Danger Point	Died	Survived
Children	31	34	23	2f	13	—	13
Women	25	21	15	1g	7	—	7
Naval Surgeon	1a	1	—	—	1	—	1
Ship's officers	17	17	1b	—	16	11	5
Crew	121e	121	—	—	121	68	53
Army surgeons	3	3	—	—	3	2	1
Army officers	12	12	1c	—	11	7	4
Other ranks	479	479	17d	3h	465	356	109
Civilian servant	—	—	—	1i	1	1	—
	689	688	57	7	638	445	193

a. Dr. William Culhane, ship's surgeon.

b. Mr. Freshfield, ship's clerk.

c. Lieutenant Fairclough, 12th Foot.

d. These 17 men, together with Lieutenant Fairclough and Mr. Freshfield, were disembarked through ill-health.

e. Included in the crew was a small detachment of Royal Marines under Colour-Sergeant John Drake, R.M.

f. The two Nesbit children, Richard and Henry.

g. Mrs. Nesbit.

h. Corporal O'Neil and 2 men.

i. Andrew White.

Note. The discrepancy between the totals for 'Depart Cork' and 'Arrive Simon's Bay' is due to the deaths of the women and the births of the children.

The names of the Naval Officers and some of the other ranks who perished were:

Mr R. Salmond (Master Commanding Ship) Mr W. Brodie (Master)
Mr R.D. Spier (2nd Master) Mr J. O'Davis (2nd Master) Mr. W.
Whyham (Chief Engineer) Mr. C.W. Hare (Masters Assistant) Mr.
J. M'Clymont, Mr. Deely and Mr. Kitchingham (Assistant
Engineers), Mr T.Harris (Boatswain) & Mr J. Roberts (Carpenter).

The 68 members of the ship's crew, through lack of proper records, must remain unidentified.

In October 1993 there was a further short ceremony at the Garden of Remembrance, Seaforth, to mark the unveiling of a memorial stone at the site of the reburial.

Members will also be interested to learn that on 24 January 1952, 300 people attended a memorial service conducted at Danger Point by the Rev. R.L. Stuart, Chaplain of the Missions to

Seamen, Cape Town. Captain J. Selby RN represented the Royal Navy and Mrs. Wm Whitelaw represented the Russell family and laid a wreath in memory of Ensign Russell of the 74th Highlanders.

Another informative book members may care to read is "Salvage of the Birkenhead" by Alan Kayle, published in 1990.

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WILLIAM HANSON 1860-1933

Elaine Forster

A nephew of mine has recently become interested in his forebears and has asked me to write what I know about my grandfather.

William Hanson was born 24 August 1860 in Heston, near Hounslow, Middlesex, England. He had 4 sisters and a brother. A more detailed family tree is in my scrapbook.

William Hanson joined the 29th Company of Royal Engineers in London at the age of 20 - much to his family's dismay. However, his enlistment certificate gives the date as 16 May 1884. His regiment was posted to Simon's Town in 1883 and he eventually took his discharge with the rank of Corporal on 15 May 1896. He was stationed at Palace Barracks, Simon's Town.

In 1890 William married Amy Watts, the youngest of 3 sisters, daughter of Wilmot and Isobel Watts of Simon's Town. Her eldest sister was Mary (m. Charles Brett and died 27/5/1911 aged 55) and the middle daughter is believed to have married a man called Butterfield. Isobel Hanson (nee Watts) died on 19/4/1897 and both she and William were interred in the Old Burying Ground at Seaforth.

William and Isobel had as their eldest daughter Edith Maud (m. Lionel Bacon) who died 28/10/1984 aged 93 years; and Florence Adelaide (m. Boyce Freeman) born 11/7/1892 and died 31/5/1977. Florence and her husband are buried in the Anglican Cemetery on Wilderness Heights and Edith and Lionel Bacon and their son Basil joined William and Isobel in the Old Burying Ground, Seaforth.

After William Hanson left the army, he established a building and contracting firm at the corner of Main and Seaforth Roads on a plot which then extended right down to Gay Road (west) opp. the present car park. There he built in Gay Road 2 double-storeyed semi-detached houses "Amroth" and "Thalassa". One was for his daughter Edith and the other for his daughter Florence. He had in addition 2 brickfields above the Main Road at Seaforth. He had several horse-drawn wagons. One of his horses was called "Blackie" and another "Engelsman".

