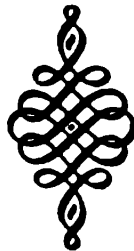


**SIMON'S TOWN
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PLEASE NOTE:

In the July 1994 edition of the Bulletin we credited Admiral Johnson with the origin of the resumes on various GENERAL BOTHA cadets. In fact these had originally first appeared in "Both Watches" 50th Anniversary edition 1971 - the GENERAL BOTHA magazine. This was not clear from the hand-written notes of Admiral Johnson's speech. EDITOR.

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LIME AND LIME-BURNERS OF THE SOUTHERN CAPE PENINSULA

Late PROFESSOR O. PRYCE-LEWIS

PART I - THE USES AND THE SOURCES OF LIME

1. The Uses of Lime:

To the first Europeans wishing to build permanent structures, the lack of lime for plaster and mortar was like the lack of straw for the brickmakers of Ancient Israel. The need for such structures did not immediately arise because the first habitations in the Table Valley and along the Liesbeeck River were either prefabricated huts brought with them from Holland or made of posts and withies daubed with clay while the walls of the Fort were principally of earth.

Nevertheless the need for lime soon made itself felt for use as a plaster protection of relatively soft bricks and the clay mortar (or dagha) in which they were laid. Such protection was especially required in the case of buildings exposed to salt laden wind, the plaster itself required protection and maintenance: lime-wash in repeated coats amounting in some cases to an eventual thickness of as much as twenty-five millimetres. Even as late as the 1890s clay mortar was used although the bricks were hard burnt. The joints, vulnerable to the weather's attack required at least "pointing", that is, the substitution of the clay to a depth of, say, 25 mm by lime mortar.

Lime was used in building in other ways, some of doubtful efficacy. Protection against rising damp in walls was a serious problem in early days for without foundations of any kind walls of clay or soft bricks rested directly on the ground and were eroded on their undersides in contact with the ground. A layer of lime mortar interposed between the ground and the walls was often employed as a damp-proof course. Unless this was allowed to harden thoroughly before the wall was built upon it, it was likely, through carbon-dioxide starvation, to remain in a semi-liquid state and therefore ineffective as a barrier to rising damp.

Early buildings were invariably thatched with ridges capped with lime plaster. The capping had a limited life and required maintenance along with the thatch. The danger of fire and the waterproofing problems encountered when the thatch abutted gables led to the adoption of the flat roofs. All, in one form or another involved the use of lime. One of these comprised the laying of a lime mixture on a layer of crushed bricks which in turn lay on boarded yellowwood, the ceiling of the floor below. Such roofs needed constant maintenance as they leaked badly. Train oil (whale oil), tar and paint were some of the agents used in attempting to render the flat roof less susceptible to water penetration. Despite its disadvantages, the flat roof had a long run of usage and consumed large quantities of lime until the introduction of corrugated iron in the mid-19th century. Lime on a flat roof, in contrast to lime used as a damp-proof course in walls, is free to combine with atmospheric carbon-dioxide and will therefore crystallise, that is, set readily.

At the end of the 18th Century, the British brought to the Cape their preference for cornices and other decorative elements on the interiors and exteriors of buildings. Many buildings were converted internally to meet these preferences as, for instance, the beamed ceiling of the Cape Dutch interior was felt to be unfashionable or too sombre.

While the demand of lime by the building industry increased as the size of the city and the buildings within it increased, other uses of the material made further demands. Lime was required for agriculture, for culinary and for medicinal purposes and many other usages.

It is worthy of comment that the importation of cement in 1820 made little difference to the demand for lime on account of the expense of the former.

2. The Sources of Lime:

All lime, calcium carbonate (CaCO_3) is derived ultimately from plants and animals, directly as in the case of sea shells, indirectly as in the case of sandstones which are the result of compacted micro-organisms and fragmented sea shells or the chemical precipitation of calcereous salts from over saturated solutions. Travertine is a consequence of this last-named natural process. Sea shells and travertine are found in the Cape Peninsula, the latter in the hills to the south of Paulsberg on the False Bay coast of the Cape of Good Hope Nature Reserve. Limestone is to be found on Robben Island and under the sands of the Cape Flats. Sea shells found on beaches vary in quantity and suitability for the making of lime. The quantity available depends on the vagaries of wind, tide, seasonal change and other environmental factors. Some beaches, if not at present, then in the early days of white settlement yielded large quantities whereas others, few if any.

The collection of shell from some beaches was easy, from others difficult. The beaches at Olifantsbosch were said to bear some shell but these were difficult to gather and not worth the trouble if other sources were available. The neighbouring beaches at Blaauwbergsvlei were, according to D.G. Malherbe who lived there, devoid of shell so that neither he nor the inhabitants at Olifantsbosch had any alternative but to collect from the Atlantic beaches further south. The shell yield appears to have increased from north to south in this region. Favourite beaches were at Gifkommetjie, Platboom and Maclear Beach. The last of these was regarded as yielding the best shells and the most plentiful. Gifkommetjie was particularly difficult to reach.

On the False Bay coast shelly beaches are widely separated and varied in their yields. Muizenberg to Kalk Bay constitute one region. Neither Fish Hoek beach nor that at Glencairn can be described as anything but barren while the intervening coastline is steep and in times past inaccessible. On the other hand the region from Simon's Town to Millers Point was, until the beaches were buried beneath extensive dock installations extremely rich in shell of high quality. Steenbras Bay, east of Cole's Point was remarkable in that respect. This region largely faces to the north and the numerous coves which indent the coastline

appear to favour the growth of an abundance of the type of shell most suitable for lime manufacture. East-facing beaches are generally poorly endowed as is the case at Buffels Bay and at Smitswinkel Bay. The collection of shell between Millers Point and Smitswinkel Bay and between that Bay and Buffels Bay is impracticable for the coast descends into the sea precipitously as it does between Buffels Bay and Cape Point.

It would be unwise to judge from a single example of the quantity of shell collected at a particular time. Nevertheless that example appears to be the only one available which affords an opportunity of showing how limited the supply could be. On a particular day in 1872, nine ox-wagon loads each comprising 15 muids (that is 15,08m³ in total) were collected at Maclear Beach. (Note: 1 muid = 24 gallons). That yield might be equalled or excelled on another occasion but was just as likely to be found diminished. Van Riebeeck found that the shell supply on Robben Island beaches fluctuated greatly and was rapidly exhausted. The construction of the Castle demanded large quantities of lime only satisfied by delaying the works until the supply became equal to the demand. Any large building projects dependent on shell lime had that same restraint until existing sources were replenished or new sources outside the Cape Peninsula were discovered.

3. Shells derived from middens:

The sea provided food of different kinds for the so-called "Strandlopers". Among these were the contents of live sea shells, Patellidae and Mussels gathered from the rocks, while other species, Pelicipoda, were sought in the sand (Muizenberg for instance yields the Donax serra or white mussel and Scissodesma spengleri both of large size). The hunters, understandably, sought the larger species as yielding the greater quantity of food, per shell.

The shells emptied of their contents, together with other articles no longer of utility were dumped at specifically selected places over long periods of time. Mounds of considerable size called middens were created, some close to beaches (Windmill Beach for example), others at some considerable distance from the point of collection, (Groot Blouberg for instance). Generally middens were situated not far from water sources, springs, streams and vleis upon which the makers of middens depended.

Shell deposits have been found in caves, notably Kalk Bay, Peer's Cave area in the Fish Hoek Valley, Smitswinkel Bay, above Black Rocks near Booisies Drif and on the Atlantic coast on the Bonteberg. The quantities obtained from these sources were small and rapidly exhausted.

All of these man-made deposits, limited in their capacity though they were, were made to supply shells for burning. The middens comprising a ready made collection of shells of large size were fair game to the burners and like the cave deposits rapidly exhausted. Some have been reduced to the extent that only a few scattered shells testify to their existence.

4. The Manufacture of Lime:

When sea shells and limestones are subjected to sufficient heat they are calcined, that is the original calcium carbonate is transformed to calcium oxide or quicklime as it is called together with impurities which may be present. Sea shells may be reduced to quicklime by mixing them with wood, often brushwood, in the form of a pile standing in the open air. The burning fuel obviously tends to heat the interior of the pile more effectively than the exterior resulting in unequal calcination. Partially burnt shell was an inevitable consequence of this method and a lime of poor quality was produced. A conscientious burner would use the half burnt shells in his next burn. Despite the inadequacy of the open pile, large quantities of lime were produced by this elementary process.

The burn is more efficiently performed in an enclosure, that is, in a kiln filled from the top and provided with a draw arch at the bottom through which the calcined material was extracted. Confinement within the enclosure ensures that the outer shells are brought to the same or nearly the same temperature as those at or near the centre. While sufficient heat can be achieved by burning sea shells mixed with wood, the calcination of limestone can only be effected with efficiency when coal is used as a fuel. It follows that until supplies of coal became available and affordable by the burners (often people of scanty means) lime-stone deposits went unsought, undiscovered or if known, unused. The date of the earliest use of limestone in the southern Peninsula is not positively known although there are grounds for believing that the hills south of Paulsberg mentioned earlier, were quarried for their travertine.

The use of limestone involves the building of kilns, a proceeding only economically justified if the production is to be in reasonably large quantities over a sufficient length of time. Kilns are of two kinds, tunnel and flare. The first is filled layer by layer, limestone and fuel alternatively. The proportion of coal to limestone varies with the type of limestone. Variations between $\frac{1}{4}$ and $\frac{1}{6}$ are usual. The flare kiln has a firebox at the bottom. Most of the kilns in the Peninsula were of this type.

On completion of the burn which took about seven days, the calcium oxide must be protected from its readiness to absorb atmospheric carbon dioxide by enclosure in bags or by immediate slaking, that is, by the addition of water. This has the effect of producing a hydrated material, the stuff used by builders in making mortar and plaster. In the Peninsula, the lime made from shell or sandstone is classed as pure and slakes readily. This type depends upon external agencies for its setting and is therefore unsuited to use in situations where these agencies are unable to act. In the interior of the thick walls traditional at the Cape such limes do not set unless the construction proceeds slowly. It follows that the local limes were not used for mortars in massive constructional works. Hydraulic limes which do not depend for their setting on external agencies are not found in South Africa. In this connection it is of interest that in 1823, Commodore Nourse suggested the use of the

abundant shell to be found on the beaches at Simon's Town as a cheap source of lime for the construction of a lighthouse on Noah's Ark rock. The suggestion was opposed by Major W.C. Holloway, commanding Royal Engineers, on the grounds that shell lime was considered inadequate for a structure in an extremely exposed situation. He advocated the importation of Hydraulic lime from England.

5. The Lime-burners:

During van Riebeeck's regime a policy of privatisation (1657) resulted in the freeing of Company employees from their duties in the hope of encouraging in them initiative in farming activity without expense to the Company. These people often short of seed and raided by Hottentots, eked out a living as best they could. Scarcity as has so often been the case world-wide, led to unofficial exploration of the countryside and exploitation of its resources. It seems likely that even before van Breitenbach and his party of experienced travellers and burghers and the surveyor Jan Wittebol, were directed to look for a suitably safe roadstead in False Bay, the freemen had found their way to False Bay. There they found good fishing and could hardly fail to observe sea shells washed up on beaches. Van Breitenbach's somewhat negative report suggests that his expedition did no more than it was asked to do, nevertheless, the coast of False Bay was now known a little better than before. It may be coincidence that two years after the expedition's visit, freemen were found, unknown to the authorities, burning shell for lime in all probability between Muizenberg and Kalk Bay. The product of their activity was taken to Cape Town where it supplemented the lime needed in the building of the Castle. The quantity produced appears to have been small, doing little to alleviate the chronic shortage of lime for that and other projects in Table Valley.

These early burnings were almost certainly performed by piling the shells in the open otherwise Simon van der Stel in making his report on the natural resources of the land bordering the sea between Muizenberg and Kalk Bay would surely have mentioned a kiln or the existence of a valuable resource.

