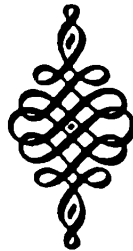


SIMON'S TOWN HISTORICAL SOCIETY

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OBITUARY
PROFESSOR ERIC AXELSON
VICE-PRESIDENT OF THE SOCIETY 1983-1998

Eric Axelson attended Durban High School, Natal University College and the University of the Witwatersrand. His historical research focused on the early seaborne explorers and shortly before he died he published his last book VASCO DA GAMA; THE DIARY OF HIS TRAVELS THROUGH AFRICAN WATERS 2497-1499. His first volume on the Portuguese in southern Africa was published in 1940. He did much of his research in the Archives of Portugal and inter alia spent seven years as a research officer with the Ernest Oppenheimer Institute of Portuguese Studies at the University of the Witwatersrand. When a young researcher he located and identified the remains of the cross (padrao) of Bartholomew Diaz at Kwaaihoek in 1938. In 1988 Axelson produced a handsome volume on Diaz and his successors. He was the chief editor and contributor.

Together with his late wife Hilda, Professor Axelson took a very keen interest in our Society and frequently attended our Museum functions. He gave unstintingly of advice and encouragement on many historical questions which we posed from time to time. In 1965 he was the prime mover in founding the Historical Society of Cape Town. The Society has certainly been fortunate in having someone of Professor Axelson's talents to help and guide them over the years. He thought that the Society should make history interesting for its members and was pleased that the Bulletin provided articles that were easily readable and not stiffly professional or overloaded with academic baggage.

The Society offered its condolences to the family on Professor Axelson's death on 30 September 1998.



FLAG OFFICERS OF THE CAPE

Vernon White

Part XIX 1920 - 1922 Vice-Admiral Sir W.E. Goodenough

In 1918 at the end of the 1st World War Britain emerged as the strongest naval power in the world with more ships in the Royal Navy than the combined fleets of the U.S.A., France, Italy and Japan, and with a complement of more than 37,000 officers and 400,000 seamen. However, as always, after a victorious but exhaustive war the British Government was required to make major defence cuts in order to restore the country's economy. In August 1919 the so-called "ten years rule" was adopted by the Government which decreed that the armed forces should base their preparedness for war on the assumption that there would not be a major global conflict within the next ten years, an assumption that was abandoned in 1933. It was with this background that the post World War I Royal Navy began to change. In 1919 the Cape of Good Hope Station became the Africa Station which it remained until becoming the South Atlantic Station in 1939.

The change to the Africa Station took place during the tenure of Vice-Admiral Hon. E.C. Fitzherbert, C-in-C Cape from 1918-1920 whose successor was Vice-Admiral Sir William E. Goodenough CB KCB. Significantly, in 1919 the British Government had accepted the mandate for German East Africa, whilst in the same year South-West Africa became the mandate of South Africa. These 2 ex-German territories now came within the naval jurisdiction of the C-in-C Africa Station.

Born on 2 June 1867 William Edmund Goodenough was the second son of Commodore J.G. Goodenough CB who died of wounds on board HMS PEARL in August 1875, received at the hands of some Polynesian islanders whilst serving as Commodore on the Australian Station. In 1882 at the age of 15, William Goodenough joined HMS NORTHAMPTON (Captain Noel Digby RN) at Port Royal in Canada. Whilst in HMS NORTHAMPTON Goodenough served under the C-in-C Admiral Sir Francis L. McClintock the Arctic explorer who was a contemporary of Vice-Admiral Sir Edmund Pöe who later became C-in-C Cape of Good Hope Station in 1907 - 1908. As a Commander RN Pöe served in HMS NORTHAMPTON from 1875-1882 relieving Commander Fowkes RN who was later to influence Goodenough's career in the Royal Navy. In 1886 Goodenough returned to England, where after a short spell of leave he joined the Training Squadron, followed by courses at the Royal Naval College, Greenwich and in HMS EXCELLENT, the naval gunnery school. After this period of training Goodenough was invited by Commander Fowkes, his former Commander in HMS NORTHAMPTON to join HMS RALEIGH as assistant navigator, the ship in which the late Commodore Goodenough had once served as 1st Lieutenant. William Goodenough's shipmates in HMS RALEIGH on a voyage to Ceylon and Singapore were two midshipmen Roger Keyes, later Admiral of the Fleet Sir Roger Keyes of Dover Patrol fame in 1918, and Lionel Halsey later Admiral Sir Lionel Halsey. The RALEIGH was a full rigged steamship and a flagship on the Cape Station. Her 1st Lieutenant in Goodenough's time was Luard with whom Goodenough played rugby for the Villagers in Simon's Town

in 1888. Whilst in the Cape the young Goodenough came to know the Governor Sir Hercules Robinson and his wife, the daughter of Lord Valentine. Lady Robinson's first name was Rose D'Amour, so named after her father's racehorse.

After a visit to Freetown in 1889 Goodenough learned on his return to Simon's Town that he had been appointed to the Royal Yacht under the command of Captain John Fullerton RN. On board he was obliged to wear gold laced trousers and a gold laced waistcoat, but any discomfort on this account was overcome by an invitation by the Queen to dine at Osborne with the Shah of Persia and the Kaiser. After his tour of duty on the Royal Yacht, Goodenough was posted to Malta from 1890 to 1896, first to the brig HMS MARTIN as 1st Lieutenant and then for three years in HMS TRAFALGAR (Captain Broderick Thomas RN).

Following a further gunnery course in HMS EXCELLENT in 1897, Goodenough was appointed 1st Lieutenant in HMS MINERVA (Captain Ferris RN) on the China Station, then in HMS CHARYBDIS (Captain Callaghan RN) and finally in HMS HERMIONE. In 1900 he married the Hon. Margaret Stanley OBE eldest daughter of the 4th Lord Sheffield of Holyhead. A daughter was born in 1901 and a second daughter in 1904. Promoted to Commander, William Goodenough served in HMS RESOLUTION and HMS FORMIDABLE.

On completion of his tour of duty on the China Station Goodenough was promoted Captain in 1905 and appointed Captain in command of the Royal Naval College, Dartmouth, where he remained until 1907. He then returned to sea and was appointed Flag Captain to Admiral Sir John Jellicoe in HMS ALBEMARLE, followed by an appointment as Flag Captain to Sir George Callaghan in HMS DUNCAN in the Mediterranean, and was present during the relief operations following the earthquake in Messina, for which he was made a Commander of the Italian Order of St Maurice and St Lazar. In 1911 as Captain of HMS SOUTHAMPTON Goodenough escorted King George V as Emperor of India and HRH Queen Mary as Empress of India, to Bombay for the Delhi Durbar in December 1911.

During August 1911 the Admiralty and the War Office had begun co-ordinating strategic planning for a possible war with Germany. For eleven months in 1912 Goodenough was in command of HMS COLOSSUS under Admiral Sir John Jellicoe, before being promoted to Commodore 2nd Class in command of the First Light Cruiser Squadron. In that year he was made a Member of the Royal Victorian Order. As a Commodore Goodenough visited Kiel in 1914 and then saw action in the Heligoland Bight in that year and in the Dogger Bank action in January 1915. He subsequently was awarded the order of St Vladimir of Russia 3rd Class. In 1916 Goodenough was promoted to Rear Admiral and was second in command of the Battle Fleet in HMS ORION and was present at the Battle of Jutland when he was mentioned in despatches and made a Commander of the Order of the Bath.

From 1918 to 1920 Rear Admiral Goodenough was Admiral Superintendent Chatham Dockyard and was advanced to Knight Commander of the Order of the Bath in 1919. Promoted to Vice-Admiral in 1920 he received the French Croix de Guerre in that year. In May 1920 Vice-Admiral Sir William Goodenough KCB CB MVO RN and

Lady Margaret Goodenough arrived in Cape Town on a Union-Castle liner to take up his appointment as C-in-C Africa Station, when to use his own words "his cup of happiness was filled to the brim". The Governor of the Cape at that time was Lord Buxton, whose wife was a cousin of Lady Margaret Goodenough.

During his time in South Africa Admiral Goodenough became a close friend of General Smuts and a friend of Denys Reitz. He travelled extensively in Portuguese East Africa and in Southern Rhodesia accompanying Price Arthur of Connaught on his trip to Bulawayo and Basutoland. In 1921 Admiral Goodenough visited St Helena and Ascension Island whilst touring the West Coast of Africa.

On leaving the Cape in June 1922 Admiral Goodenough was given a private dinner party by General Smuts in the House of Assembly in Cape Town. After spending two years as C-in-C Africa Station, from 1920 to 1922, he became Vice-Admiral commanding the Reserve Fleet from 1923 to 1924 and C-in-C Nore from 1924 to 1927, being promoted to full Admiral in 1925. From 1929 until he retired in 1930, Admiral Goodenough was the first Naval and Principal A.D.C. to the King. On being placed on the retired list in 1930 he was awarded the Grand Cross of the Order of the Bath.

A member of the Port of London Authority and Chairman of the British Sailors Society and Chairman of the R.N. School for Daughters of Naval Officers, Admiral Goodenough enjoyed an active retirement. A Fellow of the Royal Geographical Society, he became the Society's President from 1930 to 1933. At the age of 77 years Admiral Sir William Goodenough GCB KCB CB MVO RN died on 30 January 1945 at his home in Coulsden, Surrey, having spent forty-eight of those years actively engaged in the Royal Navy.



Father of Sir William whose death (see previous page) is commemorated by Cape Goodenough in Papua New Guinea.

CAPTAIN J. G. GOODENOUGH, 1871

Donald Newby

He was Simon's Town's first Harbourmaster. He was born in the Orkneys in about 1745 on one of those bleak, windswept islands. He did not come from an impoverished background. His father owned property "but was hardly landed gentry". Trail had seafaring in his blood. He joined the Navy and soon rose through the ranks. He became an officer and served as such under Nelson during the American War of Independence (1781-83). Horatio Nelson was later to say of him: "I consider him the very best master I had ever met with, and from what I have seen since, I have no reason to alter that opinion. Having never lost sight of Mr. Trail in life, I have always had reason to highly esteem his character." The reality is that Lord Nelson was not the least bit interested in character but only in seafaring and disciplinary abilities. This picture emerges frequently in a study of Trail's life. Rear Admiral Elphinstone (later Lord Keith) likewise regarded Trail favourably: "I beg leave to recommend to your Lordships (of the Admiralty) that Donald Trail is active, attentive and able."

It appears that Trail had two serious defects in his basic make-up. He had a total disregard for the feelings and suffering or even death of anyone belonging to the lower social orders: this included members of his crew. The other was his insatiable love for money. These two deficiencies were to be the obsessive influences that propelled him through life.

The undoubted abilities emphasised by Nelson created the paradox that enabled him to bluff his way through life, helping him to achieve his objectives. What he did after 1783 is not known. Possibly he was involved as a captain in the slaving trade because in 1789 he was chosen by the contracting firm of Camden, Calvert & King, who had previously been involved in slaving, to be captain of the NEPTUNE. This was one of the three "hellships" of the Second Fleet transporting convicts to Australia at a critical stage in those initial days of the scheme as conditions in the new penal colony were desperate. The reasons for this can be briefly explained. In doing so, Donald Trail's involvement in the complicated overall picture can be understood and assessed.

THE FIRST FLEET

This consisted of eleven ships which left England in 1787 on the 16,000 mile voyage to Botany Bay on the eastern coast of Australia, to establish a penal colony. The human cargo was the first of 160,000 convicts transported over the next 80 years. There were two naval ships - only one was of significant size - six convict transport vessels and three supply ships. There were over 1,000 convicts plus the crews. The fleet sailed in convoy and arrived simultaneously.

Port Jackson was unexplored apart from the brief landfall made by Captain Cook when he discovered the eastern seaboard of the continent in 1770, seventeen years earlier. There were

insufficient supplies to last until the long delayed Second Fleet arrived. As all the convicts and crew were city dwellers, all attempts to grow crops failed.

