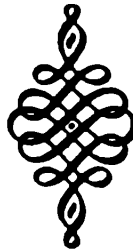


SIMON'S TOWN HISTORICAL SOCIETY

BULLETIN



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DENNIS KINKEAD-WEEKES 28.4.1920 - 10.8.1997

Dee and the Historical Society are synonymous, as are Dee and the Museum: for the Society and the Museum are two sides of the same coin and the face on that coin has been his for these many years.

Dee got elected onto the Historical Society committee just five years after it was founded. At a well-attended A.G.M. when half the 180 members were present, Dr. Ray Ellis-Smith proposed Dee and Commander Monty Banks seconded: so began 32 years of committee work. At the first committee meeting after the A.G.M. Dee was appointed Vice-Chairman, he was, at this time, a Commander in the South African Navy.

In those far off days the Society was fighting for the preservation of the Martello Tower in the East Dockyard: it was in a dangerous condition and the Society even paid for a fence to be erected round it. It was at this time that the Bulletin was changed from a stencilled foolscap to a smaller "xeroxed" format and it was Dee who suggested that an Editorial sub-committee be formed; it was and is still in existence, albeit with new faces. At the next A.G.M., in 1966, it was the outgoing Chairman "Dumps" Willis who proposed Dee for Chairman, this was seconded by Reg Biggs (of motoring fame) and carried unanimously.

Dee was Chairman for the next three years, during which he pressed on with efforts to restore the Martello Tower. He undertook a fund-raising campaign and one of the first donations received was R50 from S.A.S. SIMONSBURG. A separate Martello Tower Fund was created and over the years a considerable sum of money accumulated. To aid this fund raising "Dumps" Willis gave a lecture in the Rest Room and the minutes of the following committee meeting contain a vote of thanks to Sue Kinkead-Weekes for providing the tea.

Committee meetings used to be held in the evening at this stage as many of the committee were working, three of them being serving officers. Dee (now a Captain), Captain John Fairbairn and Commander Monty Banks.

The Society's next preservation battle centred around the Old Burying Ground at Seaforth and in 1967 Dee was nominated as the Society's representative on the War Graves Commission that was to look at the restructuring of the area.

At the 1968 A.G.M. Dee was away at sea but in his absence Gordon Wilson proposed him as Chairman, seconded by Commodore Johnson. At this meeting concern was expressed at the proposed alteration to the Old Burying Ground, Commodore Johnson urging the retention of the stone work along Queen's Road frontage and others querying the desirability of removing the trees.

Added to these two issues now came the matter of the preservation of the many Malay houses from which the tenants had been removed under the Group Areas legislation. Despite the best efforts by Dee and his committee this was one battle that was lost to the vandals and bulldozers.

After three years in office Dee stood down and took on the painstaking job as Secretary/Treasurer, a joint portfolio that he was to hold for the next 23 years. By 1991 the membership had risen to over 800 and to share the burden a separate Treasurer's post was formed and Dee continued on for another 6 years as Secretary, answering postal enquiries, keeping track of membership numbers and writing up the Minutes. With the latter running to pages and there being monthly meeting Dee would, over the period have typed nearly 700 pages, all on a manual typewriter!

Twenty-two years ago the Simon's Town Museum was established in what had at one time been the old Headmaster's House at the Municipal offices. A Board of Trustees was formed and Dee served on this continuously, guiding the fledgling through its formative years. The move to the Residency in 1984 gave more room for display as well as space in which to sort out, classify and list all the treasures that we had. Dee, now retired, showed a further side to his character: to him fell the task of cataloguing and filing over 9,000 photographs from glass plate ones from the last century to colour pictures taken at Historical Society and Museum functions. Dee would slip into the main office at the Museum at around 2 o'clock every weekday afternoon with a cheery greeting and with the day's post. His cheerful presence added a bit of maleness to the all-woman crew! When asked for his opinion, whether in or out of committee, Dee would always give it clearly and succinctly after due consideration and so his opinions were greatly respected.

It was my privilege to work on the committee with Dee for 25 years. Always correct, courteous and hyper-efficient; yet he had an underground layer of humour and an ability to identify glory-seeking do-gooders. I am sure that my feelings are shared by all who worked alongside Dee, who will remember him with deep respect, love and affection. They don't come any better.

Nigel Farquharson.

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Dennis Kinkead-Weekes

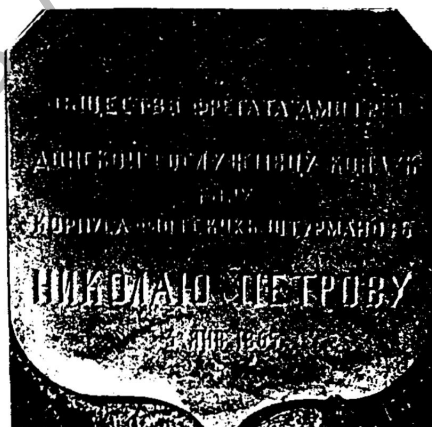
Seaforth Series Part V -- A.M.D.

The celebration of the 75th anniversary of the founding of the South African Navy earlier this year provided an occasion for visiting Russian sailors to pay a moving tribute at the tombstones of naval comrades of theirs who had been interred in the Old Burying Ground long ago. Midshipman Nikolayu Petrovu and Seaman Pyetra Reshyeka, both of the frigate DMITRI DODSKOL were buried there in January 1865. There had been earlier burials of Russian sailors at Simon's Town, so some background may be useful.

In 1649, before the founding of the Dutch settlement at the Cape, adventurous Russians, mainly traders and Cossacks, had traversed enormous distances overland to reach the shores of the Pacific Ocean. Scattered Russian outposts were established which became the framework of Russian domains in Eastern Siberia. During the Crimean War (1854-1856) small coastal settlements in the East were vulnerable to bombardment by hostile British squadrons. In this time too the Russians clashed with an ailing Chinese Empire and obtained a cession of additional seaboard territory in 1860. Vladivostok was founded in 1861 to become the principal naval base of the Russians in the Far East. Russian warships sailing to and from the Black or Baltic Seas to Vladivostok, halfway around the world, had to follow the Cape route or take the unattractive alternative via the tip of South America. With the coming of the age of steam, coaling facilities at convenient distances were vital.

On 22 February 1856 seaman Pankraloff of the frigate DIANA died as a prisoner of war in the local Naval Hospital. How he came to be here is an intriguing question. Within a short time after the end of the Crimean War there were other recorded burials - an unnamed seaman of the frigate OLIVANTZA on 12 July 1857, Paul Tokaren, engineer on the gunboat DGYIGITO on 10 March 1858 and N. Christakoff of the naval transport NICOLAY in the following months. There were three more burials of unnamed Russian seafarers in 1859 and 1860.

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One of the Russian Stones: Translation reads "The Company's Frigate DMITRI DONSKOI - the body of the Fleet Navigator Nikolayu Petrovu 3.1.1865"

FLAG OFFICERS OF THE CAPE

VERNON WHITE

Part XVII	Rear Admiral Sir Arthur Moore	1901 - 1904
	Rear Admiral Sir John Durnford	1904 - 1907
	Vice-Admiral Sir Edward Poe	1907 - 1908
	Vice-Admiral Sir George Egerton	1908 - 1910

In 1902 Admiral Sir John Fisher, at that time C-in-C Mediterranean proposed to the Admiralty that for reasons of economy and efficiency the strategical distribution of ships in the Royal Navy should be in five fleets. The Home Fleet, the Atlantic Fleet incorporating the West Coast of Africa station, the Mediterranean Fleet, the China Fleet and the Cape Fleet which would include the East Indies and the East Coast of Africa. The proposals were accepted by the Admiralty and in 1903 the Cape of Good Hope and West Coast of Africa station became simply the Cape of Good Hope Station. The first C-in-C Cape under this new fleet structure was **Rear Admiral Sir Arthur Moore**.

Arthur William Moore was born in 1847 and entered the Royal Navy at the age of 13 years. After 10 years service he was promoted to Lieutenant in May 1870 and to Commander in December 1881. The following year saw anti-British and anti-French riots in Alexandria and Commander Moore was present when the Royal Navy bombarded the port on 9 July 1882. The Egyptian campaign continued until 1885, culminating with the assassination of General Gordon in Khartoum.

Moore had been promoted to Captain R.N. in June the previous year and it was also in 1884 that two events occurred in South and West Africa that were to touch on his future naval career. On 10 November Britain annexed St Lucia Bay, incorporating it in Natal, thereby denying the Transvaal access to the coast, and on 15 November Britain agreed with other powers at the Berlin Conference on West Africa over the Congo question, colonial boundaries and the need to suppress slavery in the Congo. It was at the Anti-Slavery Conference in Brussels five years later in 1889 that Captain Arthur Moore R.N. was the British Naval Representative.

During 1890/91 Moore was a member of the Australian Defence Committee, and was made a Lord Commissioner of the Admiralty in 1898, being promoted Rear Admiral in January 1899.

From 1901 to 1904 Rear Admiral Moore was C-in-C Cape of Good Hope, flying his flag in HMS GIBALTAR (Flag Captain A.H. Limpus R.N.) In 1901 Moore was promoted to Vice-Admiral and made a KCB in 1902. It was in August 1901 that their Royal Highnesses the Duke and Duchess of Cornwall and York (later King George V and Queen Mary) arrived in Simon's Town on board HMS OPHIR during their world tour. Shortly before their arrival in the Cape, there was an outbreak of plague in Cape Town, giving rise to fears that it might be unwise for their Royal Highnesses to stay in Government House in Cape Town. Admiral Moore then suggested that the Royal party might be accommodated at Admiralty House in Simon's Town and with Admiralty approval the

naval residence was stripped and re-decorated. In the event the Duke and Duchess stayed in Government House in Cape Town, but doubtless the Admiral and his staff benefitted from the re-furbishment of Admiralty House. The moral of being thoughtful to others.

Apart from the Royal visit, other important events took place during Admiral Moore's tour of duty in the Cape. He was here for two years of the Boer War and on 31st May 1902 the Boer War ended with the signing of the Treaty of Vereeniging followed by a tour of South Africa the following year by Joseph Chamberlain in February and March 1903, urging reconciliation with the Boers. Captain Robert Scott's first Antarctic expedition passed through Simon's Town on their way south in HMS DISCOVERY in 1901. In 1904 Admiral Sir John Fisher became First Sea Lord and started modernising the Royal Navy whilst concentrating more battleships in home waters.

Vice-Admiral Sir Arthur Moore after leaving the Cape in 1904 became second in command of the Channel Fleet in 1905 and was awarded the KCVO in the same year. From 1906 to 1908 he was C-in-C China Station, and from 1911 to 1912 C-in-C Portsmouth. After completing his appointment in Portsmouth he retired from active service, having been awarded the GCB and GCVO in 1911. At the age of 87 years Admiral Moore died at his London home at 55 Cadogan Square on 3 April 1934.

Sir Arthur Moore's successor as C-in-C Cape of Good Hope was Rear Admiral Sir John Durnford CB DSO. John Durnford was born on 6 February 1849 and like his immediate predecessor at the Cape joined the Royal Navy at the age of 13 years in 1862. Promoted to Sub-Lieutenant in September 1868, he went on to become a Commander of Marines during the Burmah Annexation War of 1885-86 when he served with the field force on the staff of Major-General H.N.D. Prendergast V.C. He also served with the Naval Brigade and was present at the engagement at Minlila, when he was awarded the D.S.O. and mentioned in naval and military despatches. During 1887 he commanded a flotilla of armed launches in Upper Burma which were employed to suppress dacoity. He was again mentioned in despatches and awarded a bar to his D.S.O., receiving at the same time the approbation of the Admiralty for his services and a special commendation from the Viceroy, and Secretary of State for India. On 22 October 1885 the British Government had delivered an ultimatum to King Theebaw of Upper Burmah for having confiscated the property of Bombay traders. A British Expeditionary Force left Calcutta for Rangoon on 1 November and by 28 November had occupied Mandalay, when King Theebaw was exiled. The campaign in Upper Burma lasted from 16 to 30 November.

As well as annexing Burma in 1885 the British Government established a British Protectorate in North Bechuanaland, and over the whole of the Niger Basin in the same year. It was also a year of continuing Irish problems for the British Government, when Irish "dynamiters" damaged Westminster Hall and the Tower of London at the end of January.

Promoted to Captain R.N. in 1888 Durnford was made a Companion

of the Bath (C.B.) in 1897. From 1901 to 1903 he was a Commissioner of the Admiralty being a Junior Naval Lord, and promoted to Rear Admiral in 1902.

