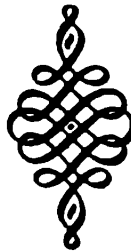


SIMON'S TOWN HISTORICAL SOCIETY

BULLETIN



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SINGLE MEMBERS or 1st person of a family: R15 p.p.p.a.

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CHAIRMAN'S REPORT 1997/1998

Welcome to this, the 38th Annual General Meeting of the Simon's Town Historical Society.

Our great sadness this year was the loss, in August, of our beloved "Dee", or more properly Commodore Dennis Kinkead-Weekes SM SAN (retd). Dee had served on this committee for a total of 32 years, as Vice-Chairman, Chairman, Secretary/Treasurer and finally as Secretary. The family were very touched that so many of our members attended his funeral to pay their last respects and the many messages recorded in the special "In Memoriam" ledger will surely be an inspiration to his grandchildren. He is indeed sorely missed. (Rise for a moment's silence).

GENERAL:

The Society has spent the year pursuing its usual activities in a scene of changing local politics, where the main difficulty was in establishing the right contacts within the municipal machine. Although we do not have as much to show as last year I would nevertheless describe it as being a satisfactory one. Let us look at the specific activities in more detail:

ARCHITECTURAL CONSERVATION:

There were massive changes in the centre of the Historic Mile which featured very largely in the work of the Architectural Advisory Committee, these being the construction of the Quayside Complex and the transformation of the ugly PWD-designed Post Office complex, the whole designed by a team led by Mike Munnik, who we are delighted to have as a member, and who won an award for his earlier design for the up-grading of Jubilee Square. Also drawing favourable comment has been the restoration of Strand House, while what is generally referred to as ex-Patele, but more properly as "Howell's Building", received a new balcony which did not quite live up to the agreed plans.

Last year I expressed fears that the AAC might be closed down by the new municipality, but due to the sterling work and persuasive powers of Councillor Nicki Holderness not only has it flourished locally but might be expanded into the other sensitive areas of the enlarged authority. You would be horrified at some of the plans submitted by so-called designers for houses in the sensitive areas behind the town, and if it wasn't for Nicki and her band of aesthetically-aware AAC professionals certain areas would now be a monument to bad taste and arrogance. Unresolved remains Black's Lane between the margarine shop and the old Central Garage site; a real eyesore. I have to report a complete lack of progress with regard to the Elsie's River watermill: no further information regarding its history has been forthcoming, so this stays on the project list.

There have been rustlings about restoring both Palace Barracks and Ibeka, both National Monuments, and the removal of excrescences that have been tacked on over the years: this is

good news if funds can be found, but with so many other pressing needs for Government monies these may both have to wait for better times.

BULLETIN:

Thanks are due yet again to Audrey Read for the formation, typing and production of this cornerstone of our activities, and to Dr Arthur Davey for his contributions and proof-reading.

In the interests of improving print quality we have bought a second-hand computer and will shortly have an ink-jet unit up and running and you should notice a difference in the next issue. Thanks again go to the part-time mailmen/women who hand-deliver a large number of Bulletins, so saving us considerable postage costs. We have a considerable reserve of back-copies so if any new members would like to catch up on lost reading will they please contact the Secretary or Museum staff.

CHRONICLE:

This still remains a very cost-effective way of getting reviews of activities, new members, new acquisitions etc to our members and I think that we are one of the few to provide this feedback on a regular basis.

TOURS:

The response to the Agulhas/Danger Point tour to commemorate the 154th anniversary of the loss of the Birkenhead was so overwhelming that we had to take two buses: just as well that we did for we experienced our first-ever breakdown en route, when a fuel injection control rod broke. All 63 of us had to pile into one bus and continue the tour while a relief bus was sent out. This tour netted us a profit of nearly R2000 or about R30 per head.

Our planned three-day tour to Cederberg and Saldahna scheduled for October had to be scrapped due to insufficient numbers, but the trip to Robben Island in early September was so popular that we had to take another boat the following day, a total of 100 passengers. Those two trips brought us a profit of R2000. The forthcoming tour to Prince Albert does not itself fall within this year's review, but the planning does and a report will appear in the coming Chronicle.

Arranging tours that are attractive, go according to timetable and to budget, is a task that demands a lot of time and attention to detail. In my opinion it is time that the committee had one member aboard whose sole function was to organise this side of things: if she had tour-guide experience then it would be even more useful. They might be able to proceed with the elusive Kimberley tour, which has been on my back-burner for three years! Our tours are intended to take members to places of historical interest that they might not venture to on their own, bearing in mind that we do have a large number of pensioners and widows as members: sometimes these are the only outings on offer with guaranteed friendly company.

The profit we make is not excessive and has helped to keep down subscriptions.

WALKS:

Audrey has continued to lead her regular walks along the Historic Mile and has recently been assisted by Terry Korsten with Bobby Wise also assisting.

BOOKLET:

"Our Simon's Town" booklet draft continues to grow, there is always something else that we cannot leave out. It is now 45 chapters, of which only five still need to be written. We have found a local printer/binder who is geared "down" to producing short runs of 100/200 books and all systems seem "go" for a small print run later this year. There have been no new ideas for a more "marketable" title than the one chosen to date, but at this stage we are very open to suggestions.

VISITS:

We were pleased to act as hosts to two visitors, the first being Mrs Betty Cooper, whose husband was an RN Base Supply officer here and they lived in Hospital Terrace; the second was Vice-Admiral Peter Le Niece who had visited the dry-dock in HMS BIRMINGHAM in 1942 and who went on to great heights in the RN.

INTERACTION WITH OTHER BODIES:

We are represented on the committee of the Naval Heritage Trust, who, with the Heritage Society, have an ambitious programme ahead of them. Some of your committee are also members of the Vernacular Architectural Society, and there is a cross-pollination of ideas at committee level.

MEMBERSHIP:

We are pleased to see so many new faces at our functions, and on our tour last year there were a lot of new members. At this time of the year it is virtually impossible to tally the number of fully paid-up members, as subs are rolling in every day. At last count it was nearly 800.

FINANCE:

The Treasurer will be presenting her report shortly and in more detail; suffice it to say here that we have operated at a profit of R7000. Your donations totalling R4825 contributed in no small way to this state of affairs and I would like to thank all who added that little bit extra to their cheques.

Our savings might seem to be in excess of our requirements, but we do need to continue to build up our resources in case we have to support the Museum in the event of the lack of funding from state/province/municipality.

Under this heading could be included a reference to

subscriptions, which we have kept to the unbelievable level of R15 for single and R20 for dual. In this day and age of inflation, with everything we buy or use rising in price monthly, these rates cannot be maintained and we have minuted a recommendation to the new committee that the rates rise to R20 and R25, still cheap at the price. With 800 members that would generate an additional R4000 per year. (As an aside, the Vernacs are planning to put their subs up to R40 and R65 per year).

100 CLUB:

Audrey has continued with this scheme for gamblers and R3000 was raised for the Museum Development Fund: thank you Audrey.

COMMITTEE:

The last heading.

I have been supported by a very capable committee this last year and would like to thank them for their regular attendance at our meetings, perhaps Parliamentarians should take a leaf out of their book.

Dee's departure left a very big hole to fill, for he did so much, so quietly, that it was only when we redistributed his duties did we find out what a prodigious amount of work he handled. My thanks to Margaret Cartwright for taking over as Minute Secretary. Terry Korsten as Vic-Chairman has been "earning his wings" by understudying Audrey on the walks, as previously reported, has busied himself remaking the cast lettering on the 100 year-old foundation stone at Victoria Reservoir, coloured up the coat of arms in the old courtroom, has given historical talks to visitors in the Museum and undertaken two important oral histories, the one of "Dee" and the other of our President "HH" Biermann and Mrs. Biermann. Thanks Terry.

Monica Thorne broke all records by having her year-end trial balance in Eric Fry's hands by mid-January. Nicki Holderness may have felt badly about missing the odd committee meeting, but we tried to convince her that she was doing more work for us in Tokai than around our table. We are very appreciative and grateful for the work that she has done, against much opposition, in the field of architectural conservation and building guidelines. Peter van Blommestein has continued to act as our eyes and ears on the local environmental committees, and although we are not directly involved with penguins, baboon troops and film-crews, it is useful for the committee members to be kept informed.

The input of Cherry Dilley, as Museum Representative, has always been of prime importance, for the Museum is, after all, our second child, although now fully fledged and earning its own keep. We are two sides of the same coin. Our involvement with the SA Naval Museum has undergone many changes over the 23 years that Commander "Mac" Bisset has been co-opted onto our committee; the Martello Tower years, Fort Wynyard and now the Old Dockyard Church. Changing times mean new relationships and

by mutual consent the formal co-option has been terminated and it will continue on an ad-hoc basis, giving "Mac" an extra two hours a month for his own affairs.

Later on in the Agenda is a proposal that the Constitution be amended to include a "Sunset Clause" whereby office-holders must step down after three years in the post. Traditionalists might look back at Dee's 32 years service as an office-bearer, at Dumps Willis's 17 years, at Gordon Wilson's 19 years and at Gerry Read's 15 years and question why this change might be considered necessary. Many navies change their ship's captains after two/three years to avoid familiarity and to give other qualified candidates a turn on the bridge; so too should some civic committees. A change in command can prevent a unit from getting stuck in a rut or following only one chosen path: new blood and new leadership can only be good for committees. So whatever the outcome of the coming debate on the Proposal may be, tonight I say farewell to you as your Chairman and pass the mantle onto whomever you may shortly elect. Thank you all for your support in the past and I can guarantee that the new committee will have mine.

N. K. FARQUHARSON

19 MARCH 1998.

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THE END OF MORSE CODE

(From the Weekly Telegraph, London)

At midnight on Wednesday 31st December 1997, the Morse code ceased to be the international language of distress. The Code, invented 165 years ago by Samuel Morse, an American painter, led directly to the development of the telegraph and has helped save thousands of lives.

The international emergency codeword SOS - dot,dot,dot, dash,dash,dash, dot,dot,dot - will be replaced by the Global Maritime Distress and Safety System, an automatic position-signalling system routed through satellites.

Morse Code was invented in 1832 following a conversation about electricity during a voyage from Le Havre to New York. Morse dashed out of dinner to begin jotting down his code. By the time the packet ship, SULLY, reached New York, his notebook contained most of the basic design for a device that would communicate and record information at a distance.

The code was simple, but it took Morse years of struggle to turn his "contrivance" into a working telegraph and convince the world it was worth investing in. Only the support of his family allowed him to carry on long enough to perfect his system. After 12 years, he tapped out the world's first telegram. It read: "What God hath wrought". It took Marconi's invention of wireless telegraphy nearly 20 years later to open up the world to Morse Code and make possible its use by ships at sea. Since then, thousands of ships, including the TITANIC, have sent out the SOS call and hundreds of thousands of people owe their lives to it.