Two of the many houses William Hanson built are the 2 "Yarra

Yarra" corner of Main and Waterfall Roads, designed by the famous architect Vixseboxse. Hanson also built semi-detached houses on the corner of Cornwall Street and Wilfred Street, Mount Pleasant. He also re-built the fortifications at Lower North Battery. Sadly the construction of the storm-water drainage system from the mountainside to Seaforth Beach was to be William's undoing. No sooner had he completed this project than there was a tremendous storm and the rush of storm-water undermined and washed away the foundations of the large concrete pipes and casued it all to collapse. William was not insured and in order to indemnify the Council he had to sell his business. This was in approximately 1902/3.

From 1906 - 1927 William Hanson was the Secretary of the Royal Naval Officers Club (in what is now known as the Church Centre). He lived in a flat on the ground floor with his 2 daughters. He retired in 1927. He never re-married after his wife's death and devoted all his spare time to bringing up his 2 daughters who were 6 and 5 years of age when their mother died in 1897.

William Hanson was a gentleman in every sense of the word - very good looking with a fresh complexion and blue eyes. He was reserved but had an impish sense of humour. He was a very practical man with sound commonsense who could turn his hand to anything - carpentry (such as inlaid marquetry tables) and he even undertook to re-upholster easy chairs and sofas for the RN ships.

His descendants are very proud of him.

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THE ROLLS ROYCE MK XIV GUN

M.E. Bartholomew

The Rolls Royce Mk XIV 2-pounder single shot Quick Firing Gun was fitted to many "B" Class Fairmiles built in Britain and to 16 of these craft built in Cape Town and Knysna in 1942 and early 1943, for the Royal Navy. No Fairmiles were built for the South African Naval Forces. The South African built boats were crewed mainly by South African officers and ratings who were originally recruited in the R.N.V.R. South African Division and became SA Naval Forces Volunteers in June 1942.

The Mk XIV guns were fitted fore and aft in the boats of the 49th Motor Launch Flotilla, Royal Navy, which departed from Simon's Bay to the Persian Gulf early in 1943. In September 1943 four boats from the Persian Gulf sailed to Bombay where the Rolls XIV guns were removed and replaced by Bofors and 3-pounder Hotchkiss, in preparation for the Burmese Arakan Front Campaign. Sixteen boats, the 49th and 36th Fairmile Flotillas, took part on the Arakan Coast, after which they were handed over to the Royal Indian Navy.

The last we saw of our Rolls Mark XIV guns was in the Royal Indian Navy Dockyard, Bombay. Unfortunately we had no experience of firing these except in practice shoots. We expended most of our "anger" off the Burma Coast and in Burma after the Rolls guns had been removed.

Most of our Fairmile crews were trained by the Specialist Gunnery Instructor at Fort William in Scotland.

Editor's Note: The author was Commanding Officer of ML383 of the 49th ML Flotilla in Simon's Town, the Persian Gulf, India, Ceylon and Burma, having been commissioned at HMS KING ALFRED. The Archivist of the Rolls Royce Heritage Trust has been researching the history of the Rolls Royce Mk XIV gun. In response to this appeal Mr. Bartholomew wrote the above account which he forwarded to us via Commander Bisset for inclusion in the Bulletin.

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ADVENTURES AT THE CAPE OF GOOD HOPE IN 1806 by H.G. NAHUYS VAN BURGST. Published by the Friends of the South African Library in 1993.

"page 41: The first excursion I made from Cape Town did not extend further than the Bay False, 7 hours from Cape Town. The road to the Bay False, also by the English called Simon's Town - Simonstad, is not one of the most pleasant, and it seems strange that a road which is so much frequented and travelled is still in such a rugged and wild state. At times one has to traverse marshlands where there are holes of dreadful and dangerous depth, then again one is forced to wade through stretches of water of unusual length. Having progressed to shortly before halfway, one finds some houses along the sea on very dry and sandy ground, and there is also a military post which is called Muizenberg. From here up to the Bay, which one can now catch sight of, one does indeed encounter less water and morass, but over against this one is prevented from a quick continuation of one's journey by a stony and rocky road. The sea is now always on the left and high rocky mountains on the right. On this road one often comes across baboons, who are not at all afraid of a human being at a certain distance and often let themselves be seen in clear daylight. The Bay False, enlivened by shipping during the bad monsoon, but deserted by one and all in the good monsoon, hardly deserves to be called a town. Some few houses built on very uneven ground along the beach is all the building there is."