A map dated c1700 shows a kiln near to the Elsie's River. This representation is repeated on several maps thereafter including that of 1713. All of these maps show Isselsteijn Bay and Fish Hoek Bay with some faithfulness to reality but tend to become more and more removed from topographical exactitude. It appears very likely that the earlier map was used as reference by the cartographers responsible for the later maps without verifying its details. Thus if the earliest map was in error, its mistake was perpetuated. That a kiln would have been built near the Elsie's River in 1700 or earlier seems highly unlikely, firstly because Glencairn beach carries no shells, and secondly because Simon's Bay is a far better source of shells and a safer anchorage for vessels engaged in the lime trade. In the author's opinion the kiln shown on maps is merely an indication that lime was produced on the False Bay coast and ranks with other cartographical symbols whales, dolphins etc. representing the sea. Kilns were built in or near Muizenberg in the late 19th century and used until the early years of the 20th. That built by Abraham Auret was at Muizenberg itself while the kiln

at Kleigat (Lakeside) was operated by Andries Bruyns.

Nothing is positively known of lime-burning south of Kalk Bay until after the 2nd British Occupation although lime was made at Imhoff's Gift in the Kommetjie area (opposite present day Ocean View) probably in the 18th Century. Nevertheless when it is considered that between 1724 when Antonie Visser was given permission to graze cattle at Simon's Bay and 1814, not only had Visser and various citizens built a considerable number of buildings but the Dutch East India Company had constructed forts, a dockyard with a wharf, a large hospital for 100 patients, extensive stabling, a house for the Postholder, and the Residency, all of considerable size as well as several smaller works. Not the least of these works were the retaining walls required in forming level terraces in steeply sloping ground.

The lime required for these activities was produced as and when needed, in fact during the actual construction, for lime has a limited shelf life. There were periods of heavy demand and periods in which, except for maintenance purposes, little burning took place. Speculation suggests that between 1760 and 1765 when the hospital was in the process of building, the coasts were stripped time and again by the Company's men. Unfortunately they remain anonymous as do the collection points, the method of burning and the method employed in transporting the lime to the sites. No building works of consequence were undertaken at Simon's Bay for 10 years after the building of the hospital.

In 1775/77 another burst of building activity took place, again at the behest of the Company. This included the Residency and the Company's stables, on conclusion of which, except for the Martello Tower in 1795, NO OFFICIAL BUILDING was undertaken until c.1811 when Old Hospital Terrace, the Sail Loft and Sail House were built.

Building at Simon's Bay by two civilians probably started after Baron van Imhoff's grants of land were made to Antonie Visser and Christina Diemer in 1743. Visser, as a squatter however, may have built some kind of dwelling before the present Admiralty House was started. No civilian building took place until Jeremias Auret was permitted to build his house on the site of the present British Hotel. This was followed by Auret's Lodging House, now Runciman's Building, in 1785. Palace Barracks was built as an annex to Admiralty House, also about this time. J.P. Kirsten's fine residence and appendages was completed c1796 shortly after the 1st British Occupation. The building of these structures took place at sufficiently separated times as to avoid competition between builders for the supply of shells.

The British occupations stimulated economic growth at the Bay. Population increases led to increased tempo of building. A town and outlying homesteads developed, the demand for lime increased. Shell for burning became marketable as is testified by the inclusion of clauses in "for sale" notices of properties between Simon's Town and Millers Point advertising the abundance of shell to be had from their beaches. Therein was cause for

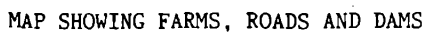
concern and complaint by property owners in the town who before the enclosure of these outlying homesteads had access to the numerous coves and beaches to the east of the town. Incidentally, the alienation of what had been regarded for a long time as commonage restricted the area of land available for grazing the townfolk's cattle. From evidence of this kind we deduce the fact that the lime used in building the town all came from local burnings which were not restricted to the local coves but to an industry which grew up on the south side of the Klaasjagersberg. The only reference to lime burning to the north of the town is to be found in a return of lime production by Frederick Hofmeester on land somewhere to the west of Elsie's River Farm situated on the slopes above the left bank of the Elsie's River. The land, three morgen in extent was held on quit rent from late 1812 until 1814 when it was converted to perpetual quit rent (STQ1:4) by Frederick's son, presumably President and Member of the Orphan Chamber administering his estate. It appears that this lime production was limited to a short period.

Hofmeester's term for this event is "branderij". The word has three meanings, lime burning, calcining and lime kiln. The author believes that in this case lime burning is meant for it is extremely improbable that in a situation high up the Glencairn Valley and far removed from sources of shell that it would have paid to build a kiln which was by no means an inexpensive undertaking if properly made. On the other hand Hofmeester's activity coincides with a period of activity in the building industry at Simon's Town thus even though he did not build a kiln he would be inclined to take advantage of the opportunity offered by the need for lime, and burn by the pile method.

Economic pressures at the Bay caused largely by the presence of ships of various kinds all the year round were responsible for the exploitation of the resources of the lands lying to the south of Klaasjagersberg. There the land watered by the Klaasjagers River, the Schusters River, the Hout River and lesser streams, gave promise of yielding crops of fruit and vegetables. The Buffels River had long been exploited as part of the large farm "Buffelsfontein." Most, if not all, of the early settlers in the area were granted small parcels of ground on quit rent. Such of them who lived on their holdings built dwellings and outbuildings of such a size as to require lime in relatively small quantities. Shell for the purpose was derived from nearby beaches.

The settlers in the area were not primarily lime-burners but became such when it was realised that on the southern beaches shells in abundance were to be had. To some the industry became an important element in their income.

The manner in which the land was subdivided and the routes by which the individual farms were approached and interconnected had a profound bearing on the lime-burner's access to the sources of shell.



Diagrams by James Walton of the Booisieskerm, Cape Point Lime Kiln and of Auret's Lime - kiln at Muizenberg are to be found on p.120

PART II

THE PEOPLE & THE PROPERTIES - SIMON'S TOWN/CAPE POINT AREA:

Since 1789, perhaps even earlier, Buffelsfontein, whose Ordonantie (i.e. its centre point) lay at the present "Homestead Restaurant" in the Cape Point Nature Reserve, stretched from shore to shore. The farm included Buffels Bay, Paulsberg, Platboom and Gifkometjie, all places described as excellent, indeed the best sources of shell. To the north of the farm, with the exception of Schusters Kraal, 1725, until the opening years of the 19th Century, particularly after the Second British occupation in 1806, the remainder of the Smitswinkel Flats and other lands south of the Klaasjagersberg and the mountain chain with which it is associated, remained in the Government's possession. When applications for grants of land were made they were for obvious reasons, for land as close as possible to Simon's Town and watered by streams. Thus Malherbe, Sertyn, Soufflot, and Arend Moses were granted quitrent leases of 15 years on relatively small holdings at the foot of the well-watered Paarde Kloof. J.P. Kirsten had a strip of land on the southern slope of the Bonteberg and Jeremias Auret jnr., a few hectares on the Klaasjagers River, both with quitrent leases, the latter dated 1809. The Widow Hurter acquired, on the same terms, a long strip of land, parallel to the coast at Olifantsbosch.

In 1814 a change in policy aimed at improving the quality of farming throughout the Country introduced the concept of hereditary land, that is, Perpetual Quit Rent. Land hitherto on loan from the Government was particularly affected for these were generally very large tracts. Nevertheless the small holdings could be had on P.Q.R. after the expiry of their quit rent leases. All of the small holdings in this area were assimilated into larger tracts. Thus Malherbe's land with extension southwards became "Wildschutsbrand"; Sertyn's land, also with extensions became "Kogelfontein", while Arend Moses's original tiny place was enlarged westwards to the vicinity of Scarborough. Smit, a newcomer to this group acquired a considerable tract extending from "Wildschutsbrand" westwards to the north of Schuster's River.

To the southwards of these properties, in 1814 and later, a long string of new farms great and small were created. They stretched from the Bonteberg to Smitswinkel Bay. On the west lay J.P. Kirsten's "Krom Rivier". Eastwards in succession were the lands of J.F. Seb & Kirsten's "Krom Rivier" which contained the Theeberg. Petrus Kirsten's place came next, followed by farms on the slopes of the Klaasjagersberg granted to Arie Klyn and others, finally a long strip of land containing the upper waters of the Klaasjagers River owned by de Stadler.

Southwards of these properties a huge tract of land "Olifantsbosch" in which was incorporated the Widow Hurter's quit rent land, was acquired by Gerhardus Hurter in 1817. Eastwards lay Auret's original quit rent land supplemented in 1817 by a small addition. Arie Klyn's farm "Klipfontein" followed. Beyond were the properties of J.C. Eikelaar, granted in 1821; Arendse's farm 1813; T.K. Deane's place 1817 and finally the seashore place of P.F. Hugo, "Smitswinkel Bay". All of the properties in this group are associated closely with if

not actually traversed by rivers. They sustained a certain amount of agriculture much of it in the nature of large scale gardening. Some of the labourers working there described themselves as gardeners. The Hurters are reported as growing fruit for the Simon's Town market.

The lands to the south of these farms are on the Smitswinkel Flats, a great open plain which afforded grazing of poor quality to various types of cattle. There reliance was placed on naturally formed dams and it was their distribution which to a large extent determined the size and shapes of the farms. Kraals were sometimes built on streams so as actually to straddle their bed. Boyskraal rivier in Blaauwberg Vlei is an example. The farms "Olifants Bosch", "Blaauwberg Vlei" and the extensions to Auret's holdings southwards shared the Sirkel Vlei while "Olifants Bosch" and "Blaauwberg Vlei" had a common boundary at the Hester Dam. Where no dams existed the farms became long strips reaching out towards the marshy lands at the foot of the Paulsberg and De Boer, the source of the Houtrivier. The Smitswinkel Flats were consequently subdivided from west to east as follows: On the Atlantic coast, "Blaauwberg Vlei" granted to Frans Daniel Rossouw in 1817; several southward extensions of Auret's "Klaasjagers," "Patryze Vallei" a long narrow strip of veld granted to J. Griggs in 1832; Crown lands occupying the coastal terrain on False Bay. This Crown land extended from the Atlantic to the False Bay coast in two sections separated at a single point, the junction of Auret's property with "Buffelsfontein". All five farms mentioned above bordered onto these pieces of Crown Land.

Proceeding southwards "Buffelsfontein" is found to stretch from the Atlantic to False Bay. As already indicated this farm was of interest to a variety of people from the 18th Century onwards. It is first heard of as the site of the Diemers Kraal situated presumably near to the Buffels River and to Buffels Bay. It is most likely that the Diemer after whom the kraal is named is the Christine Diemer to whom Goede Gift at Simon's Town was granted by Baron van Imhoff. However, the farm "Buffelsfontein" was a large tract of land taken on loan from the Government in 1789 by Jeremias Auret sen., wine and brandy licensee of Simon's Town, one of whose occupations was that of farmer, in need of more grazing than was available at the Bay.

Auret appears to have built a four-roomed house at the centre of the farm above the Buffels River, for his widow is known to have managed the place for a short time, staying for a few days at a time. The house was certainly there in 1809 for it is mentioned in Colonial Office reports and in the inventory of assets at a sale in execution of an insolvent estate. Besides the river, there are several dams, the Suurdam, Fransdam, Matroosdam and Blaauwberg Dam.

After Auret's death in 1794, his widow married J.M. Endres, a German surgeon, who pillaged the Auret estate which he surrendered as insolvent in 1799. "Buffelsfontein" was sold to a friend, David Piton, who rented it from the Government for a short while. Endres bought the "opstal" from Piton with money borrowed from Piton, holding the place until his second insolvency in 1809. John Osmond bought the Homestead and a few odds and ends. At the sale it emerged that at Buffels Bay a

limeshed existed. Neither Endres nor Piton was likely to have built the shed nor is it probable that either burnt lime, thus it is almost certain that Auret not only produced sufficient lime for building purposes at "Buffelsfontein" but for use elsewhere using his schooner LOUISA for the transport of his produce.

Before Osmond's time, cattle had been driven over "Buffelsfontein" in order to reach the area later known as "Cape Point Farm" where water was to be had in plenty at the Groendam, a short distance from the Cape of Good Hope and not more than 80 metres from what became Maclear Beach. The cattlemen also used the before-mentioned dams on "Buffelsfontein". In all cases the cattle grazed on the land, traversed more or less where they pleased or the herdsmen allowed them to do so. In addition to these passages over "Buffelsfontein" were those made by fishermen who arrived in oxwagons which by virtue of their mobility were driven over the veld by a great variety of routes causing damage to the property as they did so.