When starvation threatened, Governor Arthur Phillip, who was in charge of the First Fleet settlement, sent the larger of the naval vessels, HMS SIRIUS to Cape Town via the more dangerous but shorter route around The Horn for supplies. The gamble paid off. The SIRIUS arrived in Cape Town, delivered the mail, took on supplies and returned to Australia. He also sent urgent despatches to be relayed to the Admiralty in London, requesting supplies, trained artisans and agriculturists. These pleas were initially largely ignored. When the new supplies brought by the SIRIUS from Cape Town were exhausted, Phillip remembered that Cook had reported that Norfolk Island appeared to be a source of natural food, so he dispatched the SIRIUS on that 1,000 mile trip.

There was not only no food on the island but the SIRIUS was also wrecked when attempting to land there. Now Botany Bay was completely isolated from the rest of the world. It is no wonder that the Second Fleet's arrival was so eagerly awaited.

THE SECOND FLEET

This became known as the Death Fleet. Michael Flynn states: "it represents a human tragedy which could have been avoided. The cause lay in the British Government's desire to reduce expenditure on convict transportation. This led ministers and officials to accept the unrealistically low tender of Camden, Calvert & King. The actions of the firm's employees were characterised by greed, negligence, a lack of concern for the value of human life and outright cruelty."

The contract signed by the Navy was poorly framed and their supervision of the contractors was inadequate. Watkin Trench, a British army officer whose 2 books about early Australia have become classics commented: "the contractors violated every principle of justice and rioted on the spoils of misery, for want of a controlling power to check their enormities is effectively the criticism of a form of the modern concept of self regulation."

It meant simply that Camden, Calvert & King, who were previously contractors for slave ships, were able to assemble, without any restraint, three ships for convict transport. These were the NEPTUNE (Trail), (not to be confused with the NEPTUNE sent to the Cape in 1849 in the attempt to establish a penal colony), the SURPRIZE (Anstis) and the SCARBOROUGH (Marshall). Of these, only the NEPTUNE was suitable for such a long voyage. The SURPRIZE was a "wet ship", meaning that the convicts, chained together in the hold had to sit in water that was waist-high even if the weather was only moderately bad.

The contractors were also allowed to choose three suitably brutal and unscrupulous captains - Donald Trail, Nicholas Anstis and John Marshall.

The Second Fleet must be considered to consist of two vastly different halves - the three "hellships" under the control of Camden, Calvert & King, who were burdened by profit motives, and the so-called supply ships. These were the LADY JULIANA, the JUSTINIAN and the GUARDIAN. These are best dealt with first.

The LADY JULIANA was privately owned with little apparent control of her cargo and movements. In fact, she carried few supplies although she had room for many more. She was actually a 4th transport ship. Her main cargo was 226 female convicts, many of whom were prostitutes from London. She made a very leisurely trip to Australia, taking twelve months altogether, stopping for lengthy periods at three ports, especially Rio de Janeiro. She became known jocularly as the "floating brothel". Her eagerly and long awaited arrival in Australia was a huge disappointment. Not only because of the scanty provisions she carried but on account of adding 226 extra hungry mouths to be fed in the already starving settlement. She was also the bearer of the bad tidings of HMS GUARDIAN. There were no deaths and little illness during her "luxury" cruise. The JUSTINIAN by contrast made a record-breaking five month trip, making only one brief stop at the Cape Verde Islands. She only carried provisions and supplies, tempering the gloom caused by the LADY JULIANA when she arrived just eighteen days later.

The voyage of the supply ship HMS GUARDIAN is dealt with in more detail because it has been well documented. It was the only supply ship that had almost direct contact with Donald Trail's NEPTUNE and the other "hellships" during her voyage. The loss of the GUARDIAN also contributed to the sad state of deprivation which created such an ideal situation for Donald Trail and the other two captains to exploit when they arrived at Botany Bay.

The GUARDIAN and her cargo were the response to Governor Phillip's frantic appeals sent in his despatches delivered by HMS SIRIUS to Cape Town. Although the response to his pleas was tardy, it was thoroughly organised. There were sufficient supplies, in addition to those supposed to be carried by the LADY JULIANA, to last the colony for up to two years. In addition were the horticulturists selected by Sir Joseph Banks who was the wealthy botanist with Captain Cook twenty years previously. He also designed and financed a hot-house on board to carry a selection of suitable plants. Also, the GUARDIAN carried certain livestock which were supplemented with larger animals such as sheep and cattle in Cape Town.

There were only 25 convicts on board. These were specially chosen for their skills as agricultural workers and artisans. They were to receive the same rations as the crew. These were a welcome improvement on the meagre rations that they had been allowed in the hulks. These men were to prove their worth in the hardships to follow. The fact that they from time to time assisted the crew in their seafaring duties also helped. (Convicts were kept in hulks in English ports and estuaries whilst awaiting transportation). The GUARDIAN, with its selected cargo of supplies and provisions and specialised ship's company totalled 124 men.

The captain was 26 year old Edward Riou, who had had an illustrious 14 year naval career. His splendid qualities and character is shown in his letters to his family and those to the Admiralty. His discipline over the motley, ill-assorted people in his care was remarkable in those days of brutal control of crew. The GUARDIAN sailed in 1789, six weeks after the LADY JULIANA, arriving at the Cape three months before her after an uneventful trip. She set sail on the final leg to Botany Bay on 11 December 1789. A course to the south was taken to avoid fierce winds. Unfortunately, the ice fields extended further north than usual and the ship was suddenly surrounded by icebergs. A heavy fog descended - the ship struck an iceberg and was badly holed. The whole rudder was destroyed and the pumps were manned immediately. The livestock and various other heavy supplies were jettisoned to lighten the ship.

As this happened 1,400 miles from Cape Town, the prospects of surviving were bleak. There was no help available and there was only room for some in the lifeboats. These were launched but only one, whose occupants were carefully chosen by Riou, made it back to Cape Town. There were sixty people left on board including twenty convicts, who were largely responsible for the almost continuous manning of the pumps. The pouring of water into the ship and the inability to steer illustrates what a remarkable show of seamanship Riou displayed in sailing the GUARDIAN back 1,400 miles to Cape Town, arriving on 11 February 1790.

Riou arranged to have her beached in Cape Town as the task of pumping was becoming intolerable and unnecessary. The damage on inspection was such that she was beyond repair. The Captain's immediate desire was to send as many of the provisions on to Botany Bay as possible. He was expecting the JUSTINIAN to arrive imminently but of course, she never called in at Cape Town. The laggardly LADY JULIANA eventually arrived but only accepted a few of the provisions Riou offered. The NEPTUNE, SURPRISE and SCARBOROUGH arrived on 13 April. Due to bad weather, they were unfortunately only able to anchor in Simon's Town, making communication and transfer of provisions and convicts difficult. All the specially selected company had already been sent back to England. The rest had been lost at sea in the life boats of the GUARDIAN.

After the three "hellships" arrived in Simon's Town, Edward Riou received a letter on the 18 April from Lt John Shapcote who was the naval agent in charge of the three convict ships. In it he informed Riou that if there were any provisions to be sent to the ships, they had to be loaded by the 28 April as he, Shapcote, had given orders for the fleet to sail on that day. The tone of his letter and the attitude of Shapcote in subsequent encounters, caused Riou to distrust the man. Riou therefore arranged for as many supplies as possible to be transported to Simon's Town on an American ship. He then made a trip there overland to ensure personally that these supplies were loaded effectively into the convict transports.

He also had to escort personally the twenty convicts to be loaded onto the transports and he travelled with them by road. He was

alarmed that up to that stage, the mortality rate was so high. Of the 499 convicts on the NEPTUNE, 45 men and 1 woman had died. Of the 254 on the SURPRISE, 8 men had died. On the SCARBOROUGH, 15 out of 253 had died. This latter ship had also been in the First Fleet and not a single death had occurred on that whole voyage.

Feeling a debt to the convicts, Riou requested that they be given decent treatment on the voyage and pardons known as "tickets of leave" on arrival. (This meant that they had to stay in Australia for the remainder of their sentences but were allowed to travel freely and work wherever they chose). There were empty berths available but they were thrown in with the other convicts. This request had been sent to London, so meanwhile the convicts were assigned to the NEPTUNE (12) and to the SCARBOROUGH (8). Despite being in very much better condition than the other convicts, 6 of them died. By the time they reached Australia, the Admiralty had ordered pardons for the remainder. At least 9 of them received tickets of leave, according to the available records.

In contrast to the three captains of the Death Fleet, Riou became overnight a hero in England despite the efforts of John Shapcote in his letters to the Admiralty to portray Riou in a poor light. He said that Riou was "difficult, disobedient and obstructive". Only in his daily log does he reveal his true opinion of the naval agent. Many provisions were left to rot in storage in Cape Town due to the agent's behaviour. The question arises whether the naval agent, Shapcote, was in collusion with Donald Trail. Michael Flynn sheds some light on this later. In the New South Wales records, Shapcote was referred to as "lax, incompetent and irresolute". This endorses Riou's opinion of him.

THE VOYAGE OF THE DEATH FLEET

These three "hellships", sailing in convoy, left England in January 1790, spending fifteen days in Simon's Town from 13 April to 28 April and arrived at Botany Bay in June 1790. They conveyed 1,006 convicts. There were 499 on the NEPTUNE, of which 158 died, 254 on the SURPRISE of which 36 died, and 253 on the SCARBOROUGH of which 73 died, i.e. out of 1,006 a total of 267 died. At least another 150 perished after landing. This was the worst record of all the ships in the 80 years of the transportation of convicts. When a surgeon could be spared from the various wars, his presence on board a transport ship would ensure reasonable care of the convicts and a low mortality rate.

Each of these three ships had a ship's surgeon on board. Somehow they failed miserably in their duties. The journey to the Cape was not unduly long, but the ravages of scurvy and other diseases - due mainly to starvation - were beginning to take their toll. In a letter to the Admiralty from the Cape, Shapcote stated that in view of this he had ordered additional rations plus fresh fruit and provisions to be issued to all the

convicts. The financial restraints imposed by the contractors and enforced by the captains prevented this. The fleet duly sailed on 28 April.

Shapcote had only two weeks to live. Here is Donald Trail's version of what happened on the evening of 11 May and the early hours of 12 May 1790. He stated that Shapcote had been in a declining state of health for some time but on the night of his death, he had dined with himself and Mrs Trail, Captain Nepean and the surgeon (William Gray). "He eat very heartily of sallad, bread and cheese, and said he felt himself much better than he had for some time before and went to bed at 9 o'clock." Between 3 and 4 a.m. a female convict "who had constantly attended on Shapcote" came to the chief mate with news of his sudden death. (This is the only available version of Shapcote's death as well as the first realisation that Mrs Trail was on board). As this is only Trail's version, some questions arise in view of the suddenness of the death:

1. Did Trail have a hand in it? He certainly blamed Shapcote for the contribution that inadequate rations made to the high mortality rate. Was he attempting to shift attention away from himself?
2. The female convict no doubt had a great deal of sympathy for her fellow convicts and could have had a revengeful hand in her charge's death.

Intriguing as these possibilities are, it is probable that Shapcote died of a stroke or a heart attack.

It is difficult not to wonder at the callous disregard of those present at this cosy dinner, for the feelings of those undergoing the unpleasant and vile conditions only a few feet below in the hold. Admittedly there was some type of fever contracted at the Cape which also caused some of the deaths of the much weakened convicts. Another factor - which Trail tends to emphasise heavily - is that the weather made it difficult to light fires to cook the food. The weather was also blamed for his neglecting to give the convicts fresh air and exercise.

Some of the stories that emerged from that voyage are horrific. One was of a convict eating the bread poultice that had been placed on the sores caused by his leg irons. Another was that in some instances when a convict died, the man to whom he was chained would not report the death so that he could eat the dead man's ration until the death stench became unbearable. Donald Trail maintained that he had ordered extra rations to be issued to the convicts after the death of Shapcote but this was unlikely considering the various versions of events that eventually emerged.