In 1904 Rear Admiral Durnford was appointed C-in-C Cape of Good Hope, flying his flag in HMS CRESCENT (Flag Captain T.D.W. Napier R.N.). On 2 October 1905 HMS DREADNOUGHT was laid down in Portsmouth and launched by King Edward VII in February 1906. Eight months later she was steaming on her sea trials. As early as June 1906 Admiral Sir John Fisher, the First Sea Lord, requested the Admiralty to draft contingency plans in case Germany attacked France. The clouds of war were beginning to gather. In October 1906 John Durnford was promoted to Vice-Admiral and made a K.C.B. in November. During December the Transvaal and the Orange River Colony were granted self-government, and in the same month the British Parliament passed the Merchant Shipping Act which amongst other conditions restricted the use of foreign seamen in British vessels.

After completing his tour of duty in the Cape in 1907, Vice-Admiral Sir John Durnford became President of the Royal Naval College, Greenwich, which appointment he held from 1908 to 1911. During this period he served as President of the Committee set up to inquire into the Naval Medical Service, and was promoted a full Admiral in 1910. The following year he relinquished his presidency of the Royal Naval College and went on half pay, retiring voluntarily from the Service two years later in May 1913. Admiral Sir John Durnford died in Fareham, Hants on 13 June 1914, leaving his wife Mary, the daughter of the Rev. J.H. Kirwan of Cornwall, whom he married in 1881, a son and three daughters.

Unlike his two immediate predecessors Sir Arthur Moore and Sir John Durnford who each served as C-in-C Cape of Good Hope for four year terms, **VICE-ADMIRAL SIR EDMUND POE** only served as C-in-C Cape for two years from 1907 to 1908.

Edmund Poe, who was the son of an Irish barrister from Tipperary, William T. Poe, Esquire, was born in 1849, the same year as Sir Arthur Moore, and entered the Royal Navy in 1862 from the R.N. Academy, Gosport, Hants. On 14 December 1864 Poe's first ship HMS BOMBAY (67 guns) in which he was serving as Midshipman was destroyed by fire off Montevideo, Uruguay. No further misfortunes befell him and he was promoted Captain in 1888, becoming Naval Adviser to the Inspector General of Fortifications during 1889 and 1890. Thereafter he commanded HMS IMPERIEUSE, BLENHEIM, VICTORIOUS, ACTIVE, RALEIGH and ST GEORGE.

Promoted to Commodore 2nd Class he was in command of the Training Squadron from 1897 to 1900 and Second in Command of the Home Fleet in 1903. After service in Home waters Sir Edmund Poe was C-in-C East Indies 1905-07 and C-in-C Cape of Good Hope 1907-08. He was raised to the K.C.V.O. in 1906. In 1912 he received the Grand Cross of the Victorian Order. He was married to Frances, eldest daughter of General Sir Justin Sheil KCB, there being two sons and a daughter of the marriage.

After Sir Edmund Poe, Vice-Admiral Sir George Egerton KCB was appointed C-in-C Cape of Good Hope from 1908 to 1910.

Born in October 1852 George Egerton entered the Royal Navy at the age of 14 years in 1866 and served as a Sub-Lieutenant with the 1875/76 British Arctic Expedition in HMS ALBERT under Captain George Nares RN (later Rear Admiral Sir George Nares 1829-1915). Nares's son John Dodd Nares (later Vice-Admiral) served as a hydrographic surveyor in the Royal Navy from 1898 up to his retirement in 1931.

In 1882 George Egerton married Frances Emily daughter of Murray Gladstone Esquire, there being two sons and a daughter Dorothy from the marriage. Sadly Frances Egerton died in 1926 and six years later Admiral Sir George Egerton married in 1932 Margaret Stella the daughter of Colonel C.A. Munsell R.A.M.C. and widow of R.W. Prentice.

During 1878 and 1879 Egerton specialised in torpedoes, and became Staff Officer at the torpedo school HMS VERNON from 1883 to 1884, commanding the VERNON tender HMS VESUVIUS from 1884 to 1886. Four years later he returned to command HMS VERNON from 1890 to 1893. Promoted to Captain in January 1893 Egerton served as a Naval Attache in Europe until 1895. He was next appointed Flag Captain to Rear Admiral Sir Harry Rawson KCB (C-in-C Cape of Good Hope and West Africa Station 1895-1898) in HMS ST GEORGE. In this appointment Captain Egerton was at the capture of Mveli by the Naval Brigade in the East Africa campaign on 17 August 1895 for which he was mentioned in despatches. A year later on 27 August 1896 Egerton was present at the bombardment and capture of the Sultan's palace in Zanzibar, when he was again mentioned in despatches. During 1897 Egerton served with the Naval Brigade in Benin when he was rewarded with the C.B. in May, being mentioned in despatches for the third time.

From August 1898 until September 1904 Captain Egerton was Assistant Director of Torpedoes at the Admiralty, during which time he also served on the Council of the Royal United Services Institute in 1901 and was Naval A.D.C. to the King from 1903 to 1905. Promoted to Rear Admiral in March 1905, Egerton served with the Atlantic Fleet from 1906 to 1907. In February 1909 he was promoted to Vice-Admiral and in September 1908 he was appointed C-in-C Cape of Good Hope, where he first flew his flag in HMS HERMIONE and after her departure in HMS HERMES. His Flag Captain was Captain P.W. Dundas, his son-in-law (who married Egerton's daughter Dorothy by his first marriage). On 7 December 1909 the Union of South Africa with Dominion status was proclaimed in London. Admiral Egerton left the Cape in December 1910, having been awarded the KCB in June of that year. In March 1911 he became Second Sea Lord at the Admiralty and from March 1913 until March 1916, just two months before the Battle of Jutland, he was C-in-C Plymouth. He retired from active service in June 1916. Lady Frances Egerton died in 1926 and Sir George married his second wife in 1932. In March 1940 Admiral Sir George Egerton KCB died at his home The Manor House, Ringwood, Hants, at the age of 88 years.

HMSAS CLARA and CAPTAIN AXEL JOHANSSON

The CLARA started life in 1897 as a sand barge in Algoa Bay, then after going aground in a gale in Algoa Bay in 1898 she was converted to a coaster to carry timber between Port Elizabeth and Storms River. She had an open bridge and hand-steering gear. She had a famous Master, Axel Johansson, born in Sweden in 1881. He first joined CLARA as a cook in 1901, became Mate in 1906 and Master in 1916. He never sat his Master's certificate but was known as the safest master on the tricky run round South Africa's coast line. He must have done the run between Table Bay and Port Nolloth about 600 times without touching anything and declared that all he needed was "a standard compass, a lead line, a nose, ears and eyes". This was no exaggeration as he knew by the colour of the water when he was approaching Port Nolloth on the West coast. If there was any fog then the fog-horn would guide him through the reef to the jetty.

CLARA was eventually bought by Thesen's of Knysna and Johansson went with her! When Thesen's disposed of the CLARA again he went with his beloved CLARA. During his many visits to Knysna he met the well known Knysna pilot John Benn. Romance flourished and in due course Axel married Jessie Benn, one of the daughters.

During World War II the CLARA (still with Axel Johansson) was taken over by the South African Navy for the duration but he remained in charge as Lt. Johansson. CLARA now as HMSAS CLARA patrolled the entrance to Table Bay and saw that the papers of thousands of ships were in order. In the first three years of the war he boarded and checked 2,575 incoming ships and challenged a further 1,722. When the Suez Canal re-opened traffic via Table Bay eased off and he finished the war ferrying S.W.A.N.S. and stores between Cape Town and Robben Island. They were certainly in safe hands. After the war CLARA was sold and Johansson returned to Thesens to captain the SWAZI and the ZULU COAST for them.

Johansson made his name too for rescuing 14 men from a Swedish ship the BIA at Olifantsbosch, on the peninsula coast, in 1918. He worked in shallow, rock strewn water in the surf line. Only 4 men were lost. After this valiant effort he received the highest decoration for bravery from the King of Sweden. It took him four hours of nerve-wracking work to rescue these men but he felt he could not let his fellow countrymen drown.

The CLARA was scuttled off Robben Island in 1961. Axel Johansson went on working in coasters until a few months before his death at the age of 77 in 1958.

reference:

"Eight Bells at Salamander" by Lawrence G. Green.
 "Knysna the Forgotten Port" Parkes and Williams

STEAM PINNACE NO. 331.

In her proud youth she flew the White Ensign and mounted a light gun. When the German cruiser KONIGSBERG sought refuge in the Rufiji River early in the German East African campaign, the pinnacle took part in the operations which ended in the destruction of the cruiser.

HMS CHUB

She steamed from Plymouth to Simon's Bay on 24 September 1897 and arrived in Simon's Town on 19 November 1897. She was a coaster-type ship. She remained in service round the South African coast until after the end of the second World War, when she came to grief on a reef to the north of Saldanha.

When the CHUB was built she was fitted with special tanks to hold 100 tons of water. During the Boer War she ferried Boer prisoners-of-war from the Simon's Town dockyard out to the transports which were to carry them into exile in Ceylon or St Helena. She also filled the water tanks of those ships. Among other well-known ships she serviced were Captain Scott's ship DISCOVERY and later his TERRA NOVA. When Simon's Town ran out of water during the drought of 1930 it was the CHUB that saved the day by bringing fresh water from Kalk Bay to be pumped into the town reservoir.

She was sold on 6 June 1932 to Dart & Howes of Cape Town for use in re-opening sea trade on the Breede River. CHUB was ideal for crossing the bar as she drew only 10 feet of water. CHUB carried petrol in drums to the river and her crew did some profitable fishing, often bringing back a ton of fish to be sold in Table Bay. Her captain then was Captain Dumaresq. Sadly she came to grief in November 1945 at Cape St Martin near the approach to St Helena Bay - another victim of the treacherous West coast fog. All hands reached the shore in the lifeboat.

CHUB was 115' long and 21' broad, 340 tons and when she left Plymouth for Simon's Town was fully loaded with stores, masts, boats, 68 tons of coal in her tanks and 22 tons of bunkers and for the voyage carried 12 tons of water.

It is thought that James Howells who was a Chief Engineer aboard her in her early days in Simon's Town, probably came to South Africa with her on her maiden voyage. He stayed on in Simon's Town and went into business in the Town. He was a prominent Freemason amongst his many activities for he took a great interest in the activities of the town. He served on the Simon's Town Council and was Mayor for several years.

Reference:

Simon's Town Museum records

"Eight Bells at Salamander" Lawrence G. Green

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SIMON'S TOWN WORLD WAR II - TERMITE INVASION

late LLEW. J.D. GAY

Like many other Towns in different parts of the World the 2nd World War brought the usual headaches and troubles in its wake. We here in Simon's Town, the then naval base of the Royal Navy, came in for our full share.

First we had the importation of the Powder Post Beetle and then the Italian Beetle. Both came here in wooden logs and other timber from the West Coast of Africa. The former, a very small insect, caused havoc wherever the wood known as Limba was used. The first sign and warning was a very fine powder dust ejected during boring operations. Both these pests in one way or another played havoc here in the Cape, and no doubt further afield. The furniture trade, windows, doors, skirting etc all came in for attention by these termites. Many houses built during the war years and new furniture purchased then were later infested and all sorts of methods were tried to eradicate these pests. Carpenters with medical-type syringes injected poison fluid into the many pin-prick holes which appeared, but the only perfect result was to make a bonfire and burn whatever was infected. Housewife's drawing-room suites, chairs etc.fell victim.

The housing schemes for Home Agreement dockyard employees abutting Runciman Drive (Solent and Hamoaze Courts) and behind the old D.R.C. Cemetery (Medway Terrace) all fell victim and as a last resort door frames, skirting boards, etc had to be replaced with other material.

The Italian beetle looked like a silkworm. The larva was carried by a moth which funnily enough sought out dark areas such floor joists, roofing principals and also skirting boards. They entered the house via airvents under the floors and under the roof. One could hear them at work. The only way to cure them was to remove the timber, burn it and replace with treated timber. It assumed such serious proportions that the Government introduced regulations that all timber had to be pre-treated before being sold and a certificate endorsed to that effect had to be produced when purchases took place. When selling, a Beetle Free Certificate had to be produced by the seller.

As if these two were not enough the Formosa Beetle made its second appearance in Simon's Town. Its first was in the late 1800s when it was brought here in wooden packing cases, crates and wooden barrels used in the movement of stores for use at the Naval Base. In those days all the used cases etc were stored out in the open just below the Magistrate's Court and Residence on land in front of the Oil and Paint Stores abutting onto the sea. (In front of the Simon's Town Museum - Editor).