Auret and later Endres, do not appear to have objected to these passages over their land but Osmond had other views which he made known in no uncertain manner. However, as he had no control over "Cape Point Farm" he found it impossible to prevent access to that area. In 1814 he applied to convert "Buffelsfontein" to Perpetual Quit Rent and to have possession of "Cape Point Farm" on the same terms. His plea was heard whereupon the trespassing, if it did not cease, at least decreased.

In 1823 Osmond advertised the farms to be let. The advertisement mentions the economic advantages of the places including the presence of shell for lime burning. The Kalis family appear to have been the first tenants. In 1840 Osmond had the farms transferred by donatio inter vivos to his grandchildren, minors, who left the management to their father, William Rousseau Osmond. He had had experience in that connection since 1837. He visited the farms three times a week while Simon van Blerk, the supervisor, lived at the homestead. According to northerly neighbours, neither Osmond jun. nor his supervisor were as strict over the matter of trespass as had been John Osmond. They permitted the gathering of shell from at least four places, Groendam, Platboom, Gifkommetjie and Paulsberg caves.

In 1841 a prominent property owner in Cape Town named Wicht bought "Buffelsfontein" and Cape Point. He continued in possession until 1855 during which he let the places to a variety of people. These tenancies did not last for any great length of time. The only tenant of any note was one, van Reenen, who bred mules. On the other hand Wicht employed a number of supervisors of varying efficiencies, Goslet, Jenkins, William Stegmann (who later farmed at Noordhoek and served Wicht from 1841 to 1845 or 1846) and Antonie Kalis who lasted for two years. Orange Klyn worked for Wicht for a while as lime burner. It is probable that this lime was taken to Cape Town for use on Wicht's properties.

John Turner McKellar bought the two farms in 1855 (T7103/12857). According to him he found the homestead in ruins and the land

very neglected. It took two years setting the place to rights before he began farming. In 1858 he introduced cattle, mares and ostriches and ran the fishery himself after finding it paid more than when let to a tenant. Before McKellar's arrival on the Smitswinkel Flats, except for John Osmond, not one of the owners, their employees or their tenants raised the question of the rights of neighbours to enter and cross one another's properties. They all knew one another, one might say, intimately. There were several cases of intermarriage. They might look askance on strangers and probably did. They would certainly object to having their properties shot over, especially by people obviously poachers. Amongst themselves however, they adopted a policy of laissez aller at an early period. They came and went on "Buffelsfontein" and "Cape Point" to picnic, to fish and to gather shells, calling at the homestead not with the primary aim of seeking permission to use the amenities, although they might do so, as to exchange courtesies, the latest news, to be sociable. It did not occur to some, because of usage, that their visits could be interpreted as trespass.

McKellar, an immigrant, born in Argyll on the west coast of Scotland, was not of this community nor one assimilated by it. A tough customer, very conscious of his rights, he was prepared to fight for them, physically if necessary. He probably had no knowledge of what had become in the years before his arrival an unrestricted use by his neighbours of the beaches on his property. He may not have realised for some time that "Buffelsfontein" and "Cape Point" were the two places which in the eyes of his neighbours offered the most lucrative returns for the time spent there. These places have the same attraction at the present time.

Unlike previous owners, McKellar lived on his farm and married a local girl. From the outset he was determined to control the use of his properties' amenities. He employed Antonie Kalis, whose family lived at Smitswinkel Bay to ride every day to stop trespassers, shell collectors, woodcutters and game poachers. His insistence on privacy was published in an advertisement in the CAPE MONITOR on 15 February 1860. Those on business were to be admitted but all others wishing to fish or to collect shells were to seek permission to do so. Only respectable people would gain admission. They might outspan and graze cattle within 33m of high water mark. On 24 May 1882, McKellar himself intercepted Hawkesly and Marry on the track to the Groendam. They carried guns and were asked to apologise in writing. The apology was furnished on 23 June. This occurrence was duly noted by McKellar's neighbours.

In 1833 'Blaauwberg Vleef' was transferred to P.F. Hugo referred to above as having the farm "Smitswinkel Bay". D.G. Malherbe, who had held land at "Wildschutsbrand" is found at "Blaauwberg Vleef" presumably as tenant, from 1835 onwards for at least 37 years. At some stage after McKellar's occupation of "Buffelsfontein", Malherbe was discovered collecting shells from the midden on Platberg with the intention of making lime which he sold on contract to the Simon's Bay dockyard. When accosted he took the view that he had every right to use the track (he called it a road) leading to Platboom beach, ignoring the fact that the midden is some distance to the south of the track. Furthermore

it turned out that he had not used the track but had entered "Buffelsfontein" at a spot near the Atlantic coast and had reached the midden by making a route for himself over the veld some 3,5 kms from the homestead. McKellar disputed his right to use the shells and his claim that the track to Platboom was a public way. Malherbe replied to McKellar's attorney's letter by apologising in writing agreeing not to repeat the offence.

In addition to Malherbe, lime was burnt by other local inhabitants living on farms to the north of "Buffelsfontein". Arie Klyn who acquired "Klipfontein" in 1822 built a kiln there and traded the product. His son and grandson, both named Orange, continued his practice while gardening and farming until McKellar contested it in 1855-57 when they ceased from collecting shell. These they had taken from the Groendam Beach (Maclears Beach), Platboom, Blaauwberg and Paulsberg with, so they said, no objections raised by Osmond, his son, Wicht or any of the tenants and others in charge of "Buffelsfontein".

No record of Jeremias Auret jun. having burnt shell has come to light although his son William fetched shell from the Groendam to his father's place at Klaasjagersberg. The lime he produced in 1805 when first he went to that beach, he sold to Osmond's overseer and servants. Like the Klyns he stopped producing lime in 1858. He said that he also collected shell from Platberg, and Blaauwberg. He had been granted permission to take shells from the Platberg midden. His average production of lime was about 31,75 ton per year.

Frederick Auret, sometime Field Cornet of the Wildschutbrand area, collected shell with his brother William, at the Groendam beach. The shells of which he thought highly were burnt at the farm "Theeberg" and found a market in Simon's Town. When McKellar arrived he ceased his lime-making activities because the newcomer began an industry on a scale which allowed him to undercut the prices charged by the other lime burners in the area. Auret said that McKellar could afford to sell at 3/5 of their prices. He said that he was fortunate in having other sources of income. In any case he produced on 2,25t per annum. His brother's loss must however have been serious. Henry Auret also collected shells at the Groendam at an early age but his production of lime could not have been great. In all probability he merely assisted in the collection as one of a family in which all of the male members were expected to pull their weight.

The Kalis family lived at Smitswinkel Bay. The first of the line may well have been the tenant advertised for in 1823 by John Osmond for he rented "Buffelsfontein" and "Cape Point" farms and lived at the homestead for a period of four years during which he burnt shell. The acquisition of his own land in 1828 may have followed that tenancy. Kalis' son Antonie, continued with the help of his son Joseph Gert and other members of the family, to make lime until his cattle died of lung sickness about the time of McKellar's appearance after which he worked for McKellar for about two years.

It is not clear when Antonie's limeburning activities on his own behalf took place, probably intermittently. When they did the

work must have been prodigious for 18 wagon loads, each comprising 1,288m³ of shell were required for a pile of effective size. From the Kalis farm to the Groendam was a distance of about 17 km. The round trip could well take six hours in travel alone. As a consequence there was a tendency to camp for two or three days while the shell was collected. This involved the grazing of cattle and cooking food for himself and his assistance, procedures resented by a man such as McKellar when his permission was not sought. Unfortunately the number of wagons in Antonie's possession is not known otherwise the time taken to collect the 22,104m³ of shell needed for a single burn would be calculable. Neither Antonie nor his brother Franz, who also made lime, had a kiln. They sold their produce in Simon's Town and Cape Town, transporting it by wagon.

As indicated earlier, John Turner McKellar was a lime manufacturer himself. He burned lime throughout his ownership and held a poor opinion of the shells as suitable for the purpose because of quantity deficiency. He considered that only three or four loads of worthwhile shell could be collected from the Groendam beach on an average day. He tested his opinion on a particular day collecting nine loads of 1,68m³ each (15,08m³). He acknowledged that the middens were richer in that the shells were larger. McKellar's opinions were clearly biased by his possession of a kiln and a virtually limitless supply of lime-stone. He had had experience of shell burning before the kiln was built thus he had a basis for his opinion. The length of that experience is not known for even he could not recall the date of the kiln's first burn. The remains of McKellar's kiln may be seen at the southern end of the beach at Buffels Bay. Nearby is the site from which travertine was obtained. Sometimes shells were mixed with the stone. These were fetched from middens one of which was nearby. With a kiln and limestone at his disposal he was able to produce 195 tons per annum, six times the mass of 32,25 tons put out by the Auret brothers and more than all the other limeburners in his vicinity put together.

Although he also used road transport, he had the advantage over his competitors of Buffels Bay as an outlet for the products of his farm, fish in quantity and lime. He purchased a schooner JANE, 19 tons which was used, inter alia, to fulfil his contract to supply lime to the Simon's Town dockyard and to convey produce to Cape Town. He must have used coal as fuel in the production of lime. The schooner would probably have been used for its transport. When it is considered that the mass of fuel required could not have been less than 50 tons per annum, we have a measure of the expense of conducting an industry in so remote a locality. The economic factor weighed heavily so that when the schooner was lost it was probably enough to limit his ability to continue with the industry. Whether for that reason or not, he was soon bankrupt and compelled to sell the farms. He was 57 years of age and destitute, with a wife and two daughters. He took a job as woodcutter in the service of the Municipality of Cape Town, living in Maitland until in 1891, probably as the result of an accident at his work, he died in the Somerset Hospital. His wife, Anna Sophia Johanna Albertina van Blerk, left virtually penniless, returned to her father's home at Kogelfontein.

It is only too obvious that McKellar's possession of "Buffelsfontein" profoundly changed the economic welfare of the inhabitants to the north of that place. Not only did he outbid them in the sale of lime but prevented their access to the only worthwhile sources of shell. He reserved the right of admission and acted in his own right to judge who should and who should not be admitted. The mounds were unquestionably his but the beaches, at least below high water mark were not under his control, nevertheless to reach them involved crossing his land unless approached from the sea. The public had the right to reach Gifkommetjie, Platboom and Maclear beach by walking along the seashore from the extreme north-western corner of "Buffelsfontein" where McKellar had deliberately left an opening in his fence for the public's convenience. The route, however, was extremely difficult because of rocky section. Even he found that it was not negotiable without making a detour onto his own land. He considered it quite feasible for a man to carry a sack of shell weighing 50 kg over that route and a distance of 8 km.

McKellar's strictures concerning passage over his land were unrelenting even when the Government, exercising its right, made a track of sorts to the lighthouse. He took the line that even were he to admit that the track was open to the public (which it certainly was not) it would be necessary for those wishing to reach the beaches to cross his land from a track which at no part lay near the coast. It followed, therefore, that not only was the collection of shell but the fishing in an area noted for its rich yields prevented. The Aurets were particularly affected. Their catches were made at Maclear beach using so they said, nets to take Galjoen and rods for Hottentot. They were accustomed to load their wagons to capacity. Joseph Gert Kalis and others of the same family went to Maclear, Platboom, Gifkommetjie and Paulsberg taking an average of 40 fish per day each weighing 2 kg. He sold the fish in Simon's Town at 3d. a fish. Gert Kalis started his fishing at the age of 10 years that is five years after McKellar's arrival. At first he fished at "Blaauwberg Vlei" but probably because his relatives were accustomed through long usage to fish from Buffelsfontein and Cape Point beaches and rocks, he joined them. He refused to use the coastal route as suggested by McKellar because there was no road over the Crown land to the opening left in the fence, therefore, he could not load a wagon and would be compelled to carry his catch himself over long distances. His catch would also be restricted.