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FLAG OFFICERS OF THE CAPE

Vernon White

Part XVIII 1910-1913 Rear Admiral Paul Warner Bush
 1913-1916 Vice Admiral Sir Herbert King Hall
 1916-1918 Vice Admiral Sir Edward Charlton
 1918-1920 Vice Admiral Hon. E.C. Fitzherbert

It was during the second year of the Crimean War in 1855, the year in which Palmerston became the Prime Minister of England, that on 21 February PAUL WARNER BUSH was born, the third son of the Rev. Cannon Paul Bush and Avarilla Oliveria, the eldest daughter of A. Cromwell Russel of Cheshunt Park in Hertfordshire. He entered the Royal Navy at the age of 14, a year older than the usual entrant, and eight years later in 1877 was promoted Lieutenant whilst serving on the Royal Yacht. His chosen field of specialisation was to be torpedoes.

Towards the end of 1890 there was trouble in the Sudan, and in January 1891 it was decided to mount a military expedition against the dervishes in Tokar, the headquarters of their leader Osman Digna. A force of two thousand troops under Colonel Hotted Smith, the Governor of the Red Sea Littoral was transported by sea to Trinkitat, for the advance on Tokar. The force was escorted by HMS DOLPHIN (Cdr. H.W. Dudding R.N.) and the gunboat HMS SANDFLY commanded by Paul Bush (now a Lieutenant Commander).

During that same year Bush was promoted to Commander and to Captain R.N. in 1897. In 1900 he married Rachel Adela, the daughter of Nathaniel Bond of Creech Grange in Dorset and Lady Swena, the fifth daughter of the second Earl of Eldon. Paul and Rachel Bush had two sons and a daughter. In 1901 Captain Bush commanded HMS ST GEORGE, one of the escorting vessels accompanying HMS OPHIR which conveyed the Duke and Duchess of Cornwall and York on their official tour to Australia, South Africa and Canada. The voyage lasted from March to October and in recognition Paul Bush was made a member of the Royal Victorian Order in 1902. Promoted to Rear Admiral in April 1907 he was present at the Battle of Tokar when he received the Order of Osmanieh 4th Class. In November 1908 Admiral Bush was appointed Rear Admiral of the Home Fleet, Portsmouth and during the following year in 1909 whilst visiting Le Havre in HMS JUPITER he was made a Commander of the Legion of Honour.

From December 1910 to 1913 Rear Admiral Bush was C-in-C Cape of Good Hope Station, flying his flag in HMS HERMES (Flag Captain Capt W.J. Savill R.N.) The year 1910 was an eventful one in South Africa, as the Union of South Africa came into being on 31 May, under the Premiership of General Louis Botha. Earlier in the same month King Edward VII of England died and was succeeded by his son who became King George V. Meanwhile the clouds of war had begun to gather over Europe, and because of the continuing international crisis the British Parliament passed the Official Secrets Act on 18 August 1911. Five days later on 23 August the Admiralty and the War Office in England began to

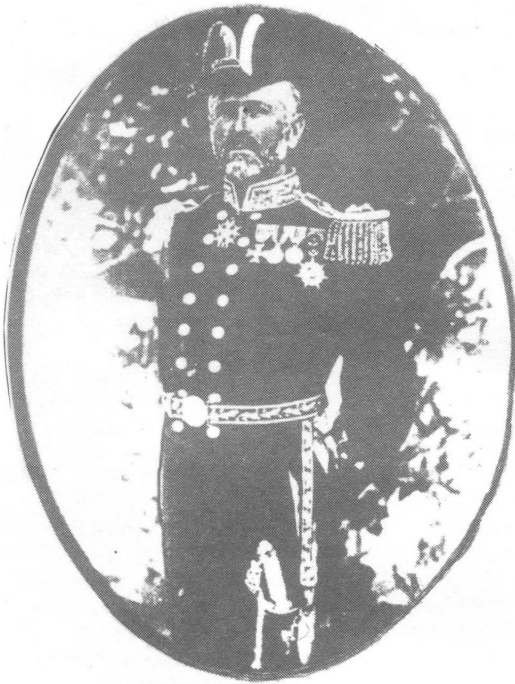
co-ordinate strategic planning for a possible war with Germany. On 24 October Winston Churchill MP became First Lord of the Admiralty.

Appointed a Vice Admiral in 1912, Paul Bush was created a Knight Commander of the Bath in January 1914 on completion of his tour of duty as C-in-C Cape. Promoted to full Admiral in October 1918 he was placed on the retired list in January 1916. His home was Langham House, Wimborne, Dorset where he died in March 1930 at the age of 75 years.

Admiral Bush was succeeded as C-in-C Cape of Good Hope by Vice-Admiral **Sir Herbert King Hall** CB CVO DSO whose Flag Captain in HMS HYACINTH was Captain D.M. Anderson R.N. (later himself to become C-in-C Cape). Born in Falmouth on 5 March 1862 Herbert King Hall was the youngest son of Admiral Sir William King Hall KCB, known as Queen Victoria's tee-total Admiral and Louisa, daughter of James Forman. A distinguished naval family, Sir William served in the Royal Navy for 52 years from 1829 - 1881, whilst two of his three sons followed in their father's footsteps, both to become full Admirals. Herbert, the younger of the two brothers earned the nickname "King Hall the Bad" and his elder brother later Admiral Sir George Fowler King Hall KCB CVO who died in 1939 was known as "King Hall the Good". Sir George served as Chief of Staff to Admiral Sir John Fisher KCB in the Mediterranean and became Commander-in-Chief Australia from 1910 to 1913. A third brother Baldwin King Hall owned and ran a prep school in Emsworth, Hampshire, being unable to join the Royal Navy, as he would have wished, because of bad eyesight a condition which in old age dogged all the family.

Educated privately and then at HMS BRITANNIA, young Herbert King Hall joined the Royal Navy in 1875 at the age of thirteen. Whilst in HMS SULTAN (Captain W.J. Hunt-Grubbe CB RN) he was promoted Lieutenant in 1882 and was present at the bombardment of Alexandria on 9 July, by thirteen British warships in a squadron commanded by Admiral Sir Frederick Seymour, at the beginning of the Egyptian campaign. In 1894 King Hall in command of the gunboat HMS MAGPIE, served under Rear Admiral Frederick Bedford CB RN on the West African coast, and following an action on the Gambia River he was awarded the DSO. Promoted to Commander in 1895 (the youngest Commander in the Navy since Napoleonic times) he served as Chief of Staff to Admiral Bedford but at the end of that year was appointed a member of the Naval Intelligence Department in the Admiralty, where he remained until the end of 1896. When the Anglo-Boer War broke out in October 1899 Commander King Hall was appointed Naval Transport Officer in Durban and Cape Town, being promoted to Captain R.N. in 1900.

At the end of the Boer War he returned to England and in 1905 married Lady Mabel Murray, sister of the 5th Earl of Mansfield. Awarded the CB in 1907, King Hall, by now a Commodore was made a Commander of the Royal Victorian Order in 1908, having conveyed HRH the Prince of Wales to Canada in HMS INDOMITABLE. During 1908 and 1909 Commodore King Hall was a Naval ADC to the King and was at the same time appointed Director of Naval Intelligence. Promoted Rear Admiral in 1909, he became Director of



REAR ADMIRAL PAUL BUSH



VICE ADMIRAL SIR HERBERT KING HALL



ADMIRAL CHARLTON SIGNING PAPERS WHILE
ON THE NAVAL INTER-ALLIED COMMISSION OF
CONTROL IN BERLIN. (From F. Urban's
book "Ned's Navy")



REAR ADMIRAL THE HON. E.S. FITZHERBERT

Naval Mobilisation which appointment he held until 1911 when he was given command of the 2nd Division of the Home Fleet as Rear Admiral.

In 1913 Admiral King Hall returned once more to South Africa, this time as C-in-C Cape of Good Hope Station where he remained until 1916. On 12 August 1914 war was declared between Germany and England and in November of that year the German Pacific Squadron under Admiral von Spee won a naval victory off Coronel on the Chilean coast. A victory short lived as the British achieved revenge off the Falklands on 8 December. It was late in 1914 that HMS CHATHAM, whilst on patrol in the Indian Ocean, stopped and boarded what was declared to be a German Hospital Ship. Her papers revealed that coal in lighters was being sent up the Rufiji River in Tanganyika which indicated the presence of a large vessel to consume the quantity of coal being lightered. Suspecting that it might be the German cruiser KONIGSBERG which was known to be raiding in the Indian Ocean, the C-in-C Cape ordered a block ship to be sunk in the entrance of the channel in which the German cruiser was believed to be hiding, and for a number of naval ships to visit at the mouth of the Rufiji. Later reconnaissance by sea planes determined the exact position of the KONIGSBERG and on 4 July 1915 two monitors sent out specially from England opened fire on the German cruiser. After six hours of shelling two British cruisers accompanied by minesweepers, closed in on the German warship. On 11 July KONIGSBERG was finally put out of action, but her ten 4.1 inch guns were salvaged and taken ashore by the Germans, and were effectively used by Colonel (later General) von Lettow-Vorbeck against the British and South African forces in the East African campaign.

Admiral King Hall, who played an important part in the planning of the destruction of the KONIGSBERG was promoted Vice-Admiral in 1915 and became a Knight Commander of the Bath in 1916. In 1918 he was promoted a full Admiral and became Admiral in Charge of the Orkneys and Shetlands during 1918 and 1919. After 47 years in the Royal Navy he was placed on the retired list in 1922. He died at his home 47 Sloane Gardens, Chelsea, London, on 20 October 1936, three years before his elder brother Admiral Sir George Fowler King Hall.

When Admiral Sir Herbert King Hall relinquished his command in the Cape, Vice Admiral Edward Charlton became C-in-C Cape of Good Hope station flying his flag in HMS HYACINTH from 1916 until the end of the war in 1918. His flag captain was Captain D.M. Anderson R.N. who was later to become Vice Admiral D. Murray Anderson on the Cape Station from 1927 to 1929.

Born in Newcastle, England, on 21 March 1865 Edward Charlton was the second son of Dr. Edward Charlton MD DCL and was educated at Upshaw College in Durham, and at the Royal Naval Academy at Gosport from where he entered the Royal Navy in 1878. Like his predecessor he was present at the bombardment of Alexandria in July 1882 but served ashore with the Naval Brigade in the Egyptian Campaign. Promoted to Lieutenant in 1884, Edward Charlton became a qualified torpedo officer in 1888 and was promoted to Commander in 1897. He commanded HMS ORLANDO in

1900 during the China War and was awarded the Silver Medal of the Royal Humane Society. Promoted to Captain in 1903, he married in 1903 Laura Strutt, the eldest daughter of the Hon. A. Strutt, but sadly she died in 1909. From 1908 to 1910 Captain Edward Charlton was in command of a destroyer flotilla, during which time he met and married Freda, daughter of F. Stapleton-Brotherton. There were three children by his first marriage and five from the second. The youngest of these, Rosemary, was born at Admiralty House, Simon's Town, in October 1917.

From 1911 to 1913 Captain Charlton was a naval ADC to the King and in 1913 on promotion to Rear-Admiral he became Assistant Director of Torpedoes at the Admiralty. Awarded the CB in 1914, he then held the appointment of Admiral of Minesweepers. From 1916 to 1918 Admiral Charlton was C-in-C Cape of Good Hope Station, and was promoted a Vice-Admiral and created a KCMG in 1918. Returning to England that year Vice-admiral Sir Edward Charlton commanded naval forces on the East Coast of England until 1919 when he was appointed President of the Allied Naval Armistice Commission. From 1920 to 1923 he was President of the Naval Inter-Allied Commission of Control in Berlin, being created a KCB in 1922. Placed on the retired list of the Royal Navy in 1924, he served as a Justice of the Peace in Hampshire. At the age of 72 years he died in October 1937 at his home Eastern House, Alverstoke, Hampshire.