(I wonder what he would say if he returned now!!- EDITOR)

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ORDER OF FESTIVITIES.

The following is the complete order of the proceedings extending over Sunday, Monday, and Tuesday, June 20, 21, and 22, in commemoration of Her Majesty's Jubilee in the city of Cape Town:—

SUNDAY, JUNE 20.

Service at St. George's Cathedral, at 10.30 a.m., at which His Excellency the Governor, Sir Alfred Milner, K.C.B., will attend in state. The Worshipful the Mayor (Sir John Woodhead) and the Corporation will also attend in their robes of office, with bands, &c., as on Corporation Sunday.

There will be a further service in St. George's Cathedral at four p.m., in connection with the Sons of England Commemoration Service around the world, at which the National Anthem will be sung punctually at 4.15 p.m. Copies of the Order of Service will be distributed. The Mayor and the Corporation will also attend this service in state.

Loyal services will also be held in all the churches.

MONDAY, JUNE 21.

School children representing the several schools in the Cape Peninsula will mass in the Government House Gardens between ten and eleven a.m. and sing the Hundredth Psalm, a special anthem entitled: "Victoria, our Queen," and the National Anthem, and will be addressed by His Excellency the Governor at 11.15 a.m.

All children will wear the medals presented by the Corporation, with which they will have been supplied through Dr. Muir.

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The foundation-stone of the Victoria Wing of the New Somerset Hospital will be laid by His Excellency the Governor punctually at 3.30 p.m., with Masonic honours, and the representatives of the several Masonic constitutions will meet at the New Somerset Hospital, main

entrance, at three p.m. punctually. After laying the foundation-stone His Excellency the Governor will inspect the Hospital.

His Excellency the Governor will hold a levée and drawing-room at Government House at 9.30 p.m. (Nine o'clock, private entrée).

TUESDAY, JUNE 22.

Services will be held in St. George's Cathedral at 8 a.m. and 9.30 a.m.

A special united service will be held in the Dutch Reformed Church, Adderley Street, at which representatives of the Dutch Reformed, Wesleyan, Presbyterian, Congregational, Baptist, and Lutheran Churches will take part. His Excellency the Governor will attend in state, and His Worship the Mayor and the Corporation will also attend officially.

At ten a.m. Mrs. Hanbury Williams has consented to inspect the Cycle Clubs at the porch of Government House.

A grand display of fireworks will take place on the Parade, commencing at eight p.m.

Immediately after the march past His Excellency the Governor will ride to a stand at the side of the road opposite the rear of the grand stand in the Athletic Ground, where the addresses will be presented, and from which His Excellency will witness the procession, which will be arranged in the following order in the road leading across the Common from Mouille Point past the old race stand, and will move on immediately after the presentation of the addresses to His Excellency.

His Excellency the Governor will leave Government House at 8.30 p.m. to view the illuminations, when bonfires will be lighted on the Blaauwberg Hills, and will be continued by bonfires at Simonsberg, Stellenbosch, at the mountains above Somerset West, the Paarl Rock, &c. A torch-light tattoo by the Imperial troops will commence at 9.30 o'clock on the Parade, in which three bands will take part.

Naval and Military Forces Special Order for Tuesday.

The order, is as follows:—

On the occasion of the Queen's Diamond Jubilee celebrations on June 22, the Naval Brigade and troops in garrison will be formed up on Green Point Common as follows, under command of Lieut.-General W. H. Goodenough, C.B., commanding the troops, South Africa:—

Captain Stokes-Rees, R.N.—Naval Brigade.
1st Infantry Brigade, Lieutenant-Colonel G. G. Grimwood, 2nd K. R. R.—29th Company Royal Engineers, 1st Leicester Regiment, Detachment 1st King's Royal Rifles, 2nd King's Royal Rifles

2nd Brigade, Lieutenant-Colonel Southey.—P.A.O. Cape Artillery, Cape Garrison Artillery, D.E.O.V. Rifles, Cape Town Highlanders.