On several notable occasions the Kalis family defied McKellar by collecting shell and fishing, using the farm tracks to do so. They showed scant respect for his strictures on grazing and picnicking. They maintained that the tracks were public, that other owners said that was the case and that it was for McKellar to prosecute in which case he would be proved wrong. In 1871 the matter came to a head when McKellar intercepted five members of the Kalis family about 0,83 km from the homestead. Gert Kalis, in the lead, maintained the party's right to use the track. McKellar denied that right whereupon a fracas ensued in which McKellar was seriously hurt, beaten up and, according to his doctor, put in peril of his life.

In the following year, McKellar instituted an action in the Supreme Court against Joseph Kalis and Others before Sir S.S.

Bell, Chief Justice, Mr. Justice Dennyson and Mr. Justice Fitzpatrick. The issues at stake were the defendants' claim to rights of way over McKellar's two farms and damages for the assault of the previous year.

The damages claim was dropped probably because the defendants were too poor to pay anything. Joseph Kalis together with the others involved in the assault had appeared before F.W. Burrows, Resident Magistrate at Simon's Town on 20 November of the previous year to answer for the beating. Joseph was fined £5, a large sum for a labourer to pay. On the issue of a right of way to the Groendam, McKellar's case hung on the physical existence of a road to that place. That a right of way existed was based on the evidence of long usage of passage over McKellar's two farms. An inspection "in loco" by the judges showed that while tracks made by ox-wagons in the veld could be discerned, taking various routes which might or might not lead to the Groendam, no road in the strict sense of the word had ever been built. The judges riding in a carriage were prevented by boulders and a precipice from approaching the Groendam. The contradictory evidence of a flock of witnesses confirmed the Court in its opinion that no road existed, therefore, all of the tracks to the beaches were private to McKellar.

The legal action brought into focus the confusions which arose in regions where there were no adequate infrastructures upon which rational apportioning of land could be made. At the time of which we are writing, to the south of Klaasjagersberg, no roads in the strict sense of the word existed before the land was carved up between the years 1808 and early 1810 when the process was virtually complete. In all cases, where appropriate, grants were made with the provision that "a free wagon road be left " for this or that purpose but always free to the public. However, the wording was often general, leaving the location of the road vague. Occasionally the road is described as no more than a 'passage' for cattle between two places. In a few cases, where grants were made of land already crossed by tracks (Krom River for example), the new owner was required to leave them as they were shown on the surveyor's diagram. In other words, all of these tracks, called roads or passages (Doordriften) were servitudes. In the case of "Buffelsfontein" and "Cape Point", no such servitudes were imposed. On the other hand the Government reserved the right to build a lighthouse on "Cape Point" farm and to cross both "Buffelsfontein" and "Cape Point" to reach it. It also reserved the right to repossess a certain amount of land at Buffels Bay and to land from the sea wherever it chose to do so. An agreement was made with the Admiralty for the servicing of the navigational beacons marking the position of the Whittle Rock. The 'road' to the lighthouse, for many years a mere track unmade and very rough and unrepaired after frequent wash-aways, was an extension of the access to the homestead.

Sometimes tenants of farms whose owners seldom saw their properties were not informed of the public's right to cross their land. On the contrary there were cases such as "Buffelsfontein", where tenants permitted their neighbours to cross their landlord's land freely, in ignorance of the absence of a 'passage'. A single case emerged at the legal action described above of a tenant turning a blind eye to the landlord's

instructions concerning trespass. He expressed timidity fearing no doubt an assault or perhaps the charge of inhospitality towards his neighbours.

With the exception of "Buffelsfontein" the farms were unfenced. Even that exception did not take place until McKellar had been on the farm for some years, it was therefore difficult to determine where one farm ended and another began. This applied particularly to the case where Crown land lay between two farms. To all appearances, "Blaauwberg Vlei" and "Buffelsfontein" adjoined. That that was not so was unknown to most if not all of the local inhabitants who assumed that it was necessary to pass through "Blaauwberg Vlei" if they were to reach to coast at the end of McKellar's fence as he suggested they should. The situation was made more confusing by their ignorance of a provision in the granting of "Blaauwberg Vlei" of a free passage to the coast.

Confusion over the ownership of land was frequent. In 1872 Malherbe was said by some to own part of "Blaauwberg Vlei" and Hugo the remainder. Tenants were thought to be owners. The consequence of these confusions were evident at the trial in 1872 when witnesses claimed to have had the tacit permission to cross "Buffelsfontein" of tenants who had no right to such a granting. At a much later date we find Bulpin describing Arthur Smith as owner of "Buffelsfontein" while Miss Tredgold attributed ownership to his brother. In fact the two farms were the property of George Smith their father until 1918, of their mother until 1928 and jointly by her four sons and daughter until 1939 when the farms were purchased by the Divisional Council of the Cape (T6892/1.7.1939).

In the matter of the road to the lighthouse, the right of public usage was not proclaimed until the decision was taken after the scenic drive around the Peninsula was well on the way to completion, that is, about 1915. In 1961 when the Cape of Good Hope Nature Reserve reached its present size, the road was de-proclaimed and became private to the Reserve.

At the sale in execution of McKellar's estate George Smith, metal worker, plumber and stockist of galvanised iron goods, purchased all of the properties owned by the insolvent. His works and residence were at 73 Plein Street, Cape Town. Pleinpark partly occupies the site which ran through to Corporation Street. Smith married Elizabeth Sarah Thomas, daughter of William Thomas of Wynberg. They had six children: Arthur Edmund, George Arthur Thomas William, Sidney James, Edmund, Norman Henry, and Ruby (the author's mother). At the time of the transfer to Smith (T.318/22.8.1886) Arthur Edmund was 18 years of age. It may well be that that was, in part, his father's motive in purchasing the properties with his eldest son as overseer. But only in part. A hard-headed businessman he had familiarised himself with the potentialities of the places, not only those which became his own, but those of the entire region. In July 1889 in a letter to Hon. C. Combrink, M.L.A., he outlines the products which his farms might yield if properly exploited. Lime from stone and shell receive first mention followed by wood bark for tanning, flagstones, a fishery, an abundance of grasses, flowers for export, guano. Some of these lay dormant for want of suitable roads, those tracks existing having fallen into complete disrepair through lack of Divisional

Council maintenance. The Red Hill Road upon which the region depended he described as a disgrace. He asked for consideration to be paid to the extension of the existing road from Simon's Town to Miller's Point. This would reduce the length of the road to be traversed by $3\frac{1}{2}$ km, save time and remove the steep gradients of Red Hill. Such a road would, he considered, act as an incentive for all of the farmers to increase their productivity. The railway extension to Simon's Town expected in the following year justified such a road. He complained of Government vehicles going to Crown lands, the lighthouse and other places driving over the veld creating many tracks and devaluing properties. He complained that the road to the lighthouse had been completely washed away. He was left to repair it, for otherwise the lighthouse would not be serviced. His plea was answered by a suggestion that all of the property owners club together to maintain the roads. Needless to say none of the landowners had the means to adopt such a suggestion.

It appears likely that before 1869 McKellar burned no lime nor was he troubled by his neighbours who, after the Supreme Court ruling of 1872, if they burnt lime, did so with shell collected from other beaches than his. However, when at an unknown date thought to be about 1890 he, together with his second son George, floated a company, the Cape Point Lime and Cement Co, a kiln was built immediately adjacent to the extensive travertine deposits south of Paulsberg at "Booi se skerm" mentioned earlier. This calcareous material required coal for its calcination. It is likely that the fuel was fetched from Simon's Town station, newly created, though whether by road or by water is not known. However, in 1897 or possibly a little earlier, arrangements were made with Abraham Auret of Muizenberg to transport the finished lime to Cape Town using his schooner NUKTERIS, 130 tons.

The NUKTERIS had been registered at Cowes, Isle of Wight, by R. Batt from 1868-72 and by F.A. Hankey thereafter until 1878. Mr. Batt possessed a scholarly sense of humour for his schooner bears the Greek name for a night bird or bat. Auret had her brought to the Colony presumably in 1878. In December 1895 she ran aground at Muizenberg, seriously damaging her stern. She was repaired on No.1 slip of the Simon's Town Dockyard and thereafter stripped of her internal fittings in order to carry cargoes. In 1897 she brought in a right whale taken in False Bay and then made two trips to Cape Town with the Company's lime. On Saturday 7 August 1897 she was about to make a third voyage laden with 317 bags of lime. The Captain was a Portuguese, Jucke by name. The crew comprised Matthews, Alets, Joseph and a Namaquaboy picked up on the quay at Cape Town.

The NUKTERIS lay off Boiesies Drif, a dangerous place to be should the wind turn to the south-east. It was, however, winter so no danger was anticipated. Just before midnight the unexpected occurred and the wind freshened rapidly. The sea rose. An attempt to get the schooner under weigh proved vain. Not answering to her helm, she struck on the neighbouring rocks and broke up instantly. The captain and three of the crew were drowned, but Joseph, though badly knocked about, was assisted by a Mr. White, who happened to be present at that late hour and thus Joseph was the only survivor. The vessel was not insured, nor could it be, because the captain was uncertificated. Mr. Auret bore the full brunt of the loss.

Despite this sad loss, lime production proceeded although the means whereby the produce was transported is not known but that the produce of the farm was probably transported by sea is indicated by George Smith's application to the Minister of Agriculture, Hon. J. Herholdt in 1905 in which he begged to be permitted to build without cost to the Government a stone jetty 200 feet (say 60m) long on the rock reef on the south side of Buffels Bay. This jetty could later be extended to form a pier. The effect of this pier and its subsequent extension would be a protected area of water against the south-east wind and waves whipped up by it. If such a jetty was constructed no sign of its existence remains.

It is doubtful if lime production in the Southern Peninsula was continued much beyond 1905 for the Colony's economy went into a deep depression about that time. Cape Town had enjoyed a vast increase of population during the South African War of 1899-1902. Many of these people made a great deal of money which was spent liberally causing a war-time boom. On the termination of hostilities these temporary immigrants returned to the countries from which they had come or left Cape Town and the other coast ports for the Reef. The ports, previously crowded by shipping, no longer handled the merchandise of war. Unemployment, unknown for some years, became a menace even to middle class people who migrated to Australia or, if they stayed, suffered extreme hardships. The population of Cape Town was reduced by 12 1/2% as was shown by the Census of 1904. It is unnecessary to emphasise the decline in the building industry. From the point of view of the limeburners a bleak future lay ahead.

The number of plans for new buildings, alterations to those existing and all minor works submitted to the Municipality of Cape Town in 1903 was 914. That had fallen to 383 in 1905. In the same years the number of new dwellings proposed, fell from 427 to 285. The decline continued so that in the year of Union in 1910 only 27 new dwellings were proposed to be built. Similar declines in the building industry were experienced not only in the different municipal areas of the Peninsula but in all of the coastal ports of South Africa.

It is certainly known that Abraham Auret's kiln at Muizenberg ceased to be used in 1904 at about the same time as that at Booi se Skerm. The first of these was completely destroyed but the other after falling into ruin has recently been reconstructed by the Regional Services Council and the Cape Point Nature Reserve.

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CONSTANCE PENSTONE A QUERY

Constance Penstone (1864 - 1928), an artist and cartoonist and her husband George Crosland Robinson (1858 - 1930), an art teacher, lived at Glencairn. Their graves are in the Dido Valley Cemetery. Penstone painted several False Bay seascapes, mainly in water-colour. Have any of her painting survived in private ownership? Dr. Davey (Tel. 786-2295 evenings) is writing an article about her and would appreciate any information.

SHELL CAVES OF THE CAPE POINT AREA

FROM THE CAPE MONTHLY MAGAZINE NO.15 VOL III SEPTEMBER 1871:

"In the last number of the MAGAZINE you call attention to the shell caves of Cape Point. I notice that the result of your personal examination is to incline you to differ from the remarks made by Dr. Atherstone on similar caves at Mossel Bay, which have given that rising port its name.

I think that anything that can throw light on the habits and customs of the aborigines should be interesting to those who have made this the land of their adoption; the old blood can still be traced among some of the inhabitants on the hills, but not a vestige of tradition remains. I therefore venture to send you a few remarks for the purpose of continuing the discussion, and eliciting information.