At the end of the Great War in 1918 until 1920 the C-in-C Cape of Good Hope Station, which became the Africa Station in 1919, was **Rear Admiral the Hon. Edward Stafford Fitzherbert**. His Flag Captain in the flagship HMS HYACINTH was Captain A.G. Crawford RN. Born in April 1864 Edward Fitzherbert was a scion of the Barony of Stafford established in 1640. He was the third son of Basil Thomas Fitzherbert of Swynnerton Park, Stone, Staffordshire and Emily Charlotte, daughter of the Hon. E.S. Jerringham. He was educated at Oscott College in Birmingham and entered the Royal Navy in 1877.

He served in the Egyptian campaign in 1882, was promoted to Lieutenant in 1886, and was on active service in East Africa in 1888. Promoted to Commander in 1899 he became a Captain in 1904 and commanded HMS COLOSSUS in the Grand Fleet from 1914 to 1915. Promoted to Rear Admiral in 1915, he became Admiral of Mine Sweepers and then Director of Torpedoes at the Admiralty in 1917. Awarded the CB in 1918, he was promoted Vice-Admiral and created a KCB in 1920. Placed on the retired list of the Royal Navy in 1923, he was promoted to full Admiral in the retired list in 1925.

In 1932 Admiral Sir Edward Fitzherbert KCB became the 13th Baron Stafford, inheriting the title from his elder brother the Hon. Francis Edward Fitzherbert-Stafford, the 12th Baron Stafford. He became a Justice of the Peace, and Deputy Lord Lieutenant of Staffordshire. He died in September 1941.

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LADY ANNE BARNARD'S VISIT TO SIMON'S BAY 24.9.1797 AND THE R.N. MUTINY.

Joan van Blommestein

Lady Anne Lindsay, born 12 December 1750, eldest daughter of the Earl of Balcarres, is known to posterity as the author of the famous Scots ballad "Auld Robin Gray". Intelligent, witty and accomplished, Lady Anne had made a name for herself in the glittering London Society of the day. She was an intimate friend of the Prince Regent and of the Secretary for the Colonies Henry Dundas, later Lord Melville.

Her name figures frequently in diaries and memoirs of the period; but it was only when she married Andrew Barnard, many years her junior and came to the Cape, that her qualities as hostess and diplomat flowered to their full extent. During her four years at the Cape of Good Hope she chronicled every detail of her life and experiences in a Journal and letters which give a perfect picture of the settlement and the time.

On 4 May 1797 Lady Anne Barnard arrived at the Cape with her husband Andrew who had been appointed Colonial Secretary to the Cape of Good Hope which was under the Governorship of Lord Macartney, the first English Governor of the Cape. Though 60 years old and in indifferent health he had had a long and illustrious diplomatic career and was one of the most widely travelled men of his time. As Macartney's wife had declined to accompany him to the Cape it had been agreed that Lady Anne, though 41 years old, would act as his official hostess. She was coming to an unknown land, reft by dissension, in which it was essential for the British to maintain cordial relations with the Dutch inhabitants.

No one could have been better equipped for this task than Lady Anne with her vast experience of life and people. Taking advantage of the arrival of her sailor brother Hugh, the brother and sister went to False Bay (now Simon's Town) on 24 August 1797. In view of the naval mutiny which was later to convulse the Cape, Lady Anne's observations on this visit are of the highest interest.

"There is sadly little room for the poor sick fellows, the honest Tars, multitudes of whom have been lost for want of air and wholesome accommodation, they having been so closely packed in their Hospital with scurvy, ulcers etc, that it was certain death going into it; of late the physician to the Navy (Dr. Pattison) has got with MUCH difficulty, leave to have the use of a stable made for those horses of some of the officers residing there and since 60 men have been put into it many of them have recovered - what a pity that more places are not erected for them, the price of 20 lives saved, even in bounty money, would save hundreds - aye thousands of people in this Hot climate.

I have been trying to persuade some of the wise people to give a great lump of the mountain behind the houses at False Bay to some old honourable seamen to become gardeners and raise vege-

tables for the use of the Navy, selling them at a small price yet getting a good livelihood too."

Indignant at what she saw Lady Anne took the trouble to find the cause of Simon's Town's unhealthiness. The cost of transporting vegetables and fresh food stuffs from Cape Town was prohibitive, and though failing to take energetic steps in this matter, the Government was finally rewarded by the outbreak of a mutiny of serious proportions on board ships of Admiral Pringle's squadron. This event might have been expected, for some months previously there had been a mutiny of alarming proportions in the British Fleet lying in home ports. The seamen, whose statement of grievances and constant petitions to Parliament had been persistently ignored, finally took matters into their own hands and openly revolted against their superior officers.

The mutiny at Simon's Town was the result of the same conditions, which, despite the promises, the Admiralty had not been able to ameliorate. Their demands in fact were identical. They complained of "unfair treatment from the officers in command, being oppressed by young and inexperienced officers, by being given mouldy bread, bad beef, and no fresh greens supplied to the crews for broth on fresh beef days."

Later Lady Anne could congratulate herself on the observations she had made at the time - "women may say anything without presumption" she wrote to Dundas, "how well I remember saying to the Admiral (Pringle) that if I were he, I should be greatly tempted to tell the Navy that, though I had received no official intelligence from England, yet I was apt to believe that there were certain benefits to be bestowed on the seamen at home and whatever they were, I might confidently assume that they would share in all such".

The mutiny simmered on for some time and was eventually quelled by negotiation on much the same terms that Lady Anne had suggested.

[Ed:

Lady Anne's brief account of her visit to Simon's Town was recorded in THE LETTERS OF LADY ANNE BARNARD TO HENRY DUNDAS, edited by Dr. A.M.L. Robinson, Balkema, 1973. Subsequently her journals for 1797-1798, edited by Dr. Robinson and others, were published by the Van Riebeeck Society in 1994. That Society intends issuing two more volumes in 1999; her unexpurgated (!) original Cape DIARIES for 1799 - 1800.]

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ANTHONY TROLLOPE VISITS SIMON'S TOWN.

Peter van Blommestein

Anthony Trollope visited Simon's Town in 1877. On his way down to Simon's Town from Cape Town he writes:

"all these places, Rondebosch, Wynberg, Constantia and the rest lie on that promontory which when we look at the map we regard as the Cape of Good Hope". "Beyond and around Wynberg there is a little world of lovely scenery." "Simon's Town is about 12 miles from Wynberg, the road passing by the now growing bathing place of Kalk Bay. It is to Kalk Bay that the ladies of Cape Town go with their children when in summer they are in search of fresh air and sea breezes and greatly improved sanitary arrangements. A most delightful spot if only there were sufficient accommodation. The accommodation of course will come as the years roll on.

Beyond Kalk Bay are Simon's Town and Simon's Bay, where lies the British Commodore who has the command of these waters. The road, the whole way down, lies between the mountain and the sea. Beyond Simon's Town I rode out for six or seven miles with the Commodore (Francis W. Sullivan CB CMG) along the side of the hill and through the rocks till we could see the lighthouse at the extremity of the Cape. It is impossible to imagine finer sea scenery or a bolder coast than is here to be seen. There is not a yard of it that would not be the delight of tourists if it were in some accessible part of Europe - not a quarter of a mile that would not have its marine villa if it were in England."

In his description of the Cape of Good Hope, Trollope wrote: "The Dutch had once an idea of piercing a canal across the isthmus from sea to sea, from Table Bay to False Bay - in which lies Simon's Bay where is our naval station - and maintaining only the island so formed for its own purposes, leaving the rest of South Africa to its savagery. And, since the time of the Dutch, it has been suggested that if England were thus to cut off the Table Mountain with its adjacent land, England would have all of South Africa it wants."

This was a favourite theme of Froude's first advocated in his "Leaves from a South African Journal (1877)". "If a line could be drawn across from Table Bay to False Bay, if the Cape Town peninsula was ours and ours only, and the whole of the rest of the country independent of us, as I heartily wish it was, then I could leave South Africa to the South Africans, white or coloured, to shape out its own fortunes; the responsibility would then be theirs." ("Two lectures on South Africa, London, 1880, p.53).

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The Simon's Town Naval Dockyard Docking Book 1939-45:
Yard Service Craft postscript
by
Cdr W.M. Bisset

In the January 1989 issue of this bulletin I published details of the ships docked in the Selborne Dry Dock during the Second World War. Since then I have traced the Dockyard Statements of Yard Service Craft which contain full details of almost all lighters. No details concerning YC 240 have been traced.

NUMBER	DESCRIPTION	LENGTH	DATE BUILT	REMARKS
221	Mooring Lighter	107' 0"	1902	Mooring
229	Cooking Vessel (Afrikander) Decked in and used as a floating galley	85' 0"	1879	Gadfly class flat- iron gunboat HMS TICKLER. Converted to Steam lighter 1902
YC 231	General Service Lighter	43' 0"	1933	
YC 232	Cooking Lighter	43' 0"	1933	
YC 233	General Service Lighter	64' 3"	1934	
YC 234	General Service Lighter	64' 3"	1934	
YC 236	Ammunition Lighter	64' 3"	1935	
YC 237	General Service Lighter	64' 3"	1935	
YC 238	Ammunition Lighter	64' 3"	1937	Built at Cape Yard
YC 239	General Service Lighter	64' 3"	1937	Water lighter VS Department
YC 378	Ammunition Lighter	64' 3"	1938	Built at Cape Yard
YC 379	Coaling Lighter	68' 3"	1903	Assembled Cape Yard
YC 380	General Service Lighter	68' 3"	1903	Assembled Cape Yard
C 381	Coaling Lighter	68' 3"	1903	Assembled Cape Yard
C 382	Oil Sullage Lighter	62' 0"	1938	Built at Cape Yard
C 383	Coaling Lighter	64' 3"	1939	

* Sullage = filth, refuse, sewage

RICHARD AND MARY JENNINGS

A. E. Read

Richard was born in 1800 in Scarborough, England, the son of pious Quaker parents. He was educated at Ackworth School. He felt he had a "calling" to minister to the children of Africa, however, he ran off to sea where he led a "hard, uncomfortable and ungodly life" aboard a vessel in the coal trade. One day while ashore he passed a Quaker meeting-place and "heard the words of the preacher and again found his peace with God". He left the sea and again felt the urge to go to Africa. He sailed for Africa and the ship was wrecked in Table Bay. He was by chance rescued by the Rev. Barnabas Shaw, a Wesleyan missionary at the Cape and was put into the care of a pious Wesleyan family. Jennings was put in charge of a school belonging to the Wesleyan congregation. He renewed his faith and at this time met Mary Thompson, a servant in Shaw's household. Mary came from Manchester in England and she too had had a feeling to be of service among children in Africa.