Captain William Hill of the New South Wales Corps who travelled on the SURPRISE, thought that "the horrors of the slave trade were merciful beside the treatment of the convicts". He railed against the villainy, oppression and shameful speculation of Donald Trail of the NEPTUNE and Nicholas Anstis of the SCARBOROUGH. He thought Trail was a "demented sadist and that Anstis was little better". Their interests coincided with those of the contractors. The more convicts that died, the more food was saved. Brutality was common amongst their captains in those

days of the transport of slaves and later convicts, but Donald Trail was far more brutal than others. This view was also expressed by Elizabeth MacArthur in her journal. She sailed with the fleet because her husband was also an officer in the New South Wales Corps. He died after contracting the same fever in Cape Town which affected the convicts on the NEPTUNE. She was also of the opinion that Trail and Shapcote worked closely together and that Shapcote was somehow beholden to Trail. According to Michael Flynn, she was transferred from the NEPTUNE to the SURPRIZE after her husband died, as her opinion of Trail became obvious.

On the last leg of the voyage, conditions below decks must have degenerated quickly. With no sanitation and no exercise, the poor devils lay in their own filth and excrement. The days of bread poultices must have been long past as any self-indulgent surgeon would not have subjected himself to the sight and smell on a visit below deck.

On arrival at Botany Bay, the few that were fit enough stumbled up the beach, the stronger helping the weaker. The colony's Anglican chaplain, Rev. Richard Johnson, counted the sick; 269 people on the NEPTUNE were incapacitated - which meant that out of 499 prisoners embarked, only 72 had landed in fair health. The figures for the SURPRIZE and SCARBOROUGH were less terrible.

"Johnson braved the 'tween deck's stench of the SURPRIZE but he could not face going below on the NEPTUNE". These scenes did not deter the captains. "And in fact, when the Second Fleet reached Sydney and disgorged its cargo of the dead, the dying and the sick, the first thing that Trail and Anstis did was to set up a market on shore to sell the leftover food and clothing to the starving pioneers of the First Fleet. These were snapped up at exorbitant prices". Who would guess that at £17.7/- per head, dead or alive, there was still profit to be realised on the transaction?

If post-traumatic stress syndrome had been identified in those days, how many of the original settlers must have suffered from it? A poor legacy to build a nation upon was left on that beach. With all the misery that the three captains caused, with so many death of convicts, most historians have recorded the following:

1. That Donald Trail absconded from England to avoid prosecution and
2. that when he was at last brought to trial, it was for the death of one convict and
3. that he was found not guilty.

Michael Flynn's version was different. The only retribution, if it could be counted as such was that Donald Trail and his first-mate, William Ellerington, were charged with the murder of two crew members - John Joseph and the 6th mate. This occurred after the trip to Australia.

An account of this trial demonstrated further the darker side of Trail.

THE TRIAL OF TRAIL AND HIS 1ST MATE

A condensed extract from Michael Flynn's book follows:

The trial was reported in most papers and was undoubtedly a sensational one, playing to a packed public gallery as considerable interest was shown in another trial at the same session: that of Captain Kimber of the slave ship RECOVERY who was found not guilty of the murder of an African slave girl at sea off the island of Grenada.

Trail and Ellerington were first tried on an indictment for the murder of John Joseph, the Portuguese cook of the NEPTUNE. The first witness was the seaman Robert Fletcher. He said that when the ship was off the Chinese coast on 9 October 1790 the cook had been scalding his coppers in the galley when Ellerington called him on deck. When called a second time he came to the ladder and called out "here I am, who wants me!" The enraged Chief Mate reached down and took him by the hair saying "You Rascal is that an answer for me". He struck the cook with his fist several times and then picked up a billet of wood ("thicker than my arm" said Fletcher) and beat him over the back three or four times. The cook called out "you are not content with stealing my slush but you beat me besides". Ellerington shouted "you Rascal do you call me a Thief" and pulled him on deck by the hair and beat him very heavy on the body with a rope.

Joseph who had stripped to the waist while working on his coppers, was by now covered with welts. His accusation of theft related to Ellerington's forbidding Joseph from keeping the slush or fat residue from cooking, a customary privilege of ships' cooks. The mate then called Captain Trail who ordered Joseph to be lashed to the main rigging and flogged. After two strokes from the boatswain's mate, Trail exclaimed "this is play" (or "poh, that is nothing" according to another witness) and ordered the boatswain to take over and lay the strokes hard. After eleven more lashes Joseph's back was all over blood and mangled. He was let down and lay on the booms, unable to walk. Ellerington walked up to him saying "you're not content?" then kicked him in the right side as hard as he could. He then took hold of him and shoved him aft to the Poop Ladder and struck him several times with his fist and put him in Irons for 3 or 4 hours.

NOTE:

1. SLUSH - the fat residue left after cooking. In sailing parlance it was used to lubricate the upper sections of the mast on which the yards were hoisted. Its use here must have referred to an edible form of dripping to be regarded as a perquisite.
2. CHIEF MATE: Usually refers to the 1st Mate except on some American ships.

When Joseph was flogged, the ship was well on its way to China. On reaching Macao, Mrs Trail went ashore and took lodgings. She was accompanied by the cook ostensibly as an interpreter and servant. He complained of a sore back and was often delirious. Three weeks after the incident, he died in hospital.

The evidence of the sailors was discredited. The second charge was dropped. It was obvious that the legal system and the Naval Board ensured the protection of Naval officers. This is further illustrated by a curious twist of fate: the same judge presided sixteen years earlier at the trial of Thomas King, the captain of a slave ship who knocked over a crew member and kicked him in the side of the chest so hard that he died of internal haemorrhage some days later. His offence was that he could not produce a knife at King's request to free a tangled rope when a cable broke. It was required of seamen to carry a knife at all times but there were three other seamen present who could produce a knife so the punishment was extremely severe. Thomas King was acquitted because of a legal technicality - the court could not decide whether it was murder or manslaughter!

A further coincidence was that King was subsequently invited to join the firm which became the contractors to the Death Fleet as Camden, Calvert & King! The London newspapers were full of all aspects of the trial and public opinion was expressed in letters to the press. But just when the articles and letters began to touch on the treatment and mortality rate of the NEPTUNE's convicts, they were replaced by interest in the events on the Continent, with the imminent war with France. Otherwise public opinion might have put a great deal of pressure on Donald Trail, especially when one article had printed Governor Phillip's letter from Australia of July 1790, giving his version of the iniquities of the Second Fleet.

On Trail's acquittal in 1792, he rejoined the Navy and was a Master of a succession of ships. By the time the war between England and France broke out in 1795, he was a Sailing Master aboard HMS MONARCH.

THE FIRST BRITISH OCCUPATION OF THE CAPE IN 1795

To establish this, the British Fleet under Rear-Admiral Elphinstone (Lord Keith) sailed into Simon's Bay in 1795. The flagship was HMS MONARCH with Captain Trail as master. In this post and with the aforementioned testimonials from Horatio Nelson and Lord Keith, it was logical that the Governor received a despatch as follows: "I have thought it necessary for His Majesty's services as well as for the quiet of the inhabitants to appoint Mr. D. Trail as Harbour Master at 5/- a day".

This post ensured that Trail had complete control of the harbour, including the supervision of the victualling of all the ships using Simon's Bay. To a man of his nature and inclinations, he could not have created a more suitable situation if he himself had organised it. He quickly ensured that all the ships entering the harbour had to deal directly with him. He thus had the monopoly for buying and selling all the provisions that were available in this manner. This was convenient because alternative trading via Cape Town was difficult because of the bad roads and poor communications.

As a place to live and base for his activities, Trail entered into a lease with the government for the 3 morgen property

"Oatlands" at Simon's Bay (now occupied by the South African Navy). Under the Dutch East India Company this area was known as the Groot Tuyn and was used for growing vegetables for the Company's use. Under the British rule it became known as The Garden. After Trail's lease expired it became the official residence of the Commandant of Simon's Town Col. Graham and when it was occupied by Col. Somerset after Graham's death, its name was changed to Oatlands. In terms of the lease, it was agreed that Trail could effect reasonable additions to the property at the government's expense.

Trail's excesses eventually caught up with him, especially when a new Secretary of State was appointed. In 1797 Mr. Andrew Barnard was appointed Colonial Secretary to the Cape. He was a very able administrator. His wife was the famous Lady Anne Barnard who, at the age of 47 years became an inveterate traveller of the Cape. She was a shrewd observer. She kept a Journal and of Trail she observed: "He was a favourite of our friend Lord Keith who must have thought highly of him, but he is sadly detested here for his extortionary practices".

Another observation of him was that he was "a rogue and a profiteer". A further quote reads "Donald Trail, that man of infinite contrivance for the making of money". At one stage she says "I believe that he is rumoured to be worth 60,000 pounds". If true, he only took about two years to acquire it. If he saved every penny of his salary of 5/- a day it would have, engaged in the same position, taken him approximately 900 years to earn. On the other side of the coin, it could be conjectured that that salary, presumably without "perks" was virtually an invitation to supplement his income in whatever way he saw fit.

Another occurrence that invoked her wrath was that "it is rumoured that he is importing six wooden houses from America to sell at 500% profit". Lady Anne described a transaction which demonstrated that Trail had a sense of humour of a warped nature. The captain of a passing ship stopped at Simon's Bay because he needed a cow with a calf at heel. He sent a message ashore accordingly. Trail supplied the two animals and the captain sailed on, well pleased. A crosswind blew the ship back to the harbour the next day. The captain confronted Trail because, as he said, the cow did not appear to have ever seen the calf before. When the calf went to the cow for a little milk, the cow became so angry it kicked the calf in such a way that the calf had to be destroyed. Trail's reply was "You did not let me know that you wished the cow and the calf to be particularly acquainted."

Inevitably the administration began to note Trail's doing and acted accordingly. Although his re-appointment as Harbour Master and Master Attendant Naval Office in June 1796 was recommended for extension, this was not granted. In September 1797, Mr. Andrew Barnard reprimanded Trail for not submitting details of the movement of all the ships in and out of the harbour for many months. He ordered him to supply the missing information and to continue to do so until his term of office ended in September 1797. In December 1797 Barnard recommended

that Trail's lease of The Garden not be renewed. In January 1798 he requested members of the Board of Revenue to scrutinise the various accounts submitted by Trail for monies used for the additions and improvements to The Garden and compare them to the actual works completed. These wranglings probably took place throughout 1798.

In 1799 and possibly before, Trail was in partnership with Alexander Tennant. They were involved in the slave trade from Mocambique indirectly, but no doubt profitably (and shadily according to Flynn). A likeable rogue Michael Hogan, a very active businessman was also involved with them. Flynn suggests that this partnership lasted until 1804. If so, Trail must have participated from London as he left the Cape in 1799.

Flynn also quotes of Trail "At the end of 1798, he was superseded in the position of Harbour Master and obtained leave from Commodore Losack, the Commander-in-Chief of the Royal Navy at the Cape, to return to England, supposedly due to ill health (pleading gout and chronic eye infection)". This was a year later than what Barnard had recommended. In 1802, the half-pay he was receiving was discontinued. Despite his apparent wealth, this upset him. He trotted out the testimonials that he had received from Lords Nelson and Keith in his several applications to have the half-pay restored but whether these were successful is not recorded.

Trail lived initially in Frith Street, Soho, London. By the time of his death in 1814 at about the age of 69 years, he was living in Russell Square near the British Museum. His will divided several thousand pounds among his relatives. They included his wife Elizabeth and a daughter (Mary Knott) and his three sisters. One of them, Grace Trail of Kirkwall in the Orkney Islands, was unmarried and lived at or near their birthplace. Trail left all their father's property to her. Other property included shares and 28 houses in Drapers Court near Burton Crescent, London!

So ends the saga of Trail - a successful one, no doubt, from his point of view and that of his heirs but he also left a dismal path of human misery and death - a trail that held closely to his name and nature.

REFERENCES:

The interest in Trail's life was sparked off by reading about Oatlands Holiday Camp in a Bulletin of the Simon's Town History Society.

"The Last Voyage of the Guardian" edited by M.D. Nash (1987)

"The Journals of Lady Anne Barnard (1797-1798) edited by A.M. Lewin Robinson. Both these books published by the Van Riebeeck Society, Cape Town.

"The Letters of Lady Anne Barnard (1793-1803), edited by A.M. Lewin Robinson, published by Balkema

"The Fatal Shore" by Robert Hughes, published by Collins Harvill (1987)

"The Second Fleet, Britain's Grim Convict Armada of 1790" by Michael Flynn, published by the Library of Australian History (1993).