The 2nd visitation of the Formosa Beetle occurred towards the end of the 2nd World War. Infestation spread into the Town and the local authority was involved in a big way in eradication work. The Government sent out two entomologists who were installed in the building now occupied by the Traffic Department.

From there all the field work was carried out. The actual worm, larvae and carrier moths were trapped and a full scale study made of the breeding and daily habits. Special traps were fitted over street lights in the area affected. A Miss de Wet was seconded from the Government Department concerned and she carried on an extensive study for many months.

This Formosa Beetle worked in an area from the wood dump straight up the mountain bounded on one side by the Lord Nelson Hotel and on the other by the Main Barracks along Waterfall and Arsenal Roads. They played havoc in the old store under the Dockyard Church, the 3 residences Nos. 44 to 46 West Dockyard, and they went for the root system of gum trees. Three large trees were cut down, one alongside the steps up to the Magistrates Court (now the Museum) one between the Dockyard Church and No. 44 residence and one near the old slipway on the station side of the old boat-house in the West Dockyard opposite the church. A large gum tree blew down in the top end of the Gardens at Goede Gift and this was due to all the roots having been eaten by the beetles. Outside the Dockyard they were found in the bottom lounge of the Lord Nelson Hotel as well as the old house where Cliffords Garage is, and the Police married quarters (Bay View, Chapel Hill Road), then at the top of Wilfred and Breda Streets. In the Main Barracks they destroyed all the floors of the living quarters of the Royal Engineers, then spread to the original Magazine which has become the Naval Transport Department (corner Waterfall Road and Barrack street).

All the timber infected had to be sprayed with poison and carted along in a steel-framed body lorry to a selected spot where it was burned. The cutting up of the huge gum trees was all done by hand cross-cut saws. This took a lot of time and required considerable man power for the logs were large. Later a special low trolley was made at the Municipal workshops to make the loading of the cut timber easier to handle.

All in all the period 1939-45 put quite a strain on the operations of the Municipality. Many things not on the Estimates had to be done such as Civilian Protective Services, Bushfire fighting, concrete ballast for Merchant Ships, short calls on Water supply, Black-out and Civilian Guard duties at night, Air Raid trenches, temporary gun sites etc. The advent of the Formosa Beetle was the last straw. There were only 16 European staff left to carry on the Municipal work, all the older white and coloured artisans and labourers were now in the Dockyard and the younger ones had "joined up". The Police Station was manned by the Station Commandant and 1 Sergeant and police work at night was done by Municipal employees. The public rallied round and helped to staff the Town's first motor ambulance (which was acquired by funds raised locally). The ladies both European and Coloured were involved in First Aid (despite the fact that many of them had day-time employment) and they went on to win a silver cup for the best Voluntary Aid detachment of the Civilian Protective Services in the Peninsula.

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COLONEL JOHN GRAHAM (1778-1821)

A. E. READ

John Graham was born in Dundee, Scotland on 24 July 1778, 2nd son of Robert Graham last Laird of Fintry. The Grahams were an old and noble family descended from the 1st Duke of Montrose. In 1794 John Graham joined the 90th Regiment of the British Army. He saw extensive service overseas before going to Ireland as Assistant Quartermaster General. He came to South Africa in 1806 with the 93rd Light Infantry to fight at the Battle of Blaauwberg. Soon after, as a Major, he assumed command on 26 January of his newly established Cape Corps based at Wynberg Camp. (This Regiment was often also referred to as the Cape Regiment, the Hottentot Regiment or the Hottentot Light Infantry). He saw service with his Regiment in the Eastern Cape between 1811 and 1812. He then went on leave to Britain and when he returned to the Cape he found his post abolished and his Regiment disbanded and to make matters worse he was put on half-pay. As a newly married man this was catastrophic. He had on 24 July 1812 married Johanna Catharina Cloete (1790-1843) 3rd daughter of Roedolf Cloete (1762-1816) of Westerford, Rondebosch.

In 1816 he gladly accepted the post of Commandant at Simon's Town which he held until his death on 17 March 1821. He lived at "Oatlands", the Commandant's official residence. Graham was buried at the Somerset Road, Cape Town cemetery, in a vault next to his in-laws of the Cloete family. When that cemetery was closed down his remains were removed to Woltemade cemetery but we do not know what became of the head-stone. The Grahams had one son and three daughters. Graham was never a wealthy man as he had to support his parents and nine sisters. In 1816 one sister Helen Christine Graham married her sister-in-law's brother Hendrik (Henry) Cloete (1792-1870) at the Groote Kerk, Cape Town, by Anglican rites. Henry Cloete was a well-known barrister.

Graham was rather pleased to be transferred to Simon's Town for he found the cost of living in Simon's Town to be more reasonable than in Cape Town. One suspects too that much less official entertaining would need to be done in Simon's Town. He obviously intended to retire in Simon's Town for he applied to the Governor for a grant of land adjoining his official residence at "Oatlands". This area of 37 morgen 372 sq. roods was granted to him on 6 April 1818 (STQ 1.28) at the annual rental of Rix Dollars 39 (S.G. Diagram 478/1818). After his death in March 1821 the Cape Town Gazette and African Advertiser carried an advertisement on 14 April advising that there would be an auction of his land "behind the Commandant's house, in a high state of cultivation with an ample supply of water throughout the year". It does not seem to have found a buyer for on 15 February 1822 (Transfer No. 13 SGO No. T38) it was transferred to the Colonial Government.

Graham was a very capable officer and judging from an entry in the Dictionary of National Biography and a plaque in his memory

in the Cathedral in Grahamstown he must have had a strong influence on the Hottentot troops under his command while he was in action in the Albany Zuurveld "For he civilised the hottentots, taught them religion and morality and industry and made them efficient and active soldiers." Grahamstown was named in his honour. A number of his descendants live in the Albany area and a grandson Sir Thomas Graham was Judge President of the Eastern District Supreme Court 1913-1937.

Mrs Graham stayed in Simon's Town while he was on some of his trips to the Eastern Cape for in 1819 she attended a Ball on board HMS PHAETON where the Captain wrote "Mrs Graham cut the most conspicuous figure. She is in every sense the perfect sylph, by the lightness and elegance of her motion." (From "A Narrative of my professional adventures 1790-1839" by Sir W.H. Dillon KCH, Vice-Admiral of the Red).

Had Colonel Graham been in better health - he suffered from bilious headaches and occasional gout - he could have accepted Sir Rufane Donkin's offer to appoint him Landdrost of Albany. He was only 42 when he died. He was succeeded at Simon's Town by Captain Henry Somerset, son of Lord Charles Somerset. The name "Oatlands" was also given to the Somerset property near Grahamstown, for this was the name of one of the Somerset properties in England as well. The name "Oatlands" should not be confused with the name "Oaklands" given to a farm in the Glencairn valley.

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HEARTS OF OAK AND TEAK

A.M. DAVEY

It would be easy to assume that "the wooden walls" of England of the nineteenth century were built of British oak or from oak timbers brought in from other European countries or North America. By and large that would have been the case, but the article on the loss of the brig HMS NERBUDDA in 1855 (Vol. XIX No.2) points to her having been built in Bombay. Why would some of the ships of the Royal Navy have been constructed in India?

The English East India Company had its own special interests to safeguard and operated a modest-sized fleet of small ships known at first as the Bombay Marine (1). During the course of the Napoleonic Wars (1793-1815) when the Royal Navy needed frigates badly, it bought 22 from the East India Company. After that war, Bombay retained its place as a focal point in the Empire chain. A recent article in the MARINERS MIRROR refers to large ships of teak being built at Bombay. "The Malabar teak of Western India, the finest shipbuilding timber of all, justified the continuation of construction (for the Royal Navy) in the East India Company dockyard at Bombay despite high costs and generally poor (labour) relations." (2)

References:

1. G.S. Graham "Great Britain in the Indian Ocean..1810-1850" London 1967, p.222
2. Andrew D. Lambert "The Reconstruction of the Royal Navy 1815-1830" No. 1 Feb. 1996, p.47

THE FLEET PULLING REGATTA, SIMON'S TOWN

CDRE V.F. HOLDERNESS SM MMM

In general, ever since sailors started to explore the world, boat pulling has been an important facet of that exploration. In the new worlds, there were no harbours where ships could berth alongside. Ships cast anchor and used their boats as a means of communication and transport to and from the shore. So it was in Simon's Town from the days of the Dutch East India Company to the building of the dockyard in 1908. Boats therefore were very important and the old saying was "a ship is judged by her boats". Every captain, proud of his ship, wanted his boats crew to be the smartest and the fastest. Human competitiveness being what it is, this was bound to lead to some contest of speed and skill.

In Simon's Town, the earliest written record that can be found of any formal pulling competition was organised by the Naval Dockyard. There was keen rivalry between the apprentices in the Construction and Engineering Departments that had developed after a naval whaler was placed at their disposal for recreational purposes. A committee was formed under the chairmanship of the Commander of the Dockyard (to-day called the Naval Harbourmaster) to organise the first regatta which took place on a Saturday afternoon in June 1908. The course was five miles, starting and ending at the West Yard, around Roman Rock Lighthouse, Phoenix Buoy and Seaforth Beach.

This was a popular event and became an annual fixture, becoming one of the important events along the False Bay coast, being interrupted only by the two great wars. Unfortunately there is little record of the between wars regattas, only a few evocative photographs being available.

After World War II, and spurred by the 1947 Royal Visit to Simon's Town, the regatta was revived and was run jointly by the Municipality of Simon's Town and the Royal Navy and was known as the Municipal and Royal Navy Regatta. There was no competition, as far as it is known, for the "Cock of the Fleet" at this stage. This continued until 1956 when the Royal Navy took over sole responsibility for running the regatta. This was the first record of ships competing for the Cock, when the trophy was won by SAS GOOD HOPE (Lt. Cdr R.C. Cousens).

In 1957 the S.A. Navy took over the Dockyard, but in terms of the Simon's Town Agreement, the Royal Navy continued to use the Dockyard until Britain unilaterally abrogated the treaty in 1975. From the records it is not clear when the SAN first took over the running of the regatta, but it was probably in 1958, however, it could well have been a joint SAN/RN system until about 1960/61. The "Cock" that was competed for was a Royal Navy trophy, although the last RN ship to win the Cock of the Fleet on the Station was HMS LYNX in 1961.

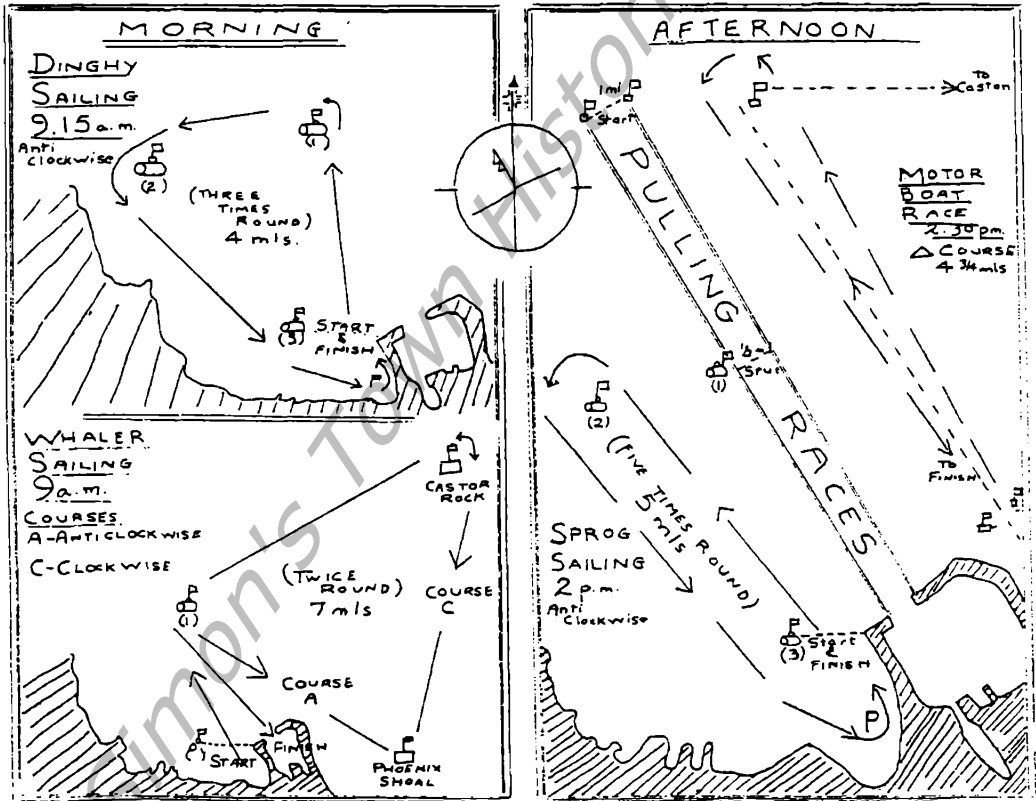
With the closing down of the Royal Navy's headquarters in South Africa and departure of on station ships, the RN also took their trophy (the Cock) with them. They, however, very generously

donated a magnificent replacement dating back to between 1787 and 1795, manufactured in Nuremberg, Germany, that had been competed for in the Mediterranean Fleet. This then became the main trophy from 1967 onwards until it was lost at sea with the sinking of SAS PRESIDENT KRUGER on 18 February 1982.