Mary and Richard were put in charge of a school in Cape Town and attended their youthful charges with much satisfaction. However the school closed after a few years through lack of funds. They then moved to Simon's Town where he became a Tallow-chandler which was more remunerative than the occupation of school master. He still wanted to teach children however. A little while later the Quakers decided to open a school in Cape Town for the poorer class of children, mostly of coloured parents, lately freed from slavery and Richard and Mary were engaged to run this. Richard taught them scripture and encouraged their parents to come on Sundays to pray and read the scriptures and he endeavoured to make the parents more abstemious.

In 1847 Jennings health was not good and he and his family moved out to Rondebosch where it would be cooler. On 16 January 1848 he was taken ill and the next morning informed his wife that he felt his end was near. He died that evening of 17 January nearly 48 years of age. The second school they were connected with was the Quaker School in Long Street and they had begun it on 2 July 1840. His wage had been £120 p.a. The Jennings had 3 daughters aged between 16 and 18 when he died and after his death they helped Mary in the school. Mary died in 1861 having helped to run the school for nearly 20 years.

It is thought that Richard arrived here on the WOODBURN which fetched up on the shore not far from the Castle in August 1826. Mary came here in 1831.

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OLD CATHOLIC CEMETERIES

Seaforth Series Part VI - A.M.D.

Although the Old Burying Ground at Seaforth took shape in 1813 there were later enlargements to cater for different religious denominations. One such allotment was devoted to Catholic burials, civilian and military. The oldest remaining headstone there carries the date 1866.

As the Church of St Simon and St Jude was built in 1850 I wondered where the early Catholics of Simon's Town were buried? A copy of a document in the Simon's Town Museum provides part of the answer. Between 1850 and 1852 there was a small burial ground on the first terrace behind the Catholic church. Father Meagher, who was the priest in 1907 left a schedule detailing 18 burials in that time. He stated: "The bodies named in this Registry were buried on the hill now covered with fir trees just behind the present Church Presbytery". He provided the date of death and interment for each person, the situation of the graves, names and ages and mentioned that the officiating clergyman was James Watkins. The indicators of grave sites 1-13 were clear, e.g. "1 Terrace No. 1 East", "Ditto No.2 East" etc. Five unnumbered graves were those of children.

Of the 18 burials nine were those of British soldiers, one that of an engineer (Royal Navy), two of French sailors and six of small children, some being the progeny of soldiers. As the Sixth Frontier War was in progress it is not surprising to see that several British regiments were represented among the dead. Indeed Terence Gleeson of the 2nd (Queens) Regiment who died on 17 March 1852 was listed in David Bevan's DRUMS OF THE BIRKENHEAD (1989) as a survivor of the wreck on 26 February 1852, but I think it more likely that he was hospitalised when the ill-fated vessel put into Simon's Bay a few days before the disaster at Danger Point.

What was the background to the two Frenchmen, a sailor and a cook, from the BELLE POULE? The answer to that was quite unexpected and was found in an entry in an old register of ships' movements (Cape Archives CC 2/18). BELLE POULE was a French ship of war of 60 guns. She sailed from Toulon on 6 May 1852, arrived in Simon's Bay on 4 July and sailed again for Ile de Bourbon (Reunion) on 22 July. The ship was on an important mission for she carried as passengers the Governor of Bourbon and his family, twelve priests, two nuns and 300 soldiers.

The site is on the first terrace behind the Presbytery - there are no visible remains of graves - and the dates of the burials are firm indications that this was the first Catholic cemetery in our town dating back to the beginnings of the parish. Father Meagher, aged 74, died on 5 September 1908 and was buried in the Catholic Cemetery at Seaforth. Unfortunately there is no surviving tablet or headstone to mark his grave.

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D.E.I.CO. SICK BAY - JOHANNES van der RIET

A.E. READ

In February 1752 a ship's doctor Johannes van der Riet of the vessel SNOEK was appointed to run the sick bay in Simon's Bay. This was situated in a portion of the Company's storehouses in what is now the West Dockyard. He was born in Bergen-op-Zoom, Netherlands on 20 July 1722 so would have been just 30 years old. He was the son of Johannes van der Riet and Catharina Stemstavva.

One year after arriving here he married on 13 May 1753 Maria Berthauld de St Jean born 16 June 1726 and daughter of Berthauld de St Jean of Sanverre, France and his wife Martha Sellier. They had 10 children and so began the van der Riet connection with South Africa. He was a progenitor of the well known F.J. van der Riet who was Resident Magistrate of Simon's Town 1876-1890. Please see Bulletin Volume XV No. 1 p.20 for further particulars of F.J. van der Riet.

The sick bay referred to above was as I have said in part of the D.E.I.Co's storehouses in what is now the West Dockyard. We do not know how long van der Riet held that position. However, in 1762 the Company began the building of a new hospital situated on the upper side of the present main road immediately behind the Residency (now Simon's Town Museum). This was a 3 gabled building designed by Ponté. It was not completed until June 1765 when Kirsten, the Postholder, went to Cape Town to convey the good news to the Governor. However, part of it must have been used from 1763 and the first doctor to work at the new hospital was Pieter Dumas (Domas). He was succeeded by:

1777 - 1781	Daniel Brand
1781 - 1782	Johan Michael Leyd
1782 - 1791	Gotlieb Mader
1791 - 1795	Jan Sinkatyn.

The D.E.I.Co hospital suffered damage in an earth tremor in 1766 and in 1768 heavy rain damaged one of the gables. In 1792 most of the thatch roof had to be replaced. The building was used as a hospital until 1815 (when the Royal Navy had completed their own hospital now known as Old Hospital Terrace) and the building was demolished. The site was then used for army barracks.



L to R: The D.E.I.Co Storehouses, the Stable (behind right), Resident's house, The Residency (now Simon's Town Museum), the D.E.I.Co. hospital.

SSS RADAR GROUP 1939-1945

From a Press Release issued 8 January 1998

During the 1939-1945 War large numbers of Allied vessels rounded the Cape conveying troops and strategic supplies between the war zones. They were frequently harassed by enemy U-boats and raiders. At one time there was even the possibility of the Japanese attacking Cape Town.

The Allied High Command asked South Africa to try to establish some radar surveillance but could supply no apparatus, only secret basic information. Dr. Basil Schonland in Johannesburg assembled a team of top university physicists and engineers into a unit called the SPECIAL SIGNALS SERVICES and within 3 months they were getting exciting results from their "JB" transmitter/receiver - made from wood, copper tubing and the odd amateur radio components.

The first permanent radar station was erected in 1942 above the Cape Point lighthouse, followed by others around the coast. All were operated 24 hours a day by the SSS in much secrecy, many by young women. As lighthouses were not fully operational and there was wireless silence, these stations also assisted ships in distress and guided lost aircraft, especially at night and in inclement weather.

These stations were situated in various parts of the peninsula and the remains of many can still be seen on some mountain tops e.g. Vasco da Gama Peak, Slangkop, Karbonkelberg, Signal Hill and Blouberg. To commemorate this little known activity the Cape Metropolitan Council invited former members of the SSS to supply an exhibit for their new Cape Point museum. The display includes an historic "JB" transmitter and a working model of the original station. Visitors to Capé Point will notice 20 winking coloured lights on a large map. They are part of an exhibit in the upper funicular terminus building commemorating the role played by secret radar stations, which, during World War 2 constantly monitored all sea and aircraft movements around the coast.

The story of the SSS was recently published in a book "South African Radar in World War 2" by Peter Brain and in a booklet "Outposts that Scanned the Sea and Sky".

The Society's thanks go to Mr. G. Mangin for permission to publish this item.

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SSS RADAR GROUP AND BABOONS

(FROM: THE CAPE ARGUS, Saturday 15 May, 1954).

Mrs Louie du Plessis (nee Wicht) worked in the Special Signals at Cape Point and she recalls a rather nerve-wracking occurrence. She and her companions though stationed at Cape Point had their barracks half way up Rooikrantz and the hut in which they operated the Radar sets was on the very top of the mountain. This meant that every time they went on duty they had a good quarter of an hour's climb. When it was blowing a south east gale they were pelted with small sticks and pebbles/grit; when it rained it rained horizontally and they got soaked; then sometimes their path was blocked by baboons.

To help those on night-shift "sleeping quarters" were built quite near the radar hut. It was a tiny room with one door, one window and two beds (the regulation four feet apart) with a tiny table between the beds. It was a doll's house but snug and warm when the elements were roaring outside. Two would sleep here before being woken at 2.30 a.m. to go on duty and the other two coming off duty would then climb into the warm beds and sleep for as long as they liked the next day. The window was the pivoting kind. It was very delicately balanced and if you happened to knock against it, it shut itself with a bang. When open it let in the regulation amount of air and it must have been fairly large, but looking back now the bottom half does not seem to have been any bigger than the mouth of a pillar box. "But" as she says "my view was much distorted at the time".

Louie Wicht had been on duty and had decided to sleep late that morning. Pangs of hunger had driven her room-mate down the mountain to breakfast and she fell into a deep sleep. Within minutes she heard the door close and then the empty bed creaked loudly. She thought her mate had returned but when she stirred and looked over she was horrified to see a huge baboon sitting on the bed. He was the leader of the troop. She recognised him from his scar face. He had come in through the bottom half of the window and was making a grab for an orange lying on the small table. He was concentrating so hard on this that he did not notice Louie till she swung off the bed. They saw each other simultaneously and as every hair on her head shot up so every hair on his coat stood on end. It made him look the size of a gorilla and they were not four feet apart!

The window behind the baboon was swinging gently and she hoped it would not shut and imprison him. Fortunately he had the sense to grab the orange and run! It could have been quite a nasty situation. One of the hazards of being in the SSS Radar Group in a nature reserve!

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THE VISIT OF SIR JOHN HERSCHEL TO SIMON'S TOWN IN 1835

P. van Blommestein

Sir John Herschel came to the Cape with his wife and family in 1834 to complete the Sky Atlas he had been working on in England with his father. Sir John's observatory was at Slough. He completed his southern sky observations in 1838 and returned to England, having "extended to the southern skies his father's star counts, with counts of some 69,000 stars in 3,000 areas."

"It took Herschel the better part of a decade to get the "Cape Observations" to press, but the resulting volume is perhaps the greatest single-handed publication in the history of observational astronomy" (Brian Warner).

Sir John Herschel brought with him to the Cape the 7 foot and 20 foot telescopes which he set up at "Feldhausen" now the site of the Grove Primary School in Grove Avenue, Claremont. The Herschel obelisk now marks the position of the 20 foot telescope.

He travelled widely in the peninsula, resurveying De la Caille's Arc of the Meridian with the Astronomer Royal, Maclear, from Strand Street, Cape Town to Klipfonteyn and Aurora. This resurveying of De la Caille's measurements was as the result of an error of 1 in 856 due to the force of gravity pulling the plumb bobs towards Kapokberg and Riebeeck's Casteel showing incorrectly that the earth was not an oblate spheroid.