As all previous information about Trail ended in 1799, Flynn's book is of special importance.

THE WURTEMBERG REGIMENT

(From an article in the Cape Times 24.10.1987 by Willem Steenkamp).

Around 1786 the Dutch East India Company, now a shadow of its former self, was seriously worried about a possible British attack on the Cape. It decided to hire a mercenary regiment to strengthen its garrison at the Cape. For more on one of the more colourful of Simon's Town's inhabitants see "When First We Practice or The Life of Jan Michiel Endres" by Professor O. Pryce-Lewis which is on sale in the Simon's Town Museum shop.

Remember that at one time the majority of the Dutch East India Company's servants here at the Cape were of German origin. Germany then, was not as we know it to-day, one big unified country. It then consisted of many small states and the Dukes and rulers of these states made quite a profitable trade in selling trained soldiers raised from their subjects to whoever was willing to pay. It cost Duke Charles Eugen of Wurtemberg 300,000 guilders to provide the Dutch East India Company with a 2,000 man infantry regiment. It cost 72,000 guilders to transport it to The Netherlands and it is at this time we think Jan Michiel Endres joined the Regiment. It then cost another 65,000 guilders a year for reinforcement to make up any casualties suffered.

Its commanding officer was Colonel Baron Theobald Von Huegel. This was a real professional regiment. The officers were graduates of Stuttgart military academy and men of sophistication. The regimental surgeon was Friedrich Ludwig Liesching who was one of Cape Town's first professionally trained physicians. His son Louis was also a doctor and they were the founders of the firm of Liesching and Co. apothecaries. Also with the regiment was the brother-in-law of the famous poet Schiller, Karl von Wolzogen.

The first of the regiment to arrive landed on 25 October 1787 from the Dutch frigate JOSEF II and the final contingent arrived on the RHYNON on 4 July 1788. Wurtemberg was a kingdom until 1918 and is in south-west Germany, bounded by Bavaria, Baden and Hohenzollern. It had become a duchy in 1495. In 1806 Napoleon created it a kingdom. Its last ruler was William II of Wurtemberg who abdicated when the republic was proclaimed in 1918. Its capital was Stuttgart. It was watered by the Danube and the Neckar rivers. The majority of its population was Protestant.

It would appear that some of the regiment were stationed at Muizenberg in 1788 for Gerrit le Roux who held the licence for the sale of wine at False Bay complained that others were undercutting him in the sale of wine to the regiment at Muizenberg. One might think he was overcharging for he claims that they undercut him by 50% ((Ref: C285 Requesten en Nominatien 21.11.1788 pp833-835, Cape Archives).

The bulk of the regiment was housed in the huge military barracks on the mountainside of the Grand Parade. They enhanced the

Cape's social and cultural life and a number of local girls married members of the regiment. The men formed an amateur theatrical company and staged German plays. The officers sent for the latest books from Germany and established a reading circle. Liesching was one of those who collected botanical and geological specimens and their chaplain J.F. Spoenlin helped to improve the Cape schools. The regiment was strictly run, much to the wrath of the inn-keepers in Cape Town who found that the Germans did not linger long after the drummers had beaten "retreat".

The British threat did not materialise and three years later the regiment left for the East Indies where the Company was experiencing problems. The Regiment never returned to the Cape or to Germany for all but a handful of its men succumbed to disease and wounds in the East.

Another member of the regiment was Captain Johannes Zorn who was the first landdrost and built Leeuwenhof in Cape Town. Also here was Johannes Mueller who perhaps did best of all out of his visit to the Cape. He married a slave woman and became a prosperous inn-keeper. In 1817 he returned to Wurttemberg with so much money that he bought an estate and was ennobled.

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GLENCAIRN MISSION SCHOOL

A.P. ANDREWS

The school was built around 1925(1). Although converted to a house, it now stands as a monument to the many fisher-folk children who attended the school. It also served as the foundation-stone of their lives.

The date is in all probability correct because my mother, born in 1920, was among the first pupils of the new school. According to Mrs. Vera Woodward, the school had its origin in the disused hall of the bottle factory. Probably the classes ranged from Sub A to Std. 4. It was later altered to Std 2 because of the limited accommodation and increased pupil numbers.

I started my school career in 1947 at the age of 6 1/2 years. The close proximity of the school to the houses avoided long distances to the school, except for those who came from the farms in the valley. The two pedagogues at the time were Miss Lawrence and Mr. J. Snyders. Mr Snyders served as the principal-teacher of the school and taught mainly pupils of Std 1 and 2. Miss Lawrence accommodated the Sub A's and B's. Mr Snyders remained with the school until its closure in 1970. Because of the mission orientation of the school, the curriculum was imbued with moral Christian principles. Another teacher was Mrs Faulman.

Pupils and teachers assembled each morning for prayers and praise of the Almighty. Favourite hymns sung were "New every morning is the love" and "All things bright and beautiful", some Lenten hymns and Christmas carols. Discipline and neatness were the

order of the school day. No unbecoming behaviour was tolerated and the parents supported the teachers in the manner things were ordered at the school. The school times were organised to coincide with the time when mothers arrived home from domestic work.

There were no free books and because of the low level of the economy of the community, teachers often had to dig into their pockets to help the pupils. There was no need to take lunch to school as it provided pupils with bread, milk and fruit. The milk came from "Welcome Farm" (the farmhouse on the site of Welcome Glen Estate). The caretaker of the school was Mrs Mary Michaels who stayed in No. 4 Louw's Cottages, also referred to as the Fishermen's Cottages.

The school had a rural character because it resembled a typical farm school, without electricity and modern ablutions. Two camp-style paraffin lamps provided light and two paraffin-heaters provided the heat during the winter season. During winter especially when it rained, all pupils had to remain within the school building. A highlight of the school in 1947 was the visit of the Royal Family to Simon's Town.

Each classroom had two chalk boards mounted against the wall. Seating for pupils was provided by long desks with 6 to 8 pupils per desk. There were four long desks in each classroom. The Standard 1 & 2 classroom also had two two-seater desks. The classrooms were also cluttered with other educational paraphernalia as the school had no store-room.

What I mostly inherited from the Mission School was its focus on the need for character-building and the cultivation of good manners and virtues. It played a vital role in my life as it provided me with a quiet and private venue to do my studies from Std 9 to university. My dream is that the building should be purchased and become a museum for the community of Glencairn.

Mr Snyders was transferred to Silo School, Klaarsjagers in 1970.

- (1) Note: A building plan from the Engineer's Office, Simon's Town Municipality is endorsed: Dated 20/4/1927. Signed: Caradoc Davies (Rector) and W.S. Gillard (Town Clerk). The site plan indicates that the Mission School property belonged to the Glencairn Syndicate, and was to be a school for 48 pupils.

The foundation stone was laid by Mrs. E.L. Earp in August 1927. After the removal of residents to Ocean View in November 1969, the building was bought by a private owner and converted into a cottage with a swimming pool. The road it was on was subsequently named Gray Road.

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The author of the above article has recently retired as Principal of Ocean View High School.

Extracted from "Strangers in our midst" by Lucy Bean

The initials stand for South African Womens' Auxiliary Services. This was a countrywide institution formed soon after the beginning of the war to assist in entertaining Commonwealth troops and also to send "comforts" to South African troops serving overseas. There were 10,000 members in the Cape Province alone.

The National Secretary was Mrs Edith O'Connor founder of the Womens Agricultural Organisation in the Transvaal. She was chosen because of her vast experience in handling a womens' organisation. Her office was in Pretoria near Defence Headquarters (presumably somewhere in or near Union Buildings). S.A.W.A.S. came under the Director-General of Recruiting Brigadier G.C.G. Werdmuller. They received no pay or allowances but the Government provided funds for stationery, and they paid no postage, it went marked 'O.H.M.S.' They held fund-raising events countrywide.

There was usually a branch in each town countrywide. Western Cape was under Mrs. Ellie McIlwraith for a time but eventually the Cape Peninsula was allowed to hive off as their unique problems and pressure of work were so different from the majority of branches. They became Command Thirteen and the 1st Provincial Commandant was Mrs. W. Brinton, Mayoress of Cape Town. She retired due to strain and ill-health in February 1942 and Lucy Bean was elected Provincial Commandant which post she held until the organisation was stood down after the Royal visit in 1947. She also held down a job as a reporter on the Cape Times newspaper.

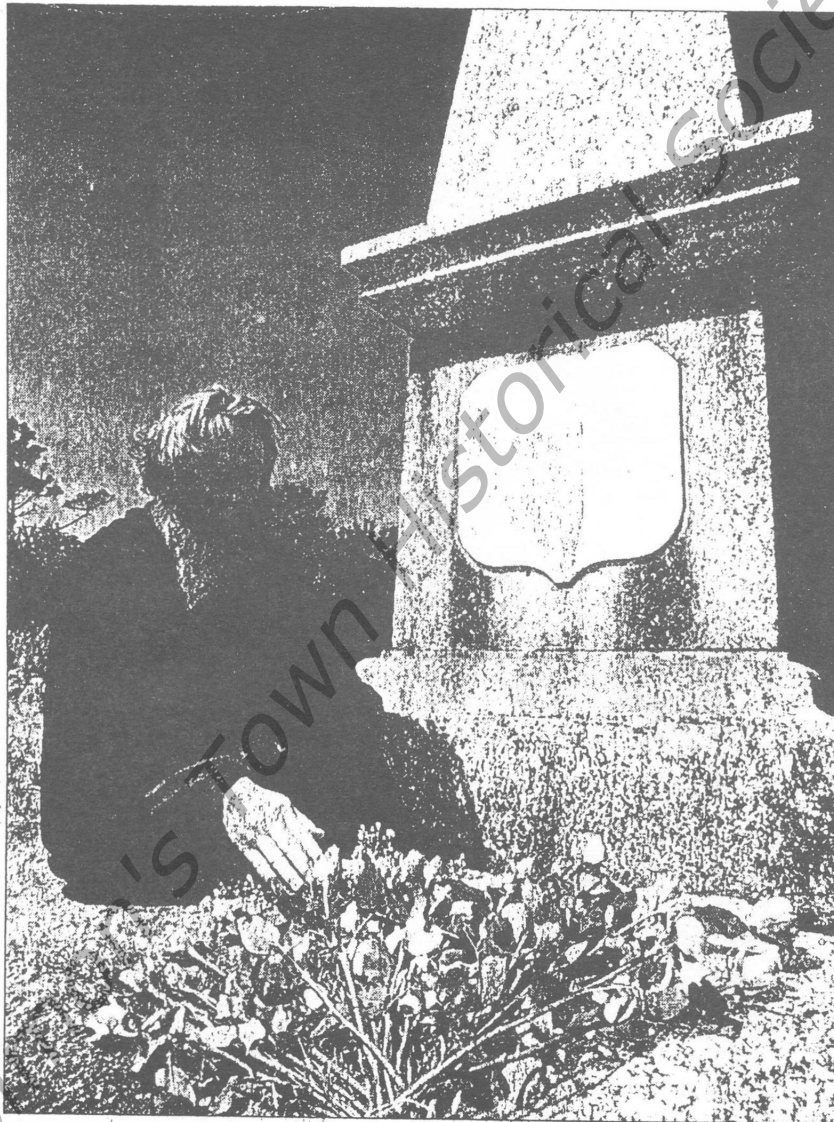
In the Cape Peninsula there were 22 branches in all. Officers and auxiliaries wore uniform on duty but it was not compulsory. Uniform was tobacco brown coat frocks for auxiliaries and skirts and tunics for officers, all made to measure at the individuals own expense. Slouch hats were dark brown felt to match shoes and leather waist belts and sling bags. Rank was denoted by sky-blue stripes on the shoulders. They also wore a special round badge of bronze with a protea flower motif and the initials SAWAS(NS) (national service) in English and Afrikaans.

The Royal Navy dubbed them "grown-up Brownies" and the RAF "Jobs in Brown". They had a special branch of Naval Drivers who drove their own cars on Royal Naval duty, mostly taking Naval Officers from ships to city and between naval offices in Cape Town and Simon's Town. They were paid a low mileage rate by the RN for journeys undertaken. The naval drivers were given special permission to wear navy blue skirts and tunics and peaked caps instead of brown as being more in keeping with the senior service they assisted.