The subject of the shells and shell caves of Cape Point was first mooted in the CAPE MONTHLY MAGAZINE dated June 1858, in Notes and Queries. A reply appeared in the following number; it might be worth your while to refer to these communications as a starting point. The geological and upheaval part of the argument I leave to those who are better able to explain it; I will simply take the caves as they are, and, without disputing the upheaval of the land at some time or other, will try to show from the following facts that the shells were never washed into them by the sea.

1st: The nature of the action of the waves and currents in a cave at water level would be to scoop it out, not to throw up a wall of light shells to a height of six or eight feet.

2nd: There are few stones, and but little sand intermixed; the shells are nearly all composed of the kinds that are eaten by people along the coast at present, the *Pere la Moon* (spelt as pronounced), or *haliotis*, is the species most numerous, and they look wonderfully fresh, and certainly unbroken by the surf.

3rd: Deeply embedded are found bones of various descriptions in good preservation, human skulls complete, heads and bones of the large antelopes, skeletons of birds. The leg bones of an animal as large as an elephant were found by a farmer in the vicinity, and Mr. McKellar, the present proprietor, picked up an eland's horn among the mass. Broken pieces of rude pottery and sharp stones are also turned up, or were, when the shells in these caves were used for lime-burning. Of late, however, the limestone rock has been used for that purpose, and the digging in the caves has been discontinued.

4th: Distinct ash heaps and marks of smoke have been exposed as the shells were cleared away.

5th: The tribes of Hottentots who peopled that part of the country on the arrival of the Dutch were called GORINGHAICONAS; to this branch belonged the Strandlopers, Watermen, or Vischmen, so often referred to in the early records. They frequented the coast extending on the west from Hout Bay, and from Kalk Bay on the east, to Cape Point. They subsisted on fish and shell-fish; and it is but natural that they should, in the course of ages,

have left large deposits of shells by their kitchen middens. They were too indolent to hunt or attend to cattle - except to steal them. Among such a race, caves and clefts in the rocks would offer opportunities of saving labour; on both sides of the peninsula, where rude shelter could be obtained, there are similar deposits of shell, with bones and ash heaps."

From the same edition of the CAPE MONTHLY MAGAZINE:

ON THE GEOLOGY OF THE CAPE PENINSULA.
ALONG THE SHORES OF FALSE BAY. by HENRY W. PIERS.

"In reference to a note in the CAPE MONTHLY MAGAZINE for August 1 I beg to submit some remarks, corroborating the views therein set forth, and detailing other peculiarities observable in the peninsula extending from Fishhook Bay to Cape Point.

First, with respect to the shell caves, as contra-distinguished from kitchen middens. From previous suggestions, I was prepared to find that the isolated accumulations of sea-shells near Cape Point, at heights varying from 200 to 300 feet above the present sea-level, would be evidences of what are usually described as kitchen middens, or the refuse of edible mollusca, thrown into heaps, or into cave-like hollows, by aboriginal inhabitants of the coast. On personal examination of some of these pockets - for such I found them to be - it became evident that, if they had been brought there by the hands of man, there must have subsequently occurred a great and wide-spread physical change in the structure of the superficial formation, - so that I could not rest satisfied with such an hypothesis.

The occurrence of the shell deposits I have examined appears as follows, viz.: - At a height of about 200 feet from the shore of False Bay, nearly on the level comprising Mr. McKellar's farm [the site of the Homestead Restaurant in the Reserve - Ed.] which is in itself a gap in the stratified sandstone between Simon's Bay and the lighthouse at Cape Point, there is a band of coarse incoherent red sandstone, varying from ten to twenty feet in thickness vertically. How far it extends inland I cannot say; but seaward it forms a vertical escarpment, where the drift or blown sands have been removed. In the face of this sandstone, or partially consolidated sea-shore sand, cemented and coloured by the oxid of iron, are cavities of a semicircular form, filled with shells, sand, and pebbles, compacted and massed indiscriminately, exactly like distinct heaps accumulated along the shore after heavy gales of wind at the present time. Resting on this band of sandstone, like successive sheets of plaster of Paris, there is a bed of tufaceous limestone, extending some distance inland, forming, at the same time, the roof of the caves. This calcareous tufa has evidently been spread over the sandstone and shell caves subsequently to their formation, and in a plastic state, for it is seen to take the form of the upper surface of the shell accumulations and has penetrated into the less compact portions in the shape of stalactites, like inverted pinnacles and vertical membranes, to a depth, in some parts, of twelve to fourteen inches. Wherever the shells are undisturbed, the tufa is clearly moulded to their form, and intimately ramifies their interstices.

From these circumstances it is natural to conclude that, since the accumulation of this sea-shore debris of shells, sand and pebbles, some great physical changes have occurred, resulting in the existing elevation of the land to its present position, and the spreading over it of a bed of calcareous tufa. Geologically, these occurrences may be assumed to be of recent date, for amongst the shells etc. I found some rib bones, possibly porpoise, of slight and slender form, thirteen or fourteen inches long, dry, and easily broken. The greater portion of the shells are broken up and fragmentary, and the most perfect in shape quite honeycombed. On the whole, the contents of the caves are precisely similar to undoubted sea-shore accumulations existing along the whole of the southern coast of the continent. That there are what are denominated kitchen middens to be seen in other localities, especially along the western coast to the north, in which it is affirmed that human skeletons have been found entombed in a sitting position, there is no reason to doubt; but that the shell caves of False Bay are the work of men's hands appears to me inconceivable.

Between Simon's Bay and Fishhoek Bay, the ridge of stratified rock is broken into ravines and valleys sloping down to the shore. The surface of some is composed of white sand to the very summit, supposed to be constantly travelling up from the shore during the prevalence of south-east winds. The flat land above is also covered with sand, bearing a thick scrub of dwarfed bush and rushes. This upper sand, however, is quite distinct from that derived from the shore, and evidently results from the disintegration of the prevailing quartzite rock, which here and there stands up in ragged, irregular masses, externally rough and porous; but internally compact and conchoidal in fracture, with whitish glistening aspect. The upper land is not exactly flat, for it is broken up into valleys and low hills, but generally slopes down towards the open Atlantic shore to the west, in conformity with the dip of the rocks. From the heads of the sand-drifts coming up from False Bay, there are some spits or banks of white sand travelling across from east to west, which threaten to engulf some of the old agricultural farms midway between the two shores, and situated in the intervening valleys. One of these long sand banks I particularly noticed as likely, at no distant date, to completely cover up a farm, on which there is a beautiful assemblage of oak trees, planted in squares like the Government Garden of Cape Town. This bank of drift-sand is a long pointed spit, the sides sloping down at an angle of forty-five degrees, about thirty feet high, through which protruded the top branches of trees already buried in it. How long this work of destruction may have been going on, I do not know; but if steps be not taken to arrest its progress by planting with Hottentot fig and other suitable vegetation, very many acres of apparently good land will, before long, be utterly obliterated and ruined.

There is something very peculiar in the rock which rises directly from the lower level of the town, sloping up towards the mountain, deserving of some notice. It is unstratified, although where quarried or excavated, there appear horizontal thin beds of shells, indicating successive deposits. It is hard, harsh, and gritty - and not the least like sandstone - it is also ferruginous. To me it suggests the idea of indurated and consolidated volcanic mud. Its position is also remarkable,

for both at Simon's Town and further along the coast to the southward, wherever it exists, it appears like a talus or mud bank formed under the protection of rocky prominences jutting out seaward - as if, when accumulating under water, the set of the current had been from south to north along the shore, so as either to leave the material undisturbed where the talus occurs, or, on the other hand, to have deposited from mechanical solution those banks behind the projecting rocks on their northern faces. I fancy it owes its flinty-like character to an admixture of iron sand and magnesian limestone. For metalling roads it is excellent, and binds most perfectly. Some of these banks are one hundred feet high, and rest on the granite of the shore. "

(We thank Mr and Mrs A. Burton-Moore for bringing these copies of the CAPE MONTHLY MAGAZINE to our attention -Ed.)

TIDE MEASUREMENTS TABLE BAY & SIMON'S BAY

(Compiled from an article in the CAPE MONTHLY MAGAZINE No.15 Volume III September 1871).

With the establishment of the Royal Observatory at the Cape, the Hydrographer to the Admiralty Captain (later Sir) Francis Beaufort (who gave his name to the Beaufort Scale for measuring wind strength) stressed that investigations should not only include "star gazing" but observations on the tides should also be made.

One of the first to keep a journal on tides, winds, etc. was Captain John Bance RN, the first harbour master of Cape Town. This journal was commenced on 15 October 1828 and comprehended fifty-eight months, the entries at 9 a.m. and 3 p.m.

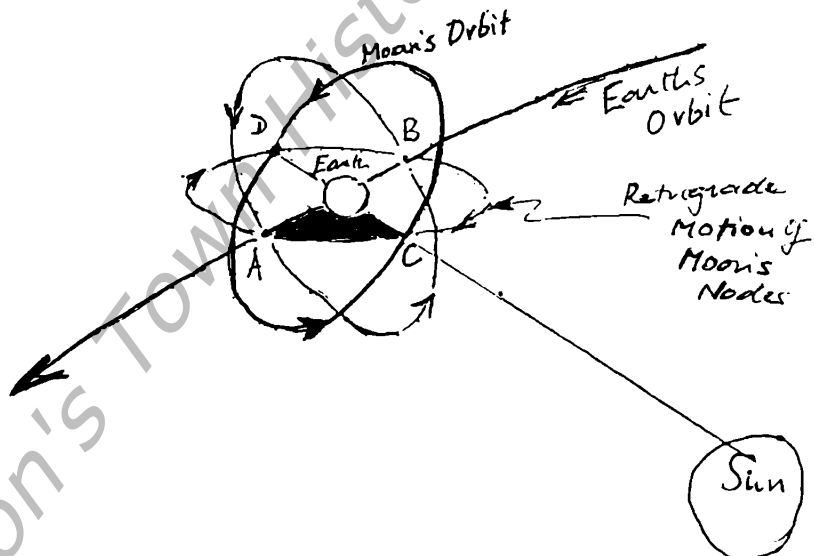
A journal was also kept at the Royal Observatory. In addition it was proposed that on quarterly term days viz 21 March, 21 June, 21 September and 21 December observations should be hourly or two-hourly throughout the twenty-four hours. For this amateurs might also be enlisted to help.

Early in 1835 Dr Whewell wrote from England to tell Sir John Herschel he was investigating tides and wished to enlist Sir John's help regarding the phenomena of the Cape tides. Having consulted with Sir John and the naval authorities in Simon's Bay, two gauges were constructed, one for each bay. That for Table Bay was fastened to the seaward end of the old south jetty. Now came the pursuit of tide waves under difficulties. The journey from the Observatory, the sojourn at the end of the jetty, sometimes in the night during fifteen or twenty minutes, in all winds and weathers, with globe lamp and note-book, were duly appreciated. Although Sir John Herschel's house "Feldhausen" at Claremont was over 6 miles from Cape Town, he proposed to take a share in the service. No wonder his health suffered.

Sir John Herschel in June 1835 wrote to Maclear the Astronomer Royal at the Cape with whom he collaborated closely, that Dr Whewell had written to inform him that the Admiralty had ordered a tide series at all Coast Guard stations during the month of June 1835 "and earnestly entreats for corresponding observations here, especially of the times". Maclear was the first Astronomer Royal to be particularly interested in the tides at the Cape.

Sir John had also asked Mr. Deas Thompson of the Naval Dockyard at Simon's Town to give extra care and superintendence "so as to ensure a good series" at Simon's Bay. Sir John gave a rough calculation for use by the observers. Sir John also agreed to pay from his own pocket for Mr. Deas Thompson to engage someone to make hourly observations at Simon's Bay for the whole month. He stated that Simon's Bay was ideally situated for these observations and the float apparatus was excellent. He was worried that in Table Bay they would be affected by the winter North West gales and "the horrid 'Atlantic swell'".

Later, on comparing the observations from both Bays it was found the times of high and low water were very nearly coincident. This led to the self-registering gauge which was sent out from England in 1840 being erected adjacent to the Simon's Town Naval Yard, where it remained 20 years, to secure tide measures during one revolution of the moon's nodes.



C = Solar Node, when eclipse occurs

D = Lunar Node, when Lunar eclipse occurs.