Herschel and Maclear by their measurements confirmed that it was an oblate spheroid. In his travel diary Herschel describes "en route from Simon's Town in a waggon with 10 bullocks for the Extreme Point of South Africa (he meant the Peninsula)" "Party Maggie and self, Captain and Mrs Wauchope, Mrs Hutchinson, Miss Osmond, Mr Deas Thomson, the gent. on horseback, ladies in waggon - Ascended the Red Hill above Simon's Town a rugged and steep acclivity with this a comparative tableland covered with sand and swampy flats - with occasional looks out to the sea on the west (top) over very desolate rocky ground"....."till we were in full view of the Cape Promontory". On Monday 2 November 1835 he wrote: "Left Feldhausen with Magt, Mrs Hutchinson, Caroline and Bella, Hannah and Christine Thomson for Simon's Town. 6 horses of Dixons to our carriage. Set off about 8½ reached Farmer Peck's at 11 where we lunched and got into Simon's Town about 3 with ease. Dined at Admiral Campbells - put up at the Clarence's Hotel, a good enough place considering Longitude and Latitude."

The following day they stayed at home but on 4 November "accompanied Mr & Mrs Hutchinson, Mrs Wauchope, Mrs Barrow and Miss Osmond to a cottage called "Rocklands". On the return to Feldhausen "at 9½ left Clarence Hotel, Simon's Town in Hugo's bullock waggon drawn by 12 oxen for the salt pans at Noordhoek. At 1½ p.m. Farmer Pecks - lunched there - and then home in time for dinner." En route they passed through Elsies Bay - which we now call Glencairn - only the Elsies Peak name remaining.

SOUTH AFRICAN NAVAL CAP TALLIES 1885-1954

Cdr. W.M. Bisset

The publication of a catalogue of naval cap tallies by Mr. Wayne Mitchell of Regina, Canada, in 1976 and enquiries from collectors here and overseas have highlighted the need for an interim report on this topic. Whilst the S.A. Naval Museum's cap tally collection is very small it can probably claim to have examples of some of the rarest ones and photographs of almost all the others.

a) NATAL NAVAL VOLUNTEERS: Capt S.H.C. Payne has recorded that the NNV wore cap tallies on their straw hats. There are many photographs showing NNV ratings but their cap tallies are hidden by the brims of their straw hats. A photograph taken after 1903 shows them wearing a cap tally with a crown in the centre and the letters NNV on a ribbon below it.

b) RNVR SOUTH AFRICA: The SA Division of the RNVR was established in 1913 and was amalgamated with the Seaward Defence Force to form the SA Naval Forces in 1942. The following cap tallies were worn: RNV(circa 1910), RNVR SOUTH AFRICA and RNVR anchor surmounted by a crown SOUTH AFRICA.

c) S.A. NAVAL SERVICE 1922-1940: The S.A. Naval Museum has the following cap tallies HMSAS PROTEA, SMSAS PROTEA (i.e. Afrikaans: Sy Majesteit se Suid-Afrikaanse skip) HMSAS SONNEBLUM and HMSAS IMMORTELLE. The cap tally of the RN Base at Simon's Town, HMS AFRIKANDER, was worn by SANS ratings between 1934-1939

d) CAP TALLIES WORN DURING THE SECOND WORLD WAR: The RN practice of not wearing individual cap tallies in wartime was followed by the Seaward Defence Force 1940-42 and the SA Naval Forces from 1942-45. The following cap tallies were worn:

- i HMS: SDF and SANF ratings were not issued with this cap tally but many of them chose to wear it in preference to one of the two South African ones below because of its superior quality.
- ii S anchor surmounted by a crown A
- iii SA anchor surmounted by a crown SA. This cap tally was still in use in 1954. Captions of photographs in THE SAILOR - DIE MATROOS, the SA Navy League periodical, indicate that it was worn by the SANF Reserve 1946-51 and SAN (Active Citizen Force: 1951-54). Hand made cotton versions of this cap tally exist and were presumably made during the Second World War.
- iv Photographs and cap tallies (HMSAS PROTEA and HMSAS GRIBB) confirm that unofficial ship name cap tallies were worn by our sailors in the Mediterranean and the Aegean.

e) SHIP CAP TALLIES:

It is thought that only the following ships had their own cap tallies:

HMSAS GOOD HOPE, HMSAS NATAL, HMSAS TRANSVAAL, HMSAS PROTEA, HMSAS MARITZBURG, HMSAS PIETERMARITZBURG, HMSAS BLOEMFONTEIN, HMSAS JAN VAN RIEBEECK. There was also a cap tally for Naval

Gymnasium trainees: GYMNASIUM.

f) The "HM" was dropped in June 1952 and cap tallies were changed accordingly. The SAS PIETERMARITZBURG cap tally was not shortened. In 1952 the RN rating's cap was replaced by a Russian style one which was worn until 1954 when the present uniform, similar to that of a RN petty officer's was adopted.

g) SAS SIMON VAN DER STEL was commissioned on 23 February 1953, and so only had one cap tally.

It would be much appreciated if readers who can provide additional details or correct any mistakes would contact the writer. (SA Naval Museum, Private Bag X1, Simon's Town, 7995 - Tel. (021) 787-4635 Fax. (021) 787-3625. The assistance of Cdre A.G. Soderlund, Cdr. J.F. Lamont and Mr. J.D.N. McKenzie who provided details of cap tallies in their collections is gratefully acknowledged.

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SOME OF THE HAPPY PICNICKERS AT "OAKLANDS" GLENCAIRN 1886.

THIS FARM STOOD AT THE HEAD OF GLENCAIRN VALLEY AND WAS
DEMOLISHED IN 1971 WHEN THE DEVELOPMENT OF DA GAMA PARK
TOOK PLACE.

PICNIC AT DE STADLER'S FARM 1886.

A. E. READ

For many years we have had photographs in the Museum albums of a large picnic at de Stadler's farm "Oaklands" at the head of Glencairn valley but no one could tell us the reasons for holding such a large picnic and who hosted it. Recently a grandson of Admiral Charlton who was Commander-in-Chief here in 1916-1918, came to the Museum and presented us with a copy of his book on his Grandfather's career. Much to our surprise there was the story. Admiral Charlton wrote many letters to his family while he served in the Royal Navy and these make very interesting reading.

Below are 3 of his letters which I thought should be printed:

"HMS RAPID Simon's Bay 9 Feb 1886:

My dear Mother, The whole Colony seems in a very poor state and suffers from depression in trade, disease of the vines and cheapness of diamonds. [Simon's Town] would be nothing but for the Naval station. It stands on the side of a hill and consists of one long street in which are the Club, Admiral's and Chief Magistrate's houses.

Our wardroom is on the main deck 25 ft x 15 ft with cabins on each side. My cabin is abaft it and well under the counter. This is a great advantage as the scuttle can be kept open in almost any weather. The ship is a regular box of guns, on the upper deck 5.5ins each side, a 6ins astern and 6ins bow chasers. I have charge of the port battery and stern gun. Mighty few ships now-a-days have six guns in a battery. Complement of men and officers about 180 and a good lot they are too. The skipper is very much liked. His only relatives in England are the Musgraves in Cumberland. Mrs Musgrave is a very nice woman, lots of go in her. She met the Nottingham Charltons last year; I disclaimed any knowledge of them. Furlong, our No.1 is a married man but his wife is at home. I get along well with him, although he is a bit of a blusterer. Gale and Steele are both capital fellows. Wilkin, our Sub is also a good sort. Now we come to the peculiar people. Our Senior Surgeon, Dr. Spencer, is a teetotaler, non-smoker and worst of all non-speaker. He has never been known to speak to anyone except the Chief Engineer."

"23 Feb 1886:

This letter writing under difficulties, as a gale blows freely along the table and everything has to be weighted down. My cabin is too dark without candles and I cannot afford them all day."

"Simon's Bay 16 Mar 1886:

My dear Elise, There had been various dances and picnics ashore to which we had been hospitably invited and for some time we could not make up our minds what to do in return. At last we decided on a picnic on a large scale on an outlying farm; a meeting was called and I was elected chief bottle-washer and floor-scrubber. I scoured the country for a couple of days and

we decided on the de Stadler's farm, about 7 miles off. Transport was the next problem; all persons with own carts or horses were to use them. We engaged all the mokes and ram-shackle traps in Simon's Bay. Another job was the invitations. Our secretary was continually being pestered by Mrs So-and-So wanting to know if the What-do-you-call-'ems were coming as she wouldn't come. This is the consequence of cliques in a small town. However, we got over it by asking everyone. Six carts were hired to hold four or five each according to size of the occupants. At the last moment we found so many old Dutch Mammass were coming, none of whom weigh less than 16 stone, that transport officer Wilkin was sent round to delicately hint to them the heat of the day, dangers of the road etc. Only one, Mrs. Smellekamp, fetched out and she boasted she never stirred out of the cart the whole way; poor horses. We had the front of the farm house, three capital rooms, one as a ladies' cloak room and the other two for dancing. I got up a capital floor with chalk and we adorned the walls with foreign ensigns. The lunch was laid in a lovely avenue of oak trees, and we had any amount of swings. Aunt Sally (a game in which a figure of a woman's head with a pipe in its mouth is set up, and the player, throwing sticks, tries to break it) etc to amuse the crowd. All was ready by noon as we anxiously awaited the guests. Riding bachelors kept coming in about every ten minutes or so reporting progress of the caravan, about 20 carts and carriages were toiling along over the sandy track, the gentlemen all shoving at the stern. Then the ladies had to get out and shove too.

At last Wilkin came in and said refreshment was wanted instantly, so we formed a life-saving party and met the cavalcade about a mile off with two jugs of claret for the ladies. Everyone had a gigantic thirst and very soon made short work of our liquor. Old Lady Hunt Grubb, the Admiral's wife, led the way most pluckily. If it hadn't been for her, some of them would never have fetched. Everything went off beautifully and you can imagine what a success it was when a one-legged man was seen dancing with Sir Roger. One fellow managed to photograph a couple spooning and there has been an awful lot of humbug about it. There must have been about 80 people there. We now feel quits with the people ashore. My 21st birthday is next Sunday and I am to give a bit of a dinner to celebrate it."

A report on the picnic by the press states:

"Dr Coulthurst RN exhibited his famous performing horse "Diamond" to the admiring spectators, and was succeeded by Captain Savage, Lieutenant Brooker RE and other highly accomplished equestrians, who speedily converted the open space into a "Menage", put up leaps and knocked them down again, and finally so terrified the onlookers by the ardour of their performances, that dancing was again resumed. The "Naval Bachelors" are to be congratulated upon the excellent manner in which they carried the whole affair through. It is now a matter of speculation how long these gentlemen will be permitted to remain "Bachelors".

They were probably saved by setting out on 26 March on a cruise up the west coast to Ghana (then the Gold Coast) !!

THE SIMON'S TOWN DOCKYARD POLICE 1888-1957

A.E. READ

We do not know much about the early policing of our local West Dockyard in the days from the time the Royal Navy moved down from Cape Town in 1814. From 1806 to that time they moved here only for the winter months and resumed operating in Cape Town. We do know that after a big storm in December 1799 which wrecked many vessels in Table Bay, among them HMS SCEPTRE, that her ships timbers were used to fence off the Naval Dockyard in Cape Town, so we can presume that the powers that be were having trouble with pilfering even in those days. The naval yard was then situated very near to where present-day Boston House in Strand Street is situated i.e. opposite the end of Burg Street.

It can be presumed that the West Dockyard in Simon's Town had some form of security because in 1819 we find that when the sail loft was used for church services on a Sunday, Sir Jahleel Brenton, provided a marine guard for the sail loft and its contents during the time it was used for these services.