The SAWAS ran canteens, organised outings, accommodation for servicemen on leave be it for days or weeks, collected money to run their affairs. They also helped servicemen's families when necessary. They also organised people to knit socks, and to send

parcels to South African troops "up north". These parcels contained a knitted garment, a home-baked cake, tinned ham, sweets and cigarettes. SAWAS sent auxiliaries to Post Offices to re-pack any of these parcels which needed it. Quite a number of the knitted garments came from the "Gifts and Comforts" organisation formed by General Smuts' wife.

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Please see
article
next page.

FROM RUSSIA WITH LOVE: Russian religious leader Ashourcov Feofan pays tribute to fallen Russian naval heroes from last century buried in Simon's Town. His visit — and plans to start a Russian Orthodox church locally — were part of a bid by Russia to cement closer religious ties with South Africa

Picture: RICHARD SHOREY

PHOTO FROM SUNDAY TIMES METRO 8 NOVEMBER 1998.

RUSSIANS BURIED IN THE OLD BURYING GROUND, SEAFORTH

A.E. READ

In the Bulletin Vol. XX No. 1 January 1998 we wrote about the Russian visit to the Old Burying Ground in 1997 when a wreath was laid on the graves of two Russian sailors who are buried there.

We have now heard from the Museum of the Baltic Navy, Baltiysk, Kaliningrad about these two men.

"In Autumn 1864 the frigate DMITRIY DONSKOY (34 guns) commanded by Captain 1st rank Maidel, made her training cruise with naval cadets and conductors (a conductor was a military grade of an extended serviceman in the old Russian Navy). The ship was manned by a crew of 673 and the frigate's route was: Kronstadt/Cape Verde Islands/Rio de Janeiro/Simon's Bay/Saint Helena/Kronstadt. On the morning of 11 January the frigate anchored in Simon's Bay.

Petrov, a conductor of the navigators corps was in a good mood, merry during all the voyage. Suddenly he fell ill with inflammation of the bladder. The medicine he took for 8 days did not save him and he died on 3 January. He was a diligent, modest young man and his friends were grieved by his sudden death. He was buried by his friends in the Simon's Town cemetery. At the funeral ceremony a platoon of Russian sailors and a platoon of English sailors accompanied the cortege. The monument which stands there to-day was built on the donations of his friends and the frigate's officers."

"Peter Rashev: At night from 22nd to 23rd January 1865 the sailor Peter Rashev fell ill. Eighteen hours later he died. The postmortem examination found out that the cause of his illness and death was a stomach bruise. On the evening of 22 January he came back from the shore leave where he was with the other sailors and he was in a drunken state."
(Obviously he had either been fighting or had injured himself, perhaps on a metal post on the town jetty from which they embarked their ship - Editor)

On 21 October 1998 the Moscow Patriarchate Archimandrite Feofan (Ashourcov) Vice-Chairman of the D.E.C.R., from Danilov Monastery, Moscow, visited Simon's Town in the company of Vladimir L. Surkov, Consul, and Alexander Mukhin, the Vice-Consul, in the Consulate General of the Russian Federation. Accompanied by Cdr Bisset of the S.A. Naval Museum, Mrs. Salter-Jansen acting Curator of the Simon's Town Museum, Mr. Priefert, Custodian at the Museum, Mr. N. Farquharson, Secretary of the Simon's Town Historical Society, they proceeded to the Old Burying Ground at Seaforth where a short service was held at the memorial to Petrov and Rashev. The party was then entertained to tea at Admiralty House by Commander Bisset.

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THE ROYAL NAVY vs THE BISMARCK (in relation to Captain B. Martin and HMS DORSETSHIRE)

A.E. READ

The Battle of the Atlantic was the dominating factor all through the war of 1939-45. Everything depended on its outcome. It raged for 5 years and eight months; from the first day of the war when U-Boat U-30 sank the passenger liner ATHENIA, in the Western Approaches off the Hebrides, to the destruction of U.835 by the U.S. Navy only 4 hours before hostilities ended. It is as well to bear in mind the casualties on both sides. Germany lost 781 U-boats and 32,000 lives in sinking 2,828 Allied merchants vessels and 197 British and American ships and the loss of 40,000 people.

In May 1941 the Admiralty learnt that 2 German warships, one of them almost certainly the brand new BISMARCK, the most powerful battleship afloat, were on their way out from the Baltic. The British knew that if she got loose in the Atlantic, possibly to be joined by the SCHARNHORST and GNEISNAU from Brest in occupied France, Britain's seaborne traffic would be in desperate peril and Britain's survival problematical. Therefore, these ships must be located despite the prevailing bad weather.

On 20 May at 3 p.m. it was confirmed that 2 large warships escorted by 3 destroyers, 5 escort vessels and 10/12 aircraft had passed through the Kattegat out of the Baltic. On 21 May they called in at Bergen in Norway. Britain's Home Fleet was at Scapa Flow in the Orkneys. The German ships were sighted by a reconnaissance aircraft. Immediate action was taken. The Admiralty sent the HOOD and PRINCE OF WALES and 6 destroyers to the Denmark Strait. Then the NORFOLK was sent to the same area, so were REPULSE and VICTORIOUS which were just about to sail escorting a convoy for the Middle East via the Cape, ferrying 20,000 troops.

BISMARCK took advantage of thick fog to make a dash for the Atlantic. On the evening of 23 May Admiral Wake-Walker commanding 18th Cruiser Squadron in HMS NORFOLK west of Iceland found BISMARCK sailing on a parallel course to himself. BISMARCK opened fire on NORFOLK forcing her to turn away under a smoke-screen. She tried to shake off NORFOLK and also SUFFOLK which had now joined in. The Germans could decode the British signals and realised the plan was to box them in. The weather was so appalling that the British ships had had to reduce their speed to 23 knots, then 19 knots and finally 17 knots. The ARK ROYAL who had now joined them found her flight deck constantly doused in spray and every now and then she would take a green sea over this deck 63 feet (about 7 metres) above the normal water line.

On 24 May Britain suffered a severe blow when her elderly and weakly protected battle-cruiser HMS HOOD was sunk by BISMARCK in the Denmark Strait west of Iceland, with the loss of all but 3 of her ship's complement - 95 officers and 1,324 men were lost. In the battle to sink the BISMARCK the HOOD had fired the opening salvo from her forward turrets.

Admiral Somerville's Force H was in Gibraltar and they headed for the Atlantic to join in as, after the HOOD was sunk the PRINCE OF WALES was forced to break off action and haul away under cover of smoke. BISMARCK had received some damage including damage to its port oil tanks and her Captain realised he would have to abandon his break-out and make for St Nazaire in France. Later he realised he would have to amend this and make for Brest, it being nearer. BISMARCK was now being attacked by planes from HMS VICTORIOUS but no damage was done due to her "Wotan" armour plating. She now made a sudden change of course and threw off her pursuers. She was not found again until 10.30 a.m. on 26 May at 49.33 North 21.77 West - 690 miles west of Brest. Admiral Tovey on KING GEORGE V knew she would escape by the evening of 27 May when the Luftwaffe would be able to give her air cover. Nearest to her now was Force H of Admiral Somerville - just 70 miles away.

It was 8 p.m. before the planes found BISMARCK. Planes from the ARK ROYAL attacked from all sides. Thirteen torpedoes were launched, only two hit. One exploded harmlessly on the armoured plating but the other struck the BISMARCK's unprotected stern, jamming her rudders and wrecking her steering gear. Repairs to the rudders were impossible in the heavy seas and the fuel situation was becoming desperate for BISMARCK. Captain Lutjens of BISMARCK signalled H.Q. "ship no longer manoeuvrable" - it also happened to be his birthday!

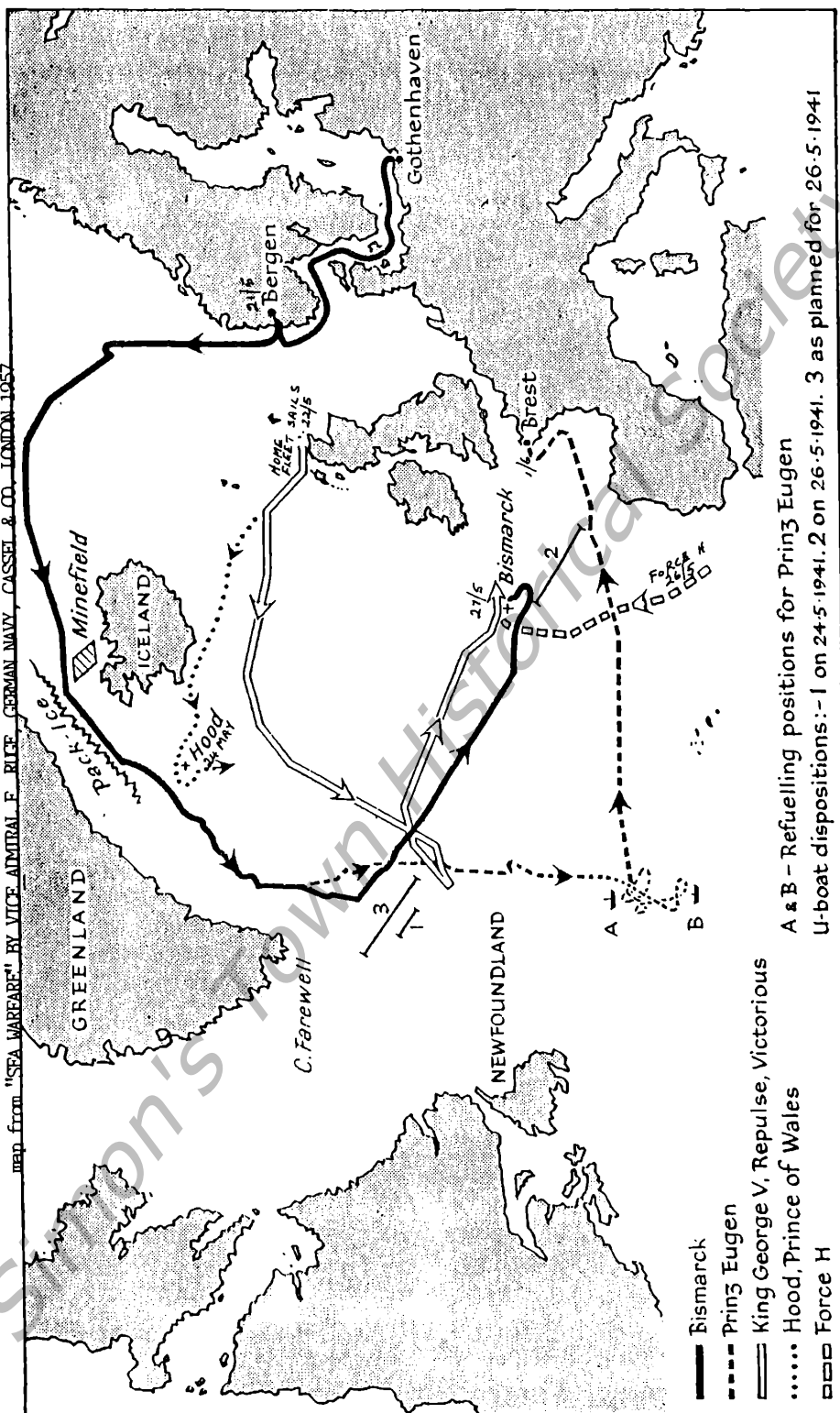
About 9 a.m. on 27 May 1941 Admiral Tovey arrived in KING GEORGE V accompanied by the RODNEY. They closed and opened fire. Despite her erratic steering BISMARCK's gunnery was lethally accurate. However by 10.15 her guns were ominously silent. The pride of Hitler's navy was pounded into a blazing wreck. Morale on board was broken.