(Diagram supplied by P. van Blommestein)

(Nodes are the points where the orbit of the moon intersects the plane of the ecliptic i.e. A.B.C.D. The mean rate of the moon's motion along its orbit is 1 km/second.

The line of nodes (moving towards the moon) complete one revolution in 18 years 7 months, so that tidal observations have to be measured over a complete cycle, to be accurate). P.v B.

The self-registering gauge was then removed to Table Bay docks where it gave long service.

Readings were sent to Sir John by many sources between December 1834 and June 1835 including from Captain Wauchope (HMS THALIA) who later introduced the time ball; HMS EURYDICE off Saldahna Bay in a heavy gale and from H.E.I.Co ships en route to India. These readings included barometer and thermometer readings from Captain Wolfe (Commandant of Robben Island), P.J. Truter (Civil Commissioner at Worcester, Cape), Sir Edward Ryan (Chief Justice of Calcutta in India) and McHardy (a surgeon aboard the HEICo. ship MOUNT STEWART ELPHINSTONE).

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THE PROVISIONING OF BRITISH NAVAL VESSELS IN THE LATE 18TH CENTURY: EVIDENCE FROM A FIRE IN SIMON'S TOWN.

DAVID MCLENNAN

On the 22nd and 23rd November 1798 a fire gutted the British naval store rooms at Simon's Town. Alexander Farquhar (1761-1800), Agent Victualler to the navy since 28 February 1796 (1) and his assistant Joachim Itzen (1762 - 1807) drew up a list of the provisions that had been in the store prior to the fire and what had been saved. This list was drawn up in the form of a Declaration in the presence of J.J.F. Wagener, an attorney.

The Declaration, witnessed by Johan Coenraad Gie and Stephanus Brink, can be consulted in Wagener's protocol (2) and provides detailed information about the supplies that were held for British naval ships of the period.

Prior to the fire Farquhar and Itzen had on hand, amongst others, 165 Hogsheads of salted meat, 12 Hogsheads of "Caabsch spek", 47572 lb biscuit, 10767 lb flour, 6300 lb raisins, 56636 lb rice and 17896 lb sugar. In addition to 19266 gallons of wine they had stored 1140 gallons of brandy and 589 gallons vinegar. There were only two "leggers Limoen Sap" but there was an additional "16 Kisten met leedige Limoen Sap bottels".

In addition to the loss of the provisions a considerable amount of equipment and storage material, for example 87 barrels and 73 Hogsheads, were also lost in the fire.

That an attempt to fight the fire was made in undoubted and on the third page of the Declaration there is a short list of what was saved, the alcoholic holdings of the store being well represented! Five hundred and seventy gallons of the wine and 304 gallons of brandy were saved as well as a small amount of other stores.

Peter Philip mentions that Farquhar owned the brig GEORGIANA and it would appear that he had been storing the provisions of this vessel under the same roof. On the second page of the Declaration he indicates that 13 Hogsheads of "Engelach spek" and "56 half leggers gezouten Hollandisch vleesch" from the "Brik de GEORGINE is ontfangen en in't voors pakhuis geborgen." He makes no mention of the ownership of the vessel and no other vessels are mentioned in the Declaration.

FLAG OFFICERS OF THE CAPE

Vernon White

PART XII Rear Admiral Sir Baldwin Wake-Walker Bt 1861 - 1864
Commodore James H. Cockburn 1864 - 1866.

Officer candidates entering the Royal Navy in the 1930's do so at University age, so it may come as a surprise to some readers to learn that Master Baldwin Wake-Walker, later **Rear Admiral Sir Baldwin Wake-Walker Bart KCB** and C-in-C Cape of Good Hope 1861-64, was only 10 years old when he joined the Royal Navy in May 1812. The son of John Walker Esq of Whitehaven, and Frances the daughter of Captain Drury Wake of the 17th Dragoon Guards, Baldwin was born in Oakley House, Suffolk.

At the age of eighteen he was a Lieutenant serving in HMS NAUTILUS (18 guns) under Captain Fleming Chapman RN and later in HMS RATTLESNAKE, and the ETNA, a bomb ketch, in which he was 1st Lieutenant. In May 1834 Wake-Walker found himself a Commander in the Turkish Navy, known by the name of Walker Bey or Yavir Pasha. Promoted Captain in 1838 he was a full Admiral in 1840. His flagship an 84 gun ship of the line was in operations off the Syrian coast, which culminated in the capture of St Jean D'Acre. For his services in the campaign Wake-Walker was awarded the KCB in 1841. On his return to England in 1845 with the rank of Captain RN, he was appointed to HMS QUEEN and a Flag Captain to Admiral Sir John West in Devonport. From 1846-1847 Wake-Walker commanded HMS CONSTANCE in the Pacific, followed by the appointment of Surveyor of the Navy in 1848, in succession to Captain Sir William Symmonds RN. Described by Lord Auckland as a wise and experienced administrator Wake-Walker worked in Somerset House, together with Thomas Lloyd, Third Engineer and Inspector of Steam Machinery and Isaac Watts, First Assistant responsible for ships' design - later to become Chief Constructor. In 1856 Wake-Walker was created the 1st Baronet Baron Walker of Oakley, Suffolk. Promoted to Rear Admiral in May 1858 he became Controller of the Navy two years later when the post of Surveyor was abolished. At the end of 1860 Wake-Walker submitted his resignation as Controller of the Navy when he was awarded a pension of £600 a year and received a letter of appreciation from the Board of Admiralty.

In February 1861 Wake-Walker was appointed C-in-C Cape of Good Hope and West Coast of Africa and arrived in Simon's Town on 24 April, flying his flag in HMS NARCISSUS. He returned to England in 1864, was promoted a Vice-Admiral in April 1865 and appointed C-in-C the Nore the following year. Appointed a full Admiral in February 1870 he retired from the Service in April of that year.

Married to Mary Catherine Sinclair eldest daughter of Commander John Worth RN in 1834 the Wake-Walkers had three sons and five daughters. Their eldest son also named Baldwin, followed his father's footsteps into the Royal Navy, becoming a Vice-Admiral and Director of Torpedoes in 1899. Their second son Charles who also went into the Royal Navy was serving in HMS CAPTAIN, the experimental gunnery ship and was lost when the vessel capsized and foundered in a squall in the Bay of Biscay on 7 September 1870. The loss of CAPTAIN spelt the end of sail as the method

of propulsion in the Royal Navy.

Admiral Sir Baldwin Wake-Walker died in December 1876 honoured not only by his own country, but by France, Greece, Austria and Russia. A great friend of Admiral Sir Henry Keppel, he was instrumental in the decision to construct HMS WARRIOR, laid down during his time in office as Controller of the Navy.

[EDITORIAL NOTE:

There is a reminder of Admiral Baldwin Wake-Walker's stay at the Cape in the form of a prominent obelisk in the Garden of Remembrance, Old Burying Ground, Seaforth. It commemorates those men of his Flagship NARCISSUS as well as of her tender, the gun vessel PENGUIN, who died in the course of duty between 1861 and 1864.

Wake-Walker's large collection of personal papers, a most valuable source as it covers his notable career, is on indefinite loan to the University of Cape Town (Manuscripts Department).]

After a succession of Admirals as Commander-in-Chief Cape of Good Hope Station between 1857 and 1865 Commodore James Cockburn RN was appointed as Senior Naval Officer on the Cape of Good Hope Station.

The son of Vice-Admiral Sir George Cockburn who was C-in-C Cape during 1815-1816, James Horsford Cockburn entered the Royal Navy in 1829 at the age of 14 years. His promotion to Lieutenant was the result of meritorious service in the eastern Mediterranean in 1840. He was appointed to HMS WINCHESTER (Captain C. Eden RN) the flagship of Rear Admiral Hon. Josceline Percy in 1841 when Admiral Percy became C-in-C Cape of Good Hope. In 1844 James Cockburn became Flag Lieutenant to Admiral Percy. In 1861 he was appointed Naval Officer in charge of Dock and Victualling Supplies, and became C-in-C Cape of Good Hope with the rank of Commodore in 1864 flying his broad pendant in HMS SERINGAPATAM (Flag Captain Captain H. Meynell RN)

[We do not have further information on this officer's career on our Museum files Ed.]

(contd. from p.107)

The devastating fire must have been a setback for the British naval vessels that intended visiting the Cape but since Simon's Bay carried more vessels during the winter months the destruction of the stores would not have meant as severe a loss as might have been experienced had the fire occurred in May. As a result of the fire we have been provided with an insight into the diet of British seamen provisioned from one of London's newest outposts.

References:

1. Philip, P. BRITISH RESIDENTS AT THE CAPE 1795-1819 p.123.
2. Cape Archives, NCD volume 1/19, no 416, dated 30.11.1798

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HMS FALMOUTH "CAPTURES" TRISTAN DE CUNHA IN 1816.

Dr. Arthur Davey

Little more than a year after his appointment as governor of the Cape Colony, Lord Charles Somerset urged Earl Bathurst, the Secretary of State for War and Colonies, to consent to a formal occupation of the remote island of Tristan da Cunha. He marshalled persuasive arguments in a despatch of 8 June 1815 (1). Foremost was the need to ensure that the island should not be occupied by a foreign power. The second war between Great Britain and United States (June 1812-December 1814) had ended recently and Somerset recalled that the South African coast had been "much infested" by American 'cruisers', i.e. commerce raiders. He presumed that these enemy ships would not have "kept these tempestuous seas long" unless they had a refreshment base - and that pointed to their having used Tristan da Cunha. Indeed in March 1814 two British warships surprised an American privateer off the island, but it had escaped.

The island, Somerset asserted, was well situated as a watering place for British ships bound for India, China and New Holland (Australia). Possession of it would also suit the whaling industry at the Cape. Finally he indicated that he could arrange for a small garrison to be sent from the Cape and for its relief when necessary.

The British government might not have responded positively to these representations but for a new situation which arose when Napoleon Bonaparte was confined on St Helena from October 1815. As a consequence even distant vantage points in the South Atlantic were to be occupied. Somerset was given the go-ahead, but the Royal Navy was better placed to act promptly and in August 1816 a small party from HMS FALMOUTH was put ashore to stake the initial occupation claim. Lieutenant Rice and eighteen men remained there for a short spell until a military detachment from the Cape could relieve them.

Given an enterprise that was much to his liking, Somerset assembled the relief force judiciously. To command it he selected his aide-de-camp, Captain Abraham Josias Cloete of the 21st Light Dragoons, only twenty-two years old, but already a young veteran. He had been commissioned as a cornet in England at the age of fifteen (2). It was an unorthodox choice, for Cloete (a grandson of Hendrik Cloete of Groot Constantia) was colonial-born. However, Lord Charles described him as "a young officer of considerable talent and acquirement and in every respect trustworthy". Cloete was conversant with the French, German and Portuguese as well as Dutch and that, Somerset felt, would enable him to deal with occasional foreign visitors. A suggestion that Cloete should be given the improved status of brevet major (3) fell on deaf ears in Whitehall.

As defence of Tristan was a priority, Lieutenant Aitcheson of the Royal Artillery, a trusty officer with engineering skills, was included. An unusual member of the contingent was Captain Dugald Carmichael of the 72nd (Highland Regiment) who was to conduct a botanical survey of Tristan. Carmichael had already made his mark with informed botanical and other scientific investigations at the Cape, Mauritius and Reunion, so Somerset

rightly thought him 'eminently qualified for the undertaking'.

The relief detachment was made up of a cross-section of the Cape garrison at the time and in it were represented the 21st Light Dragoons, Royal Artillery, R.A. Drivers and the 60th and 72nd Regiments. Four officers, a hospital mate (surgeon), three NCOs and thirty-five rank and file made up the force, but it was not the full tally, as Cloete was to disclose later. The relief sailed in FALMOUTH from Table Bay on 2 November 1816.

From Captain Festing of the FALMOUTH, Somerset had learned that there was a fertile valley at Tristan, so sheep and cattle had been taken aboard in order to provide the garrison with extra food supplies. However, very violent gales were encountered and all the livestock was lost (*).

On 28 November, Cloete and his men were landed and the young captain could well have echoed the lines attributed to Alexander Selkirk, the castaway who was the inspiration for Robinson Crusoe.