Brigadiers will appoint their own staff.

The division will be formed up at 10.30 a.m. on the Common. The Naval Brigade and Infantry Brigades in line, at open order ready for the *feu de joie*, with bayonets fixed. The bands and pipers will be massed in rear of the centre of their respective brigades.

His Excellency the Governor and High Commissioner will arrive at 10.45 a.m. and be received with a Royal Salute.

Naval and Military Forces (continued).

At 11 a.m. a salute of sixty guns will be fired from the Inchoff Battery by the Royal Artillery. The guns of the Naval Brigade will then fire seven guns, and the Naval and Infantry Brigades the first round of the *feu de joie*, which will run down the whole length of the front rank and up the rear rank.

The massed bands of the 1st Brigade will play six bars of "God save the Queen."

The P.A.O.C. Artillery will then fire seven guns, the second round of the *feu de joie* will be fired, and the bands play as before. The guns of the Naval Brigade will then fire seven guns, the *feu de joie* will be taken up as before, and the bands will play "God save the Queen."

The officer commanding the parade will then give the order for the Royal Salute, after which the Division will be directed to shoulder and

order, and three cheers will be given for the Queen. Ranks will then be closed and the Division will march past.

The Naval and Infantry Brigades will march past in column of double companies. When formed up in quarter-column. After marching past, the various units will move at once into their positions.

Bands will be massed in rear of the centre of the division. A Royal Salute will then be given. The bands of the Naval Brigade and 1st Brigade will march past in mass at the head of the division.

After the advance in Review Order, the Naval Brigade and First Infantry Brigade will move off in fours and lead away on the road to the town.

The second Brigade will move to its position as assigned to it in the order of procession

ORDER OF PROCESSION.

Mounted Police.
Representatives of the Cycle Clubs.
Model of H.M.S. Victory.
Band of the Naval Brigade.
The Naval Brigade with Guns.
Royal Artillery.
Royal Engineers.
Band of the Leicestershire Regiment.
Leicestershire Regiment.
Band of the King's Royal Rifles.
King's Royal Rifles.
Veterans' Association.
Model of H.M.S. St. George, 1837 (wagon).
Shipwrights of Simon's Bay.
Model of H.M.S. St. George, 1897 (wagon).
Independent Order of Odd-Fellows.
Ancient Order of Foresters.
Irish National Foresters.
Lifeboat (wagon).
Ancient Order of Druids.
Society of Free Gardeners.
German Friendly Society (wagon).
Order of Good Templars.
Order of True Templars.
Divers with Pumps (wagon).
Representatives of the Society for the Prevention of Cruelty to Animals.
Spes Bona Band.
The Caledonian Society.
Rhodesian Corps.
Salt River Workmen (eight wagons).
The Cape Friendly Society.
The English Church Friendly Society.
Dock Fire Brigade.
The Band of the Church Lads' Brigade.
The Church Lads' Brigade.
St. Paul's Friendly Society.
The Star Benefit Society.

Masons' Co-operative Society (wagon).
The Band of the Boys' Brigade.
The Boys' Brigade.
Malay Gim Cracks, representing the year 1837 (Slavery).
Statue of Her Majesty.
Malay Gim Cracks, representing the year 1897 (Freedom).
Eberhaezer Weldadig Gencotschap.
Mechanics' Fidelity Society.
The Mutual Faith Society.
Moway Independent United Friendly Society.
Minsrel Car (wagon).
Ancient Order of Rechabites.
Model Rink (wagon).
Claremont Friendly Society.
Excelsior Friendly Society.
Malay Hadjes, with Camels.
The Metropolitan Fire Brigade.
Detachment from Colonial Volunteer Corps.
Prince Alfred's Own Cape Artillery.
Cape Garrison Artillery.
Band of the Duke of Edinburgh's Own Volunteer Rifles.
Duke of Edinburgh's Own Volunteer Rifles.
Pipes and Drummers of the Cape Town Highlanders.
Cape Town Highlanders.
Medical Staff Corps.
Volunteer Cadet Corps.
Representatives of Suburban and other Municipalities.
The Jubilee Commemoration Committee.
The Members of the Corporation.
His Worship the Mayor.
The Marshal.
Mounted Infantry Detachment of the Duke of Edinburgh's Own Volunteer Rifles.