NOTE:

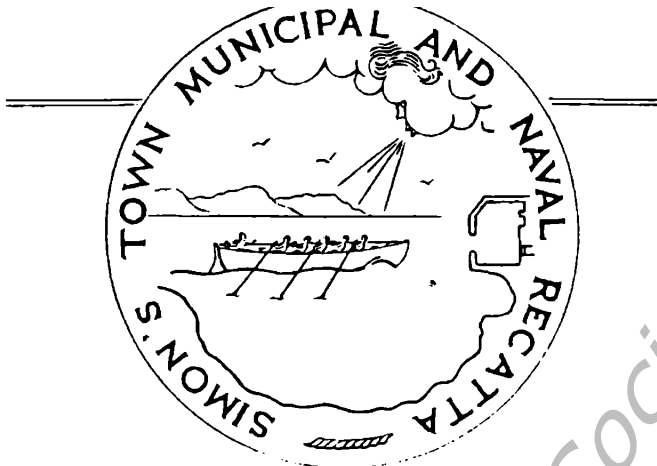
Readers with old Fleet Pulling Regatta photographs, press cuttings or programmes are kindly requested to contact Commander Bisset at the S.A. Naval Museum, Private Bag XI, Simon's Town 7995, as some of them may fill gaps in the comprehensive record which is being compiled.

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SIMON'S TOWN REGATTA 1951

Particulars of courses



Owing to unforeseen circumstances beyond the control of the Regatta Committee it has not been possible at the time of publication to state when the Regatta will be held, but as soon as the date is known it will be advertised as widely as possible.

PROGRAMME
of the
Municipal and Royal Naval Regatta
to be held at
Simon's Town.

Under the distinguished patronage of
Vice-Admiral Sir Herbert Packer, K.C.B., C.B.E., Commander-in-Chief, South Atlantic.
His Worship the Mayor of Simon's Town, and the Council of the Simon's Town Municipality.
Captain W. H. Selby, D.S.C., R.N., Captain-in-Charge, H.M. Dockyard, Simon's Town.
Captain G. V. Legassick, D.S.C., R.D., R.N.R., Captain Superintendent, S.A.N.C. "General Botha".
Major D. E. Peddle, Officer Commanding 2nd Coast Regiment, S.A. Corps of Marines, Simon's Town.
By kind permission of Captain W. H. Selby, D.S.C., R.N., Captain-in-Charge, H.M. Dockyard, the Regatta may be viewed from the East Dockyard.

Admission: Adults 1/- . Children 6d.
PROCEEDS IN AID OF LOCAL CHARITIES.

WIP (PTY) LTD

Admiral Packer was Commander-in-Chief
1950 - 1952

THE "HOT-SHOT-CANNON-BALL OVEN" SIMON'S TOWN (so-called).

UTE A. SEEMANN

PART 2: THE RIDDLE SOLVED

In about 1934 during road widening operations a structure was unearthed under the pavement in Queen's Road, corner of Runciman Drive, Simon's Town. A partial excavation was carried out at the time by the Town Engineer (1). It was thought that the structure was the remains of a hot-shot furnace and a plaque was placed on the "reconstructed" domed superstructure and chimney at some later date.

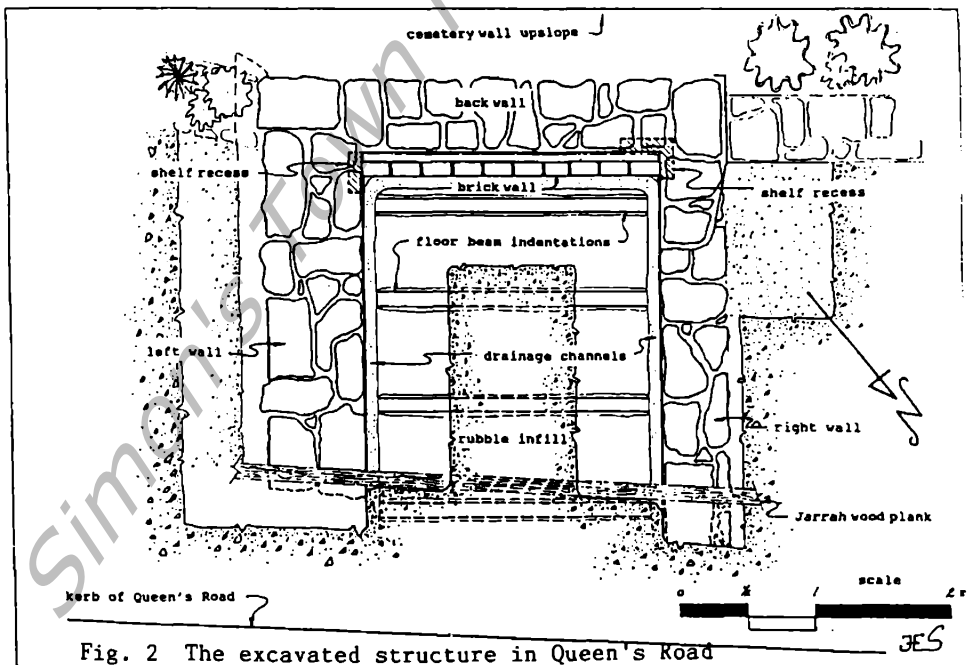
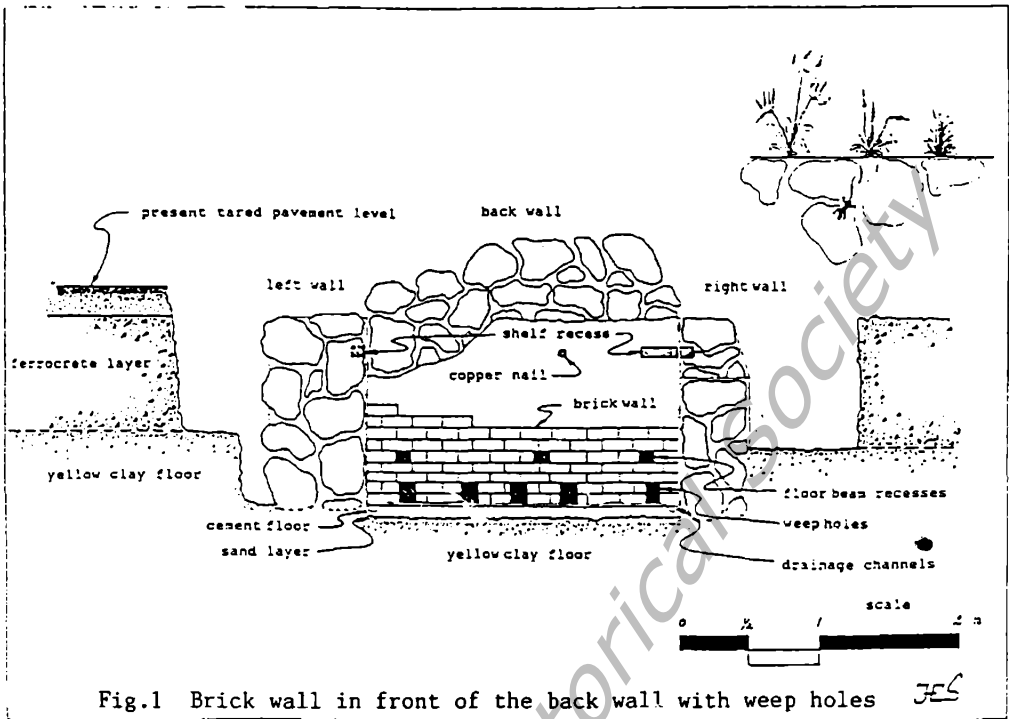
In 1992 during research for my MSc thesis on "Forts and Fortifications in the Cape Peninsula, 1781-1829" I came across this supposed hot-shot furnace in Simon's Town. The oven seemed to be situated rather far from the former South Battery which it would have served. Having unearthed two hot-shot furnaces in Hout Bay we were able to either confirm or refute this claim. The Simon's Town Museum, Historical Society and the Municipality kindly allowed us to proceed with a test excavation. We found that the structure had been put to some other use than a furnace and probably dated to pre-1795 (2). We were then asked to do a follow-up research program which was conducted in late 1993 (3). As we were unable to come to a conclusion what the structure's purpose was, we delayed the publishing of the report.

THE SECOND ARCHAEOLOGICAL INVESTIGATION

The Simon's Town Council's Public Works Department's workers under the supervision of Mr. Rousseau demolished the superstructure built into the sloping ground between the pavement and the cemetery wall and opened the tarred area between the kerb and the retaining wall. The structure's interior was filled with loose boulders, rubble consisting of whole and broken bricks, some with mortar attached, assorted building materials, sand, and artefacts.

The interior of the structure was cleared to floor level and to about 1m from the walls. 150mm in front of the back wall which runs parallel to the kerb and the old cemetery wall a single course brick wall had been erected. It was not possible to establish its original height. This brick wall contained "weep holes" at regular intervals to allow the collection of water seeping through the outer semi-dressed stone wall (Fig 1). The water then ran into a drainage channel built along all three visible edges of the floor and downslope (Fig.2).

The floor had been cast with cement. Opening a small, 0.30 by 0.30 m. area we found the cement to rest on a layer of "blue-stone" gravel which in turn was put upon a sand layer on a yellow clay floor. At regular intervals parallel to the back wall four burms (or levelling bips) crossed the floor. The imprint of Oregon Pine beams, laid down when the cement was still wet, were clearly visible (4).



The internal side of the semi-dressed stone walls had been "touched-up" with mortar probably when the brick wall and the cement floor were built. Crevices on the outside of both walls were filled with mortar. The left wall contained three copper nails embedded in wooden plugs at a height of ca. 0.50 m from the cement floor. The back wall revealed one wooden plug and nail at the level of the two plastered recesses, set into the corners at the present tarred pavement level.

Outside the left wall the Town Engineer's excavation had penetrated the ferrocrete layer, which occurs naturally in this area, and the yellow clay floor which extends to below the structure. The foundations are no wider than the walls (5). We then established that the yellow clay floor continued outside the right hand wall as well. Finally we exposed the external back corners of the building. At this stage it became clear that we were dealing with one single room, which had been built into the slope of the mountain side. The structure extends to underneath Queen's Road, making it narrow and elongated.

THE ARTEFACTUAL EVIDENCE

The portable artefacts we collected from the rubble infill. It is possible that some artefacts have been removed during the excavation in the 1930s.

The wall plugs with nails were found in situ. The wooden plugs were made from Jarrah wood, a species of teak imported from Indonesia, Burma and Malaysia. Both the Dutch East India Company (the VOC) and the British imported this wood into the colony. Remains of Jarrah wood were also collected from the beam recesses in the brick wall and the corner recesses in the back wall. About 1m parallel to the kerb, just below the first tar layer we unearthed a Jarrah wood plank, ca 250mm wide and 10 mm thick. It is likely that this plank is in a secondary context. Oregon Pine floor beams were mostly imported from the United States and the Baltic provinces.

The square copper nails are of two sizes: 105 by 6 by 6mm and 50 by 3 by 3mm. The nails are hand made and might date to the late eighteenth century. This type of nail was also used for ship-building and roofing. One fragment of a clay pipe stem was collected. It has a bore hole of 1.8mm which dates it to the late nineteenth century. The ceramic fragments are dated to the late nineteenth/early twentieth century (6). The stoneware vessel was probably a jar or cup with the motive printed on its side and was produced in England.