At this time (1814 onwards) in England, especially at Deptford and Woolwich yards there were WATCHMEN (who patrolled the boundary hedges at night with dogs) and PORTERS (who manned the gates and took charge of the keys). There were also ROUNDERS (who patrolled the yard) and WARDERS (to deal with any prisoners). The Watchmen were drawn from the workforce and were required to stay on duty after a normal day's work every fourth night. Why should it have been any different in Simon's Town?

By 1859 a review of the Dockyard Police in England had come about and the existing force was disbanded after the review by Supt. Mallalieu of the Metropolitan Police. Mallalieu recommended they be replaced by the new Dockyard Police Division of the Metropolitan Police which took over in 1860. The next review in England occurred at the end of World War I. In 1922 the Admiralty agreed that responsibility for U.K. dockyards' security should pass from the Metropolitan Police to the Royal Marine Police. This was a new force made up of Royal Marine pensioners aged 40 and over. The main benefit of this was that these men were already receiving an emolument from the service, i.e. their pension, so instead of paying them a full wage, the Admiralty could merely pay them a small supplement.

In 1888 or 1890 there existed a small force of Dockyard policemen here - we do not know how many but believe the number to have been 14. In 1910 with the opening of the East Dockyard the force was increased to about 22. We do know that Mr. H.J. Croome was Senior Sergeant in the Dockyard Police at the time of his death in 1932 and he had been over 35 years in the force and had on many occasions acted in the absence of the Inspector i/c. Many of his companion policemen were retired sailors and marines who had married locally and having decided to make their homes here had "bought themselves" out of the service. They joined the police to supplement their naval pensions. Then in the early thirties a Mr. Loubser who had been farming, joined the dockyard policemen during the depression. His son Johannes went

to the Simon's Town Secondary School then joined the Simon's Town Municipality as a messenger boy and went on to be a long-serving Town Clerk of Simon's Town.

Sergeant George Haines retired in 1944 after 33 years unbroken service i.e. from 1911.

R.C. Aupias served for over 27 years.

By 1928 the Police had a strength of 33 men. The Superintendent was Inspector Henderson, seconded from the Metropolitan Police. There was a plain clothes Detective Sergeant, 3 Sergeants and 28 constables in uniform. The last Superintendent from the Metropolitan Police was Herbert "Pat" Horrigan who retired in the early 1950s.

Shortly before 1928 the working hours were reduced from 7 shifts of 12 hours per week (84 hours) to 7 shifts of 8 hours (56 hours). Quite an improvement in working conditions. There were no rest days and Annual Leave was granted at a rate of 12 days per annum. Wages were £3. 8. 9d per week for single men. Married men received £3.14.6d. A Constable could rise to a top wage of £4.5/- and a Sergeant to a top wage of £5.18/-. The 2 Senior Sergeants were established but the remainder were not. Sick leave was catered for by permitting 2 months per year on half pay. Any subsequent sick leave was unpaid and was usually followed by discharge on Medical grounds.

In 1937 the rank of Leading Constable (wearing a Corporal's badges of rank) was introduced. 1938 brought more changes. Two more constables were added to the strength. Annual leave was increased to 16 days and one rest day per fortnight was granted. Maximum wages for constables were raised to £5.0.2d (how did they calculate that !) and Sergeants to £6.12/- The plain anchor cap badge was replaced by the crown and anchor badge.

In 1938 2 motor boats (petrol driven) were handed over to the Police to be used for patrolling the sea area between the 2 dockyards and the East Dockyard basin. Instead of to-day's yachts there were then many fishing boats anchored in the area between the two dockyards and smuggling had to be discouraged. During World War II these boats carried two depth-charges each but there is no record of their ever being used.

By the end of 1945 there were 80 policemen. In 1952 one rest day per week was granted and in 1954 annual leave was increased to 22 days per annum.

In 1957 the R.N. Base was handed over to the South African Navy and Sergeants Aupias and Bateman were presented with the Imperial Service Medal by the Earl of Selkirk, the then First Lord of the Admiralty, for services rendered. R.C. Aupias had been a Chief Petty Officer in the Royal Navy and had joined the Dockyard Police on 31 December 1929, serving the Admiralty for 27 years and 3 months before being transferred to the South African Navy on the handover of the Base.

The Dockyard Police in Simon's Town not only guarded the Dockyards and made sure there was no smuggling of goods out of the Dockyard, but they rang the Dockyard bell at required times during the day - 6.45 a.m., 6.55 a.m. and 7 a.m. when the gates were then closed and those who had not "clocked in" were caught outside the gates. The clock-in cards were kept at the police station just inside each dockyard gate. The bell rang again at 12.30 p.m. for lunch and again at 1.15 p.m. and then finally at 5 p.m. for close of work. There was also a pre-arranged signal which the bell would ring if there was need for firefighters to assemble should there be a dockyard fire or a bush-fire on the mountain, when all ships would also send help. An air-raid siren was fixed to the East Yard bell tower during World War II. As well as manning both Dockyard gates, the police also manned Lower North Battery. A constable was posted there for a month at a time and would receive 3 days off in lieu of travelling as no conveyance was provided to take him to and from work. He walked or if lucky, cycled. A man was also stationed in the Kloof when the arsenal was moved there and it is presumed similar arrangements pertained to him.

When an R.N. ship returned from a cruise the local Customs Officer would join the police on duty in order to see if there were dutiable goods being brought ashore and the dockyard police assisted him during busy periods.

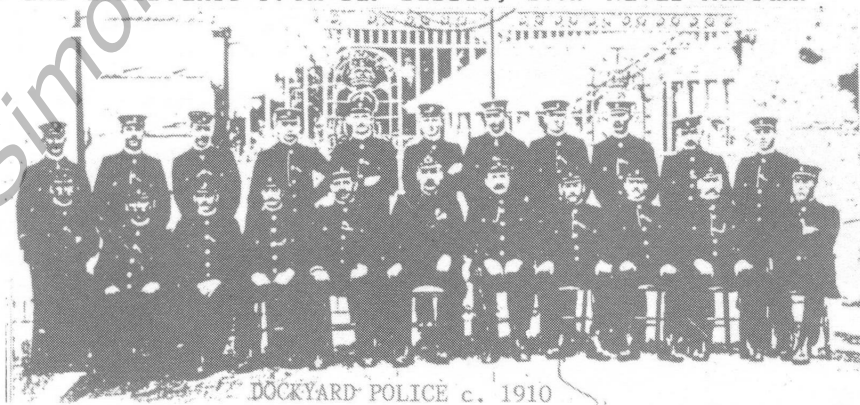
It is interesting to note that the Duke of York in 1673 felt it necessary to lay down various laws for the dockyard porters (PRO ADM 7/633 No.7) which read "he is in the absence of the Master Shipwright and his assistant to search all shipwrights, caulkers etc at their going from their labour, and take from time to time all such useful pieces of timber plank, treenails etc which under the pretence of Chipps, he shall find them carrying out of the Yard, giving notice hereof to the Clerk of the Cheque and the Master Shipwright, for their further punishment as shall be thought convenient." Nothing had changed much during the 1939-45 war in Simon's Town when all sorts of things left the dockyard - allegedly on one occasion a motor caravan which had been manufactured in the yard! Indeed this went on too at HMS MALAGAS (the Royal Naval Airstation at Wingfield) and two Simon's Town men - one locally employed and one Home Agreement - served time.

REFERENCES:

Notes on Dockyard Police Vol.2 No.1 Naval Dockyards Society Journal.

"Nongqai" Divisional Notes S.A. Police 1932.

Notes and assistance from Cdr Bisset, S.A. Naval Museum.



GARDEN PARTY AT ADMIRALTY HOUSE JANUARY 1908

From: A weekly "The Better Half" and originally titled "Doing it in Style".

"Last Wednesday several hundred folk in their nicest clothes travelled to Simon's Town in inward trepidation; a "special" was following behind laden with more smart people, who all got out at Simon's Town and all flocked through the big gates of Admiralty House, where the old order gave place to the new, the new being a wondrous improvement. Everyone went comfortably through the big gates and shook hands with the Admiral and Lady Poe. How much better was this than the ancient ceremony of scrouging through the house, to the promised land beyond, where one arrived ultimately tired and ruffled. The tea was splendid, and there were masses of lovely fruit in different spots of the garden with its Oriental, white pillared wall overlooking a calm sea. Oh! the relief of a calm sea, for it means no south-easter, and tidy hair and much comfort.

Notable Dresses.

Lady Poe was very gracious in black and white and a black hat, near her I noticed Mrs. Boyes in accordin-pleated white silk and a flowered hat. Sir John Buchanan brought his daughter, in cream voile with strappings of bright cerise lace; everyone is so sorry to hear of the illness of Lady Buchanan. Mrs. Syfret in dark blue and white muslin and hat to match, brought her daughter in a charming Empire dress of palest pink crepe de chine and a pink hat. Miss Marais in pale blue was walking with Miss Petersen, very smart in black lace and a large hat with white cock's feathers. Lady Graham came in black and mauve scarf and mauve rose hat, and her daughter in pink. Mrs Lange, from Kimberley, was in blue voile with a silk stripe and a blue hat; with her was her daughter also in blue, but over her gown she wore a long silk dust coat. From Grahamstown was Mrs. A. Douglass in green and a green corn hat. Mrs. Thompson in black and white striped muslin was chaperoning her daughter, most graceful in white muslin and a black hat. Mrs Ingram wore tailing white lace and a long pale grey silk dust coat and a white hat. Miss van der Byl wore the prettiest gown there, a slate grey with tiny flowers of all colours in applique, hat to match and a long grey cloth cloak - a useful garment and very becoming. Mrs. A. Syfret was in a very French-looking costume of yellow-green and black striped canvas made en directoire. The excitement or interest of the day centered round pretty Miss Horwood whose engagement to Mr Rigg of the Flagehip had just been announced. Miss Horwood wore white chiffon and a large white plumed hat. Miss Wolf, who is stopping at Admiralty House, wore a fascinating gown, pale green-blue crepe de chine of an Empire design, with a band of coarse lace round the hem. Mrs Vollie van der Byl, looking very cool in blue muslin, was with Mrs Jackson, who was very handsome in black. Mrs Kilpin was in black and white check silk and a flowered hat. Mrs Knight brought her two daughters, one in pale mauve voile over mauve silk and the younger in grey with a charming grey hat wreathed in green leaves. Mrs. P. Marais' gown was, what is vulgarly known to the feminine mind (if that possibly could ever

be vulgar), as "a dream" or a brown study, or better, it was of pink flowered brown Surah, with an overcoat, directoire, of brown chiffon: she wore a brown hat to match. Mrs. Maitland Park was in blue and pink, with a dainty rose hat. And so, as they say in fairy tales, the folk ate, and walked and talked. The band of the HERMES played the accompaniment, and the silk dresses swished across the green lawns and made sweeter music than the wind in the poplar trees. (This is not an original thought: it is somewhere expressed by R.L.S., whose latest "Edinburgh edition" is unprocurable at any price)."

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SHIPS' PETS "RIFLES" OF HMS HYACINTH 1917 - 1919
 "JASON" and "JACK" of HMS JAGUAR 1969

Mr John Bee of Natal whose father was Surgeon-Lt in HMS HYACINTH on the Cape station 1917 - 1919 gave us details of "Rifles" for which we are very grateful. The story is taken from one of his original longhand manuscripts.