The procession will proceed along Somerset Road to Buitengracht Street, up Buitengracht Street to Strand Street, down Strand Street to St. George's Street, down St. George's Street to Waterkant Street, along Waterkant Street to Adderley Street, up Adderley Street, to Wale Street, up Wale Street to Long Street, up Long Street to Orange Street, up Orange Street to Mill Street, Mill Street to Buitenkant Street, down Buitenkant Street to Roeland Street, along Roeland Street to Plein

HISTORICAL RECORD - 2ND HEAVY BATTERY SOUTH AFRICAN ARTILLERY.

W.M. BISSET

Note: This covers all the coast artillery batteries in Simon's Town for the period 1 September 1939 - 15 August 1945.

1939

During the critical period that immediately preceded the outbreak of war on 3 September 1939, this Unit was placed in a state of readiness as far as circumstances allowed. It being remembered that the Union Government is bound to defend the Royal Naval Base at Simon's Town. To this end the normal peace strength of the Battery was increased by the addition of 20 men from the Special Service Battalion at Voortrekkerhoogte, thus bringing the Unit's total strength up to 4 Officers and 106 O.R's. It was commanded by Captain G.J. Prinsloo.

Following the declaration of war by Great Britain on Germany on 3 September 1939, and the subsequent declaration of War by the Union of South Africa on 6 September 1939, the strength of the Unit rapidly increased - Cape Garrison Artillery Officers and other ranks volunteering for Service, in spite of the fact that no recruiting policy had been laid down by the Government. By the end of the first month of the war, the Unit's strength had increased to 20 officers and 160 men.

At this stage the following Batteries were manned - Noah's Ark Battery (2 x 9.2 in. B.L. Mk.V Guns); Queens Battery (4 x 6in. Q.F. Guns); Middle North Battery (2 x 6 in. Q.F. Guns) was not fully manned due to a shortage of men, but was used as a training battery for the newly enlisted personnel. Queens Battery functioned as the Examination Battery.

The 9.2 in. Guns at Upper North and Scala were out of action, as they were in the process of being converted into Mk.VII mountings, with the necessary plotting rooms, powerhouses and hydraulic equipment. Work proceeded on this night and day.

Nothing of further interest occurred for the remainder of the year, but in common with the rest of the Union Defence Force, recruiting far exceeded the rate of working of the administrative machine, and the usual teething troubles of lack of uniforms and pay were very acutely felt.

1940

Some local excitement was caused at the end of February 1940 when 50 German men and women from the scuttled German vessel "s.s. WATUSSI" were held at Palace Barracks for a day for questioning, prior to internment. They departed from Simon's Town on a special train.

In March 1940 command of the Unit was taken over by Major F.F. Shipster on the transfer of Major G.J. Prinsloo. The Unit having been on a War footing since 6 September 1939, it was officially declared to be on Active Service as from 1 April

1940. In May 1940 the Command of the Unit was again changed and Major C.T. Howie assumed command. He remained the Fire Commander until 1941.

With the increase of Coastal Defences in the Union and the decision to fortify Port Elizabeth and East London, the 2 x 6" Q.F. Guns at Middle North Battery and the 2 x 6" Q.F. Guns of 'F' Section, Queens Battery, were removed in May 1940 and sent to East London and Port Elizabeth respectively. Some alarm was caused locally when this move was announced over the German Wireless broadcast from Zeesen, before the Guns had actually left Simon's Town!!

In August 1940 the first 6 W.A.A.S. (Womens' Auxillary Army Service) Transport Drivers reported for duty and were stationed at Main Barracks.

Realising the need to protect the harbour entrance against attack by light craft, Docks Battery was formed on 18 December 1940. It consisted of 2 Naval 12 pdrs. mounted on either side of the harbour entrance.

The work of modernising Upper North and Scala emplacements - henceforth to be known as Scala Battery - went on apace and 1 x 9.2" Gun from Noah's Ark Battery was dismantled and the piece sent to Scala for installation on the new Mk.VII mounting. The first test rounds were fired from these Guns on 10 July 1940.