"I am monarch of all I survey
my right there is none to dispute."

Within a fortnight, Cloete had compiled a detailed report (6). The island had two permanent residents, an elderly eccentric Thomas Currie, and his servant, a lad named Bastiano Ponza. The latter was a rare jewel 'very intelligent & is perfectly acquainted with every part of the island'. Cloete took him on ration strength and promised him a piece of land. The occupying force, excluding Ponza, totalled 72. In addition to its military component, Cloete had retained a boat's crew of six from FALMOUTH. Moreover, there were nine wives and twelve children because it was customary for a modest quota of wives and children to accompany British soldiers to overseas stations. In this case, it seems clear that Somerset foresaw a long-standing military presence on Tristan and arranged matters accordingly. There were also two attached civilians, Charles Barnett, a signalman and Henry Buyce (probably Buys), a carpenter.

Cape nationals, apart from Cloete himself, were well-represented by Evers, the surgeon, and the R.A. Drivers with surnames like Pledges, Vandling (Vondeling?), Flouris (Floris?) and Servatie. Cloete referred to the R.A. Drivers as six "Hottentots" (6). Among the women and children there were seven or eight dependents in the category of 'Cape Coloured' including the wife of Corporal William Glass, RA, who was born Maria Magdalena Leenders, and her first child.

Captain Cloete's first report to Lord Charles from 'Somerset Camp' gave a detailed account, particularly of the layout of 'Fort Malcolm', the positioning of cannon, roadmaking, bush clearance and the construction of a storehouse. Whilst this work was in progress, Captain Carmichael with Bastiano Ponza as guide, was exploring the precipitous coastline, climbing the mountain and describing the island's geological formation, its flora and fauna, as well as those of the lesser islands nearby, Nightingale and Inaccessible. (7)

From the Cape, the merchant brig ALACRITY brought much needed stores and cattle and left again for Table Bay on 30 March

1817, carrying Carmichael as a passenger.

On 23 April Cloete wrote a further account of an energetic stewardship, reporting progress on defence works and in tilling the soil. Enclosed for Somerset's perusal was a journal of daily occurrences that included weather reports kept by the surgeon. It was true, he confirmed, that American ships (probably up to seventeen) had called at Tristan during the late war to take on water and other refreshments. The American corvette HORNET had been based on the island when it captured and destroyed HM brig PENGUIN (e). Cloete had no way of knowing that his assignment was to end abruptly.

In the meantime, as Lord Bathurst had been advised by the Admiralty that Tristan, unlike Ascension, was not really considered useful for surveillance of the approaches to St Helena, he informed Somerset in a despatch of 15 February 1817 that the garrison was to be withdrawn (9). On 15 May, Rear-Admiral Plampin, on HMS CONQUEROR, arrived at Tristan with orders to embark Cloete and most of his men for the Cape. Lieutenant Aitcheson, surgeon Evers and a few men were left behind temporarily to clear up and collect stores and ammunition for later removal.

Cloete's disappointment at the summary termination of the assignment can only be surmised. Somerset was perturbed at the decision to abandon Tristan, as he made clear to Lord Bathurst: ".....occupation is, in my opinion, of high importance to the tranquility of this place [the Cape] in times of war, or to the supply of the Indian Trade, in like periods & of very small charge to this Government...." (10). In the wake of the Napoleonic Wars, however, retrenchments were being effected and even successful achievers like Captains Cloete and Carmichael were soon on half-pay.

Cloete was next involved with settling the British immigrants in 1820 at Algoa Bay. He had a very successful career and was promoted to full General in 1871 and died in London in 1886 aged ninety-two.

Corporal Glass and his wife were allowed to remain on the island as "caretakers" and were issued with cattle and provisions. They were joined by two stonemasons who had been employed in the Navy Yard at the Cape and had then been sent to Ascension in 1816 to erect buildings on that island. When the military left in 1817 Corporal Glass and his wife had two children. In 1842 the sixteenth and last child was born to this respected patriarch and custodian of the tenuous link with wider British authority. (11)

NOTES:

1. Cape Archives (CA) GH23/5, Despatch No. 30 pp 44-46.
2. Dictionary of S.A. Biography, Cape Town, 1968, Vol. I, pp. 170-171.
3. CA. GH 23/5 No. 69 pp. 153-155 4. CA. GH 23/5 No. 71 p. 158.
5. CA. GH13/6 Cloete to Somerset, 7 Dec. 1816, pp. 107-112.
6. Cloete's spelling of some of the surnames may have been wrong.
7. W. J. Hooker, Botanical Miscellany, London 1833, Vol III p. 45-48.
8. G. M. Theal, Records of the Cape Colony, London, 1902, Vol X!, pp. 303; Cloete to Somerset, 23 April 1817.
9. Theal RCC, Vol X!, pp. 280-281.
10. CA. GH 23/5 No. 85, 7 June 1817 pp. 193-294.

ACKNOWLEDGEMENT:

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ARTISTS IN SIMON'S TOWN THROUGH THE YEARS

PART IV George Salisbury Smithard (1873-1919)

It was the appearance of the Arthritis Foundation's Christmas Card sales list which drew our attention to George S. Smithard. The Arthritis Foundation in their Africana Series XXVI have on offer a reproduction of Smithard's "A Cape Cottage and The Little Mosque, Simon's Town". This was done about 1905 as a pastel. We have been unable to identify the exact position of this cottage but are still investigating.

Smithard arrived from England in 1901 and stayed but a short time at the Cape before moving to the Transvaal in 1909. He is said to have been enchanted with the Cape Malays and their homes which feature in so many of his pictures. On moving to the Transvaal he had to switch from pastels in order to do justice to the Transvaal scene where the intense clear Highveld light played tricks with the landscape. The art dealer Ernest Lazard who was the agent for the sale of so many of his works considered Smithard to be at least 20 years ahead of his time. Smithard painted, taught and wrote many reviews and became a founder member of the Johannesburg Art School and was one of the selectors for Lady Philips. Among his works are four murals for the Pretoria Railway Station. Sidney Mendelssohn the Cape Town bibliographer, was an avid collector of Smithard's pastels and these were among his assets willed to the Parliamentary Library, Cape Town. Smithard signed his works with a monogram, an "S" circled with a "G".



CAPTAIN WILLIAM SHIELD: SIMON'S TOWN'S INDEBTEDNESS

ARTHUR DAVEY

No listing of the founding fathers of Simon's Town would be complete without the addition of the name of Captain William (Billy) Shield, R.N. On 18 April 1809 this officer arrived at the Cape to become the first Resident Commissioner. The superintendents of naval dockyards were then styled resident commissioners and their duties encompassed ship repairs, control over stores, provisions and accounts.

Shield was a veteran of the French Revolutionary and Napoleonic Wars - one of the many seagoing officers who did not share in the limelight of conspicuous service under admirals like Earl St Vincent or Nelson. In 1794, when he attained his post captaincy, he commanded HMS BERWICK (74 guns) off Toulon. Trouble soon came his way in 1795 when he was captain of HMS WINDSOR CASTLE (98 guns). A minor mutiny occurred on this ship when it was in San Fiorenzo Bay, Corsica. Shield demanded and was granted a court-martial at which he was acquitted without any reflection on his conduct "in the slightest degree". He then captained the AUDACIOUS (74 guns) in the Mediterranean.

In 1804 when Britain faced a possible French invasion, Shield was under the orders of Admiral Lord Keith (Elphinstone) who had brought the invasion force of 1795 to the Cape of Good Hope. Shield was based on Harwich and was responsible for the defence of a sector of the Essex coast. His command was made up of a variety of brigs, barges and blockships manned by "sea fencibles". In 1807 and 1808 we trace him again to the Mediterranean as captain of HMS MALTA (80 guns) in the squadron of Admiral Cuthbert Collingwood.

After the Second British Occupation of the Cape in 1806 Table Bay was the main station of the naval squadron. Captain Shield therefore had his office in Strand Street, Cape Town. He seems to have been well-to-do for he became a landowner in 1811, by acquiring the historic farm "The Vineyard" in Neulands where he lived with his wife and daughter. The British followed the example of their Dutch predecessors in using Simon's Bay as a winter anchorage. A few naval facilities at Simon's Town already catered for their needs, e.g. a house for the admiral when he chose to sojourn ashore and a hospital. Nevertheless Simon's Town remained more of a village than a town. The commander of a small Russian warship detained at Simon's Bay for more than a year (1808-1809) concluded that in the off-season it had barely a hundred permanent inhabitants. Captain Shield was the agent of change: he came, he saw and he was persuaded.

The Royal Navy was well aware of the perils of Table Bay as an anchorage, particularly in the light of the disastrous wreck of HMS SCEPTRE on 5 November 1799 with great loss of life. Shield, so a successor, Sir Jahleel Brenton has recorded, was a man of "sound judgement and the utmost integrity". The Navy Board in London received Shield's recommendation that Simon's Town was "the only place on the coast for a Naval Arsenal" and signified its approval. In 1813, before there was any question of his settling at the new naval headquarters, he was called back to England to join the Navy Board and we know that in 1815 he was

Deputy Controller of the Navy, an important post involving the supply of all the materials needed by the fleet. In December 1815 he was appointed Commissioner of H.M. Dockyard at Plymouth and there he remained until his retirement, with the rank of Rear-Admiral, in 1829.

At the Cape, Shield was followed by Rear-Admiral George Dundas who had come from similar employment at Bombay. Dundas resided at Simon's Town, but died on 6 August 1814 after only a year's stay. The third incumbent of the post, Sir Jahleel Brenton, an officer of remarkable and varied abilities, lived at Simon's Town from 1814 to 1821 and supervised a transformation of such dimensions that it "soon became a place of considerable importance". Brenton, in his memoirs, praised Shield. At the Cape he had inherited Shield's correspondence with the Navy Board and had found himself agreeing entirely with the need of the Navy to give up Table Bay as its base.

In Brenton's memoirs we also learn that Shield had the betterment of the neglected at heart, having successfully interceded with the Navy Board on behalf of underpaid black labourers in the dockyard, some of whom were freed slaves. Their rating was then raised to that of "landsmen", an entry rank for adult sailors of that era.

After long retirement Shield was restored to the active list in the 1840s as Admiral of the Blue. One surmises that his recall was connected with a short-lived crisis in Anglo-French relations arising from a clash of interest in the Eastern Mediterranean. He died in 1842. It is 180 years since Simon's Town became the "Naval Arsenal" - time to remember Billy Shield!

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CAN YOU HELP?

An early house plan found in the Town Engineer's office shows a house to be erected in Winford Township (Froggy Pond) between Winford Avenue and Felton Road. The Winford Avenue name was never officially used for the road leading to Oatlands House and the other road was eventually named Hugo Road. BUT WHO WAS FELTON ?

I have been trying for over 20 years to establish the origin of Frank's Bay and Foxy Beach. ANY IDEAS? On some maps of this area a ruin named "HARTENBURG" is featured on the slopes behind Da Gama Park. DOES ANYONE KNOW MORE ABOUT THIS ? IDEAS PLEASE TO NIGEL ON 786-2415.

SMALL CRAFT EMPLOYED ON ADMIRALTY SERVICE IN SIMON'S BAY ON 17 DECEMBER 1919.

CDR. W.M. BISSET

Although much information concerning the ships of the Royal Navy on the Africa Station may be found in book such as Jane's Fighting Ships, Warships of World War II by H.T. Lenton and J.J. Colledge and others, details of the small craft on Admiralty Service in Simon's Bay are not included in these works. Most fortunately a tabular statement of these vessels dated 17 December 1919 has survived and this is published below in the hope that it will assist researchers.

"Tabular Statement", showing details and employment of all small craft, including Motor & Steam Boats, Lighters & not belonging to ships, which are employed on Admiralty Service in Simon's Bay.

Steam and Motor Boats.