We unearthed two glass cylindrical vessels, probably bottles dating to the late nineteenth century. They were not machine produced and therefore manufactured before 1920. Two wine bottle bases also date to the late nineteenth century. The Codd's bottle, a marble stoppered carbonated beverage bottle dates ca 1872 to 1930 and was widely used at the end of the nineteenth century (7).

We have learned to assign such semi-dressed stone walls as found on the site and the yellow clay floor to the later period of the

VOC's administration of the Cape. The cement floor, brick wall and mortar date to the late nineteenth century. We have unearthed such bricks and mortar at the Amsterdam Battery's caretaker house, built ca 1891/2 (8). The slate roof tile fragments found on this Simon's Town site, some with mortar attached, might also date to this period.

RESEARCHING THE HISTORICAL EVIDENCE

Armed with the above archaeological information we set out to gain documentary evidence for a building in the general vicinity of the site.

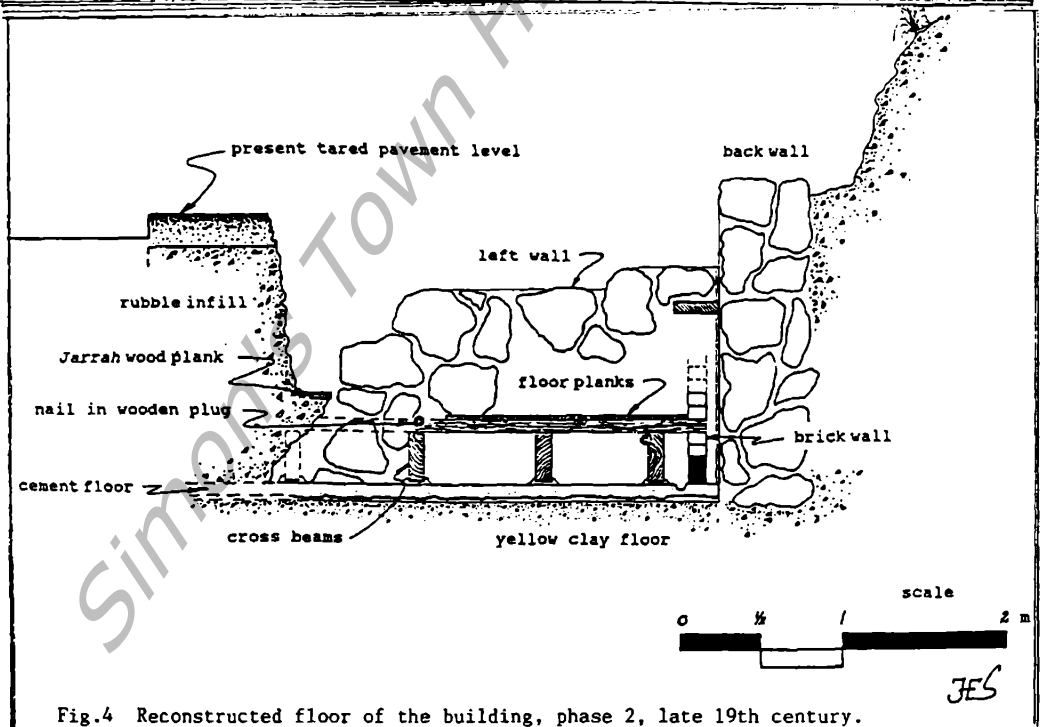
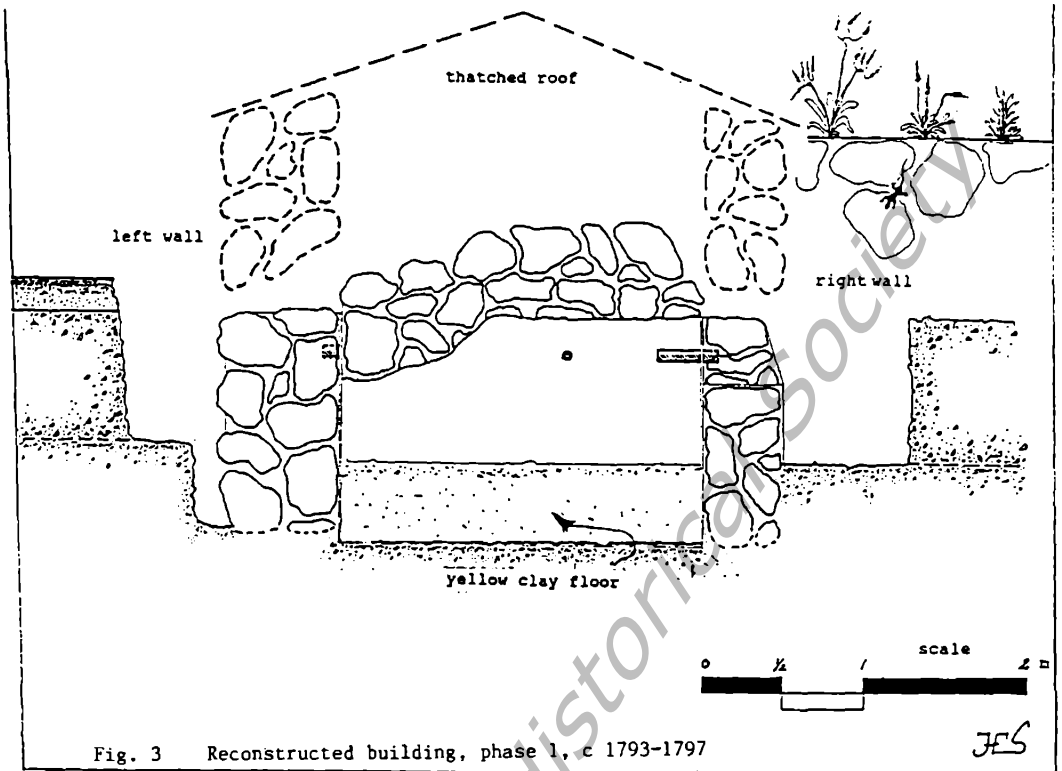
The first larger permanent buildings in Simon's Town were erected after the bay was declared the winter anchoring place for the VOC fleet in 1743. At Seaforth a government garden was established. A gardener's cottage and shed were attached to it. A building as small as the one we excavated ca 2.2m by 3.0m has not been found on the early maps and drawings of this part of Simon's Bay. In May 1794, with a British take-over of the Cape settlement a distinct possibility, Resident C. Brand of Simon's Town, received instructions from Governor A. J. Sluijsken to place signal cannons at selected sites near the entrance to Simon's Bay. Further, to erect near each cannon

"a hut suitable for two permanent inhabitants" (9).

Yet, "A description of the Public Buildings at Simon's Town" by Alexander Farquhar, dated 1795, mentions no building near the South Battery, which is located 200m downhill, whose "Guard House and Magazine...are built of brick" (10). Lt L.M. Thibault, a thoroughly professional land surveyor and architect listed no building in the vicinity of the English burial ground (11). This burial ground was later extended in a southerly direction, until in May 1851 the area above our excavation site was enclosed by a wall (12).

Between 1887 and 1889 the Queen's Battery was built by the Royal Engineers on ground opposite what by now was the Dutch Reformed Burial ground (13). Much soil infill and levelling of the grounds had to be accomplished. Much of this fill came from behind Nos. 186 & 188 Queens Road. All the building materials, including the bricks, wood, cement and hardware were imported from England. A photograph of the building site shows some walls which look similar to the brick wall in the room we excavated (14).

The next event that occurred in the area was the building of a cocopan rail track in 1901/2 for the transport of the stone from "Jackson's Quarry" high above the Dutch Reformed Burial ground. The track ran down what is now Runciman Drive, crossed under Queen's Road, led around and below the Queen's Battery and thence to the new East Dockyard. Did the building we excavated have any connection with the track, perhaps as a way station? A aerial photograph taken during the 1920s shows no structure at the junction of Runciman and Queen's Road, but by then the cocopan rail track had been demolished (15).



THE RIDDLE SOLVED

From the archaeological evidence alone we postulate two building and occupational phases:

The first phase begins probably around 1793 and ends around 1796/7. A substantial effort was made to level out a piece of ground and lay down a 0.5m thick yellow clay platform base whose function extended beyond providing the floor for the building. One might envisage a solid platform with space for a flag pole, perhaps a gun emplacement, albeit a small one and a guard house (Fig. 3). At the Cape hard stamped yellow clay floors are found in military grounds. The building's dimension and style are similar to the guard houses for soldiers manning the Camps Bay, Rogge Bay and Three Anchor Bay batteries, erected during this period (16).

The then free-standing building was 2.20m wide and more than 3.00m long. The only opening would have been the doorway facing downslope towards the sea. The roof could have been thatched like almost all buildings in Simon's Town at the time. Some roofing copper nails have been found, apart from those embedded in a wooden plug in the left wall at the height of the inside clay floor. We don't know why there was a difference in thickness between the left and the right wall. The only other instance of different thick walls known to us is a plan drawn by Lt. L.M. Thibault of two rows of "cells for the madmen of this Colony". They were facing each other and the inner walls are narrower than the outer walls (17).

The second building and occupational phase dates to the end of the nineteenth century. This postdates the building of the cemetery wall. Great care was taken to restore the walls of the building. The inner floor level was lowered. A substantial cement floor was cast with water drainage channels on the three excavated sides. At the back an extra brick wall was erected with weep holes and floor beam recesses. This indicates to us that whatever was stored in or whoever occupied the building had to be protected from water seepage and kept very dry. Two more plastered recesses in the back corners of the semi-dressed stone wall might have been for shelves. Copper roofing nails within wooden plugs in the left and right walls are now located at the new timber floor level (Fig. 4)

We cannot be certain of the design of the roof. Remains of slate roof tiles in the rubble infill indicate a tiled roof. We found no remains of roofing beams, but the Jarrah wood plank could have been a roof truss.

The artefactual evidence from the rubble infill complements the dating of the building materials as late nineteenth century. This date is concurrent with or postdates the building of the Queen's Battery in 1887-1889. There are resemblances in the care and good workmanship of the brickwalls of both buildings. The floor construction of the small building we excavated was of an equally high standard. It is assumed that the two were built with the same materials imported from England: bricks, mortar, cement.

Finally, we came to understand why the little structure we unearthed was thought to be a "hot-shot furnace". Mr. H. C. Willis wrote in an article entitled "The Fortifications of Simon's Bay" that

"...the South Battery was moved back up the hill from the sea shore to the seaward side of the main road in front of the cemetery and was renamed Queen's Battery.."(18)

The South Battery was known to have a hot-shot furnace and this could have been "moved" as well. We now know that neither the South Battery nor its hot-shot furnace had been "moved".

The history and function of the structure we excavated in Queen's Road proved to be more elusive than anticipated at the beginning of this project. A lengthy search in the Simon's Town Museum and the Cape Archives produced scant results at the time of writing the report. However, during 1996, conducting research into the history of York Terrace, we came across a publication by L. J. D. Gay in the Simon's Town Historical Society Bulletin, with the title "The Sir John Jackson Era in Simon's Town 1902-1919" (19). The article describes the building of the East Dockyard and the infrastructure that went with it. Mr Gay wrote:

"In the build up [to the East Dockyard construction] was a complete railway system; one of these engines which was still in commission in the Dockyard after World War II now stands in the children's playground at Lower Claremont"
[Belvedere Road]

"Millions of feet of Oregon pine timber and piles came from America" Mr. Gay continued, which supports our finding of an Oregon pine floor in the Queen's Road structure. Then he arrives at the - for us - most important part:

"To supply the stone the quarry... was begun and a double track 4'8" guage line was laid down the mountain side. This passed into a deep cutting, which is now the entrance to Runciman Drive, and under Queens Road at the Queens Battery corner, now filled in and levelled off, and so to to the crushers and block yard where the Oil Tanks stand to-day. The trucks were hauled up to the quarry by a steel cable wire attached to a large drum driven by steam."

[my emphasis]

These "drums driven by steam" needed a housing, a way station, which were at once dry above the floor and had water run off channels below the timber floor. The size of the structure, the fact that it carries on underneath Queens Road, its construction date independently verified, makes it very likely that it is connected to and part of the cocopan track system. If this is so, there might be other remains of drum and cable holding stations in the vicinity.