Between April and November 1940 more than 200 officers and men from 2nd Heavy Battery were drafted away for service with the 1st and 2nd L.A.A. Regiments. In fact, by February of the following year 531 officers and other ranks had passed through Simon's Town since the outbreak of war.

1941

Major (later Lt.Col.) J.C. Moolman M.C. assumed command of the Unit in February 1941.

Scala Battery was completed and fully manned by the middle of 1941 and the Fortress Observation Posts at Cape Point, Olifantsbosch and Slangkop were in action.

The first practice shoot from Scala was carried out on 24 October 1941. It was at this stage that the first Artillery Specialists W.A.A.S. reported for duty at Simon's Town, and by the middle of 1942 they had completely taken over all the fire control instruments in the Command, thus releasing approximately 90 men for service with units in the field.

When relations with Japan became strained in July 1941 - and especially after the fall of Singapore the following year, the threat to South Africa's coastline was greatly increased, and all batteries were manned with a greater degree of alertness.

Towards the end of 1941 Non-European (Cape Corps) troops made their first appearance in the Coast Artillery. They proved apt pupils and by June 1942 they provided the largest portion of

the manning detail of the various batteries.

The remaining 9.2 gun from Noah's Ark Battery was removed about the middle of 1941 - the exact date is not known - and was sent to Durban.

1942

On 16 March 1942 Cape Corps troops were trained in all duties on 6 inch guns - the only Europeans in the Gun Detachments were the Nos.1. On 9.2 in. equipment the Cape Corps personnel were used as Ammunition numbers only.

In December 1942 two more 12 pdrs were installed at Docks Battery. Work was also commenced on the construction of 2 x 6in Mk XXIV Gun emplacements at Noah's Ark Battery.

At this stage the total armament of the 2nd Heavy Battery consisted of 2 x 9.2" B.L. Guns at Scala Battery, 2 x 6" Q.F. Guns at Queens Battery and 4 x 12 pdrs at Docks Battery. The troops garrisoning the forts were trained in the local defence of the forts. The strength of the Unit as at 31 December 1942 was: 565 all ranks including 78 A.S./W.A.A.S and 195 Cape Corps.

1943

Early in 1943 a new Battery was commenced at the Steenbras River mouth and was called the Gordon's Bay Battery. The holding down bolts were set in April 1943, and the mountings tested in December 1943. It is equipped with 2 x 6" Naval Guns and was fully in action by January 1944.

In February 1943 the personnel of Noah's Ark Battery were moved on to the Golf Course and lived under canvas while new Quarters were being constructed. Two B.L. 6" Guns were mounted in the newly constructed emplacements - they were Mk.II and NOT MK.XXIV mountings as had been hoped - and the mountings were tested on the 8, 9 and 12 July 1943.

On 10 July the new Quarters at Noah's Ark Battery were complete and were occupied. By 21 August the Guns were fully in action and Noah's Ark took over the duties of Examination Battery from Queens Battery, which closed down. The guns were removed from the latter Battery and it was handed over to the Royal Navy as a Barracks.

New Quarters were constructed for the A.S./W.A.A.S. and for the Cape Corps at Scala. Work was also commenced on a third gun emplacement at Scala Battery, to be known as Scala I.

1944

As the threat of invasion decreased during 1944, so the Strength of the Unit decreased as personnel were required for service in the Field. In December 1944 the Unit strength had decreased to a total of 382 all ranks, including 42 A.S./W.A.A.S. and 192 Cape Corps. By November 1944 all Batteries were placed in

care and maintenance - only one Gun at Noah's Ark Battery being fully manned.

In November 1944 Lt.Col. Moolman M.C. E.D. relinquished command of the Unit and his place was taken by Major B. van der Merwe.

Work on Scala I emplacement continued during this year.

1945

The highlights of this year, as far as 2nd Heavy Battery was concerned, were VE Day on 8 May 1945, when a salute of 21 guns was fired from Noah's Ark Battery, VJ Day on 14 August when a salute of 21 Guns was fired from Docks Battery, and the proofing of Scala I Gun.