HMS DORSETSHIRE had been acting as escort for Convoy S174 coming north. Her Captain was B.S.C. Martin. At 11 a.m. on 26th May he and the convoy were about 600 miles west of Cape Finisterre, when the Admiralty's signal was taken in that the BISMARCK had been sighted a short while before. The plot of the enemy's position made BISMARCK 300 miles due north of the DORSETSHIRE and Captain Martin realised that if BISMARCK were making for Brest he could probably intercept her. He made up his mind to leave the convoy and steer to meet the enemy. The intercepting course was about east and nearly down wind, which meant that DORSETSHIRE could maintain a good speed. Captain Martin turned to east-north-east and went on at 26 knots. At 5 p.m. he altered course to the east and increased his speed to 28 knots.

BISMARCK had been pounded into a blazing wreck but was still afloat when DORSETSHIRE found her. All the other British ships had either run out of torpedoes or were short of fuel and the arrival of the DORSETSHIRE was a stroke of luck for the British. It was left to the cruiser DORSETSHIRE to administer the coup de grace. She was the only ship left with any torpedoes.

She opened fire at 9.04 a.m. at a range of 20,000 yards. However owing to the many shots already falling near the enemy, observation of fire was very difficult and fire was checked after

map from "SEA WARFARE" BY VICE ADMIRAL F. RICE, GERMAN NAVY, CASSEL & CO., LONDON 1957



The Bismarck Operation

9 minutes. A survivor picked up by the DORSETSHIRE is said to have told Captain Martin that it was one of the DORSETSHIRE's shells which wrecked BISMARCK's fire control position. In view of the heavy concentration of fire against the BISMARCK and of the fact that the survivors are most unlikely to have studied the battle observers' records, the eminent Naval Historian Captain Roskill records that he feels this statement cannot be taken seriously. By 10 a.m. BISMARCK was a battered wreck. Her mast was down and her funnel had disappeared. RODNEY, NORFOLK, VICTORIOUS, KING GEORGE V, RENOWN, PRINCE OF WALES AND ARK ROYAL had done their best. Her A Turret guns were drooping towards the sea and those of B Turret were pointing starkly into the air.

At 10.36 DORSETSHIRE deftly fired a torpedo into each side of the sinking hull and with her flag flying BISMARCK disappeared beneath the rough Atlantic waves. Only 110 survivors could be hurriedly picked up before the threat of U-Boats and aircraft forced the British to leave the scene. Over 2,000 men were lost.

When the news was received in England the House of Commons burst into cheering. Britain was also cheered by the fact that they had recently boarded a German U-boat and rescued her ship's books and code books and now had the means to penetrate the German naval Enigma cyphers.

Captain Martin, despite his brilliant idea of rushing to help, had abandoned a convoy and had not received orders to join in the fray. The order from the Admiral arrived at 10.40 to tell him to attack. He at once made a signal to say that BISMARCK had already been sunk.

When the BISMARCK sank, DORSETSHIRE summoned the destroyer MAORI to help pick up survivors. It was too rough to lower ship's boats. Lines were thrown over and jumping ladders let down the sides of the ship. Many of the Germans were too exhausted to climb up but DORSETSHIRE managed to haul 80 on board and MAORI 30. Then came a look-out's report of a submarine periscope and Captain Martin considered it high time to withdraw. As the ARK ROYAL's aircraft had been returning to her landing deck in fact a Heinkel III appeared and dropped a stick of bombs alongside. Force H withdrew to Gibraltar.

From the time BISMARCK and PRINZ EUGEN were first sighted in the Norwegian Fjords to the time BISMARCK was sunk 3 hours less than 6 days later, BISMARCK covered nearly 3,000 miles and most of the British forces not much less. After due consideration by the experts it was deemed that the shell hit (probably from the PRINCE OF WALES) in the action of 24 May blew a hole in the ship's side and exploded deep down among some of the fuel tanks and this had been the crucial hit. The effect of that had been twofold. The hole allowed valuable oil to escape into the sea and sea water to contaminate the oil which remained in the ship. But for this she could have been 300 miles closer to Brest when found and closer to protection by German planes. The PRINZ EUGEN escaped and made it to Brest.

Captain Martin was in an unenviable position. He had left the convoy he was escorting without permission in order to join in

but he had been of great help when needed in firing the decisive salvos. He was to appear before an Admiralty Court Martial. He was exonerated and awarded a D.S.O. His next posting was as Captain-in-Charge of Durban from 3 November 1941. He was there for approximately 3 years. He later received a C.B. for his services there. When he finally retired from the Navy in 1960 he came to settle at Port Shepstone in Natal. He was a Vice-Admiral when he retired.

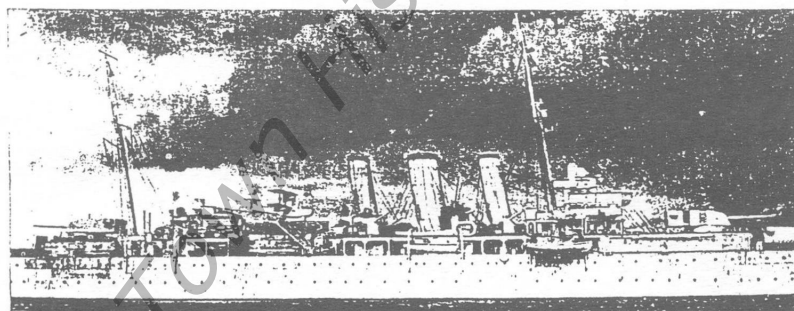
When Admiral Martin died in Durban it appears a church service was held at St Francis Church, Simon's Town and his ashes were scattered in False Bay. He had married for a second time and left a wife and family in Natal.

In January 1998 our Museum had a visit from Mrs. Benyon, a granddaughter from his first marriage and this led us to research the matter.

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Please note that this article is by no means the full story but was written mainly to throw light on HMS DORSETSHIRE and Captain Martin's parts in the engagement.



DORSETSHIRE.

1937, R. Perkins.

DORSETSHIRE (1929). 9,975 tons. Sunk in action with Japanese aircraft in Indian Ocean, April 5, 1942.



BISMARCK.

1941

BISMARCK (1939). Ca. 41,000 tons. Torpedoed by H.M.S. Dorsetshire after being reduced to a sinking condition by gunfire of H.M.S. King George V and Rodney, May 27, 1941.

THE ELSIE'S RIVER MILL

GLENCAIRN VALLEY



SKETCH OF THE MILL BY THE AUTHOR'S SON J.C. SEEMANN (AFTER AN ALLEGORICAL PAINTING BY J. GROVES 1957). PAINTING IN THE S.T.MUSEUM ARCHIVES.

Please see article on page 110

THE ELSIE'S RIVER MILL, GLENCAIRN VALLEY

Ute Seemann

The Elsie's River Mill is situated in the Glencairn Valley, as it is known to-day, in the sports grounds of the S.A. Navy at approximately 18°24' 40" East and 34° 09' 05" south (Fig.1). The terrain formed part of the Welcome Cottage farm, Erf 976, portion 4, Municipality of Simon's Town, it was transferred to the S.A. Navy in the 1970s. Navy personnel took a photographic record of the Welcome Cottage farmhouse, its outbuildings, as well as the millrace and the mill in 1981. The farmhouse was subsequently rented and renovated by Mr. Gordon Wilson, under whose direction it was declared a National Monument. Farmhouse and mill are intimately connected, not only by ownership and spatial proximity, but also by the fact that they formed an economic unit and acted as a crossroad for people and ideas leading into and out of the Southern Peninsula.

At the beginning of 1998 the Simon's Town Historical Society commissioned us to survey and record the Elsie's River mill and research the historical background of the mill and its owners.

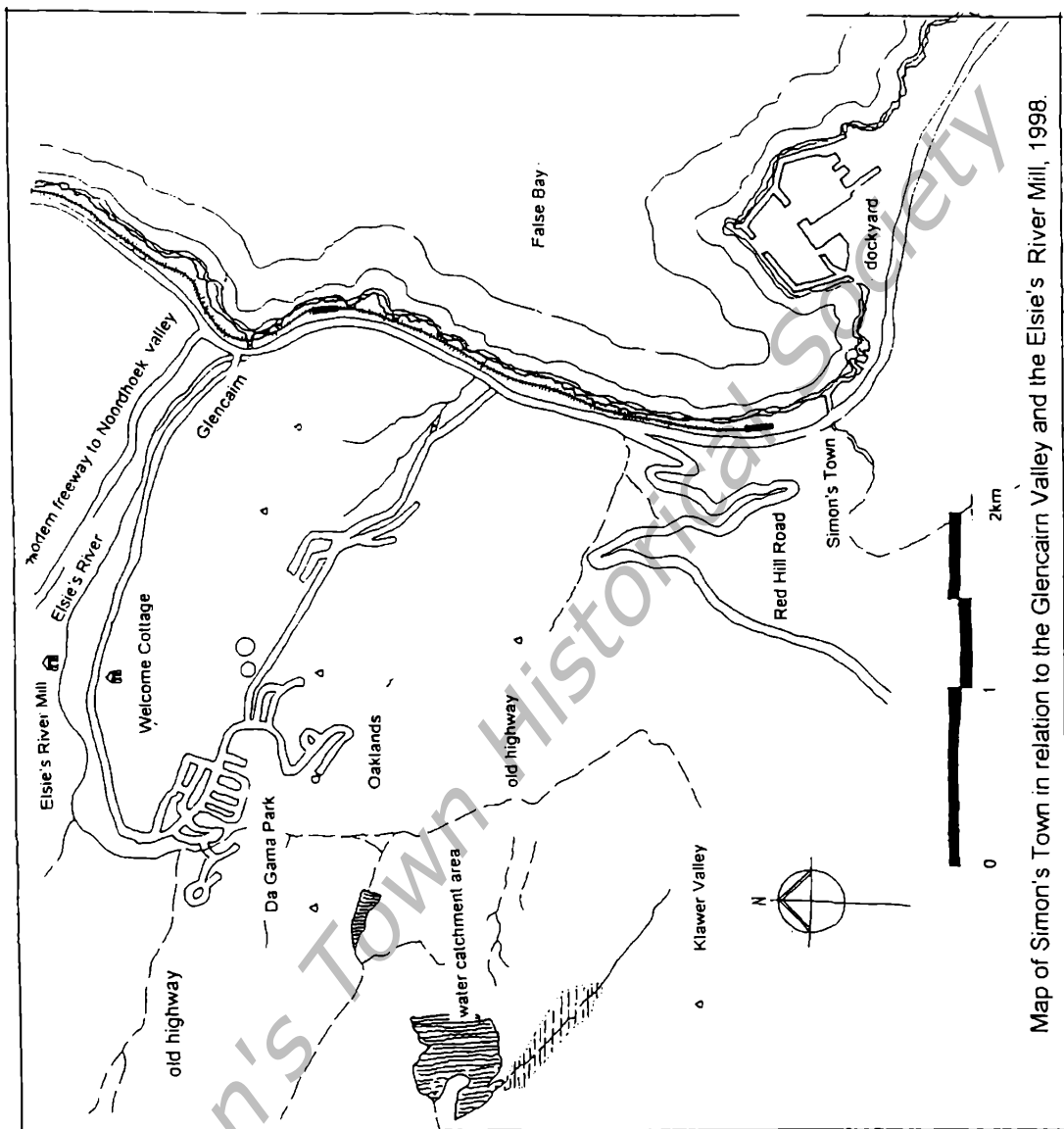
HISTORICAL BACKGROUND

Research in the Simon's Town Museum files, the Cape Archives, the Cape Town Deeds Office, the Surveyor General's Office and secondary literature has revealed some of the history surrounding the farm on which the mill was erected. The first traceable occupier seems to be Christoffel Brand, the Postholder or Resident of Simon's Town (1). As owner of the loan place "the Elsie's River" since the 1790s, he applied for permission to lease a portion of land on the middle reaches of the Elsie's River to his son Johannes Henricus Brand. The land surveyor Zorn supported the application as "the land was well known to me, and....[as] Mr. Brand has already laid out a kitchen garden, may be granted without prejudice....(2). The Survey was carried out in January 1811 (3) but the Quitrent Title Deed No. STQ 1-42 was only granted on 15 October 1822 (4).