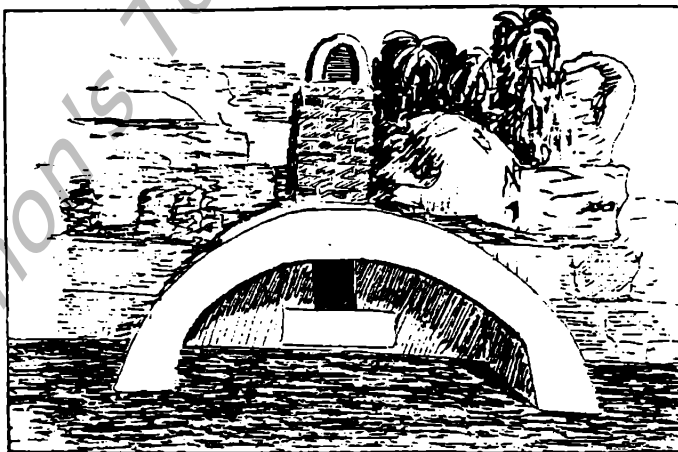
ACKNOWLEDGEMENTS:

We are very grateful for the enthusiastic sponsorship we received from the Simon's Town Museum, the Simon's Town Historical Society, the late Commodore D.K. Kinkead-Weekes, Mr. N.K. Farquharson, the late Mr. G.B. Read and the Simon's Town

Municipality. Commander W.M. Bisset, South African Naval Museum kindly assisted us with the research into Queen's Battery. Jorge E'Silva drew the plans, Hennie Prince did the photography. She and Ethel Seidel went to the Archives. Thanks to all.

REFERENCES:

- (1) Letter from Mrs E.A. Biggs, Curator, Simon's Town Museum to the author, dated 27 August 1992.
- (2) Seemann U.A. (1993) The "Hot-Shot-Cannon-Ball Oven", Simon's Town (so-called). S.T.H.S. Bulletin Vol. XVII No. 4 July 1993.
- (3) Seemann U.A. (1994) A small signal station and a guard house for the Queen's Battery? Report for the Simon's Town Museum March 1994.
- (4) Ernest Lawrence, carpenter, pers. comm.
- (5) I spoke to an architect, who confirmed that it is not always necessary to build the foundations wider than the actual walls, especially in the case of semi-dressed stone walling wider than 600mm.
- (6) Jane Klose, University of Cape Town, pers. comm.
- (7) The glass analysis was done by Glenda Cox, U.C.T.. see also Dumbrell, R (1983) "Understanding Antique Wine Bottles" England: Antique Collection Club. Lastovica E 6 A. (1982) "Bottles and Bygones: a guide for Southern African Collectors"
- (8) Seeman U.A. (1989). The Amsterdam Battery. Unpublished BSc (Hons) dissertation, U.C.T.
- (9) Sleight D (1993) Die Buiteposte. VOC Buiteposte onder Kaapse bestuur 1652-1795. Pretoria, HAUM p. 329
- (10) Theal. (1897) Records of the Cape Colony, from Feb. 1793 to Dec. 1796. Govt. Printer p. 136.
- (11) Cape Archives C0.2 - List of public buildings in Simon's Town 1814 by L.M. Thibault.
- (12) Cape Archives map 4/61 dated to after 1907.
- (13) Extract from article L.J.D. Gay. S.T.H.S. Bulletin Vol X/4
- (14) Cdr. W.M. Bisset, S.A. Naval Museum, lent us the negative.
- (15) The photograph is in the possession of Cdr. Bisset, S.A. Naval Museum
- (16) Cape Archives, Plan of the Quarters, M823.
- (17) Cape Archives C0.4 p. 84. 29.4.1806.
- (18) S.T.H.S. Bulletin Vol. VII/4 July 1973
- (19) S.T.H.S. Bulletin Vol. VII/3 Jan. 1973.



What was erected c.1934 and labelled "Hot Shot Furnace" when researched turned out to be a figment of someone's imagination for it does not resemble any of those connected with other batteries at the Cape.

ALFRED MENARD AND THE ORIGINAL SEAFORTH CEMETERY.

Arthur Davey

There is a fine depiction of Simon's Bay in a double-plate illustration in one of the handsome volumes of the Brenthurst Press published in 1994. It is a water-colour and is described there as "the preliminary sketch for Alfred Menard's celebrated panorama printed in 1841". (1). However, no information about this French artist's claim to distinction is provided, nor is his own caption in French given. Menard was a visitor to our shores. He belonged to the French School of the nineteenth century which favoured portraits and historical subjects and he exhibited at the Paris Salon in 1835 and 1850. (2) Menard's inscription on this art work was "Panorama de la Baie de Simon, a Cap de Bonne Esperance, Puis de mouille de la Venus" which I render as "Panorama of Simon's Bay, at the Cape of Good Hope, from near the anchorage of the Venus".

The reference to the VENUS was elusive. However, from the Cape of Good Hope Almanac and Annual Register for 1842 under "Shipping Intelligence", Simon's Bay, p.269 one learns that the "VENUS" was a prize taken off the Brazilian coast by HMS FAWN and that she arrived in Simon's Bay on 8 June 1841. FAWN was one of the smaller ships of the Simon's Town Squadron probably engaged in the suppression of slave traffic in the South Atlantic. The VENUS would have lain at anchor until her fate was decided.

In the Panorama the burial ground at Seaforth is a small feature, but Menard shows it as a rectangular walled enclosure without any sub-divisions. It testifies to the accuracy of the artists' detail. Art works of this kind were often based on careful observation and attempts at faithful representation. Photography at the Cape made its first appearance two years later.

The first surrounding wall of what is now a section of the "Old Burying Ground", Seaforth was built by twenty-one privates of the 60th Regiment (Rifles) in 1813. (3) The 1st Battalion of that regiment was part of the garrison of the Cape Colony from 1811 to 1819. However, at that time it had a tarnished reputation as a "condemned battalion" with a large admixture of wastrels, deserters and desperate characters in its ranks - to the outspoken disgust of the Governor, Lord Charles Somerset. (4) Possibly the wall construction at Simon's Town was useful "hard labour" for delinquents.

The original burial enclosure at Seaforth is that which still contains the oldest graves e.g. that of Lady Isabella Brenton, and which borders on the main road and Forest Hill road. It is this rectangle which is correctly shown in Menard's panorama. A naval allotment was the first enlargement, situated in the lower half of what is now the Garden of Remembrance. Two sailors of HMS BOSCAWEN were the first to be interred there in 1859 (Row 7, now numbered 6). In 1866 denominational sections (Anglican, Roman Catholic and Dutch Reformed) were allocated and demarcated by further perimeter walls. (5) The oldest headstone in the

Catholic section is dated 1866 whilst a vault in the DRC section carries the date 1868. On the mountain side of the original rectangular enclosure there are several Muslim graves. It is hoped that future research will reveal more about these early citizens of Simon's Town and when they were buried at Seaforth.

References:

1. The Cape of Good Hope 1806 to 1872 (eds Viney and Simons) ART 451, pp.92-93
2. A. Gordon-Brown, Pictorial Africana, Cape Town, Rotterdam, 1974, p.195
3. Brock and Brock, Historical Simon's Town, Cape Town 1976, p.82
4. Davey, "Penal Battalions at the Cape 1811-1823" Quarterly Bulletin S.A. Library, 47(2), 1991, pp.63-65.
5. H. Scott "The Cemetery", Bulletin S.T.H.S. Vol. IV No. 2 pp. 47-48.

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HMS FAWN

A.E. READ

In paragraph 3 on page 27 the author refers to HMS FAWN. I think it would be appropriate to record a short history of the ship.

On 27 March 1839 a slave ship CAROLINA - a brigantine of 20 guns - was captured by H.M. Sloop ELECTRA 120 nautical miles from Cape Frio on the southern west coast of Africa, having sailed from near Luanda with 211 slaves on board. On 27 May 1840 she was officially transferred in Rio de Janeiro to the Royal Navy and became known as HMS FAWN (her master was Lt John Foote). She was sent to Simon's Town for a refit in January 1841 and it must have been on this voyage from Rio to Simon's Town that she captured the VENUS (see paragraph 2 page 27).

At the end of 1841 the Navy decided to transfer the Master Lt Foote and he was replaced by Lt Joseph Nourse ex HMS SOUTHAMPTON. In 1847 Nourse left the Navy, having married, and settled on land called "Advice" in the Uitenhage district. He was the progenitor of many well known Nourse's in South Africa. His uncle was Commodore Joseph Nourse RN who was Naval Officer in charge at Simon's Town 1822-1824.

Wednesday 2 March 1842 HMS FAWN sailed from Simon's Town for St Helena and off Benguela on 18 March she captured another slaver BOA HARMONIA with 279 slaves aboard. Later on in 1842 she sailed for Port Natal, but came to grief on the bar at the entrance to the port. She was stripped of all that was valuable and this was transferred to other Royal Navy ships nearby. The hull was offered for sale at Port Natal and HMS FAWN was de-commissioned on 29 April 1844. A short but effective life as a Royal Navy ship.

(Information from Simon's Town Museum records).

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JOHAN JACOB HABLUTZEL (1779 - 1839)

LOUIS HABLUTZEL POSTHUMUS

(The author presently lives in Australia and is the great great grandson of J. J. Hablutzel).

Johan Jacob Hablutzel was born on 24 October 1779 in the little village of Trullikon which lies in the Weinland of Switzerland. This is a wine producing area on the eastern side of the River Rhine not very far from the Rhine Falls. The village is in the Canton of Zurich. Its history dates back to its founding in the year 858. The name Hablutzel is well represented in the local churchyard as I discovered on a visit there in 1974. The telephone directories of Basle and Zurich abound with Hablutzels. It is a very old Swiss name and may be uncommon outside of Switzerland but, for the Swiss, the name is as well known as the names of Smith and Jones are in the English speaking world. One reads of a Heinrich Hablutzel who was a "Richter und Wird" in the village of Trullikon between 1752 and 1783. (Judge and, possibly, the owner of an Inn). Johan Jacob's parents were Johan Heinrich Hablutzel and Elizabeth Runger.

The name Hablutzel means "wenig" or "little" in German. "Ek het maar min" in Afrikaans and in English it could be expressed as "I have but little", such as in the case of having just a little piece of land, maybe near a river. Owning a boat there could provide a living as a ferryman or fisherman.

A romantic version of his arrival at the Cape was told to me by an aunt, Marie Cornelissen (nee Maria Jacoba Magdalina Hablutzel) aged 89 years. She said that her father Heinrich Pieter Hablutzel had told her that his grandfather Johan Jacob, a Swiss from Zurich, had passed through Cape Town on a Dutch ship on a voyage to Batavia. He was said to be a surgeon. On the return voyage he and a companion climbed Table Mountain. He is said to have fallen and broken an arm. As the ship had to sail and he was incapacitated, he is said to have "bought himself out" and remained at the Cape. She could give no dates and in repeating the story also thought he might have lost an arm, or hand, as a consequence of the accident. I have been unable to correlate this story with any recorded information. It may serve as an example of how some oral family histories may mislead through repetition once the old ones have passed on. Some elements in the story may be factual but the following account of the life of Johan Jacob Hablutzel at the Cape of Good Hope is based on material studied at the South African Library in Cape Town and the Cape Archives, supplemented by family records.

My grandfather Heinrich Pieter Hablutzel, was a grandson of Johan Jacob Hablutzel, so therefore Johan Jacob was my great great grandfather.

In 1802 Janssens and de Mist had taken over control of the Cape on behalf of the Batavian Republic. In July 1795, the British had wrested control of the Cape from the Dutch East India

Company to prevent another French occupation. The Dutch East India Company had become bankrupt by the time that the British returned the Cape to the Dutch. The new Dutch Government was known as the Batavian Republic.



J.J. HABLUTZEL
1779 - 1839

Jacob Hablutzel
20. June 1802



HERMINE HABLUTZEL
(nee Hilligers)

During the days of the Batavian Republic, the hospital in Cape Town was known as the "Groot Militair Hospitaal". It was originally known as van Plettenberg's Hospital and was situated in the area encompassed by Barrack, Corporation, Buitenkant and Caledon Streets. It had cost a fortune to build and was never ever completely finished. Because of its enormous size it was known as "de Kazerne", the Great Barracks. Some of it was used as barracks by the French during their occupation of the Cape but part of it was always used as a hospital.

It is possible that Johan Jacob was attached to the Waldeck Regiment. This Regiment was said to be German speaking. After the Batavians arrived at Cape Town, Reiner de Klerk Dibbetz M.D. was commissioned on 1 June 1802 as Director of all medical services at the Cape. First Surgeons were J.F. Luth and H. van der Pole. Second Surgeons were J. Caspar, C Mulder and J. Hablutzel. Johan Jacob was appointed as "Tweede Chirurgyn" on 29 June 1802. There was a first apothecary A.S.T. van Helden with C. Lippart as his assistant. In the S.A. Library in Cape Town there is to be found a publication entitled "Regeling van den Geneeskundigen Dienst-Bij De Troupes Der Bataafsche Republiek aan de Goede Hoep 1802" (Regulations of the Medical Services of the Troops of the Batavian Republic at the Cape of Good Hope 1802). The publication gives precise instructions on all aspects of the duties of the medical service.