This latter incident caused some consternation locally as it was feared that the blast from the Gun would seriously damage the native location immediately below it. Consequently the whole native population, number some 1200 people, were evacuated in Defence Transport.

No visible damage was caused to the buildings in the location and it has successfully withstood several more shoots from the same gun without the necessity for mass evacuation.

Work was also commenced on a Radar Station for Scala Battery, above what is now Reid's Way, Glencairn.

The third Gun at Scala I was completed and handed over to this Unit in May 1945.

HISTORICAL RECORD - 2ND HEAVY BATTERY S.A.A.

16 AUG 1945 - 1 SEP 1946

On 3 September 1945 Major B. van der Merwe relinquished command of 2nd Heavy Battery and Major D.E. Peddle assumed command of the Unit.

There is very little of historical interest in the period under review, except for the steady decrease in Unit Strength due to volunteers being discharged as and when they could get employment. Various administrative changes were made within the Unit, it being felt that some of the wartime administrative arrangements were not suited to peace time conditions.

In November 1945 the Unit took part in the "Thank You Britain" Week fetes in Simon's Town by providing a Gun park for visitors to see and also took part in a night mock battle. At the end of November 1945 all the Guns at Docks Battery were removed and returned to S.S.O. "T", except two which are kept at Noah's Ark Battery, as an immediate reserve of armament.

The Radar Station was completed and handed over to this Unit in October 1945. There were, however, one or two minor details which required adjustment, these were, however, all completed by June 1946.

HMS LUTINE & LLOYDS OF LONDON

A.E. Read

Much has been heard of the losses incurred by various syndicates at Lloyds of London who in June 1993 announced record losses of up to £2.8 billion. The following report from London's Sunday Times of 19 June 1993 gives SOME hope but will not go far enough to alleviate the misery of some of Lloyds members who have been forced to sell up their homes etc in order to cover their losses.

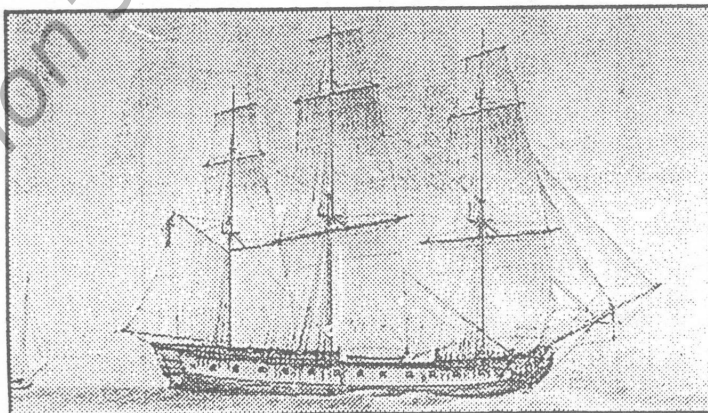
"Divers have recovered treasures from HMS LUTINE, the 32-gun frigate that sank off the Dutch coast and supplied Lloyds of London with its famous Lutine bell. This is the bell which is rung each time the loss of a ship is announced. There is now growing optimism from Lloyd's that the entire gold bullion hoard, worth an estimated £28 m. could soon be raised from the seabed.

Lloyd's established its international reputation by paying up fully and promptly when HMS LUTINE went down in gales in 1799 after sailing from Yarmouth. Over the past two centuries, bullion worth less than £200,000 has been recovered, with most of the cargo still under the water.

The latest recovery operation, carried out in dangerous conditions by Dutch divers, is being undertaken amid much secrecy. Ane Jan Duif, head of the 10-strong amateur archeological diving team working with Lloyd's and the Dutch Ministry of Culture, will eventually publish his findings.

The archeologists have identified the 300 yard "track" that the sinking craft followed before finally reaching its resting place less than 40 feet from the surface. If they follow this track they hope to find all the treasure that has been lost. It is difficult work with shifting sands and strong currents hampering operations.

The LUTINE's bell was recovered in 1859. It weighs 106 lb. It is traditionally sounded once for bad news, twice for good. Under British law all salvage belongs to Lloyd's because its underwriters met the loss. But the Company has agreed to give 70% of any valuables to those who recover them.



HMS Lutine: its bullion hoard is believed to be worth £28m