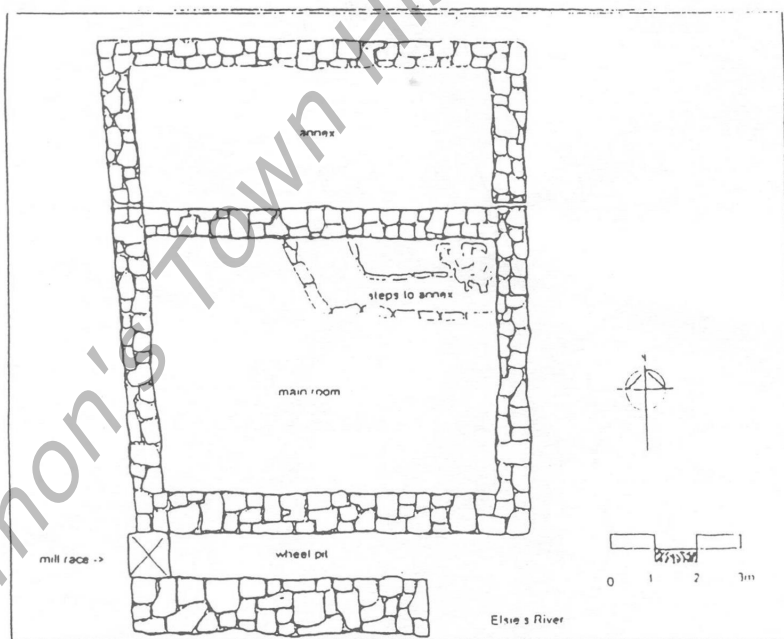
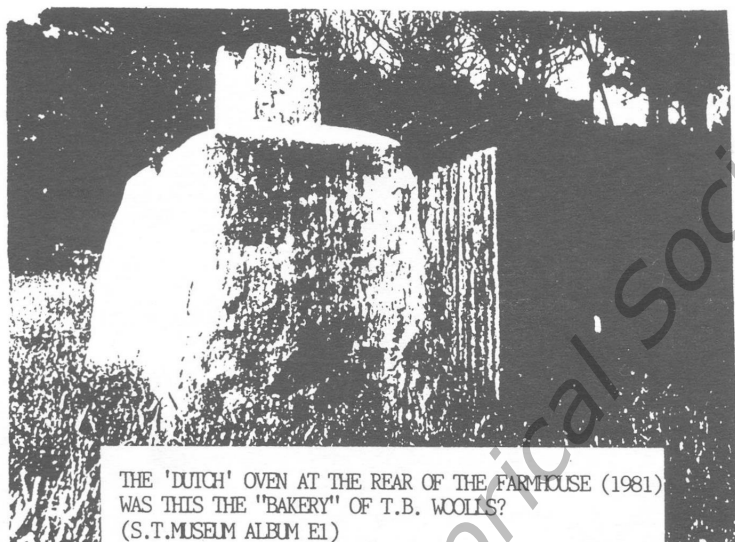
It was J.H. Brand, who in all likelihood erected the Welcome Cottage farmhouse and outbuildings in about 1812-1816.

In 1810 surveyor Zorn described the Elsie's River valley as such: "it will admit of cultivation and other parts might be planted with wood" (5). It also was suitable "for growing vegetables, grazing oxen and bullocks and the basking (barking) of trees for tannery purposes". In the 1820s J.H. Brand probably saw the potential for another economic activity: to grind corn for himself and other farmers in the vicinity. The land in and around Klawer Valley, Noordhoek and Fish Hoek valley was suitable for barley, wheat and rye crops (5). The nearest mill seems to have been over the mountains along 'Ou Kaapse Weg' to the Klaassenbosch mill at the upper reaches of the Diep River, or the Alphen farm whose mill had been established in 1792. (7).

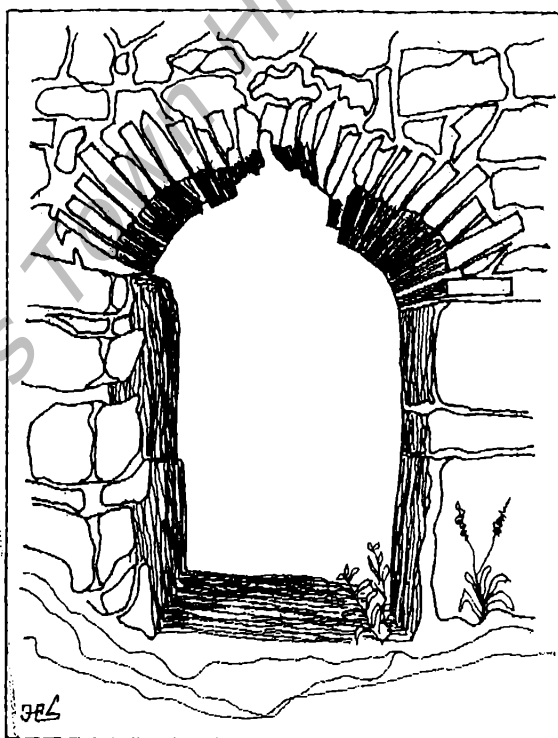
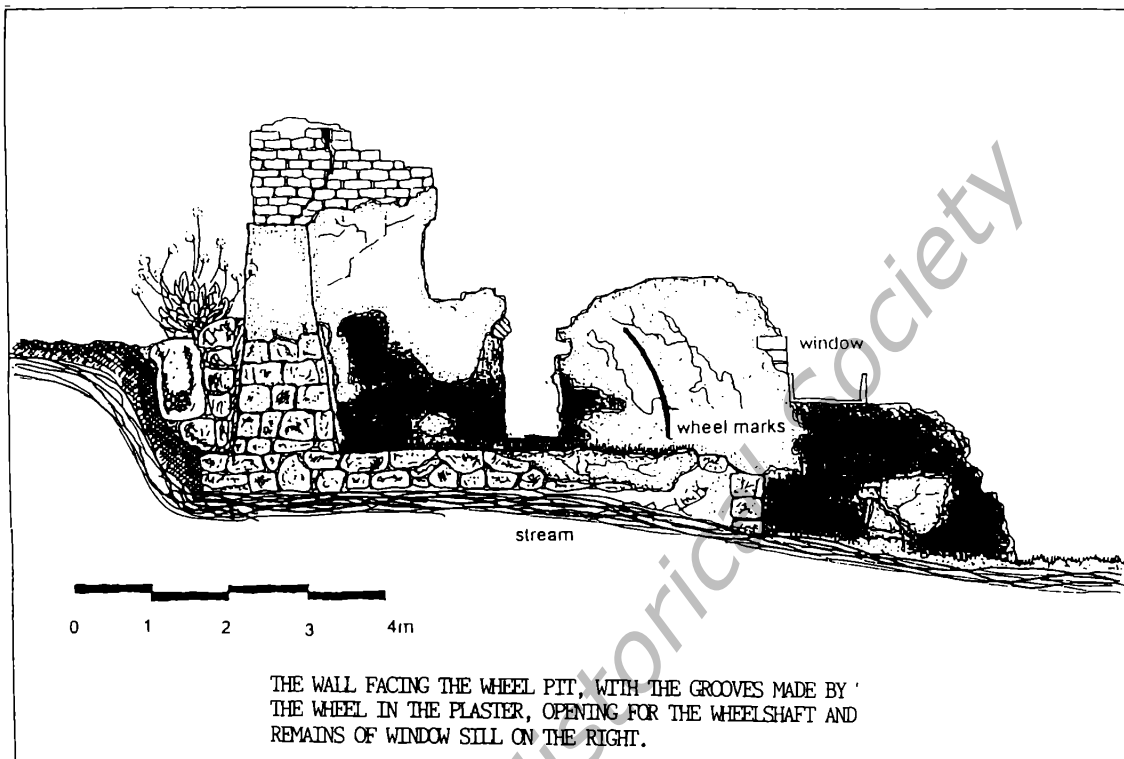
In 1801 the Government began to sell all the Company and



Map of Simon's Town in relation to the Glencairn Valley and the Elsie's River Mill, 1998.



Plan of the Elsie's River Mill, 1998.



The opening for the wheel shaft. Taken from a 1981 photograph (now in Museum's archives).

government mills and permitted individuals to erect mills and grind corn for themselves and others. Until then the Dutch East India Company and the government held the monopoly in milling. Yet this could not be enforced in outlying districts such as Stellenbosch and the Sandveld. The removal of government control resulted in the building of many smaller mills. By 1805 the whole of the milling had passed into private hands and it developed into an important industry in the first half of the 19th century (8). The Elsie's River Mill would be a good example of such private enterprise.

Johannes Henricus Brand transferred the property, consisting of "78 morgen 540 sq. roods of land between the place of Mr. Osmond and that of N. van Blerk" to Mr. Thomas Brownrigg Woolls, a merchant, on 12.7.1828 (9). Mr. Woolls was appointed harbourmaster of Simon's Town in 1834. We know that the mill was in business until 1842, when Mr. Woolls of Welcome Farm went insolvent and was forced to auction his property "including Mill, and Buildings thereof, Sundries, Tubs and Grindstones, Flower Machine and Bakery" (10). A government census of watermills, horse-mills and windmills in 1830 listed three watermills for the 'Cape', two of them at or near Simon's Town. (11).

Mr Francis Bateman Pinney, Sub-collector of Customs at Simon's Town, bought the property at the auction on 26 April 1842 (12). Mr. J.H. Brand had given Mr. Woolls a mortgage of L250 (13). Mr. Pinney was appointed Resident Magistrate in Simon's Town in 1848. Whether he intended to continue milling is not yet clear, but from available sources it seems that by this time, steam mills had largely replaced water mills and were far more economic to manage (14). The growing of corn on the farms of the Southern Peninsula seems also to have been replaced by dairy cattle farming, grazing of oxen and bullocks, crops for fodder and, as always, the growing of vegetables. (15).

Mr. Pinney sold the property to David Cornelis de Villiers in the 1860s at which time the mill had probably fallen into disrepair.

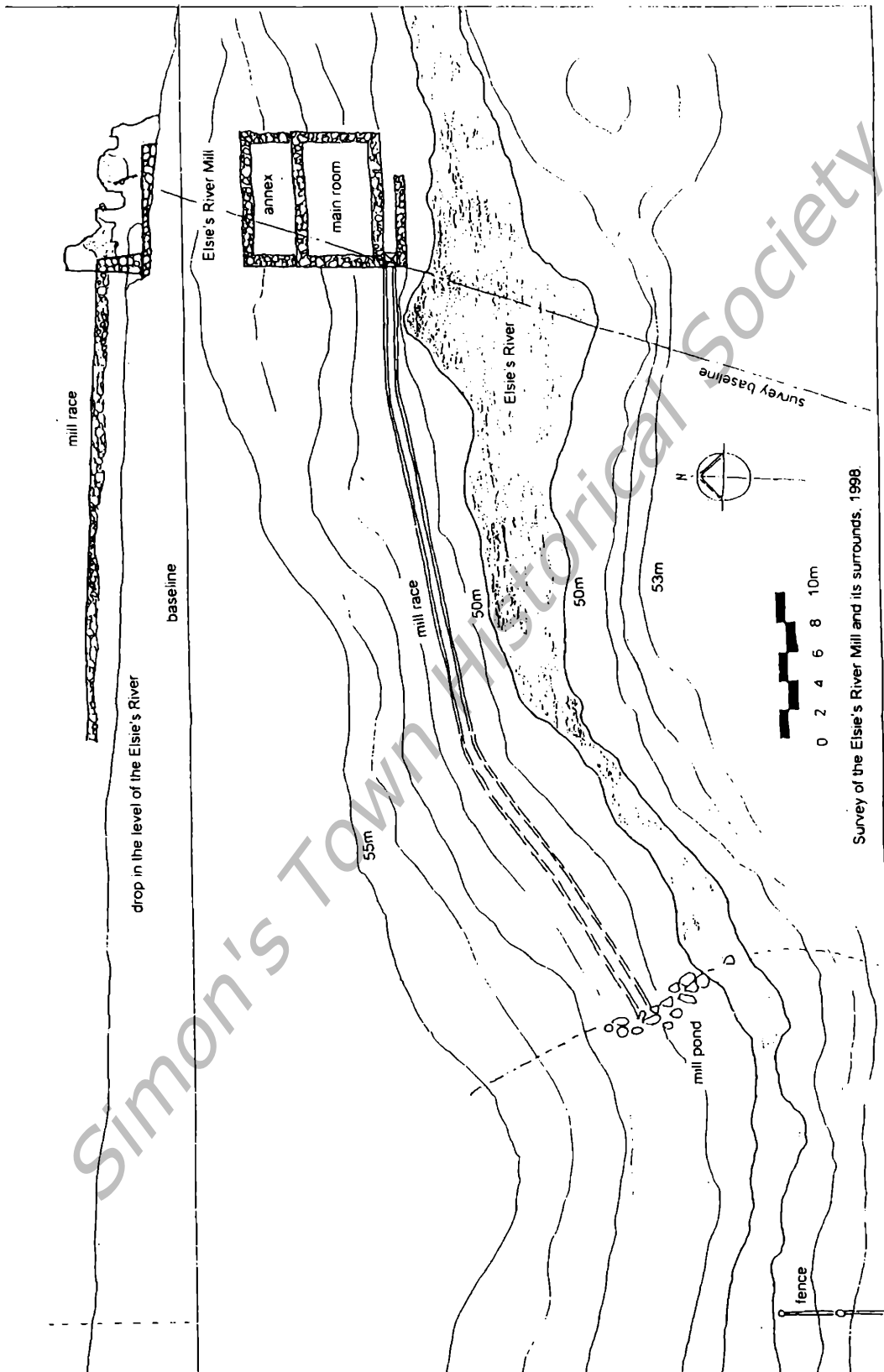
THE SURVEY OF THE MILL, MILLRACE AND MILL DAM

By 1998 very little is left of the mill building, mill race and dam wall. We undertook a survey of the ruins and its surrounds, inspected the remains of the road leading to the mill, the Welcome Cottage and a 'Dutch' oven in the back of the farmhouse.