It is amusing to note that one of the duties of a second surgeon was to ensure that the surgical instruments did not rust. The standard diet for hospital patients consisted of the following daily rations: Twelve ounces of bread, sixteen ounces of meat, one and a half ounces of rice, one ounce of flour and two prunes. They were allowed "goed bier" (good beer) as a

beverage. It was also stipulated that "the wine" would only be given when absolutely necessary and the whole portion shall consist of twelve ounces.

I try to imagine Johan Jacob Hablutzel in his hospital uniform. This consisted of a blue coat with red lining and collar, white cloth shirt, gold buttons, black trousers and socks and a Junior Officer's hat complete with gilded badge. The badge would not have contained the gilded dragon, as in the badges of more senior officers. His annual salary would have been 700 guilden which would not have been sufficient to enable him to undertake what he did when he resigned as a surgeon.

For me there is a bit of a mystery as to why Johan Jacob is listed in the Swiss records as an engineer and turns up at the Cape as a surgeon. In those days there were faculties for medical training at the Universities of Edinburgh, Leyden and Groningen. Doubtless there were other centres too where University level medical training could be undertaken. These courses were of at least four years duration and very academically orientated. On graduation the fledgling doctor would have had little real practical experience. One way of getting practical training was to work as a "Hospital Mate", being under the supervision of experienced medical men, until considered competent to practise independently.

There was another way to enter the profession in those days. It was not considered to be inferior but it did not include University attendance. Graduates from a University were known as physicians but it was also possible to obtain training as a surgeon in a Guild. The procedure originated with the old barber-surgeon guilds. It was possible to train as a surgeon or "Chirurgijn" by being apprenticed to an established surgeon. This would take, at the very least, three to four years as an understudy to a qualified surgeon, starting probably as a surgical dresser. When the employing surgeon considered the apprentice to be sufficiently skilled, which might take a lot longer than the three years, the trainee could apply to be accepted by the Guild.

During the Napoleonic Wars there would have been a great demand for medical services for the troops. One can surmise that Johan Jacob, who was recorded as an engineer in the Swiss records in Zurich, could have been tempted to a change of profession by applying to the Batavian army for an appointment as an apprentice surgeon working in a military hospital. The Swiss have a long history of serving as mercenaries in foreign armies. This might have been how he came to arrive at the Cape with the Batavians as a "second surgeon". The term "second surgeon" is possibly an indication that the person is still at an "apprenticeship" stage.

When the Second British Occupation of the Cape took place, the Batavian troops were repatriated except for some who were too ill to travel and who had to be left in the Hospital. In terms of the capitulation of the Dutch to the English, it was stipulated that prisoners of war would not be pressed into H.M. Service against their own free will and consent (10 January 1806)

It was also agreed that those too sick to travel would be looked after at the expense of the British and then sent back to Holland. Batavian control of the Cape ended on 18 January 1806. Cape Town had surrendered a week earlier.

In the Cape Town Gazette and African Advertiser of 18 January 1806 part of a proclamation by Major General Baird appears as follows "a small party of Batavian troops under orders of General Janssens have retreated towards country districts where they are attempting to induce uninformed farmers in opposing the authority of the British Government (when a further persistence is not only useless but must be high injurious to the settlement in general). I find it necessary to inform the inhabitants of the Colony that being in complete possession of the Town and the Principal Places I am fully entitled to consider the whole of the settlement as completely subject to His Majesty's authority. I do therefore positively order all the Inhabitants of the Country Districts to remain quietly at their respective habitations. I most strictly enjoin them not to have communication with the aforesaid corps, assuring them that they will enjoy, if they demean themselves peaceably, every protection from the British Government - should however, any weak or misguided men join these Batavian Troops, afford them any assistance or attend to the orders of their Commander, they will draw upon themselves consequences of the most serious nature." On the same date Baird advertises for "Hottentots to join a Corps of Hottentot Infantry" which is to be formed.

It is against this background of events that on the 13 February 1806, Major General Baird advises General Janssens that sick and wounded officers will be allowed to accompany Janssens on vessels departing for Holland. He allows Head Surgeon Heffner to accompany Janssens. He also indicates that others who may wish to remain at the Cape, if recommended by General Janssens, will be allowed to do so and become settlers. They must, however, "take the oath prescribed binding them to behave quietly and peaceably under His Majesty's Government". He observes that several applications have been made and refers them back to Janssens for his recommendations to be given. Baird gives permission for Surgeon Luth to leave in the "Prison Ship" because "they need at least one medical officer on board." On 21 February the "cartel ships" were ready to embark troops. (The use of the word "cartel" implies a prisoner exchange is involved) After embarkation, their actual sailing date was to be on the instruction of Commodore Sir Home Popham. It was also reported that many men had deserted from the General Hospital. On 27 February Dibbetz was informed about several medical staff who wished to remain in the Colony and no objection was made. (R. de Klerk Dibbetz was Director in Chief of the Hospital).

On 20 March 1806 Johan Jacob Hablutzel applied to Major General Sir David Baird K.C., the new Governor and Commander-in-Chief of the occupying British forces for permission to remain and follow his profession in the Colony. "The petition of Jacob Hablutzel formerly Surgeons Mate of the Batavian Hospital humbly sheweth that at the surrender of the settlement your Excellency's Petitioner was left in his station of Surgeon's Mate to the

Hospital to take care of the sick and wounded of the Batavian Troops - that none of the same remaining there at his present time and your petitioner being consequently out of employment, he feels very much inclined to remain and follow his profession in the Colony where he has a good prospect for proving himself on honest subsistence wherefore he humbly prays Your Excellency to be graciously pleased to grant him permission to remain here under the subjoined act of security. And your Petitioner shall ever pray.

Cape Town 20 March 1806 signed: Jacob Hablutzel.

A copy of his signature on this document is reproduced alongside a copy of a painting made of him on the 2nd page of this article. He had to have two citizens who would stand security for him.

The following document formed part of his petition to the Governor:

"We, the undersigned, do hereby bind ourselves for Jacob Hablutzel that his conduct shall always conform to His Majesty's Laws and Regulations in the Colony such as can be expected from an honest man should His Excellency Major General Sir David Baird, Chief of the Colony, grant him leave to stay in this settlement." The document had two signatories, one of them was F. Hilligers. This suggests that Jacob had won the confidence of Frans Hilligers who was soon after to become his father-in-law.

In a lengthy report written on board the Cartel Schip BELLONA, by General Janssens, on the departure of the Batavians and covering many aspects of the surrender to the British dated 26 March 1806, the following paragraph is to be found: "Tweede Chirurgijn Hablutzel zind zonder ontslag tot bekomen in Engelsche dienst hebben gegangen is dus als desertier met agrieveerende omstandigheden te beschouwen". (Second surgeon Hablutzel, without having obtained his discharge entered the service of the English, and is therefore to be considered a deserter with aggravating circumstances.)

Almost exactly one year later Johan Jacob married Hermine Hilligers and one wonders whether his decision to remain at the Cape was influenced by an attraction which had developed between them. When he applied to remain at the Cape, he certainly had the backing of Frans Hilligers, his future father-in-law. Francis Hilligers had arrived at the Cape from Amsterdam as a sailor. Apart from establishing himself as a silversmith, he was active in many other successful business interests in Cape Town. His endeavours at the Cape spanned the last days of the Dutch East India Company, the French presence, the First British Occupation, the period of the Batavian Republic and eventually the Second British Occupation and the beginnings of the Cape Colony.

It was 22 October 1808 when Frans Hilliger's daughter Gertruida Hermine (now married to Johan Jacob Hablutzel) had her first child Anna Francina Gertruyda Hablutzel who in 1825 married Pierre Francois Hugo of Simon's Town. She became the first of the Hablutzels who were to be connected with the story of

Simon's Town. Gertruida Hermina Hilligers was only 11 years old when Johan Jacob arrived at the Cape; her mother had died when she was but 6 years of age and her stepmother had died in 1802. At the time of his marriage Johan Jacob was 28 years of age. Five months after his marriage he ceased practising as a surgeon. He had been granted permission to stay at the Cape but there was a new development. The government had established a Supreme Medical Committee to examine all who wanted to practise as Doctors or Chemists at the Cape.

In the Cape Town Gazette and African Advertiser of Saturday 25 April 1807 Vol 11 No.67 a Proclamation is published. Clause 2 appears as follows: "All Medical Persons whatsoever, who at present act either as Physicians, Surgeons or merely vend medications are to appear personally before the said Supreme Medical Committee, and there to show their Diplomas or such Certificates as they may possess of their qualifications from any College or University in Europe and all persons at present practising medicine in the Settlement who cannot produce such Documents as above mentioned, must be examined by the Committee as to their knowledge and abilities and will be authorised to continue to practise or otherwise according to their Medical acquirements." The Council to consist of:

A.Baillie, Esq M.D. Director of Army Hospitals
A.L. Emerson, Esq M.D. Physician to the Forces
L.M. Bicardt Esq late Surgeon Major to the 9th Battalion
Batavian Jagers

To begin their functions on Monday next the 27th inst.

Given under my Hand and Seal, at the Cape of Good Hope, this 24th April 1807.

Signed: H.G. Grey by order of His Excellency

Signed: J.C.Smyth, Acting Colonial Secretary.

Those who had the appropriate qualifications were automatically registered on presenting their documents. Others had to present themselves for examination by the Committee. The Supreme Medical Committee examined diplomas and candidates. Johan Jacob declined to take the examination saying that he was "not yet ready". On 22 August 1807 the Medical Register was published. There was a penalty of 1000 Rds. for transgressions. A scale of fees was published and doctors were no longer to dispense medicines. He appears in the List of Doctors as "retired".

As mentioned previously, Hermine's father, Frans Hilligers, had sufficient confidence in Johan Jacob to act as a guarantor for him four years after his arrival at the Cape. Having regard for the considerable business activities of Frans Hilligers, it may not be such a mystery as to how Johan Jacob was able to become the registered owner of a retail shop at No.1 Hilliger Steeg (Lane) in Cape Town. In 1810 Frans Hilligers made a public statement that "his advanced age not permitting him to continue in business any longer he now offers for sale etc. etc.". From then on through to 1811, Frans publishes advertisements to offer various of his properties for sale. It is interesting to note that Frans had a lane in Cape Town named after himself. This is recorded in the Cape Almanac of 1811 and still exists in Cape Town.

After the death of their mother and at the remarriage of their father Hermine and her three sisters were paid one half of the value of the Hilliger Estate, in four equal portions, according to a Will that had been made by their father Frans and their mother Anna. This inheritance may have helped Johan Jacob and Hermine to buy into Frans Hilligers' retail business at a time when his age was making him think of retirement.

From 1811 to 1830 Johan Jacob is listed in the Cape Almanac as owning retail shops at various addresses in Cape Town. In the record of Licensed shops in Cape Town he is listed on 1 January 1813 as having a "Negotie Winkel Licentie" at 1 Hilliger Steeg. (Reg No. 3/2/1813). It is possible that he started married life at that address, working with his father-in-law and later taking over the business. The nature of the business seems to have been mainly that of a grocer dealing in locally produced commodities. "Botter, seep, kaas ensovoorts" (butter, soap cheese etc.) Hermine's father died in 1814. In 1814 the shop was relocated at 22 Lange Straat. This was Johan Jacob's business address until 1827.

A complaint that he made regarding the issue of a Passport by the office of the Court of Justice is of interest. Two persons indebted to him and against whom he had obtained sentences had received passports to leave the Colony and had left without satisfying the claims he had against them. He complains about this but receives no sympathy from the authorities.

Hermine inherited a maid slave named Theresia from her mother's estate. They had other slaves working in the shop. This was at a time when no new slaves could be brought into the colony but existing slaves could still be bought and sold. In 1807 a ban was imposed on the importation of slaves to the Cape and in 1834 all slaves were given their freedom. It is on record that many slaves stayed on working for their former masters, probably they were ones who had been well treated and needed the security their employment provided.