"Rifles" was a little leopard cub when acquired. Unlike cheetahs which have grown up with humans, leopards are reputed to become untrustworthy when they are full grown, but "Rifles" grew from a small cub to full adulthood without ever harming anyone.

"At Mombasa we were given a little leopard cub which had been brought all the way from Kismayu in Jubaland, a country which belonged to us in those days, although it has since been given for some state reasons to the Italians. She lived with us and grew to full leopardhood and we called her "Rifles". The gunnery officer was her particular guide and counsellor and I was her lecturer in feline deportment and domestic economy, honorary dietician to seafaring leopards. Her uniform was a neat studded collar, and the rope of captivity was so long that she had the full run of the cruiser's quarterdeck.

Her house was at the fore-and-aft bridge, the after end of the superstructure overlooking the quarterdeck, but she seldom used it at sea. The signalmen slung their hammocks there, low down between stanchions in reasonable weather, and she slept in the one left vacant by the signalman on the watch. When he came down at eight bells he would lift her into the hammock of his relief of the middle watch, and she gave no trouble.

As she grew up we watched for signs of viciousness but none came. We had been warned not to feed her raw meat, but she became so sick on half-cooked food that we disregarded the warning. She liked to play with anyone who would, and whenever the desirability of slipping her collar crossed her mind she would slip it, lying quiet and innocent as the mutton whose bones she had been given for dinner, and would then suddenly pounce and seize a passing sailor playfully by an ankle,

demanding immediate fun and games. If he played she growled happily; if he did not she hissed and spat, sulky as any neglected beauty.

We always knew. A growl deep in her chest meant sweet content and love for everybody, but a snarling hiss meant mischief and time to be careful. When she did that we boxed her ears, when she would look astonished and almost as aggrieved as the little dog of my boyhood.

Like all young women she was temperamental and had moods. Sometimes she would not go to bed in the second dog watch as she was supposed to do, but would flatly refuse to turn in. When she was half-grown I would carry her up the ladder to her boudoir and she rather liked being carried, but she was getting heavy and as time went on this became a bit too much for me.

Insoluble problems are unknown in the Navy, and one method of persuasion never failed. Her ladyship was jealous, and the sight of females of the human species filled her with wrath. She watched them with a yellow eye whenever they came on board. She suspected these dainty visitors of being rivals for our attention, and they were often, in fact, sweethearts and wives. One of the lady visitors, sporting lasses every one, would mount the ladder, while strong hands held the leopard by a shortened rope as she strained for appetizing legs twinkling up the steps. The rest was easy. We followed on and at the top "Rifles" would be pushed into her house and the door closed securely and with speed. Her anger at the deception was regal in its magnificence. But it was her love of fun that was almost her undoing!

She liked to hide behind the after capstan and jump out upon passers-by, when she would bit amicably at their ankles. When we were steaming up the West Coast at ten knots she did this once too often, for she had slipped her collar and the object of her playfulness, a newly joined ship's boy, was taken by surprise. He sprang aside with a shriek of terror and she went over the rail into the South Atlantic. The Officer of the Watch stopped the ship and called away both sea boats on the instant. The leopard swam after us as if to the manner born, and when she took stock of the situation she altered course and swam for the boats. They brought her on board very ruffled and bedraggled. I have never heard so blasphemous an animal. She damned everybody from the Admiral downwards.

When we paid off at Portsmouth in 1919 the noise and bustle of the yard were too much for her. She still loved us but she could not stand civilians. She loathed the noise, detested dockyard hands coming disrespectfully up the gangway with bags of tools without saluting Ensign or leopard, and would spring out from behind a bollard hissing with rage. There would be an astounded yell of "Blimey, its a tiger" and a glimpse of the "mateys" running for the horizon with lightning speed. Eventually there was little work done, but a row of spectators three deep on the jetty.

She couldn't stay with us any longer. She had to go forthwith, at once, top priority, quicker than that. The Commander-in-Chief

said so, for she disliked anyone with more gold braid about him than HYACINTH had, and announced the fact with bitter criticism, not in wardroom privacy but in full publicity at the gangway when he came aboard, boatswain's mates swallowing whistles, the Captain, the Commander, the Major of Marines, the Officer of the Day, the Master-at-arms, the ship's corporals, the quartermaster and the sideboys aghast, and calling to behave and be a good girl.

The Commander took her to the London Zoo. He told us that she had settled in with no trouble at all, demoting the Leading Lion to Ordinary Cat. We had reports of her from time to time for two years, a credit to the Zoological Service, they said."

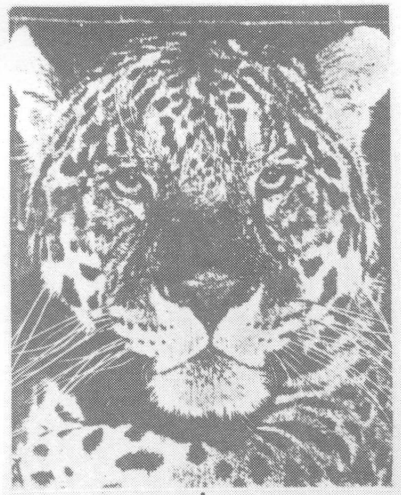
"JACK" and "JASON" of HMS JAGUAR (F37) in the 1960s.

HMS JAGUAR was a Type 41 Anti-Aircraft Frigate of 2,300 tons launched in 1957 and completed in December 1959. She spent her first three commissions on the South Atlantic and South American Station based at Simon's Town, before spending her fourth commission as part of the Western Fleet based at Chatham. In early 1969 she called here on 18 February en route to join the Far East Fleet. During her first commission she received these pets during a visit to Rio de Janeiro. They sailed back to England with the ship and like "Rifles" left to live at London Zoo. It IS difficult keeping a Jaguar aboard a small ship!

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Left: "Rifles"
with some of her
friends from
HMS HYACINTH



Above: "Jason" of HMS JAGUAR

He was the son of Rev. G Farewell, then of Clifton, Bristol, England, but was born at the family home Holbrook House, near Wincanton, which the family had owned for 300 years.

He had a short but spectacular career in the Royal Navy. He joined it at 16 years of age in 1807. His first ship was HMS AMPHION (Capt. Wm Hoste) which he joined at Spithead. Hoste was a great friend of Nelson. Hoste and Farewell were together most of the time Farewell was in the RN and they were frequently mentioned in despatches. Farewell was wounded at the island of Lissa in the Mediterranean. He then moved with Hoste to HMS BACCHANTE (38 guns) and stayed there till he left the RN in 1813 on $1\frac{1}{2}$ pay and at his own request.

He then bought a ship called FRANCES CHARLOTTE and began trading to India via the Cape. The ship was wrecked in 1820 when bringing 3,000 bags of wheat and 1,000 bags of rice to help save the Cape Colony from starvation.

In Chittagong he had been friendly with Lord Charles Somerset's brother-in-law Raymond Long, who was Governor of Chittagong, so he called on Sir Charles at Cape Town in 1822 while en route to England as a passenger in the FAME. Sadly on 14 June 1822 FAME was wrecked off Sea Point. One member of the crew and 3 passengers were lost. Farewell went to board at Keizergracht in Cape Town and there fell in love with the landlady's daughter Elizabeth Schmidt. He married her on 17 August 1822 by special licence in an Anglican service conducted by Rev. George Hough, Colonial Chaplain. The witnesses were J.R. Thompson (Farewell's Agent and backer of his Natal project) and Elizabeth's uncle (her mother's brother) E. Wolhuter.

He was granted a further two years leave from the Royal Navy, so he chartered the brig SALISBURY and took Elizabeth on honeymoon to St Helena, England and several South American ports arriving back here on 15 March 1823. The Captain and probably the owner of the SALISBURY was James Saunders King (1795-1818) whom he probably met whilst in the Royal Navy. Farewell left Elizabeth in Cape Town and chartering the SALISBURY again left for Port Natal where he surveyed the port area and Natal coast. On his passage up the coast he met up with Captain W.F. Owen at Algoa Bay while Owen was making his famous survey of the African coast.

In September 1823 Farewell returned from Port Natal to Algoa Bay to refit the SALISBURY and to obtain volunteers to settle in Natal. In October he returned to Port Natal, crossed the bar at The Bluff in the ship JULIA to found the settlement. On 20 May 1824 Henry Fynn and Henry Ogle arrived as the first two settlers. Farewell had by this time become a good friend of Tshaka and had been given the Zulu name of FEBANA KA MJOJI (the promise of friendship from King George).

Farewell then traded between the Eastern Cape and Natal and later in 1824 arrived in Natal in the ANTELOPE with 30 settlers.

He continued his trading and it appears that in this time he moved Elizabeth to Algoa Bay and a son George Robert was born on 15 August 1829 at Uitenhage.

Sadly Farewell and ex-1820 settlers Calamaish and Wm Walker were killed by the Amaquabis at Quetu's place while returning from a visit to Grahamstown. Farewell died defiantly despite many wounds, shouting his ancestors battle cry "A Farewell of Holbrook" - a cry they had used since the Wars of the Roses, when the Farewells had first aligned themselves to the Somerset family and the Plantagenets.

Farewell was dead but his end was the beginning of white settlement in Natal, for he had opened up the ivory trail, the British pioneer trail to Natal and greater South Africa. Not only was he a trail-blazer but it turned out he had a secret role in all this - he was minister plenipotentiary to the court of Tshaka; his prior pioneering was both the inspiration and the blue print for the later Great Trek.

Extracted from the book "Febana" by Elizabeth Paris Watt (Simon's Town Museum Library).

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Professor Alan Hattersley, in a biographical article on Farewell in the Dictionary of South African Biography Vol.I, states that "the huts occupied by Farewell and his followers (in 1824) may be regarded as the origins of the modern city of Durban". This article differs in some respects from the FEBANA account e.g. Five black servants also lost their lives when Farewell and his two white companions perished.

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Lt. Francis George Farewell, R.N. (1793–1829)

from a miniature by courtesy of the Durban Museum and Art Gallery

FROM THE DIARY OF REV BLAKE, CHAPLAIN R.N. HMS INCONSTANT 1880.

(This voyage set out in October 1880 taking the future King Edward VII and young Prince Louis of Battenberg on a world cruise. HMS INCONSTANT was a sailing vessel but also had a propeller which could be let down and she could then use her engines. INCONSTANT arrived here on 16th January 1880 and spent about 6 weeks at Simon's Bay).

Rev. Blake was not at all enamoured with his first view of Simon's Town and did not go ashore until 18th January when he visited Lt Sissons of the gunboat FIREBRAND, then went on to the Officers' Club and the Old Burying Ground. He used a Berthon (1) collapsible dinghy to go ashore. He had several friends here who had served with him in other ships. There was not much free time for the ship's crew as they had to help HMS CLEOPATRA coal ship and this took two days. On 20 January there was a strong south-easter blowing and HMS BACCHANTE carried away her cable. On 23 January the wind reached Force 8.

27 January he writes "The young Prince Louis is said to be a good sailor and handles a dinghy well. The BACCHANTE left at 12.30 on 26 January for Table Bay. She is to lie off Cape Town and supply pickets on shore-so the men of the Fleet can have 48 hours "general leave" from Monday. Half the ship at a time will qualify".... "After Prayers a 'landing party' was sent on shore for Gun Drill with a small 9 pounder".