No.	Name or Number.	Description	Dimensions.			Speed	Nature of Employment	Remarks
			Length	Breadth	Draught			
1	C 371 "Seafaring"	Tug (Steel)	110' 0"	20' 0"	7' 6" 11' 6"		Tug.	
2	R.F.A. "Chub"	Water Tank - D°	115' 0"	21' 0"	4' 6" 7' 9"		Supplying water to ships	
3	C 372 "Steam Launch"	Steam Launch - D°	60' 6"	13' 4"	4' 6" 5' 3"		General Service	
4	62	Steam Launch (Wood) SL - S	52' 9"	12' 9"	3' 10' 6' 0"		- D°	
5	112	- D°	52' 3"	12' 9"	3' 10' 6' 0"		- D°	
6	129	- D°	52' 3"	12' 9"	3' 10' 6' 0"		- D°	
7	331	Steam Pinnace (Wood)	40' 0"	9' 9"	3' 0" 4' 3"		Docking purposes F. Yard. E. Zongibar	
8	376	- D°	40' 0"	9' 9"	3' 5" 4' 3"		- D°	
9	386	- D°	40' 0"	9' 6"	2' 11' 4' 1"		Commander of D.H.'s use	Arriving ship port to England 9
10	1051	Motor Boat	26' 0"	5' 10"	1' 6" 1' 11"		S.M.O.'s use	
11	975	- D°	22' 0"	6' 3"	1' 6" 1' 9"		C.E.G. of D.H.'s use	
12	1052	- D°	27' 6"	6' 6"	1' 5" 2' 0"		Attached to Aprahander Diver Ship.	

contd.

17.12.1919 contd.

General Yard Craft and Lighters

PAGE 2.

No. of Line	Name or Number	Description	Dimensions			Capacity	Nature of Employment	Remarks	No. of Line
			Length	Breadth	Depth				
1	221	Lighter (Steel)	94' 0"	25' 6"	5' 0"		Moorings Lighter		1
2	222	- D° -	40' 0"	13' 0"	Mean 1' 1"	20 Tons	Pitch Lighter		2
3	223	- D° -	- D° -	- D° -	- D° -	D°	General Yard Service		3
4	224	- D° -	- D° -	- D° -	- D° -	D°	- D° -		4
5	225	- D° -	45' 0"	14' 2"	1' 8"	30 Tons	- D° -		5
6	226	- D° -	68' 3"	17' 6"	5' 0"	80 Tons	- D° -		6
7	227	- D° -	4' 0"	1' 0"	- D° -	D°	- D° -		7
8	228	Launch (Wood)	44' 0"	11' 6"	2' 6"	10 Tons	- D° -		8
9	229 (Cooking Vessel)	Late "Sunboat" Steel	85' 0"	25' 1"	6' 3"	6' 3"	Floating Galley	(Late Fisher)	9
10	230 (Yard Craft)	- D° -	- D° -	- D° -	- D° -	D°	General Yard Service	(Late Sundry)	10
11	C 373 (Coaling Craft)	- D° -	- D° -	- D° -	- D° -	120 Tons	Flint Coaling Service	(Late Sundry)	11
12	C 374	Lighter (Steel)	71' 0"	18' 0"	2' 3"	80 Tons	- D° -		12
13	C 375	- D° -	- D° -	- D° -	- D° -	D°	- D° -		13
14	C 376	- D° -	- D° -	- D° -	- D° -	D°	- D° -		14
15	C 377	- D° -	- D° -	- D° -	- D° -	D°	- D° -		15
16	C 378	- D° -	68' 3"	17' 6"	5' 0"	80 Tons	- D° -		16
17	C 379	- D° -	- D° -	- D° -	- D° -	D°	- D° -		17
18	C 380	- D° -	- D° -	- D° -	- D° -	D°	- D° -		18
19	C 381	- D° -	- D° -	- D° -	- D° -	D°	- D° -		19
20	C 382	- D° -	42' 0"	14' 3"	1' 10"	26 Tons	- D° -		20
21	C 383	- D° -	- D° -	- D° -	- D° -	D°	- D° -		21
22	6	Lighter (Wood)	60' 6"	17' 0"	Mean 3' 6"	100 Tons	Wharfing Store use		22
23	11 (Litterie)	- D° -	79' 0"	21' 6"	D° 2' 6"	145 Tons	Wharf Store use		23
24	53	Small Lighter (Wood)	46' 0"	11' 6"	D° 2' 3"	20 Tons	General Yard Service	On Reg. from 24.3	24
25	34	- D° -	- D° -	- D° -	- D° -	D°	- D° -	Worked about 24.4	25
26	35	- D° -	43' 9"	15' 3"	11' 2' 6"	30 Tons	- D° -	Returned	26
27	36	- D° -	48' 0"	12' 0"	D° 2' 3"	20 Tons	- D° -	- D° -	27
28	37	Launch (Wood)	42' 0"	12' 0"	2' 6"	10 Tons	Mining Launch		28
29	38	Pinnacle (D°)	30' 0"	9' 6"	2' 2"	-	Dining Boat	Construction Dis.	29
30	99 DWD	- D° -	30' 0"	9' 6"	2' 2"	-	- D° -	1 DWD Dis.	30
		Hopper Barge (Impervious)	70' 0"	20' 0"	4' 5"	56 tons load	Preedger	Fitted with 3 Tons Crane	

THE WRECK OF THE H.E.I.Co. SHIP "BRUNSWICK"

Nigel Fawcett

Approximately 150 metres offshore in Simon's Bay, opposite the turn-off to the Red Hill road, in about six metres of water, lies a wreck believed to be that of the BRUNSWICK. She was a ship belonging to the Honourable East India Company, of about 1200 tons, wrecked in a gale in the early morning of September 2 1805.

The wreck was sighted by divers during a Nautical Archaeology Society course last December and was reported to be in a good state of preservation. Although not intact, much of her structure can be seen. Timbers, planking and the stern post are all clearly visible. Brass nails, tree nails and copper bolts are still embedded in the structure. Cargo remnants, mainly sandalwood, are plentiful. Wreckage is spread over an area of approximately 3,000 square metres, most of it on the seaward side of the main structure. On the landward side the sand level is lower than the wreck, giving a view of the ship's timbers and frames.

The proposal by the Institute of Maritime Technology at Simon's Town and the South African Maritime Museum in Cape Town to survey the wreck has stimulated a great deal of interest, particularly as it was later decided to bring our Simon's Town Museum into the picture, to help with the restoration, storage and eventual display of hoped-for artefacts. It has also led to a growing appreciation of Simon's Bay's archaeological wealth and maritime history which could lead to many more exciting projects in the not too distant future.

A permit was issued in August 1994 in the name of the South African Maritime Museum to undertake an archaeological survey of the BRUNSWICK and the project is now well under way with a team of divers who have completed the Nautical Archaeology Course Part I. The survey team is being led by Jaco Boshoff of the Maritime Museum and Chris Kruyshaar of the I.M.T. It is hoped to commence excavation early in 1995.

THE STORY OF THE "BRUNSWICK":

The BRUNSWICK, East Indiaman, was built at the Blackwall Yard on the River Thames in England in 1792 at a cost of £12.10/- per ton, her final tonnage 1219 totalling £15, 247 plus £607 "extra", this probably for launching charges etc. Her owner was Thomas Neute. She made five voyages to China, sailing on her sixth and last voyage to the East on March 20, 1804, commanded by Captain James Ludowic Grant. Other members of her company included Hugh Scott (Chief Mate), Benjamin Bunn (Second Mate), Leonard Wasse (Third Mate), Benjamin Martin (Fourth Mate), William Jardine (Surgeon) and Javes William Pears (Purser).

On July 1, 1805 the Honourable Company's ship BRUNSWICK sailed from Bombay for the last time. Less than a fortnight later, on July 11, she was captured by the French 80 gun man-of-war MARENGO off Point de Galle, Ceylon. The French squadron, which also included the 44 gun frigate LE BELLE POULE and the frigate ATTLANTE, was commanded by Rear-Admiral Linois. They were returning from the East Indies, bound for France.

Extract from the Journal of Thomas Addison, Midshipman aboard the East Indiaman BRUNSWICK:

We are lucky to now have a first hand account of the rest of the voyage from the pen of a junior officer captured with the ship, one Thomas Addison, Midshipman. (It was the custom for all midshipmen serving in H.M. ships and was presumably the same in East Indiamen, to keep a daily record in a journal. The custom continues to this day.)

Addison wrote:- "The captain and officers of the BRUNSWICK were taken aboard the MARENGO and the two warships made sail for the Cape of Good Hope, having arranged for the BRUNSWICK with a prize crew to rendezvous with them at that place.

Thomas Addison's journal continues:- "August 17 1805 - Our course was now shaped for the Cape of Good Hope. After buffeting about some little time in rough weather and high seas made the land about Cape Agulhas; then stood in for False Bay, it being yet too early in the season for safety in Table Bay."

August 29: "About this time we, in the MARENGO and BELLE POULE in company, anchored in Simon's Bay. After passing the Whittle's Rocks ran in between Noah's Ark and the Roman Rocks and anchored in nine fathoms. Admiral Linois kindly admitted us young officers to quit the ship on exchange parole, with Captain Grant and the others."

(ADDISON CONTINUES TO DESCRIBE HOW THEY WERE OFFERED ACCOMMODATION ASHORE).

September 2: "Early on the fourth morning after landing we heard much firing out in the offing, supposed from a ship in distress. It had blown hardish all night. Between nine and ten a.m. saw the poor old BRUNSWICK running in with all her sails split to ribbons, everything adrift; obviously had parted from her anchors, and evidently reduced to the last alternative of running the ship on shore.

We all ran round to witness the seamanlike achievement, done in the presence of a flagship and frigate, in command of at least 1,400 men. Mr. Scott (Chief Mate) declared the sole and only cause of the cables parting the night before was from want of common attention to the service in the hawse. Her wreck and cargo was sold to some American captain who came into the Cape, for 3,500 rix-dollars. The iron work about her was worth more money."

On June 16 a public sale notice for the BRUNSWICK listed the cargo as "300 to 400 bales of cotton, and from 60 to 70,000 lbs of Sandalwood etc." (Cape Town Gazette and African Advertiser of June 7 1806).

THERE IS ANOTHER FIRST-HAND ACCOUNT OF THE DISASTER WRITTEN BY A FRENCHMAN GEORGES DANDIN AND PUBLISHED IN THE SIMON'S TOWN HISTORICAL SOCIETY BULLETIN VOL. X NO.1 1978).

Historical Background:

Britain at the time was at war with France. Britain had occupied the Cape in 1795 but it later reverted to the Batavian Republic. The Cape, particularly Simon's Town, was used by

both the British and French as an assembly point for ships brought in as war prizes. The richly laden vessels of the English East India Company were particularly tempting prey.

The East India Company - a brief background:

At the end of 1600, on the eve of the New Year, Queen Elizabeth I signed the charter of the East India Company. The 125 London merchants who had subscribed £72,000, ostensibly formed a joint stock company "for the honour of this our realm". In fact, the highly profitable spice and pepper trade - then monopolised by Dutch merchants - was the reason for the birth of the Company.

The East India Company, however, was not just a business concern - it was the curtain-raiser for Britain's Indian Empire. Within two centuries, the Company, with its own army and navy, ruled India from its London base.

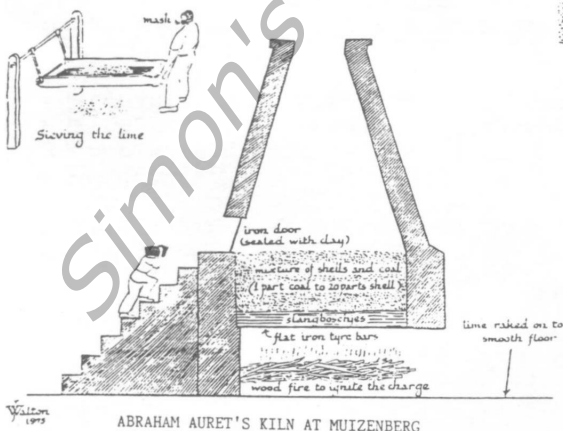
Throughout the Company's life the ships which took out the bullion and broadcloth and brought back the chintzes and teas were practically indistinguishable from naval vessels. In 1805, the year BRUNSWICK was captured, Captain John Wordsworth described his ship, the EARL OF ABERGAVENNY as "the finest ship in the fleet; nobody can tell her from a 74-gun ship. The BRUNSWICK was very similar."

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Below: Diagrams referred to on p.90.



ABRAHAM AURET'S KILN AT MUIZENBERG