Johan Jacob had a slave boy aged twelve years named Madien. Madien was sent out on the streets to hawk certain articles. For some time he sold cheese. Jacob trusted him. From time to time, however, Madien stole some of the money that he received. One day, one of Johan Jacob's daughters heard money jingling in Madien's pocket. She wanted to search him but he ran away. A female slave, Jamilla, was sent to follow him. Jamilla found a 100 Rixdollar piece which Madien had let fall in the stable. Jacob questioned Madien and he admitted that he had been stealing. He said that another person was also involved, a "free black" named Christian who was 45 years old. Madien confessed that he had passed stolen money to Christian. Johan Jacob had both of them charged with theft. A search was then made of the home of Christian. Twenty-one whole cheeses and two cut cheeses were found. Under a beam in a wall some paper money to the value of 180 Rixdollars was found. Both admitted their guilt. Madien was sentenced to be flogged in the "Common Gaol" Christian was sentenced to be "confined to labour in irons without wages on the public works on Robbin Island or elsewhere for twelve months." These sentences were passed in the Court

of Justice on 12 March 1824.

Langestraat was later renamed Long Street and it was at 45 Long Street that Johan Jacob had his shop when he retired. From 1834, the Cape Almanac gave Jacob's domestic address as 5 Nieuwe straat and there is no mention of a shop. This suggests that he may by then have retired from active participation in the business world. He was, by then, the owner of numerous properties in Cape Town. The rents of these properties gave him an additional income. By 1837 his address had changed to 6 Nieuwestraat. His death notice in 1839 gives his address as 8 Nieuwestraat but this may have been an error because when Hermine died in 1841 her address was still 6 New Street.

It is said that many intellectual Capetonians favoured New Street as their place of residence in the early part of the nineteenth century. No commercial activity was undertaken in New Street. At first I could not find where Nieuwestraat had been. I was working in the South African Library, researching old newspapers, when I discovered that my great great grandfather Johan Jacob had lived in the vicinity of the Library. I thought at first it might have been approximately where the Provincial Administration Buildings in Queen Victoria Street are to-day. Since returning to Australia, after a visit to South Africa in 1995, I received an account from the South African Library. I was amazed to see that the address of the Library is 5 Queen Victoria Street. This suggests that Johan Jacob may have lived for a time in 1834, on the very spot where the South African Library is located to-day? There is, however, no doubt that he owned land towards the Wale Street end of Queen Victoria Street.

In the days of the Dutch East India Company, the street running from the present day Wale Street, on the right hand side of the Gardens towards Table Mountain, was called Her Gracht van Stroomend Water (The Canal of Streaming Water). Sometimes it was referred to as Tuin Straat. Old maps show this stream from the mountain flowing between a road and the Gardens. Later the name Nieuwestraat was officially used for the road running alongside the canal. Some time after the Second British Occupation, the name New Street was introduced. In 1900 it was renamed Queen Victoria Street.

In 1949 I worked as a Probation Officer in Cape Town, in an office located not far from where 6 New Street was probably located in the old days. At that time I did not know of the family connection with the street. I now try to imagine how the location might have appeared in the 1830s. There would have been the beauty of the Gardens and the joy of falling asleep at night to the murmuring and bubbling of the canal stream. No traffic noise, no parking meters!

In 1825 Johan Jacob's eldest daughter, Anna Francina Gertruida Hablutzel, married Pierre Francois Hugo. Pierre or Pieter as he was more commonly called, farmed in the region of present day Murdock Valley, Simon's Town, and Slangkop. His residence was in Thomas Street and he traded in wines and livestock. It is hoped to cover aspects of the lives of Pieter Hugo and his

brother-in-law Heinrich Pieter Hablutzet in a later Bulletin.

When Johan Jacob passed away, Hermine published a notice in "De Afrikaan" of 18 November 1839, the translation of which is as follows:

"To-day at half-past seven in the morning there passed away my beloved and worthy husband the gentleman Jacob Hablutzet at the age of 60 years, after enduring a painful illness which lasted nine weeks. By this notice to relatives and friends, it is requested that mourning clothes should not be worn."

I can imagine that Johan Jacob and Hermine must have visited the Hugo family at Simon's Town many times. He would have walked the mountainside at Murdock Valley and the beauty of the place could have captured his heart to the extent that he might have expressed a wish to be buried there. He died at his home in New Street but was conveyed to Simon's Town for burial in the small mountainside graveyard of the Hugo family at Murdock Valley. Hermine died on 15 February 1841 barely fourteen months after Johan Jacob. She died at Simon's Town at the home of her daughter and son-in-law, Hermine and Pierre Hugo, in Thomas Street. She was interred in the same grave as her husband.

In her Will Hermine mentions various persons who are to receive bequests. It may be of interest to note that all her linen goods were to be divided into four equal portions and shared between Anna Hablutzet (P.F. Hugo's wife), Coenraad, Jacob and Hendrik (Heinrich Pieter) Hablutzet. All her clothing was to be given to Anna Hugo with the exception of items reserved for her other daughter Elizabeth Hendrika Hablutzet (wife of Dr Heyman). She also mentions that Jacob should inherit the "Piano Forte" and Pieter Hendrik (Heinrich Pieter) should be given the "Bybel met Goud beslag" (Bible with gold clasp).

Previously in October 1832, Hermine had been unwell and signed a will in which she stipulated that her son Edwin Jacob, during his lifetime should receive only the usufruct of his inheritance which would revert to his children at his death. If he died childless then his portion had to be divided between his brothers and sisters. To date I have not been able to obtain much background on Edwin. Later in 1835 this restriction on Edwin's inheritance was withdrawn giving him full entitlement. There is no mention of Edwin when his parents died so it seems that he may have died before they did.

In Johan Jacob's Will dated 2 October 1835, he mentions his brothers Coenraad and Ulrich and a sister Dorothea who were resident in Switzerland. They were to inherit monies in Switzerland which Ulrich was managing on Johan Jacob's behalf, except for 100 Guilden (Dutch currency) which was to be paid to two godchildren. They were Jacob, son of his brother Ulrich, and Geertruida Hermine, daughter of his brother Coenraad.

In the grave containing Jacob and Hermine there is also buried a grandson, Pierre Francois Hablutzet Hugo, who was only 9 months old when he died. There are three other Hugo children also buried in this graveyard. The graveyard existed with some other graves before Pierre built the Hugo family vault on the site

which is now surrounded by a low wall. In 1844 Pierre received the sum of £4.12.9d for arranging the transportation of the corpse of Johan Jacob Hablutzel from Cape Town to Simon's Town and the upbuilding of the grave at Murdock Valley. The coffin itself cost 36.5.2 Rixdollars and Dr Mitchell who attended him in his illness received 33.2.4 Rixdollars. The total funeral costs which were handled by P.F. Hugo amounted to 318.11.11 Rixdollars. At the time it cost 6d to have a letter taken from Cape Town to Simon's Town. It is interesting to note that often both Pounds and Rixdollars are quoted in financial transactions at that time.

Anna, Elizabeth, Coenraad, Jacob and Heinrich shared equally in their parents' estate. Each received £766.9.8d. No mention is made of Ulrich. The total estate was valued at £4,452.17.0¹/₂d. All the fixed property in Cape Town was sold. That consisted of the following:

- A house and plots in Nieuwestraat (Queen Victoria Street)
Plots 1, 2, 3 and 4.
- Store (shop), house and plots in Long Street
- House and plots in Leeuwestraat (Leeuwen Street)
- Another store (shop) and house and plots in Leeuwestraat
was bought by Coenraad for £701.5.-d.
- A house and plots in Rose Street were bought by Pierre
Francois Hugo for £237.10.-d.

Household goods were taken to Simon's Town for sale by auction there.

A peculiar item in the Will refers to a debt owed by "Madien". This was for an amount of £3.11.11d "onderhandschuld" (money owing for deceit). Does this indicate that the former slave Madien was still in his employ when Johan Jacob died? Does it relate to the money which was connected to the theft of cheese in 1824 ?

Both Anna and Pierre Hugo are buried in the vault which later received many other Hugos. The situation is beautiful, situated on the mountainside overlooking False Bay. In 1953 I bought a plot nearby on which Elaine (my wife) and I had a house built. This happened to be about 30 yards from the little cemetery. At night there were times when I reflected on the fact that some of my ancestors were "sleeping" so nearby. We had to sell up when we migrated to Australia in 1960 but a part of my soul lingers there yet.

Jacob and Hermine's first son, Coenraad, had been born on 1 June 1816. In those days there was often little formal schooling beyond the acquisition of basic skills and boys were apprenticed when they were quite young so that they qualified in trades at an early age. At 19 years of age Coenraad had set himself up in business as a chronometer, watch and clock maker at No1 Market Square. In 1824 there was a Wolhuter practising as a silversmith at 31 Hout Street, previously he had been at No. 6 Shortmarket Street. In 1837 Coenraad married Maria du Toit and, after they had divorced, he married Sara Maryna Wolhuter in 1848. Their seventh child was Maria Jacoba who was born on 2 January 1857. Maria married Louis Phillip Glaeser when she was

22 years old. Her father Coenraad had moved to Swellendam, indeed, all his children by Sara were born in Swellendam. There were 9 daughters and it was said that Coenraad later moved to Worcester because he thought the girls would have better prospects for finding husbands in Worcester!

Maria Jacoba Hablutzel and Louis Phillip Glaesar were the parents of my grandmother Wilhelmina Elizabeth Glaesar. Wilhelmina came to live in Simon's Town after she had married Heinrich Pieter Hablutzel. They were second cousins.

Coenraad's brother Jacob had been born on 15 December 1818. He was 21 when his father died. He too became a watchmaker and worked in Paarl. He married Maria Magdalena Bernhardi. They had 9 children, seven girls and two boys. One boy survived, he was Heinrich Pieter, my grandfather. He spent his working life in Simon's Town and died at Forest Hill on 28 February 1942.

Jacob and Coenraad had a brother, Heinrich Pieter Hablutzel who had been born on 20 December 1821 in Cape Town and was 17 years old when his father died in November 1839. He moved to Simon's Town and worked in partnership with his brother-in-law Pierre Francois Hugo. They traded in cattle and sheep and had a butcher shop in Simon's Town. Later, Heinrich Pieter Hablutzel's sons Edwin Jacob and Henry were to become well known in the business life of Simon's Town.

My grandfather Heinrich Pieter Hablutzel, nephew of the Heinrich Pieter mentioned above, was 15 years old when his father died in 1889 and he had to find work to help his mother and sisters. He went to Simon's Town in 1889 to work in the bakery of his uncle Frederick Hermanus Scheundorff Hugo.

Maria Magdalena Hablutzel (born Bernhardi) mother of Heinrich Pieter died on 31 July 1911 in the home of her son in Arsenal Road, Simon's Town. In the home, on that same day, my mother was having her second birthday.

It can create confusion having two men with the same name both coming to Simon's Town to work with members of the Hugo family. As indicated, the uncle came in 1839 or 1840 and died at Seaforth in 1902. The nephew came in 1889, about 50 years later, and died at Forest Hill in 1942.

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SEEDY - MORE ABOUT

One of our members Mr. M.A.M. Graham who lives in England very kindly sent us the following from "HOBSON-JOBSON" A Glossary of Colloquial Anglo-Indian Words and Phrases etc:

"SEEDY Hind. sidi; Arab. Cid 'lord'. Properly a honorific name given in Western Africa to African Mahomedans, of whom many held high positions in the service of the kings of the Deccan. But the proper application of the word in the ports and on the shipping of Western India is to negroes in general. It is a title applied to holy men in Morocco and the Maghrib: on the East African coast it is assumed by negro and negroid Moslems and "seedy boy" is the Anglo-Indian term for a Zanzibar moslem".

Gordon Forbes "Wild Life in Canara" says in 1885 "The inhabitants of this singular tract (Soopah plateau in N. Canara) were in some parts Mahrattas, and in other of Canarese race, but there was a third and less numerous section of pure African descent called SIDHIS, descendants of fugitive slaves from Portuguese settlements... the same ebony coloured, large-limbed men as are still to be found on the African coast, with broad, good-humoured, grinning faces".

In 1896 Rudyard Kipling in "The Seven Seas" writes:

"We've shouted on seven-ounce nuggets,
We've starved on a Seedee boy's pay".

The same publication states that in 1759 Cambridge's Account of the War on p.216 says "The Indian seas having been infested to an intolerable degree by pirates the Mogul appointed the Siddee who was chief of a colony of Caffers, to be his Admiral. It was a colony which having been settled at Dundee-Rajapore, carried on a considerable trade there and had likewise many vessels of force".

It would appear that the term was first used as early as 1563.

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The official Royal Naval designation was SEEDIE. (Ed.)