28 January: "Lt May a fellow shipmate borrowed the dinghy for torpedo work.....A boat is required when firing the Whitehead torpedo for the torpedo to be aimed at, and it is her duty on the torpedo's coming to the surface of the water to lay hold and secure it till the steam launch or a cutter comes up."

Rev. Blake decided to take up an invitation to lunch in HMS TOURMALINE with Captain Durrant and fellow diners were Captain Stephenson, Commander Wright (Captain HMS FLORA), his wife and her cousin Miss Cole. Both ladies were from the Cape. They sang and played the piano very well and the party broke up about 3.30 p.m. The party then went aboard HMS INCONSTANT where they found Mrs. Dearden (wife of the Naval Chaplain in the Dockyard) with Mrs Carre (whose husband was a doctor in Simon's Town) and Mip Fairbridge and afternoon tea was laid out.

Rev. Blake then decided to go ashore and make enquiries about the health of Mrs Glenwright, the mother-in-law of Captain Taylor, Staff Commander of HMS HERCULES. He proceeded to the shop of Mr. Martin "who keeps the largest general store in Simon's Town". Mr. Martin "came to the colony as a gentleman", but who lowered himself in the estimation of his brother colonists by marrying beneath him (a publican's sister). Mrs Glenwright's house was pointed out to Rev. Blake and he proceeded thereto. Mrs. Glenwright had not seen her daughter for 9 or 10 years so she was pleased to have first hand news from Rev. Blake.

Rev. Blake then proceeded to the Naval Hospital (Old Hospital Terrace opp. our Town Hall) to visit the invalids from HMS INCONSTANT. Mainly they were suffering from complaints of a rheumatic nature. Then he and a fellow officer Mr. Clarke went for a quick swim (at Jaffa's Bay ?).

On 4 February Rev. Blake hosted Captain Royce (HMS TAMAR) and Lt Polwhele, who at 10.30 brought 2 boat loads of ladies to visit INCONSTANT. There were in all 30 ladies and 4 gentlemen. Most ladies were aged 22 or 23 down to 13 years. They "took over" the ship and flew up and down the ladders. They stumbled on to the Half Deck where the young Midshipmen held their school both a.m. and p.m. By about 11.30 the party departed for HMS CARYSFORT. This was almost as disastrous as she was "painting ship". They then returned to HMS TAMAR for a splendid lunch to which Rev. Blake repaired. Mr. Stanford who was one of the accompanying gentlemen wanted 2 fiddlers to play to the party but was unlucky in finding any. Rev. Blake suggested they ask the Admiral if some of INCONSTANT's band could be lent. Much to everyone's delight 5 midshipmen arrived too plus some 30 officers from other ships and a dance was held. It was disclosed that Mr. Stanford is a diamond digger who had made some £60,000. He was a bachelor and a host of Cape ladies lived in high hopes! Rev. Blake thought nothing of the supposed beauty of the young ladies.

Rev. Blake went to dinner at 7 p.m. with the Admiral, where his co-diners were the Captains of the Fleet and the Paymaster of HMS FLORA.

5 FEBRUARY: "A quiet day reading the papers from Home. In the afternoon went ashore to buy some grapes which here are without doubt the very best I have ever tasted. Principally black and white Muscats, they were much larger than any I have seen in England, though grown out in an open field. I generally lay in a stock of about 6 lbs at 2/- the lot, the grapes in Simon's Town generally being 4d per lb. I believe it is possible to buy a big 30 - 35 lb fruit basket of grapes at a good rate. There was a force 6 - 8 south-easter and most ships' boats were completely breached and the officers came ashore looking more like drowned rats.

6 FEBRUARY (SUNDAY): I held a church service in the Admiral's cabin and was gratified when 21 turned up for Holy Communion. The Roman Catholics went ashore to the Church despite the dreadful wind. After church I with Prince Louis had a long walk on the Quarterdeck and the Prince vouchsafed he did not think much of either the Cape or its female population! Fifty attended evening service on board and after Dinner I read them excerpts from "Plain Words" (sermons by Howe) and after that is finished I will start on "Pilgrims Progress".

13 FEBRUARY (SUNDAY): This was a quiet day with no wind for a change. Because so many had gone on shore for a walk there were very few at the evening service.

14 FEBRUARY: Captain May of INCONSTANT was about to return to England so I offered to sail him round the Fleet to say

farewells.

15 FEBRUARY: Captain May and I set off at 8.30 a.m. for Cape Town. The cart we drove was a light 2 wheeled butcher's gig with a waterproof cover opening at the sides and back, at the will of the passengers. It had no shafts, simply a pole, and was driven by two very good little horses after the style of a currick. I think I explained the method before, but if not, instead of a bar across the saddles the weight of the pole is taken by a bar suspended from the collars on the U of the horses necks, the collar being a broad strap which helps to keep the traces.

The drive was very pleasant the whole way. At first a good deal of sand had to be crossed till rounding Cork Bay when a direct strike is made by the road across to Table Bay, and thus a very fair idea of the country may be obtained by the traveller. The half-way house is about 8 miles from Simon's Town and is called "Farmer Pecks"(at Muizenberg). It has its little history, and the story goes that a Midshipman staying there a night some years ago had not the wherewithal to pay his bill in the morning, but seeing that the Hostelry had no signpost, he agreed to pay the Landlord by painting a decoration to go over his door. It is rather unique and as we had to wait some few minutes to rest the horses and allow the driver to replenish the inner man, I took the trouble to take an outline of the picture and copy the verses surrounding it. The picture represents a robust shepherd boy with a crook in hand something like this "The Gentle Shepherd of Salisbury Plain".

29 FEBRUARY: The Russian corvette left at 2 p.m. for China and she hoped to reach there within 30days, whereas INCONSTANT would take over 40 days to make Singapore. Then INCONSTANT will go straight to Japan and China and then via the Straits of Magellan home to England."

(1) BERTHON Edward Lyon (1813-1899) inventor born in London. Studied surgery at Liverpool and Dublin and live for some years (1834-40) abroad, where he experimented on screws for propelling ships. His model of a screw propeller was, however, rejected by the Admiralty, though later adopted. In 1841 he went to Cambridge University and took Holy Orders in 1845. His other mechanical inventions were "Berthon's Log" for measuring the speed of ships, an instrument for discovering the trim of a boat, and collapsible boats, which were first ordered by the Admiralty in 1873. He wrote his reminiscences under the title "Retrospect of Eight Decades 1899".

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SHIPS ON THE CAPE STATION 1821 - 1875.

YEAR	COMMANDER	R A T E S						SLOOPS BRIGS	STEAM VESSELS	TOTAL
		1	2	3	4	5	6			
1821	LAMBERT	-	-	1	-	-	4	7	-	12
1822	"	-	-	-	-	1	1	3	-	5
1823	NOURSE	-	-	-	-	1	2	4	-	7
1824	"	-	-	-	-	1	1	2	-	4
1825	CHRISTIAN	-	-	-	-	1	1	1	-	3
1826	"	-	-	-	-	1	1	2	-	4
1827	"	-	-	-	-	1	1	2	-	4
1828	"	-	-	-	-	1	1	3	-	5
1829	SCHOMBERG	-	-	-	-	1	1	5	-	7
1830	"	-	-	-	-	1	1	3	-	5
1831	"	-	-	-	-	1	1	4	-	6
1832*	WARREN	-	-	-	1	3	2	9	1	16
1833*	"	-	-	-	1	-	1	5	1	8
1834*	"	-	-	-	-	1	1	8	1	11
1835*	CAMPBELL	-	-	-	-	1	-	10	-	11
1836*	"	-	-	-	-	1	-	13	-	14
1837*	"	-	-	-	-	1	-	15	-	16
1838*	ELLIOTT	-	-	-	1	1	-	15	-	17
1839*	"	-	-	-	1	-	-	18	-	19
1840	KING	-	-	-	1	1	2	18	-	22
1841	"	-	-	-	1	1	2	18	-	22
1842	"	-	-	-	1	-	1	9	-	11
1843	PERCY	-	-	-	1	1	2	7	-	11
1844	"	-	-	-	1	1	2	5	1	10
1845	"	-	-	-	1	1	2	4	1	9
1846	DACRES	-	-	-	2	-	2	4	1	9
1847	"	-	-	-	1	-	4	4	1	10
1848	"	-	-	-	1	-	2	5	3	11
1849	REYNOLDS	-	-	-	2	-	2	4	2	10
1850	WYVILL	-	-	-	-	1	-	4	2	7
1851	"	-	-	-	-	1	-	5	2	8
1852	"	-	-	-	-	1	-	7	2	10
1853	TALBOT	-	-	-	-	1	-	5	2	8
1854	Book missing									

contd. p.80

* = including West Coast of Africa station.

The above figures are taken from the January List of each year of the "Monthly Lists of Ships in Commission" at the Public Records Office, Kew. From 1855 onwards the List Books are printed and the contents arranged in a different fashion.

RATING OF R.N. SHIPS 1746-1816:

1st Rate: 3 decks of over 100 guns - 800 men - 180 ft long
 2nd Rate: 2 decks of over 80 guns - 650 men - 170 ft long
 3rd Rate: 2 decks of over 70 guns - 600 men - 160 ft long
 4th Rate: 2 decks of over 50 guns - 350 men - 140 ft long
 5th Rate: 2 decks of over 36 guns - 280 men - 130 ft long
 6th Rate: Frigates of over 24 guns - 125 men

NUMBER OF SHIPS ON THE CAPE STATION 1855 1875

YEAR	COMMANDER	NO. OF SHIPS			NO. OF MEN
		SAIL	PADDLE	TOTAL	
1855	TROTTER	6	1	7	897
1856	"		7		927
1857	GREY		6		1,104
1858	"		7		1,174
1859	"		8		1,239
1860	"		8		1,451
1861	KEPPEL		8		1,495
1862	WALKER		8		1,321
1863	"		7		1,345
1864	"		7		1,412
1865	In this year the foreign stations were grouped in a new manner, the Cape being joined to the East Indies, but this arrangement only lasted 1 year.				
1865	COCKBURN		9		1,791
1866	"		3		458
1867	CALDWELL		3		446
1868	RANDOLPH		3		506
1869	"		3		507
1870*	DOWELL		13		1,397
1871*	"		11		1,131
1872*	COMMERELL		10		1,095
1873*	"		10		1,175
1874*	HEWETT		12		1,954
1875*	"		9		1,299

* = again joined to West Africa Station.

In 1856 a new scale according to complement, instead of complement together with number of guns, was introduced to rate ships.

Steam ships		Sailing ships	
1st Rate over	1,050 men	1st Rate over	970 men
2nd Rate over	750 men	2nd Rate over	720 men
3rd Rate over	600 men	3rd Rate over	600 men
4th Rate over	475 men	4th Rate over	440 men
5th Rate over	300 men	5th Rate over	300 men
6th Rate over	180 men	6th Rate over	185 men
Sloops over	100 men	Sloops over	80 men
Smaller ships, commanded by lieutenants:	36-90 men	Gun-brigs, cutters and schooners	50-65 men

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