THE MILL HOUSE AND ANNEX

The remains of the mill building were surveyed and photographed in August 1998.

Since a photograph of the millwall adjoining the tailrace was taken in 1974 (16), where the 'window' for the wheel shaft seemed to be in good condition, the wall has collapsed considerably. A second windowsill above the end of the tailrace is left of what was once a proper window on the upper floor of the building. The door into the mill was probably situated at the short end of the building, where the remains of a path



leading from the old road and drift in the Elsie's River further downstream are still visible. The mill's main room has been filled with dressed stone from the collapsed walls. A couple of steps and a sort of platform seem to lead to a doorway in the wall opposite the tailrace into an annex, a later addition to the main building. The purpose of this room is unclear at the moment, but seems significant. The west wall of the mill (opposite the entrance door) has collapsed considerably at the centre, leading us to believe there might have been a window or second door.

The walls of the mill building were carefully constructed from boulders, dressed stone and clay and cobble filling. All walls, inside and outside, were plastered with a fine lime/shell plaster. Their remaining height suggests a two-storey building. No ledges for the wooden platform on the upper floor and for rafters have survived. The remains of the pits for the machinery of the mill are probably buried under the rubble. Building material such as clinker, a hard fired brick, used in ovens and as flooring tiles was visible.

The water wheel had made a c. 50mm wide groove into the outside plaster, from which we deduced that the wheel had a diameter of 4 m. The wheel was probably constructed from wood, as cast iron and wrought iron millwheels came into general use only from the middle of the 19th century (17). Even then, they were so expensive, that iron was only used to replace wooden parts, which had decayed. A probable reconstruction of the workings of the mill is seen in an accompanying diagram which depicts the Verlorenvlei Mill on the West coast near Elandsbay (18).

THE MILL RACE AND POND

From the middle of the 18th century it was acknowledged that the overshot wheel was a more efficient source of power. From the available evidence of the mill building's construction, it is suggested that the overshot wheel was used at this mill as well.

The water from the Elsie's River was collected in a small millpond. The pond upstream is nearly obliterated. A few dressed stones, boulders and a short dam wall mark its position. It is now all silted up. The outlet to the millrace has not been found by inspection, as the area is overgrown with bushes. The millrace's course is visible in parts, but we know from earlier photographs (19) that it has collapsed at some points. The millrace had been neatly built from dressed stone. We cannot say whether its channel was lined with wood or just plastered.

The millrace fed the water to a wooden launder over the centre of the wheel. The launder probably contained a hatch just before it reached the mill building to regulate the water flow. The overshot wheel is turned entirely by the buckets of the wheel (20). The water rejoined the Elsie's River via the tailrace. We cannot say at this stage whether the wheel was constructed from wood or iron. An excavation of the tailrace would be able to solve the question.

CONCLUSION

We have been able to outline the history of the mill and its position in the economics of the Simon's Town and the Southern Peninsula farming community. The details of the milling techniques and artefacts, the people involved in the process, the type of corn milled and bread baked in the bakery would be an interesting addition to the history of the area. Welcome Cottage farm was quite famous for its hospitality. One of its most illustrious visitors was Sir John Herschel in April 1835 (21). He gives an interesting account of the farm, its owners, their labourers and servants.

RECOMMENDATIONS:

Small private mills have not been researched in any detail. Research done on small farmholdings and farmsteads with their outbuildings, such as mills, a bakery, tannery, limekilns has been limited. The people who owned and worked them, who were a conduit for disseminating ideas and value systems have so far been left out of the broader picture of the Southern Peninsula.

We have only been able to inspect and measure the visible remains of the Elsie's River Mill. We have considered a few documents. The verification of our assumptions of what was happening in and around the Elsie's River Mill lies hidden in the ground, the "small and everyday things forgotten". The early 19th century was a time of prosperity, of integration into the world of the British Empire. How this was reflected on the Welcome Cottage farm and the mill is a chapter of history yet to be written.

We would recommend that further investigations be carried out later and that the road to the mill be investigated.

The Simon's Town Historical Society is to be commended for taking the initiative of having this historical landmark surveyed and brought to the attention of conservation minded bodies.

ACKNOWLEDGEMENT

We were delighted to be entrusted with this project and thank the Simon's Town Historical Society for their financial assistance. Hennie Prince took the photographs, Jorge E'Silva and Paul Watkins were the surveyors, my son Jan Christian Seemann did the drawings. Thanks also to the staff of the Simon's Town Museum for their help in tracing deeds, family histories and photographs.

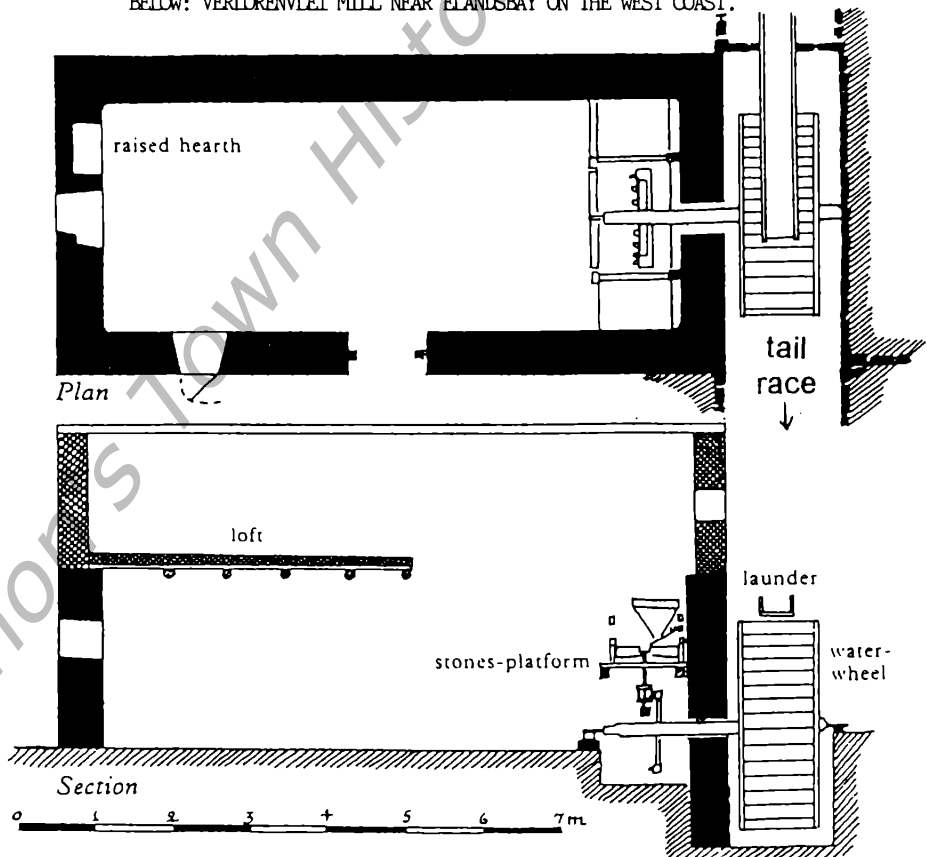
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15. Tredgold A. 1985, *Bay Between the Mountains*. Cape Town and Pretoria, Human & Rousseau, p.157-8.
16. Simon's Town Museum files, box "Welcome Cottage farm", article compiled by Lt Cdr (Mrs) D. Visser.
17. Walton J. 1974 *ibid.* p.60-61
18. Walton J 1974 *ibid* p.102
19. The photographs made by the S.A. Navy, lodged in the Simon's Town Museum
20. These and the following technical details are taken from Walton J. 1974
21. Evans, D, Deeming T.J. et al 1969. *Herschel at the Cape*. Cape Town:A.A. Balkema pp 156-157.

BELOW: VERLORENVLEI MILL NEAR ELANDBAY ON THE WEST COAST.



A PROBABLE RECONSTRUCTION OF THE WORKINGS OF THE MILL. THIS DRAWING COMES FROM JAMES WALTON'S "WATER-MILLS, WINDMILLS AND HORSE-MILLS OF SOUTH AFRICA" PUBLISHED BY STRUIK 1974. (COPY IN THE MUSEUM LIBRARY)

REV. HENRY MICHAEL MYDDLETON WILSHERE (1828-1885)
COLONIAL CHAPLAIN SIMON'S TOWN & RECTOR OF ST FRANCIS CHURCH

A.E. READ

He was one of four brothers, the others being Edward, Arthur and Ebenezer. All four were Anglican clergymen and three of them came to the Cape. These were Henry (Simon's Town), Ebenezer (Grahamstown) and Arthur (St Saviours). Edward remained in England. Their younger sister Amelia was married to Canon Baker, one time incumbent of Kalk Bay's Holy Trinity Church.

Henry's wife was Ellen (nee Baker) (1827-1893) sister of the Canon. Henry and Ellen had a daughter Ellen Amelia who was born in Simon's Town. She married in St Francis Church on 25 March 1876 The Hon. Foley C.P. Vereker, a Lieutenant in HMS NASSAU. He was a younger son of Lord Gort. The service was conducted by her uncle Rev. A.R.M. Wilshere, at the time Rector of St Saviours, Claremont. The bridal carriage was drawn from St Francis Church to the Rectory (which was then where Kalidas now is) by sailors from the groom's ship. The happy couple left on a short honeymoon tour through Paarl, Wellington and the Drakenstein valley before the ship set sail to continue its Hydrographic duties.

When Rev. Henry Wilshere died on 12 April 1885, the townsfolk were deeply shocked. All the businesses in the town closed while the funeral was held and the cortege passed through the town from St Francis Church to the Old Burying Ground. Hundreds attended the funeral, among them a contingent of Foresters of which he was an Honorary member. Rev. Henry was instrumental in raising funds for the building of the Boys Mission School (where the Sheriff's office now is opposite Belmont) and was known for his care of and kindness to his parishoners.

After his death his wife Ellen went to live with her brother Canon Baker at Kalk Bay. Ellen and Henry had once lived at Caledon and she was invited to visit in 1893. The weather was very inclement when she ascended Sir Lowry's Pass and she caught a chill and died. Her body was returned to Simon's Town for she had specially asked to be buried next to her husband. The townsfolk had not forgotten her either. Hundreds turned out for her funeral and again all businesses shut in respect.

The museum had a visit from her great-granddaughter Shirley Ruffel in 1998 and we are indebted to her for the family papers and family tree which she has given to the Museum. Shirley lives in England.